

Attachment B

Compilation of General Public Written Comments

Received During the Public Comment Period



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

**Preferred Alternative Public Open House
June 1, 2016**

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: RUTH CARTER
 Address: PO BOX 184
 City: CARMEL VALLEY CA
 State, Zip: CA 93924
 E-mail: _____

Comments:

PT. LOBOS HAS DISCUSSED A SHUTTLE PLAN
MORE PEOPLE AT MONASTARY BEACH WILL REQUIRE A LIFE GUARD
FINANCIALLY THERE'S A HUGE BACK LOG OF MAINTANANCE
BATHROOMS FOR TOURISTS AREA HUGE ISSUE
HWY 1 TRAFFIC IS GRIDLOCK THANKS TO SOCIAL MEDIA
WE SAVED THE DOBLO PROPERTY IN THE 70'S AND WOP TO SAVE IT
AGAIN



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1 Capitol Mall, Suite 410
Sacramento, CA 95814

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(Please Print)

Name: Sally Voss
 Address: 8730 Carmel Valley Rd
 City: Carmel
 State, Zip: CA 93923
 E-mail: chrismian3@comcast.net

Comments:

Please make sure that you have a multi-use trail policy that specifically allows bikes to access these public lands. Additional cycling options will allow local visitors to avoid the car trip and ride in from their location to a park destination. Also please allow through access through your managed areas to adjacent public lands. More access, the ability to make larger loops for backcountry experiences. Make provisions for through access, more access, & Backcountry experiences.

Please use the reverse side or attach any additional pages



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(Please Print)

Name:

Ken Chrisman

Address:

8730 Carmel Valley Rd

City:

Carmel

State, Zip:

CA 93923

E-mail:

Kennethchrisman@me.com

Comments:

Please plan for multiple trails, specifically to have bike access, where appropriate, or and more importantly through your properties to other adjacent public lands. In particular provide through access in Hoston Canyon to the Hwy/Reporter Intersection & throughway inland area to Palo Verde (MTRP) for Dark Country, overnight cycling & Bikerpacking.



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

General Plan Alternatives Workshop
July 22, 2015

COMMENT SHEET

Please provide your comments on the comment sheet and:

- return to staff at the July 22 public workshop, or
- fold and mail using the address on the back of this comment sheet, or
- scan and email to plan.general@parks.ca.gov with the subject line "CASP GP Alternatives"

Please send all comments on the General Plan alternatives by August 5, 2015.

Mail : Ellie Wagner
RE: CASP General Plan
1 Capitol Mall, Suite 410- Sacramento, CA 958
95814

Name: Eileen LaMotte
 Address: Ribera Road
 City: Carmel
 State, Zip: 93913
 E-mail: _____



Comments: I do not support Alternative 1 or Alternative 2. I support leaving these areas undeveloped for future generations. I support leaving Carmel River Beach, Odello Ranch, Bay School and Point Lobos as they are now.

The old Odello property must not have any trails. We lived in Mission Fields in 1997 when the neighbor hood floozled because the leuy "saved" the Odello field!!!
 The turn from Carmel Meadows is unsafe now due to ↑ car volume and speed. No more cars or someone is going to be broad sided making a left onto the

high way. Do not have any activities impact

Please use the reverse side or attach an additional sheet

the residential neighborhood. There is one lane each way into Carmel Meadows — no sidewalks — and parking on both sides of the street. The ↑ traffic will be disastrous from a safety perspective of people and dogs walking in the street. Kids walk and play in the street too!

Plan to use Rancho Canada for parking and facilities. Leave the Carmel Meadows and Odello Field as is so people are not in danger driving into and out of our residential area.

Please dial it back. Take better care of Pt. Lobos and Garapatta. Morro Bay Beach and the Beach at Carmel River are Dangerous — people drown there. Do not move forward with shuttles at the mouth of the valley.

where a 150 unit low income housing project is planned.



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(Please Print)

Name: Noelle Ballarini
Address: 25041 Valley Place
City: Carmel
State, Zip: CA 93923
E-mail: the.ballarinis@gmail.com

Comments: (No) changes to Hutton Canyon!



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(Please Print)

Name: Rich & Daryl Larsen
Address: 7 Riley Ranch Rd.
City: Carmel, CA 93923
State, Zip: _____
E-mail: findrichlarsen@gmail.com

Comments:

- 1) We are okay with a (paid) parking lot, PROVIDED that parking along Highway 1 is no longer allowed
- 2) opposed to changing the name of Point Lobos Ranch to An Allan Ranch or anything else - it has been Point Lobos Ranch since its acquisition.
- 3) opposed to a bicycle/pedestrian trail along Allan Rd.



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(Please Print)

Name: _____

Address: _____

City: _____

State, Zip: _____

E-mail: beadiGrazia@gmail.com

Comments:

How do we get answers
to our questions?
Will you email?

Protect private property
land value
privacy fencing

Parking
plan for pedestrian and cars to
go under road if needed in the
future (many many years)

Hutton Canyon = open space

What is the Bm-I Lobos "tram"

CARMEL AREA STATE PARKS General Plan and Environmental Impact Report

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Richard & Teri Stott
4000 Rio Rd. #3
Carmel, CA 93923
rhstott@comcast.net

Monastery Beach (known locally as "Mortuary Beach" because of the historically large number of drownings that have occurred):

Because of its steep drop-off, the water looks deceptively calm and waders are swept out by a strong undertow. If State Parks provides parking and access, it will assume legal liability. At the least one full time lifeguard would be required to mitigate liability.

The lagoon:

During the dry season, this small body of water is home to myriad wildlife. During the wet season, the river flows rapidly through it and pushes out to sea. Boating in the dry season would badly disrupt the sanctuary. In the wet season, boating would be very dangerous because of the strong internal currents and the possibility of being swept out to sea.

Traffic:

The traffic study neglects the impact the park would have on already over capacity Highway One just north of the proposal. Traffic is regularly backed up for over a mile north of the Ocean Avenue light in both directions. The proposed park would exacerbate the problem and no mitigation is proposed.

We understand that the parking situation at Point Lobos is out of control, but providing parking at Point Lobos Ranch and a pedestrian underpass would provide the answer. The rest of the proposal is poorly thought out over-reach.



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(Please Print)

Name: Sean Edwards
Address: 90 Corona Rd
City: Carmel Highlands
State, Zip: CA 93923
E-mail: Bluesribbon13@hotmail.com

Comments:

(Signage in multi language)

Will there be staffing to support
such projects?

there needs to be more accessible
restrooms.

mass transit from off site
parking.



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(Please Print)

Name: Greg Linder
Address: PO Box 7214
City: Carmel ~~CA~~
State, Zip: CA 93921
E-mail: Carmelgreg@gmail.com

Comments:

- ✓ More open space less parking space on site instead, ^{perhaps} parking at Ford ord + shuttling small Buses to park.
- ✓ higher fees to enter park
- ✓ Tighten up access to Pt Lobos to maximize revenue capture & lessen Human Impact
- ✓ I'm Against any "camping" be it primitive or Traditional.
- ✓ Less ^{public} promotion of this ^{& other park} resources as the human impacts are the problem & having less people is less complicated than all the proposals.

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Name:

Pierre LaMothe

Address:

2865 Ribera Rd.

City:

Carmel

State, Zip:

93923

E-mail:

petelamoth@yaho.com

Comments:

① Please do not develop Odello West, a parking lot there would look terrible. It is the center of the wet lands you want to protect. Use existing parking @ Rancho Canada for develop^{new} parking lots @ the west/south end of Rancho Canada. Trails can link to Inspiration Point Trails. Also a pedestrian & wild life under pass could link trails on Odello East & West.

② At Lobos Parking Problem: make a parking lot

Please use the reverse side or attach any additional pages

across from Pt Lobos. A big one! Make it nice.
Charge for parking. Build an under pass to
get visitors safely into the park. Charge
visitor & hire more park rangers.

3. There is lots of garbage on Hwy 1 outside
of Pt Lobos. More garbage cans would
help the environment.

Thank very much for your work.
Of course the parks need visitors & access
to enjoy them. I hope you can manage
it well. ~~se~~



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(Please Print)

Name: JOHN T. DILLARD
Address: 25705 BALDWIN BL
City: CARMEL
State, Zip: CA 93923
E-mail: DILLARD JOHN T @ YAHOO.COM

Comments:

REGARDING THE HATTON CANYON PROPERTY:
• IF THE 2002 TRANSFER AGREEMENT IS NOT AMENDED,
THE PROPERTY COULD REVERT BACK TO CALTRANS.
• THIS IS ALARMING - NEARBY RESIDENTS DO NOT
WISH FOR ANY DEVELOPMENT OF THIS NATURAL SETTING.
• IT'S NOT CLEAR WHY STATE PARKS WANTS TO TRANSFER
HATTON CANYON, HOWEVER IT WAS ACQUIRED.
PLEASE ADDRESS THIS BEFORE GOING FORWARD.

Please use the reverse side or attach any additional pages

• WHY CAN'T THE CANYON BECOME A "RESERVE" LIKE THE NEW PARK?



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(Please Print)

Name:

Robert Ord

Address:

3020 Ribera Rd

City:

Carmel

State, Zip:

CA, 93923

E-mail:

goboboo@aol.com

Comments:

① Odello Farm is in flood zone. Why are you putting facilities in that which will surely flood as before?

② Are buses being used to transport visitors from/to Point Lobos from Odello parking lots? This will be a major safety issue for those exiting Ribera Rd.

③ We want the Odello areas to remain in current "pristine state" why change that? &

④ Please - no parking lots on Odello Farm! Odello West -

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(Please Print)

Name: Fran Dillard
Address: 25705 Baldwin Place
City: Carmel CA
State, Zip: 93923
E-mail: dillardfran@yahoo.com

Comments:

POOR Planning and communication around HCP
you appear clueless about the transfer details
and completely careless of "dumping" it to
someone else's responsibility. Please know there will
be legal action if you proceed w/out doing your
homework. you seem to have budget
for other projects - please be clear why you
are doing something. Sloppy. we worked hard
to not have development and get
it transferred to you!

Please use the reverse side or attach any additional pages

The transfer
agreement says this
reverts to CalTrans!

You are opening a ~~huge~~
can of worms!

Be prepared for community
& legal action!

Your Logu doesn't make
sense!



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Name: Elizabeth Murdoch
Address: 27461 Schutte Rd apt A
City: Carmel
State, Zip: CA 93923
E-mail: Lilli8@me.com

Comments:

I'm a semi-retired Environmental Science teacher - Was in Los
Oso + kayaked Natl. Marine Estuary / Morro Bay - I moved
here I kayak the Carmel River back to bridge and for
O della barns - I Journal all I see all the birds / mammals, etc.
The few species of resident sight loyal birds I see are
Few and already maxed out. I'm usually alone + see
no one (rarely) I know these animals very well - you can
read my journals. The parking and opening up the barns

Please use the reverse side or attach any additional pages

would be an infringement on these animal's
space/rights. I love the odella bunch more than ever
make models in the Palo Corona barn? or some such.
I would like the Carmel River/Beach area to be made
into a Natl. ~~Marine~~ ^{Estuary} Sanctuary - Would like to see
NAA + Natl. Marine Sanct. folks involved. I know
the area isn't as big as Back Bay Morro Bay and
Elkhorn slough and that's my point. The grebeats,
deer, snipe, bear, etc, etc, are already maxed
out. Please there isn't room for parking
on the ocean side of Hwy 1. Please and
this is from a 25 yr. + educator. Ask
teachers they line to interpret first hand
what is going on outside the textbook.

Thank you for your consideration.

Feel free to email me though I know you
have guys who walk the area looking @ the
birds. I'm on the water and the
pied billed grebe etc are very shy and have
little space. I hide in the sedges so not to scare
them in my kayak. Thank you its the
little animals that I represent.



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(Please Print)

Name: Gail Ord
Address: 3020 Ribera Rd.
City: Carmel
State, Zip: CA 93923
E-mail: geord62@yahoo.com

Comments:

Have seem to be very focused on
conservation - why not if fresh use
you responsible areas before taking
on more areas.
Also I think a reservation system
for Point Lobos is an excellent idea.



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(Please Print)

Name: DON LEACH
 Address: 25605 Row Place
 City: Carmel, CA
 State, Zip: 93923
 E-mail: DFLEACH@SBCGLOBAL.NET

Comments:

RE: POTENTIAL SALE OR TRANSFER OF
HATTON CYN PROPERTY:

QUESTION

How will the Public know
if, when & to whom this
property may be sold?

COMMENT

~~THE GENERAL PLAN MUST INCLUDE
A STATEMENT THAT THE HATTON CYN~~

~~UPPER PROPERTY IS PERMANENTLY DESIGNATED~~
Please use the reverse side or attach any additional pages

AS, & DEVOTED TO, OPEN SPACE. (OVER=>)

OVER

CAL. Dept of Parks & Recreation is a party to that certain "Agreement for Transfer of Control and Possession of STATE-OWNED REAL PROPERTY" dated 3/22/2002, recorded as Doc # 2002042525 on 5/2/02 in Monterey County Records. That Agreement provides, among other things, @ 9, that "if...this property at any time ceases to be used for state park purposes" CALTRANS can demand the return of the Hatton Canyon property, & STATE PARKS' failure to return it establishes a material breach, entitling CALTRANS to immediate control & possession of Hatton Canyon, "with the right to use or dispose of the property in any manner it deems appropriate." If a transfer to CALTRANS occurs, STATE PARKS will receive \$962,880 from CALTRANS.

THE COMMUNITY RELIED UPON THIS AGREEMENT TO ASSURE STATE PARKS WOULD MAINTAIN ITS OWNERSHIP OF HATTON CANYON. THE COMMENT BY STATE PARKS THAT THE PROPOSED GENERAL PLAN DOES NOTHING TO CHANGE THE USE OF HATTON CYN. COULD BE INTERPRETED BY SOME AS DISINGENUOUS, WHEN STATE PARKS SAYS IT WANTS TO OFF-LOAD "THIS PROPERTY." BY DOING SO, THAT TRANSFER WOULD IMMEDIATELY PERMIT CALTRANS' REVERSION RIGHT, THEREBY PERMITTING THE UNCONCEIVABLE POSSIBILITY THAT A HIGHWAY WOULD BE BUILT AFTER SO MUCH EFFORT WAS TAKEN TO PRECLUDE THAT. THUS, THE PROPOSED GENERAL PLAN SHOULD UNAMBIGUOUSLY STATE THAT STATE PARKS WILL NOT TRANSFER OWNERSHIP OF HATTON CANYON, OR CEASE USING IT FOR STATE PARKS PURPOSES, IN ANY WAY THAT WOULD TRIGGER CALTRANS' REVERSION RIGHT.



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(Please Print)

Name:

Robin Anderson

Address:

25605 Row Pl

City:

Carmel

State, Zip:

CA 93923

E-mail:

RobinAnderson@comcast.net

Comments:

Any and every reference to Nation Canyon was vague at best. Please put language into the General Plan designating it as permanent open space. At least this way we will know it is protected. It seems the best managing body would be the Regional Park District.

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Name: Susan Layne
 Address: 36652 Highway 1 + PO Box 223367
 City: Mendocino, CA 93940 Carmel, CA 93922
 State, Zip: _____
 E-mail: LayneSJ@msn.com

Comments:

1) Eliminating parking spaces inside Pt. Lobos at this stage is insane. People will park on the highway instead. Huge safety issues!

2) Suggest that State Parks have a series of Town Hall type meetings all Coastal Parks, soon.

A lot of brainpower + manpower in this room tonight, could be harnessed →
 Please use the reverse side or attach any additional pages to save the area for future generations

3) Thank you for removing the
Ziplines etc.

We do not need more tourism -

Focus should be on preserving
the area for visitors now &
improving safety on highway 1 -
people will park on the highway
& they will run across it.

4) Bicycles on Highway 1 - Insanity! Ooh!
no room! Caltrans agrees, BTW

5) Caltrans has no authority to
restrict parking on the highway -
they are bound by County legislation

6) I hate the idea of a reservation
system at Pt Lobos unless
Marin County residents exempt.

7) County wide approach to traffic
flow on Highway 1 needed
restrict left turns on Highway 1 thru
Carmel, Synchronize lights!

~~7~~ 8) ~~Limiting~~ TOLL ROAD TOLL ROAD TOLL ROAD
Limiting parking within the park
is NO solution at this time,
will only aggravate existing problems



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Name:

Mary Garrison

Address:

260 Lehane Rd

City:

Carmel, Ca

State, Zip:

CA 93923

E-mail:

mary.garrison@email.com

Comments:

I have serious concerns
regarding lack of personnel/
emergency services to maintain
the properties with added trash, etc
& in particular back country areas
where vehicular access is not possible



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Name:

Pat Rosburg

Address:

4275 Canada Ln

City:

Carmel

State, Zip:

CA 93923

E-mail:

patrosburg@yahoo.com

Comments:

No Project!!!
No camping!!!
Clean up what you have now



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Name: John Clark
Address: 1471 - HOUSE OF PRAYER (SISTERS OF NOTRE DAME)
City: CARMEL
State, Zip: _____
E-mail: JClarkconstruction@sbcglobal.net

Comments:

parking for the future should
include Ford ORD with shuttle
service to the park - or possibly
parking in the east field of Hutton
Fields with shuttle service from there.



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: Trent & Elizabeth Larsen
Address: 8 Riley Ranch Rd.
City: Carmel
State, Zip: CA 93923
E-mail: trentlarsen@gmail.com

Comments:

- 1) Opposed to changing the name of Point Lobos Ranch, especially ~~name~~ to Am Allan Ranch
- 2) Opposed to bike/pedestrian path on Allen Rd.
- 3) Would like to see parking restricted on Highway 1
- 4) For parking lot, especially across from Point Lobos at/near 65-67 Highway 1 - this area also provides great access to "new" park areas

Please use the reverse side or attach any additional pages



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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:

Shannon Woo

Address:

2995 Ribera Rd

City:

Carmel

State, Zip:

CA 93923

E-mail:

wooshannon@hotmail.com

Comments:

No projects please!

For the entire Odello farm / West field area, there are lots of birds
wetland species that lives in this area. Any projects will greatly impact
the natural environment.

4/1/16

CASP Comment

Bay School Parking:

Access from Hwy 1 is very awkward @ current time. Very tight "U-turn" ~~is~~ driving south on Hwy 1.

~~to the purpose of this par~~

8/1/16 QASP comment

Hutton Canyon
field mapping Western

dark purple is
south of Camel Valley Road?

light purple north of
Camel Valley Rd. ?

CASP

Mapping Comment

~~Am~~ Include non-state
Park Lands, Monticello
Regional, ^{Parks} etc

So one can see overview
of parks adjacent to
each other

I currently lead hikers into Point Lobs. We park on west side of Hwy 1 north of park entrance and walk south along the Hwy to Pt Lobs entrance.

When we leave, I frequently use the driveway to Harbor to pull @ rt. right angles to Hwy 1. I see traffic in both directions to be able to turn north on Hwy 1.

"TRANSPORTATION" = TRAFFIC

THERE ARE MANY INCONSISTENCIES &
CONFLICTS IN THE "TRANSPORTATION" CHAPTER.
1ST, HIGHWAY 1 IS AT LOSF ^{ WE. OVER } _{ CAPACITY }
NORTH OF CARMEL VALLEY ROAD.

THERE IS NO PROSPECT OF

MITIGATING THAT

⇒ ANY INCREASE IN P.L. VEHICLE

USE WILL HAVE A SIGNIFICANT

~~ENVIRONMENTAL~~ ENVIRONMENTAL IMPACT

THAT CANNOT BE MITIGATED

2ND PARKING OVERUSE ALONG:

HWY OPPOSITE FT. LOBBS IS

≈ 600 VEHICLES. HOW DO THESE

VEHICLES GET THERE? ONLY BY

CONGESTED HWY 1 NORTH & SOUTH.

⇒ PARKING MEANS VEHICLES ON

HWY 1 NORTH & SOUTH OF THE

PARK - NOT JUST A NEED FOR

PARKING STALL SPACE.

⇒ NO INCREASE IN PARKING

SPACE, UNLESS HWY 1 PARKING

IS REPLACED IS NEEDED.

3RD FILE REPORT WE HAVE FOUND

(OVER)

ON THE WEB CONTAINS VARIOUS ESTIMATES
OF PARKING THAT ARE INCONSISTENT.

⇒ THIS IS NOT A PLAN OR EVEN ALTERNATIVE
PLANS. THE ALTERNATIVES ARE NOT INTERNALLY
CONSISTENT & DO NOT MATCH PROJECTED
PARKING NEED.

From: zoobernut@gmail.com [mailto:zoobernut@gmail.com] **On Behalf Of** Kyle evans
Sent: Wednesday, June 22, 2016 11:44 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Kyle Evans
HC67 1208
Big Sur, Ca 93920
kyle.h.evans@gmail.com

To Whom it may concern,

I was born and raised in Big Sur. I care deeply for the coastline and its preservation. I have great concerns with the direction that things are taking with regards to the use of the coast and the management of the parks.

I adamantly oppose the Odello Ranch and Carmel River Beach development proposals contained in the Preferred Alternative as it encourages a dramatic increase in traffic, creates new safety issues and destroys the quality of life for both the residents of Carmel Meadows and Carmel Highlands as well as all the locals who must travel through this area every day. To intensify traffic and overuse on Highway 1 at a time when Highway 1 is routinely clogged and overused is irresponsible and unacceptable. Adding a new tourist attraction at Odello and River Beach will not solve Pt Lobos Parking problems- it will only create new ones.

Sincerely,

Kyle Evans

Third Generation Big Sur Resident

From: Dasha [mailto:dankeig@aol.com]
Sent: Friday, June 24, 2016 2:24 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Dear State Parks Planning & Design,
Thank you for the opportunity to offer comments on the CASP GP Preferred Alternative.

My comment concerns Point Lobos, the overwhelming number of visitors there and the attendant dangerous parking situation along the Highway.

I support getting visitor parking off the highway. I would like to see parking established on the west side of the Highway on the Hudson Property which stands between Point Lobos and the southern end of Monastery Beach. This area is relatively flat, could service both Point Lobos and Monastery Beach, could be easily screened from the Highway, and would eliminate the need for a tunnel under CA Highway 1. The entrance into Point Lobos could be moved so that it could be accessed from the lot. The old Hudson house on the bluff would make a wonderful visitor's center, with bathrooms.

I'm less happy with the idea of public parking in the vicinity of Bay School which is a functioning pre-school. Let's give the school community a little privacy.

Please include in all your planning a forest management / wildfire fuel reduction plan at Point Lobos State Reserve.

Thank you,
Dasha Keig
200 Crest Rd.
Carmel Highlands, CA 93923
dankeig@aol.com

From: Stephen Stordahl [mailto:stephenstordahl@gmail.com]
Sent: Saturday, June 25, 2016 10:17 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Please see attached.

Steve Stordahl
Diane Stordahl

--
Stephen Stordahl
(831) 250-7750 office
(831) 250-7751 fax



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

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- 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: STEVE STORDAHL
Address: 3774 PRADERA ROAD
City: CARMEL
State, Zip: CA. 93923
E-mail: StephenStordahl@gmail.com

Comments:

SEE ATTACHED

Please use the reverse side or attach any additional pages

We have been residents of Carmel Meadows since 2007 and love the area in which we live. The negative impact of increased traffic that would result if a parking area were to be put in @ Odello West Field would be tremendous! The traffic has gotten worse each of the last nine years even to make it almost impossible to exit north onto Hwy 1 from Ribera Road.

Money that has been spent to return the land from artichoke fields to wetland habitat would be totally wasted not to mention the fact that this is in a flood zone.

The main issue/problem is the parking and visitor population at Point Lobos. The parking solution is already there with parking available directly across the highway on land already owned by State Parks. A tunnel or bridge would be necessary but at much lower costs than putting in parking lots far away from Point Lobos, which would simply spread the problem in both directions. The visitor problem would need to be studied and could possibly be remedied with a reservation system similar to other State Parks.

Thank you for hearing our concerns.

Steve Stordahl



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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: DIANE STORZDAHL
Address: 2774 PRADERA ROAD
City: CARMEL
State, Zip: CA. 93923
E-mail: dianestorzdahl@gmail.com

Comments:

SEE ATTACHED

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Thank you for hearing our concerns.

Steve Stordahl

From: John Hudson [mailto:jmudson.john@gmail.com]
Sent: Saturday, June 25, 2016 10:25 PM
To: General, Pian@Parks
Subject: CASP GP Preferred Alternative

Attached the comments re CASP GP Preferred Alternative

24 June, 2016

California State Parks Planning + Design Section

Re: CASP General Plan

1 Capitol Mall, Suite 410

Sacramento, Ca 95814

CASP GP Preferred Alternative

This is to respond to the proposed General Plan and EIR for the Carmel Area State Parks and specifically to the Point Lobos State (Natural) Reserve.

My name is John Hudson, I am the youngest son of Margaret Allan Hudson, the youngest daughter of A. M. Allan who purchased the land encompassing the subject Reserve and the adjoining property East of Highway 1 and also the property West of the current highway to the Carmel River. My wife, Monica, and I live on a small portion of the the property East of the highway across from the reserve.

I have served on the Point Lobos Advisory committee and as a board member of the Point Lobos Foundation. I have volunteered my tprofessional expertise and have built displays for the Whaler's Cabin museum and the Information Station and among others pulled exotic plants. My wife, Moniea, has also been eminentely involved at Point Lobos, both as a State Park employee and a volunteer.

We support all the points our nephew, August Louis, has made in his comments to you.

We feel that the parking situation on highway One is untenable. To drop this problem in the lap of CALTRANS is totally unfair. This problem is a direct result of the popularity of Point Lobos and lack of State Parks providing parking and controlling access. The current parking and traffic situation on a weekend and in the summer is an accident waiting to happen. Currently State Parks owns property to the east and north of Point Lobos and parking and visitor information and services should be located there. This approach would make a new network of hiking trails availble and take the pressure off Point Lobos. We were surprised to hear the idea of removing existing parking from Point Lobos without a viable alternative access plan.

We object to the proposed designation of "Preserve" for the east side of Point Lobos. This precludes many possible creative uses for the land in the future. At the meeting there were not satisfactory answers to justify the "Preserve" desigantion for that land.

On the subject of Staff Housing we feel strongly that such existing housing should be assigned to staff which is directly working at Point Lobos or is necessary for the protection of park resources such as Ranger and Maintenance personnell. To have supervisorial staff and office personnell occupy the few existing houses does not benefit the park or the public. HUDSON HOUSE in particular should be returned to its previous function as a visitor serving location/ranger residence.

John Hudson and Monica Hudson

-----Original Message-----

From: Dale Hillard [mailto:hillard@salinas.net]

Sent: Tuesday, June 21, 2016 8:04 PM

To: General, Plan@Parks

Subject: Carmel Area State Parks Preliminary General Plan

To whom it may concern,

Request a No Smoking or use of e-cig's in all State Parks.

Best,

Dale Hillard
830 River Rd.
Salinas, CA 93908

From: Katherine Edison [mailto:katherinedison@sbcglobal.net]
Sent: Wednesday, June 22, 2016 12:15 PM
To: General, Plan@Parks
Subject: "CASP GP Preferred Alternative"

From: Katherine Edison
209 Crest Rd. Carmel Highlands
katherinedison@sbcglobal.net

I adamantly oppose the Odello Ranch and Carmel River Beach development proposals contained in the Preferred Alternative as it encourages a dramatic increase in traffic, creates new safety issues and destroys the quality of life for both the residents of Carmel Meadows and Carmel Highlands as well as all the locals who must travel through this area every day .

To intensify traffic and overuse on Highway 1 at a time when Highway 1 is routinely clogged and overused is irresponsible and unacceptable. Adding a new tourist attraction at Odello and River Beach will not solve Pt Lobos Parking problems- it will only create new ones.

Signed: Katherine Edison

From: ginaweston50@gmail.com [mailto:ginaweston50@gmail.com] **On Behalf Of** Gina Weston
Sent: Wednesday, June 22, 2016 11:41 AM
To: General, Plan@Parks; Gina Weston - Weston Photography
Subject: California State Parks Preferred Alternative

Dear California State Parks

I am writing today to let you know how it feels to live in the very middle of the California State Parks, Big Sur Land Trust, Monterey Regional Park District and County of Monterey parks owned land. Every day there is more people, more cars, more pollution, more GARBAGE! Unfortunately many of the people visiting our area are inconsiderate, disrespectful and don't respect this amazing stretch of coastline. Graffiti, garbage, illegal parking, going to the bathroom on the side of the roads, disrespectful driving are just a few of the things that have caused us much concern here on the central coast.

Point Lobos State Park

Keep the parking in Point Lobos, we like to have the **choice** to drive in. We need the flexibility to come and go when we want. Eliminate parking outside of Point Lobos on east and west of Hwy 1.

I propose to use the property adjacent from Point Lobos (Point Lobos Ranch) to put the needed additional parking for walk in visitors to the park. Put in a small visitor center there in the old dairy building. Put an underpass from the east side of the road to Point Lobos. Limit the amount of people who can visit the park in a day. One car in one car out has worked for years. Or perhaps make it available by reservation only just like the Palo

Corona ranch.

San Jose Creek National Reserve Area

There is plenty of land here to put in a small parking area for up to 25 cars, open the area to day use for visitors. It is out of the view shed and but should be protected from overcrowding too. Make it available by reservation only.

Do not permit primitive camping here. The fire danger is too high for us living north, south and east of this protected area.

Bay School Area

I am **against** putting in a parking lot at the **Historical Bay School**. There is enough parking on the west side of Highway 1 from the south to the north end of Carmel River State Beach (Monastery Beach). This is a highly sensitive area that needs to be protected from the carelessness of visitors. Every day I see people bringing their dogs and **letting them go off leash** running through the bird and animal habitat. Everyday there is **more and more garbage and dog feces** left carelessly. Keep parking along the West side of Highway 1 at Monastery Beach, when it is full we have reached our capacity for visitors. **Eliminate parking on the east side of the Hwy 1 from Bay School to San Jose National Reserve Area.**

Odello West

I am against developing this land. It is a **highly sensitive area** and is located in the **Carmel River floodplain**. In

1995 I witnessed the Carmel Bridge get washed away. There are hundreds of native birds, deer, bobcats and other native species that live here. As there is a **parking area to the east within Palo Corona Regional Park**, I recommend eliminating the proposed parking at Odello West from the preferred alternative.

Future Placeholder parking site options

I am **against** the 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.

Further thoughts

I love the central coast. My family has lived here for 4 generations. Help us continue to live in this area along side of the California State Parks, Big Sur Land Trust, Monterey Regional Park District and County of Monterey parks owned land. Don't look down at us and be condescending, we are logical smart people. We are angry because of the neglect to our beloved coast. Help us find a solution to live here among the tourists and growing population.

I am pleading with you to remember us as you go forward while making your plans for our homeland.

Sincerely

Gina Weston

251 Highway 1 Wildcat Canyon

Carmel Highlands

831.624.8111
gina@kimweston.com

Take care, Gina

Gina & Kim Weston
Weston Photography
251 Highway 1, Wildcat Hill
Carmel, CA 93923
Sign up for our blog!
www.kimweston.com
www.westonscholarship.org
831-624-8111

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I am pleading with you to remember us as you go forward while making your plans for our homeland.

Sincerely

Gina Weston

251 Highway 1 Wildcat Canyon

Carmel Highlands

831.624.8111

gina@kimweston.com

-----Original Message-----

From: roz wyszynski [mailto:rozstrider@gmail.com]
Sent: Wednesday, June 22, 2016 8:06 PM
To: General, Plan@Parks
Subject: Carmel Area State Parks General Plan an

Please be a leader for the people of California and future generations. We are not encouraging more traffic, by building infrastructure to keep the people of Calif. safe and educated; such as parking, and an interpretive visitor center. Each generation has to be educated how to preserve the wondrous land we have inherited. Please encourage County Public Works to bring forward an ordinance to ban parking on the east side of Highway 1 in Carmel Highlands. Anyone who drives Highway 1 knows it is only common sense to correct this problem, before we have a death on Highway 1, due to negligent foresight.

Rosalind Wyszynski <rozstrider@gmail.com>
24581 Portola Rd.
Carmel, Ca. 93923

From: FPLloyd@redshift.com [mailto:FPLloyd@redshift.com]
Sent: Friday, June 24, 2016 2:56 PM
To: General, Plan@Parks
Subject: Carmel Area State Parks General Plan

Herewith are my comments.

June 24, 2016

To: California State Parks Department

Re: Carmel Area State Parks General Plan

Comments of Francis P. Lloyd

First, a general contextual comment:

I am a retired attorney who practiced in the Monterey Peninsula Area for 50 years. I have lived in Carmel for some 70 years, growing up in Carmel and Carmel Highlands, and then, later moving back to the area. During my time of living here continuously for the past 52 years, I have been a constant user of the Carmel River State Beach and Point Lobos State Park. In addition, I have been associated with the following organizations which are relevant to the proposed general plan:

Our Land Acquisition Fund ("OLAF"), a citizens' non-profit which spearheaded the citizens' effort, financial and otherwise, which led to the acquisition of the Odello West farm lands in 1971 by state parks. (President)

Hatton Canyon Coalition, another citizens' non-profit, which opposed and ultimately defeated the proposed Hatton Canyon Freeway in 1988-1997, leading to Hatton Canyon State Park. (Chair)

Big Sur Land Trust (Board member 2000-2009)

In addition, I have had occasion to research the acquisition of the Carmel River State Beach. I found that The Point Lobos League, a citizens group similar to OLAF, was instrumental, financially and otherwise, in the effort (1949-1953) which led to the acquisition of Carmel River State Beach by state parks.

The above is all to say that I have familiarity, not only with the areas and problems in question, but that I am aware of the tremendous local citizens' involvement in the establishment of these parklands. Indeed, without the efforts of these organizations, much of these state parks involved in the general plan under consideration would not have been state parks at all, but would have remained in private hands and intensively developed. Thus, the interests of locals in the development of these parklands is not from a merely, limited, "NIMBY" point of view, but from deeply held care

for this area, its scenic wonders and open space. Because of the local public's deep feeling for these lands and that it has, on numerous occasions, put its money and, more importantly, its very substantial efforts, into the movements that have led to these state park lands, its voice should carry special weight in your considerations.

This is not to bely the fact that very substantial State of California resources have gone into these parks or that the interests of the entire citizenry of this state should not be given due weight. Rather, it is to say, in my own behalf and on behalf of all other local comments on the general plan, that the considerations of promoting public use should not weigh in so heavily that the very things which were sought to be preserved are diminished by the nature of some of the developments proposed in the general plan. That would have the perverse effect of denying to all of the citizens of the state the enjoyment of those very things which locals fought long and hard to preserve as state parks and which merited their acquisition as state parks in the first place.

Specific Comments:

1. Re: Point Lobos State Natural Reserve (PLSNR):

Coastal Bluffs:

A motorized boat ramp should be out of the question. This should be limited to Whaler's Cove.

There should be no divers' access in this area.

There should be no diving or boat access of any kind off the near shores of Point Lobos beyond what currently is permitted.

Visitor information facilities should be unobtrusive.

Special events:

The nature and extent of "special events" should be spelled out as to illustrate that too many or ones carrying undesirable impacts upon the preserve, visitors' experience, and traffic are avoided.

Upland Reserve:

The nature and extent of "tram staging" is unclear.

Marine Zone:

Except as exists currently, there should be no diving access and no motorized or non-motorized boating permitted.

General comments:

The reserve is being "loved to death" in many areas, especially along the coastline. Measures to preserve the special qualities of the shoreline should be instituted and somehow enforced. Maybe a total limit on visitors per day would be necessary.

It would seem that there should be a charge for walk in access to the reserve. The number of persons gaining such access (just from observation) may even be greater than those visiting by motor vehicle.

2. Re: New State Park.**Coastal Margin Zone/Coastal Area:**

Boating and paddle boarding should be allowed by permit in the lagoon and bird sanctuary. Such activities are incompatible with the bird sanctuary if not strictly limited.

There should be no concessions for these or any other activities in this area. Such are incompatible with the concept of the Carmel River Bird Sanctuary and the surrounding residential areas. Further, they diminish the passive enjoyment of the wonderful scenic beach areas.

Parking lots beyond what is there should be discouraged. It is not necessary to attract people to this area. It is very well used by visitors from well beyond the local area, so there does not need to be any additional development in order to attract the public or expose it to them (the local and Monterey County chambers of commerce, etc. and cities do a huge amount to attract visitors).

Odello Farm Zone:

The local community (see re: OLAF above) engineered the acquisition of this property as a state park to save it as open space for the public, not just the local public, rather than have it developed. Thus there should be no "concessions" on that property.

A large parking lot on this property is inconsistent with its preservation as open space. Furthermore, a parking lot there would exacerbate a serious traffic

problem in the area, given the on and off of highway one traffic movements it would entail. (See also comments below regarding the traffic study used as the basis for traffic decisions in the proposed general plan.)

The proposed parking lot would require additional roads on the property which would adversely impact the open space.

A parking lot at the southern area of the property could not have access to highway one in that area as it is too close to the hill leading up to Carmel Meadows and the impaired sight distance there.

Proposed Cultural Preserve.

This is a laudable concept, given the historical nature of the native indians in the area. However, if it conceived and operated as an "added attraction" to the park, it is undesirable, as it would draw additional visitors to events at that location, thus exacerbating the traffic and open space experience. The popularity of the park does not need to be enhanced in order to draw visitors; that is not a problem. The issue is dealing with the numbers which are bound to come without further promotion.

Allan Ranch Zone:

It appears that public residential use is proposed. That is objectionable and unjustified, if such residential use is other than a limited amount for staff.

3. Parking Study.

This study is of limited use for decision making regarding the general plan, for two reasons:

It was done in November and December, known to be some of the slowest tourist visiting months in this area, because of the year end holidays. Traffic in and around the parks is highest in the summer months, including on highway one, the most relevant roadway. Summer is the highest visitor season for Point Lobos and the other parks.

It was done in 2014 and thus is outdated. In 2015 and 2016 highway one in the area of the parks has shown a tremendous increase. There have been local meetings concerning this problem lately for the purpose of trying to find solutions to the overburdening of the highway.

Therefore, the traffic study should be redone in the summer, when the relevant traffic numbers and attendant problems occur.

4. Process.

While I certainly appreciate the efforts that have gone into the general plan process to date, the process that has been followed seems to have created problems. Although in good faith, it appears to me that its weakness is that the process has not involved local entities, such as the City of Carmel-by-the-Sea, the County of Monterey, Big Sur Land Trust, Carmel Valley Association, Monterey Peninsula Regional Park District, etc. and the public in general, at the formative stages, in the context of well publicized workshops at which the public could have appeared and the problems to be confronted in the planning for the parklands could have been presented and discussed. I do not mean to imply that an attempt has not been made to make the process open, but a problem appears to be that the proposed general plan process, including the June 1, 2016 and the July, 2015, meetings, were relatively rigid in format and thus did not elicit the best input before the plans had been well developed and presented in a pretty set form at at the meetings. I think that a better process might have been to present all of the challenges to the public and to gather wide public input before presenting plans which appeared well along toward conclusions, which is how they appeared at those meetings.

From: Holly Hudson-Louis [mailto:4hhlhome@gmail.com]
Sent: Friday, June 24, 2016 3:35 PM
To: General, Plan@Parks
Subject: Carmel Area State Parks Proposed General Plan - comments

To Whom It May Concern:

I am the great-granddaughter of A.M. Allan, and the granddaughter of Admiral Jay Hudson and Margaret Allan Hudson. As a teenager in the 70's I volunteered at the Reserve for a summer, and later in college I worked as a park-aid at the gate. (I also worked as an office assistant at the William Penn Mott Training Center.) I live across Highway 1 from Point Lobos on property that has been in my family for four generations. The neighbors that are affected by the draft General Plan have been accused of "NIMBY-ism" by the park's consultants, staff, and *The Monterey County Weekly*. I find this patronizing and insulting. I write about my history to point out that I know the Reserve well, and have respect and some familiarity for the State Park system; my interest and concerns about the proposed General Plan are more than just as a self-interested "neighbor."

Concern #1: Overuse of Pt. Lobos Reserve. The Reserve is being overrun and trampled by the high influx of visitors. It's clear when I visit, the natural resources are becoming worn and damaged, and the visitor experience has been downgraded. I can't count how many times I've witnessed people jumping the fence along the highway to avoid walking through gate, or seen people walking off trail within the park. People walk along the highway with their beach balls and dogs. The new Lace Lichen Trail feels like a highway. Last weekend two charter busses double parked on the highway and unloaded their tourists. Our driveway was so hedged in by cars that the view to see if the highway was clear to enter was unsafe; if I were pulling a trailer, I couldn't have gotten back up our road. The only way the proposed plan addresses these issues is to close most of the parking. I strongly disagree that this is any solution that protects the park's resources, the visitor's experience, and the problem of highway parking. It not only compounds the problems, but it creates a greater attractive nuisance.

The walk-ins are the issue here, not the cars. Visitorship is up 57% in five years. Whether it be by a reservation system or trans/shuttle, or in the short run closing the gate, State Parks needs to use their leadership and authority to control the amount of walk-ins. The local staff has closed the entire park for high winds or surf, high fire danger, and to prevent damage to the trails when water is ponded. When that happens, the problem along the highway disappears. I'm not suggesting shutting the Reserve down, but instead controlling the amount of people entering. The park-aids allow in only so many cars. Why can't the same be done for walk-ins? Please protect the Reserve AND the visitor experience.

Concern #2: Designating A.M. Allan Ranch as a "Preserve". The crown jewel of the State Park System is a reserve, and parks now wants to make the ranch a preserve -- which means it will have a stricter use classification. I don't understand the purpose of this decision, and I am very concerned about how it will be used in the future. I never want the A.M.Allan Ranch to

be locked up. Maybe the two classifications should be switched.

I am very much in support of opening the canyon to allow an interconnecting trail system with the properties owned by Monterey Peninsula Regional Parks. I also support parking at that site, and encourage horse trailer parking as well. The San Jose Creek Canyon property has a history of not only cattle ranching, but equestrian use (once it was a popular boarding facility and camp, and later a private horse operation. The newer barn was erected for this purpose.) The best way to really see these lands and getting into the back county (besides a vehicle) is on horseback, or on a multi day backpacking trip. It can't be hiked in a day.

I do agree that the "Hudson" Archeological Mound should be preserved and that it needs that designation. It's truly special and its history is a treasure. (The name however must be changed so that it respects the Native Peoples who once lived there, and not the family who once owned it.) However, State Parks is overreaching their protection if they classify that whole front field as a riparian or archeological preserve. That area including close up to the mound, was graded, seeded and watered so it could be used for years as a polo field; it's already been greatly disturbed. Protect the mound and the riparian zones, but consider as well the former uses of the middle of that field. It makes it an ideal place for parking.

Concern #3: Visitor Facilities vs. State Park Housing/Maintenance

I understand that the State Parks system says that the Hudson House is too expensive to open it up to visitor use because it needs too much restoration, and to make it ADA compliant. Yet, the state has money to fix up the other houses for state parks staff -- three on the A.M. Allan Ranch that I know of. It's one of the most special houses in California considering its location and history as a Comstock Post-Adobe. The living and dining rooms would be perfect for special events, or for education, making it an ideal revenue source. Not only are the views spectacular, but the granite fireplace (from the Pt. Lobos granite quarry) and the hand-hewn floors make it quite special. The small bedrooms would be perfect for offices. I am upset that it is only used for housing, and not for the public. What a waste. The old dairy is designated for maintenance, when it could be used as an orientation or education site. These decisions seem to reflect not what is right for the land AND the public, but the self-interest of the parks system.

Lastly, I need to say that I am very disappointed in this general plan. I don't see how it represents the needs of park visitors in this day and age, nor the beautiful lands that A.M. Allan and others in my family worked hard to preserve.

Sincerely Yours,
Holly Hudson-Louis.

From: August Louis [mailto:ajlouis@mbay.net]
Sent: Friday, June 24, 2016 3:59 PM
To: General, Plan@Parks
Subject: Carmel Parks general plan comment letter

August Louis
65 Highway One
Carmel, CA. 93923

June 24, 2016

California State Parks Planning and Design Section
Re: CASP General Plan
1 Capitol Mall, Suite 140
Sacramento, CA. 95814

Re: Carmel Area Parks General Plan

Dear State Parks,

The current General Plan process is seriously off track and needs to be re-examined. Your process has created a great deal of community hostility directed at your department, and continuing your current process will only make that hostility worse and jeopardize any positive outcome from all of your efforts. You began this General Plan process nearly 5 years ago. The initial consultant hired was AECOM. Their work was so poor you terminated their contract. You subsequently hired Ascent but with an abbreviated scope of work because there wasn't enough funds remaining in the budget. I sat in a public meeting where Mat Fuzie, the District Superintendent, explained to the audience that the General Plan would vet a full range of plan alternatives. There was to be extensive time to review all of the alternatives and work towards the best possible outcome for all of the community interests. None of this has occurred. The new consultant brought 2 alternatives to a community meeting. No one felt this was a presentation of a full range of alternatives. I attended this community meeting in July of 2015 and there was great confusion among those attending. Ascent placed planning ideas around the room. The boards included ideas like "No Shuttles". The community was given red or green stickers and was asked to express their preference. Did a red sticker on "No Shuttles" mean a positive preference? Did a green sticker placed on "No Shuttles" mean the public didn't want shuttles?. The entire exercise was basically useless.

The behavior of Ascent at your recent June 1st meeting was even worse. They spoke in condensing tones to the audience. They initially refused to take questions and only reluctantly agreed to a small period of questions. They were entirely unprepared and their behavior created more hostility. I highly recommend that the General Plan process be suspended for period. There needs to be much

more community discussion and engagement. Your department needs to spend much more time listening to the concerns of the community. You also need to immediately address the extreme growth in visitors to Point Lobos Reserve.

The existing General Plan for Point Lobos State Reserve is dated October 1979. The opening pages of the plan entitled Purpose of the Plan includes as the first bullet point:

Ten Years ago, about 170,000 people visited Point Lobos annually. Last year, there were over 270,000 visitors, and many more were turned away. On a typical weekend, the peaceful atmosphere of one of the most beautiful spots in the world is disappearing. If this trend is allowed to continue, some of the reserve's precious qualities may be lost forever.

In 2010, 349,736 visitors entered the Reserve. The visitor numbers grew to 549,879 in 2014. That is a 57% increase in 5 years. You have ignored the existing General Plan to the detriment of the Reserve. The extremely high current visitor numbers are damaging the resources, and ruining the quality of each visit. This is precisely what the 1979 General Plan sought to avoid. The existing General Plan sets the maximum number of visitors at 1,350 per day. You have ignored this statute and currently allow up to 5,700 visitors per day. Your infrastructure within Point Lobos cannot handle these excessive numbers. The visitors must park outside of the reserve boundaries which dumps the impact on the surrounding community and on Caltrans. The bathrooms cannot handle these numbers and have constant long lines, sewers backing up and the cleanliness is simply awful. The existing General Plan has established the carrying capacity based on your infrastructure. You simply cannot allow additional visitors beyond this capacity without causing harm.

If you wish to salvage a possible positive outcome from your General Plan work accomplished to date you must immediately re-establish the visitor limits stated in the current General Plan. You currently have the authority and only lack the will. You currently completely close the Reserve during the winter months following major storms. Your local district staff have explained that these closures are necessary to prevent resource damage to trails by the potential of visitors walking around puddles and thereby enlarging the trail alignments. The current excessive visitor numbers are allowing ever increasing off trail activity. This is causing erosion, destruction of habitats, and interference with wildlife nesting and activities. Your existing General Plan describes how the present Reserve infrastructure can handle the maximum 1,350 visitors per day. If you follow these guidelines you will avoid virtually all of the parking on Highway One. This will create a much more positive atmosphere in which to engage the community into discussions about long term plans.

Your present Preferred Alternative starts with the statement "Focus on Conservation". This is a good start. Here are my comments:

Point Lobos Reserve

1. Removing parking from within Point Lobos Reserve will simply dump the burdens of handling your visitors onto your neighbors and onto Highway One. You must handle the needs and demands of your visitors within your boundaries. If you wish to relocate parking areas into zones with fewer impacts then this needs to be clearly explained.
2. You show 2 habitat zones within Point Lobos. This is far too simplistic. Your existing General Plan includes 11 habitat zones. The pine forest is in very poor health and is encroaching on meadow habitats. The open meadows, with their diverse habitat, needs to be re-established after a long period of neglect. The Monterey Cypress located in the Allan

Memorial Grove is the most unique habitat within the Reserve; this deserves special identification.

3. There was extremely strong support for re-establishing community use at Hudson House. The community use of this home was in place for over 20 years. The use was terminated by a district superintendent who wanted the home as his personal residence. Your department should be ashamed at allowing this personal benefit of public resources. This building is ideally situated for use by school groups, public meetings and seminars as well as potential revenue opportunities.
4. The Gate House is also being used as a district staff residence. This house is ideally situated to serve as an orientation facility. The existing General Plan specifies the desire to provide visitors with orientation. This need is far more important now. There are many visitors who have no knowledge that Point Lobos is a reserve and not a park. Great improvements can be made towards the visitor's experience by re-configuring the Point Lobos entrance areas to better meet the visitor needs.

A. M. Allan State Park (Point Lobos Ranch was the name used by the former hotel developer)

1. These lands were acquired by State Parks in 1993 and are not open to the public. Please present plans which open these lands to responsible public access. Hiking and equestrian trails along with trail head facilities should be shown. Twenty Six years of department only use of these lands should stop immediately. Existing houses should not be used for district staff, they should be oriented towards public benefits. New interpretation areas, merchandise and restrooms for visitors and even a café or museum should be considered to compliment a visit to Point Lobos.
2. These ranch parcels should be classified as a State Park. The proposed preserve classification is not justified. The most precious area within the General Plan is clearly Point Lobos Reserve. The state park classification would complement the proper emphasis at Point Lobos as the highest classification.
3. The ranch areas carry an overnight visitor classification in both the Local Coastal Plan and in County zoning. No one is interested in the former proposed hotel but why isn't State Parks considering this area for educational purposes; The Point Lobos Foundation and Camp Sea Lab are both organizations that are very interested in locating a youth science camp across from Point Lobos. This would provide a fabulous benefit to the public. This is a long term vision which would require lots of further study. Why is State Parks non responsive to these ideas?
4. The archeological preserve which overlays the Polo Field makes no sense at all. This meadow was graded level to create the former polo field. After you acquired the ranch you constructed a road right through the middle of the field. This is not deserving of the preserve classification. This should be the location of parking for visitors to Monastery Beach. This was the preferred location for parking in your 1988 General Plan amendment. The area is screened from public view.
5. Your proposal for parking adjacent to Bay School was defeated by the community when you previously made this proposal. You should not make the same mistake again. Parking should not be located west of Highway One. It should be screened and out of the public view.
6. Your proposals for Odello West make little sense as well. This is flood plain and riparian habitat. Your 1996 General Plan amendment established this area as riparian habitat. The

Odello West area is suitable for a network of hiking trails and a raised birding platform. No other infrastructure should be proposed. The designation of a historic farm makes little sense. You attempted to lease the area for this use and the farm operation failed. I have seen no interest in the historic farm activity.

7. Your maps for the Odello West don't seem to reflect the habitat zones. Your maps should show the lagoon and grassland habitats as distinct areas.
8. You have given no consideration to public views onto the Odello West areas. This view shed has been a wonderful resource and yet your recent inattention to the area is allowing trees to block the views and you are dumping wood chips into the area as refuse.

Hatton Canyon

1. Attempting to give away this park resource is a terrible idea. The Marathon Flats area provides a very valuable site for staging visitor facilities to all of the local parks. This area should be the site of parking, shuttles and interconnected trails.
2. The canyon area north of Carmel Valley Road is an ideal site for a trail to interconnect the Monterey Peninsula. Connections to the Carmel River Parkway, to Palo Corona Regional Park, to Odello West are all perfect for this location.

In summary, I see too many proposals rooted towards department benefits. Staff housing, maintenance yards, and closed access all make your staff jobs easier but don't provide public benefits. If you address the extreme visitor numbers at Point Lobos immediately and engage in far greater public discussions, I believe you can save this General Plan process from failure. If you continue with the present pattern there will be growing public opposition.

I am a parks department supporter. I have worked very hard to help the department in the past. If you will listen I feel I can continue to help the department achieve benefits for everyone concerned.

Very Truly Yours

August Louis

From: Lauren Banner [mailto:lcottrell@me.com]
Sent: Wednesday, June 22, 2016 11:35 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Lauren Cottrell Banner
24493 San Mateo st
Carmel Ca
93923

Hello,

I grew up on the peninsula my mother remained here and has for 60 years. I just moved home and am stunned by what I am seeing. Trash is everywhere, traffic is astounding, and now I hear they want to invite more people and add more development on this section of coastline. How is this possible?

I strongly oppose the Odello Ranch and Carmel Beach development in the Preferred Alternative as it will increase traffic and further wreck our precious coast.

Stop the ruination of this precious area.

Put a toll on Highway 1 from Carmel through Big Sur. Do something to stop the onslaught before the area is totally destroyed.

Deeply concerned, Lauren

From: ra3 [mailto:ra3@comcast.net]
Sent: Friday, June 24, 2016 10:43 AM
To: General, Plan@Parks
Subject: Comments re general parks plan Carmel

Traffic and parking high priority : a study was done May 2016 by Fehr and Peers with data collected in Nov. and Dec 2014. There should be a review of summer weekend traffic that represents a more ongoing problem. A plan to have a traffic signal at Ribera and Hwy 1 should be seriously considered. No matter what is finally decided there should be a clear understanding of how and when the funds will be obtained and implemented.

Explain what is taking precedent in the Odello field. See the Carmel River Flood Plain Restoration and Environmental Enhancement project Big Sur Land Trust set to begin in 2017. How is traffic and parking going to fit in with that plan?

Have the owners of the Bay School property been contacted for the proposed 50 space parking access via that property? What is the deal if any?

Explain what steps will be in order after the general draft is complete. Federal and state and county agencies all need to report , so when will that take place? Again where is the money coming from to make this new park(s) a reality?

The public needs the State to be more forthcoming regarding the "process".

Thank you for your consideration.

Rob Anderson
2862 Cuesta Way, Carmel 93923
ra3@comcast.net

ra3

-----Original Message-----

From: FPLloyd@ [mailto:redshift.com] FPLloyd@redshift.com]

Sent: Saturday, June 25, 2016 6:28 PM

To: General, Plan@Parks

Subject: Comments of Francis P. Lloyd of 6/24/16 re: Carmel Area State Parks General Plan

Please note an error on my comments submitted yesterday regarding the Carmel Area State Parks General Plan:

My service on the board of directors of the Big Sur Land Trust was for the years 1994-2003, not 2000-2009 as stated in those comments.

Thank you.

-----Original Message-----

From: Moi [mailto:califwayoflife@aol.com]

Sent: Friday, June 24, 2016 8:57 AM

To: General, Plan@Parks

Subject:

Thank you for the opportunity to share my input. I trust it will be considered as the planning moves forward along with others ideas.

I am a 5th generation resident of Monterey County . I cherish this sanctuary I call home. With the increase of visitation and tourism combined with growing residents ,we must look for ways to accommodate such growth constructively.

Our choices should utilize the areas that we have and the infrastructure we have to work with. We must take the geographical areas into account along with the environmental protection of that area, to ensure that we preserve and protect for others to enjoy in the future.

The Hudson home which is on the Western side of Point Lobos is a wasted resource, and is not been properly utilized by the state of California Parks Department.

I believe a Park Ranger has currently resided there for as long as I can remember. This was not the intention when this property was bequeathed to the state of California. The homes access has become more limited for public use and used more for a private residence .

This should be used as a visitor center . The infrastructure is already there . The open land adjacent to the home could be utilized to allow cars to park on the western side of Highway One .

By utilizing what is in place ,we could reduce cost, reduce environmental impact and still provide jobs. Just look at what Carmel did with the Sunset Center parking area rather than building a new subterranean garage!

By utilizing the existing developed space where Point Lobos is, The park would be more assessable and risk to pedestrians "running" across Highway 1 could be reduced.

It would also allow entry into the park more efficiently and reduce car congestion at the main entrance.

And when the parks full what's wrong with turning away people ? There are many other Beautiful parks in Monterey County. Are we not able to set limits and say no??

Before we look at some massive project development let's look at what we currently have and ways to make it better and improve on .

Thank you for your time and consideration for this matter

Mr Gwyn De Amaral

-----Original Message-----

From: Moi [mailto:califwayoflife@aol.com]

Sent: Friday, June 24, 2016 9:04 AM

To: General, Plan@Parks

Subject: Point Lobos

Thank you for the opportunity to share my input. I trust it will be considered as the planning moves forward along with others.

I am a 5th generation resident of Monterey County. I cherish this sanctuary I call home. With the increase of visitation and tourism combined with growing residents, we must look for ways to accommodate such growth constructively.

Our choices should utilize the areas that we have and the infrastructure we have to work with. We must take the geographical area into account along with the environmental protection of that area, to ensure that we preserve and protect for others to enjoy in the future.

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Before we look at some massive project development let's look at what we currently have and ways to make it better and improve on.

thank you for your time and consideration for this matter

Mr Gwyn De Amaral

From: Lisa Treadwell [mailto:treadlisa@earthlink.net]
Sent: Thursday, June 23, 2016 2:02 PM
To: General, Plan@Parks
Cc: treadlisa@earthlink.net
Subject: Proposed parking lots in Carmel

To Whom it May Concern:

I am a resident of Carmel Meadows sandwiched between the 2 new proposed parking lots. I have great concern about the additional traffic on Highway 1 and within our neighborhood should these new parking lots be built. Currently on the weekends, the traffic is extremely heavy in both directions, thus making it very dangerous to attempt to turn left onto Highway 1 to go north. Many afternoons the traffic is at a complete standstill going north. The new parking lots will bring more visitors to our neighborhood through the trails and streets therefore causing more concerns. The increase in foot traffic will create more trash and as of now the trash cans are often overflowing. This attracts rodents, pests and insects. The beach steps are falling apart and will only get worse with more use. The trails are in need of trimming as the poison oak and various weeds are taking over the narrow trails. This enables ticks to come into contact with us and our pets. The additional traffic will also create safety concerns within our community. We are extremely grateful to live in such a beautiful area and want to protect our landscape for years to come but fear that the proposed parking areas will have a severe negative impact on our community.

PLEASE proceed thoughtfully!

Thank you,

Lisa A Treadwell

From: Patrice Taylor [mailto:pattytaylor@comcast.net]
Sent: Wednesday, June 22, 2016 10:59 AM
To: General, Plan@Parks
Subject: Traffic and congestion suggestion HWY1

As a resident here, I have seen an astronomical increase in population, from the bay area, to the sierras, to our central coast. You can build all the parking lots you want but trying to funnel tens of thousands of cars into a lane or two creates anything but a pleasant experience. You do not take into account the residents take paying residents and that we should have the opportunity to simply go to an event, a movie or shopping without being stuck in miles long dead stopped backup. It's much like trying to fit 10 gallons in a pint container, and you want to encourage more people? One holiday weekend I had to go to San Jose. It took me 5 hours!

Solution: Everyone has access to the internet, create a reservation system for parks with limited parking and overuse congestion problems (Big Sur, HWY 1 corridor) so you have to get a permit before you go. That will allow the amount of people to go with current parking and will improve the horrifying miles long backup we have seen getting worse and worse in the last few years. As you know many parks are experiencing similar problems, Muir Woods for one and they speak of permits now. Simply paving over the land does not at all solve the problem of those 10s of thousands of cars getting to and fro.

To camp you need a reservation, Yosemite has a toll booth and keeps track of how many cars go in and will stop allowing them if capacity is reached.

Our population is exploding, but it is your job to be responsible, do not create a situation where more cars are encouraged to come to an already out of control situation, and consider the residents of the area and their day to day living experience.

Thank you.
Patrice Taylor
Carmel Valley

-----Original Message-----

From: Rita Greco [mailto:angelika515@yahoo.com]

Sent: Thursday, June 16, 2016 12:35 PM

To: General, Plan@Parks

Subject: Parking lot

Planners,

I reject the parking lot proposal of all proposed sites due to added congestion of high way 1 and decrease in landscape value and property values of residents.

Adding more concrete to the protected landscape is not the solution. This land is not just suppose to cater to tourists but residents as well and the proposals are utterly disrespectful to the land and its residents and wild life!!

People actually visit to enjoy the raw beauty, rarely represented any more in our world of concrete and overpopulation, leave this sacred space alone and present it raw.. Otherwise we are just another Laguna beach with parking and tourists and stuff all over along the road!

No!!!! To all proposed parking lots and future buildings for public uses along the coast!

Sincerely,

Rita

Sent from my iPhone

From: janecarey1407 [mailto:janecarey1407@gmail.com]
Sent: Wednesday, June 15, 2016 12:02 AM
To: General, Plan@Parks
Subject: "CASP GP Preferred Alternative"

At the meeting June 1st, I stood and spoke. I said, "You seem to be very good at acquiring land. Why don't you acquire some Ft Ord land that is not being used for something else, and build one big parking lot, that will not bother anyone, and then use small shuttle buses to transport people to Pt Lobos and back. It would decrease the amount of highway 1 traffic, and probably decrease the number of visitors to an appropriate number also."

I believe Denali allows only busses in their park, in order to preserve the entirety of the park, and reduce the human footprint. I would like to see the entire area discussed at the meeting, preserved in its natural beauty, with no parking lots or commercialization of any kind. We have a rare gem of natural beauty here. Lets protect and preserve it from overuse, development and commercialization.

I have had a deep, long-standing love affair with Pt Lobos, and the whole area that is in question. I have owned property in Monterey County for 42 years, and have lived in Salinas, Carmel, Big Sur, and now Carmel Valley. For me, it was love at first sight, 42 years ago, when I first saw Pt Lobos, Carmel River Beach, the artichoke fields, and that whole area. I have repeatedly walked and hiked every inch of it that is allowed. Please preserve it!

Jane Carey
12 Buena Vista Del Rio
Carmel Valley, Ca 93924
janecarey1407@gmail.com

Sent via the Samsung Galaxy S7 edge, an AT&T 4G LTE smartphone

-----Original Message-----

From: Dori E. Williams [mailto:koleka23@icloud.com]

Sent: Tuesday, June 14, 2016 11:17 AM

To: General, Plan@Parks

Subject: They paved paradise Take excessive development OFF THE TABLE!!!

The beauty of the area around Pt Lobos is extraordinarily special and that is largely due to the fact that it has been left natural and with limited access.

Paving 5 acres to add over 500 parking places is going to over load the area with traffic and essentially kill its unique and magnifier qualities of tranquility and natural beauty.

Don't bring an invasion of tourist to a place that is special by being inaccessible. Visitors from all over the world would rate this area as part of their top 10 places to visit. That will no longer be the case if it is over run with traffic and crowds. Let the discerning traveler be inconvenienced slightly by walking the extra mile to enjoy the unspoiled serenity of Nature.

Stop that unwise plan - keep the area beautiful. Parking lots can be seen anywhere - wetlands cannot!!! We need a forward-thinking, comprehensive regional plan, not the present proposal that overloads an already overtaxed natural resource and highway.

This is not a done deal. Our community will continue to organize with our allies locally and state-wide to work with the Parks Dept. to come up with a sustainable comprehensive, regional plan.

PLEASE manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Road and forever altering this beautiful region. Take excessive development OFF THE TABLE!!! No paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

From: Patricia Kirshner [mailto:pkirshner2@yahoo.com]
Sent: Wednesday, June 15, 2016 3:57 PM
To: General, Plan@Parks
Subject: Re: Hatton Canyon

From: James Kirshner <jwblackdog@gmail.com>;
To: Patricia Kirshner <pkirshner2@yahoo.com>;
Subject: Meredith's Thing
Sent: Wed, Jun 15, 2016 9:41:02 PM

Hi, I composed a brief letter to the State Parks people ala Meredith. I can't get it to go with the address she included in her email. Will you try- maybe I'm missing something. Here's the text:
Love, Me

I am a long time resident of Carmel who moved here to escape the overdevelopment going on elsewhere. You are a steward of the wildlands within the state park system. As such your mandate should be to make choices that benefit the resource and compliment the community, not the tourists. The traffic at Pt. Lobos can be managed without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

From: Elizabeth Murray [mailto:emurray@elizabethmurray.com]
Sent: Tuesday, June 14, 2016 4:59 PM
To: General, Plan@Parks; mbdd.info
Subject: Parking lots for Pt Lobos and other parks along Hwy 1

Dear Mr. Laird and Ms. Mangat and Parks Dept.

Like you, and everyone who has visited, I love Pt. Lobos. I agree with many it is the jewel of our marvelous State Parks. I love all our State Parks and have donated to their maintenance and put them in my trust as one of my main benefactors. The State Parks protect such natural beauty and history and allow for open space in our most populated state. I am concerned with the current proposed plans for five new parking lots to accommodate visitors and expand recreational development along Hwy One. What has been proposed so far feels like something drawn on a computer program in Sacramento- far from the intimate knowledge and respect for our collective treasures, and wildlife habitats.

I propose a comprehensive, regional plan that would coordinate visitors to under used parks like the Marina Dunes, and coastal bike trails (more being developed along the coast and through parts of former Ft. Ord and Seaside and Marina all needing more visitors and economic stimulus). I suggest a design competition of landscape architects and planners to design a reasonable amount of parking in a sensitive way for both, protection of our natural and historic ecosystems, ease along traffic congested Hwy One parking, and natural beauty. A design contest was done in the historic town of Peterborough, NH for parking and an outstanding plan was won by the architect who designed NYC High Line trail. Perhaps Clint Eastwood or some other locals would put up the money to pay for a better more visionary plan. I know we can do much better.

We all agree on conservation of our beautiful parks with accessibility but we also want to preserve for ever and not rush a ill thought out plan that would forever impact and overtax our shared natural treasures, wildlife habitats, flood plain in the old artichoke fields and clog Hwy One. We can do better and I know we will because of our mutual love and respect for being stewards to this beautiful coast line we all share and want to preserve.

Thank you, Elizabeth Murray
Artist, teacher, author, environmentalist

Elizabeth Murray
C. 831.375.6005
www.elizabethmurray.com
Elizabeth Murray Tedx Talk

<https://www.youtube.com/watch?v=H-zqF-Oft20>



From: J Michael [mailto:jmdzok@gmail.com]
Sent: Wednesday, June 15, 2016 5:41 AM
To: General, Plan@Parks
Subject: Point Lobos

Our region is being hit by a truly awful California State Parks Plan to pave 5 additional parking lots for 585 cars (up to anywhere from 1000-2000+ people a day) right on the wetlands and fields looking out toward the ocean between the light at Rio Rd and Pt. Lobos. This would effectively turn our wild coast into a congested, paved, over-used recreation area filled with acres of paving, kiosks, concessions, etc

From: Casey Collins [mailto:casey@tbifinancial.com]
Sent: Thursday, June 16, 2016 2:11 PM
To: General, Plan@Parks
Subject: Parking lot

Please don't move forward with the project on Point Lobos. There is a community of people who value its historical significance.

Casey Collins
Bookkeeper



P: (805) 850-7354 F: (805) 351-3555
4141 State Street, E-11 Santa Barbara, CA 93110

From: Elizabeth Darovic [mailto:em_darovic@yahoo.com]
Sent: Tuesday, June 14, 2016 2:52 PM
To: General, Plan@Parks
Subject: Point Lobos

Please do not go ahead with plans to excavate and build car parks at Point Lobos. What makes it beautiful is its being left wild. Making it more convenient of tourists will also make it no longer what it is.

Elizabeth Darovic
Monterey, CA

From: endodoc81@earthlink.net [mailto:endodoc81@earthlink.net]
Sent: Thursday, June 16, 2016 3:20 PM
To: General, Plan@Parks
Subject: "CASP GP Preferred Alternative"

I do not support any camping, cooking or any fires in any areas being considered for the Carmel Area State Park proposal.

I am an 18 year permanent resident of Carmel Highlands which is adjacent to the present Point Lobos State Reserve.

I am a board member of the Carmel Highlands Fire Protection District.

A fire defense plan must be presented to the residents and the fire district.

All of our properties are inspected yearly for proper fire protection clearance, but the public perception is that State Parks and specifically Point Lobos Reserve does not have a cooperative plan to protect the adjacent neighborhood and residents.

Dr. James Rossen
endodoc81@earthlink.net
169 Van Ess Way
Carmel Highlands, CA 93923

From: acharantos@gmail.com [mailto:acharantos@gmail.com] **On Behalf Of** John Dotson
Sent: Wednesday, June 15, 2016 4:24 PM
To: General, Plan@Parks
Subject: No to excessive development

State Parks:

Please manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd.

Take excessive development off the table:

- no paving new parking lots/turn lane at the Bay School fields
- no development/parking at Odello Ranch and Hatton Canyon

John Dotson
24672 Santa Rita St
Carmel, CA 93923

-----Original Message-----

From: Judith West [mailto:jlwest4@icloud.com]

Sent: Wednesday, June 15, 2016 4:22 PM

To: General, Plan@Parks

Subject: HattonCanyon

To Whom It May Concern,

I am a long time resident of Carmel who moved here to escape the over development going on elsewhere. You are a steward of the wild land within the state park system. As such your mandate should be to make choices that benefit the resources and compliment the community, and not the tourists.

The traffic at Pt. Lobos can be managed without expanding the congestion all the way to Rio Road and forever altering this beautiful region. Take excessive development of the table; No paving new parking lots and turn lanes at The Bay School fields and No development of parking at Odello Ranch and Hatton Canyon!

Thank you,
James Kirshner
Patricia Kirshner

Sent from my iPad

From: Sari Broner [mailto:sari@sonic.net]

Sent: Tuesday, June 14, 2016 1:02 PM

To: General, Plan@Parks

Subject: Parking lots, Pt. Lobos, Rio Rd., Bay School fields, Odello Ranch and Hatton Canyon

To the Parks Commission:

I've visited the beautiful area your plan pertains to. Your plan seems deeply out of step with current ecological thinking (paving over wetlands in a time of swelling waters) as well as making ugly one of the most beautiful spots imaginable. So much of California is paved over, my own Bay Area has lost much of the battle between developers and people -- Beautiful hills? Let's build a drive-in shopping mall!

But the area of Pt. Lobos, subject of poets and artists, is still beautiful ... please do not ruin it. Please manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

Thank you for thinking about this issue and, I hope, listening to concerned citizens.

Sari Broner

1581 Solano Ave., No. 1

Berkeley, CA 94707

510-558-0741

From: endodoc81@earthlink.net [mailto:endodoc81@earthlink.net]
Sent: Thursday, June 16, 2016 3:21 PM
To: General, Plan@Parks
Subject: "CASP GP Preferred Alternative"

I am writing as a 18 year permanent resident of Carmel Highlands and am also a board member of the Carmel Highlands Fire Protection District.

First and foremost, there must be recognition that the Fire Defense Plan for this proposal must be presented to the public and to both the Cypress Fire protection District and Carmel Highlands Fire protection District, which should be considered as stakeholders.

I favor Traffic and Parking Alternate 1 which does not allow any parking on Highway 1. CalTrans has recently placed a 45 MPH speed limit in the Point Lobos Reserve area with a 55 MPH speed limit past the Monastery Beach area. If this is not reduced, parking should not be allowed East of the beach or any areas of Highway 1 within the borders of the new proposed park. An underpass to the Point Lobos area is an absolute necessity. The residents of the Carmel Highlands drive this highway as our only access and have encountered daily unsafe and dangerous interactions with pedestrians and drivers. The traffic study reports no fatalities in the area, but there have been many serious incidents and we want to prevent any injuries to visitors to the parks.

With a prohibition of parking on Highway 1, bicycle lanes could be provided on both sides of the highway.

Thank you for allowing this extended comment period.

Dr. James Rossen
endodoc81@earthlink.net
169 Van Ess Way
Carmel Highlands, CA 93923

From: Kay Cline [mailto:kecline@sbcglobal.net]
Sent: Tuesday, June 14, 2016 1:05 PM
To: General, Plan@Parks
Subject: Proposed parking lots between Rio Road and Pt. Lobos

Dear CA Parks General Plan Members,

I'm writing on behalf of myself and friends who are very concerned about the proposed five parking lots between Rio Road and Pt. Lobos. This proposal must be thought through again with public input in order that we don't sacrifice part of the unique, historical lands which we are seeking to protect. There has to be a better way to assist with access and the problem deserves more discussion and research. Please do not rush into this. This area is both fragile and unique. What is the holding capacity of this area? Can we somehow keep from paving such a large area??

Thank you for your consideration,

Kay Cline
1614 Kenneth St.
Seaside, CA 93955

From: Linda Cheatham [mailto:bigruffs1616@yahoo.com]
Sent: Tuesday, June 14, 2016 6:16 PM
To: General, Plan@Parks
Subject: Pt Lobos

Dear Sirs,

Please stop any development in the park before it becomes the Disneyland of Monterey County. The residents are against any more development. Will our voices ever be heard? Save your money and your time and do not disturb nature as it is.

Richard Cheatham
Carmel Valley

From: Janis Buckham [mailto:janisbuckham@gmail.com]
Sent: Wednesday, June 15, 2016 2:54 PM
To: General, Plan@Parks
Subject: Beautiful Point Lobos

Please don't do this!!!

CA State Parks and Recreation

The beauty of the area around Pt Lobos is extraordinarily special and that is largely due to the fact that it has been left natural and with limited access.

Paving 5 acres to add over 500 parking places is going to over load the area with traffic and essentially kill its unique and magnifier qualities of tranquility and natural beauty.

Don't bring an invasion of tourist to a place that is special by being inaccessible. Visitors from all over the world would rate this area as part of their top 10 places to visit. That will no longer be the case if it is over run with traffic and crowds. Let the discerning traveler be inconvenienced slightly by walking the extra mile to enjoy the unspoiled serenity of Nature.

Stop that unwise plan - keep the area beautiful. Parking lots can be seen anywhere - wetlands can not!!!

think about it.....

thank you,

Janis Buckham
775 Leonard st
Ashland OR 97520

I grew up there!

From: Apraksin Blues [mailto:apraksinblues@gmail.com]
Sent: Tuesday, June 14, 2016 9:17 PM
To: General, Plan@Parks
Subject: Opposition to parking lot paving plan between Rio Road and Pt. Lobos, Carmel

To: California State Parks
From: James Manteith and Tatyana Apraksina

We're concerned about the intent to increase the recreational development and parking facilities in a beautiful, atmospheric stretch of the coastline.

There are so many variables to consider -- ecological, visual, atmosphere, heritage -- that we find it short-sighted that the state would consider such a typical route of paving over wetlands and fields, sacred places which currently help communicate a timeless feeling in setting out for Big Sur, apart from their well-known role as habitat and in environmental cycles.

There's already increasing concern about the diminishment of the wild, remote character of the Big Sur coast, and the state's plan appears bound to similarly harm what's left of the character of the semi-rugged fringe of this satellite community.

Tourists would be better off riding a shuttle in from Sand City, and at least having a greater awareness of going somewhere special and worth not ruining.

As you surely do in so many other ways, please think in this case about the precedent of preserving your God-given jurisdiction for the future, honoring the memory of Robinson Jeffers, etc. -- all that means infinitely more than whatever short-term gains might be associated with this present age's artificially cultivated automotive habits.

Sincerely,

James Manteith
Tatyana Apraksina

From: Kumi Uyeda [mailto:kumikouyeda@gmail.com]
Sent: Wednesday, June 15, 2016 8:54 AM
To: General, Plan@Parks
Subject: No for Pt. Lobos at Carmel parking lots

To Whom It May Concern,

It has come to our attention that the California Parks Department is considering to create parking lots around the Pt. Lobos area in south of Carmel.

Please reconsider and NOT MAKE PARKING LOTS in the natural environment that is so fragile and precious to not only the residents and travelers, but to the many wildlife that habitat in the area.

We do not need more development and parking lots.

Sincerely,
Kumiko Uyeda

From: kiphopkins@comcast.net [mailto:kiphopkins@comcast.net]

Sent: Tuesday, June 14, 2016 12:35 PM

To: General, Plan@Parks

Subject: Carmel area parks.....

Hello. At that meeting at the Rancho Golf Center, some bird-watcher described how a kayaker crossed this barrier and paddled into the bird zone. All the birds flew away, and that ruined all the bird-watcher's day. Bringing more humans in, to enjoy that area, is not helpful to the peace and quiet, there.

Also, proposals to develop this and develop that, could really effect the residents south of the Carmel River Bridge. My sister lives in Big Sur, which is already just one miserable place, and your proposed plan is one more brick on the scale of misery. I want no more development. I know that sounds NIMBY, but that is our county. It is over-developed, and we need to stop drawing people in, with more parks.....etc....

Kip Hopkins

31430 Via Las Rosas

Carmel Valley, CA 93924

831-659-4002

kiphopkins@comcast.net

From: Tara Schaurer [mailto:tara.schaurer@gmail.com]
Sent: Wednesday, June 15, 2016 3:45 PM
To: General, Plan@Parks
Subject: Paving Parking lots - Point Lobos area

California State Parks Dept.
To whom it may concern:

Pt. Lobos and the area surrounding it is one of the most beautiful places in the world. I lived on the Big Sur coast and Carmel Valley for many years and my children grew up in this area.

I have been walking there for over 60 years. I feel completely connected to this land and have loved it my whole life. My children grew up exploring Pt. Lobos and it has a most special place in all of our hearts.

My father was a photographer and long time assistant to Ansel Adams and he took some of his best photographs in this area.

My grandparents and their parents lived in Carmel for years and they loved Pt Lobos as much as we do.

I heard that there are plans to pave 5 acres around the natural area surrounding Pt. Lobos and I am honestly shocked!

Please reconsider this plan of action and come up with a comprehensive regional plan to deal with this issue in a way which would protect our natural coastline and region against excessive development.

There must be a way to manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Road and forever altering this beautiful and very unique place.

Please NO PAVING NEW PARKING LOTS over our natural wetlands changing this area forever! THERE MUST BE ANOTHER SOLUTION!

**Sincerely,
Tara Schaurer**

From: Ava Ferguson [mailto:avaferguson@gmail.com]
Sent: Friday, June 17, 2016 1:09 PM
To: General, Plan@Parks
Subject: Concern about plan for Pt Lobos and surrounding parks

I opposed the current State Parks plan to build new parking lots along Highway One south of Rio Road. My suggestion is to have users park their cars at the nearby Crossroads Shopping Center, and for State Parks to fund a free electric-powered shuttle that would take visitors to the surrounding parks.

I hope you will revise the current plan to offer more protection to our fragile coast.

Sincerely,

Ava Ferguson
798 Lighthouse Avenue
Monterey, CA 93940

From: Alison McFarlane [mailto:palms_am@hotmail.com]
Sent: Tuesday, June 14, 2016 11:13 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

To Whom it May Concern,

I am a resident of Carmel Valley, approximately 14 miles southeast of your proposed state park near Point Lobos. I have lived here full time for approximately nine years, but have enjoyed beautiful Monterey County since the 1950's as a child visiting the area.

I am writing to ask that you scrap the plan that would eventually allow Odello Ranch and Carmel River Beach to be developed for more public use. Appalling and dangerous traffic conditions on Highway 1, brought on largely by a surge in foreign tourism, have completely overloaded the area; creating facilities inviting more people -- higher usage than already exists -- is *extremely* unwise.

Leave those properties be in their perfect and natural states. *Please.*

Alison McFarlane

-----Original Message-----

From: Dean Goldberg [mailto:doc2218@aol.com]

Sent: Tuesday, June 14, 2016 10:29 PM

To: General, Plan@Parks

Subject: Parking lots....Pt Lobos

I oppose plans for parking lots north of Pt Lobos..Having more visitors park and visit this area will add to the problems we who live in the area now face namely more litter, dogs off leash, unpicked up dog poop, teens and others drinking etc...For quite some time we have had to deal with poorly maintained trails which expose us to ticks and poison oak....Also the sets of stairs are in disrepair....Let take better care of what we have..... Thanks, D Goldberg

From: Don Bonsper [mailto:dbonsper@outlook.com]
Sent: Tuesday, June 14, 2016 3:11 PM
To: General, Plan@Parks
Cc: Don Bonsper
Subject: Point Lobos Development

Dear CA Parks,

I live in Carmel Valley. I have lived on the peninsula since 1982 and first traveled to this beautiful place in 1967. Point Lobos is a treasure. Please do not build your additional parking areas and other development. It will ruin the area and will create incredible congestion along the highway. There is no reason why everyone who wants to see Point Lobos has to see it at the same time. Give some thought to limiting the time of visits, providing a shuttle bus for walkers, whatever. But don't take the easy way of just more development.

Sincerely,

Don Bonsper

Don Bonsper
Cachagua, CA

From: Linda Yamane [mailto:rumsien123@yahoo.com]
Sent: Tuesday, June 14, 2016 12:42 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Please find my letter attached.
Thank you!

Linda Yamane
1585 Mira Mar Ave
Seaside, Ca 93955
831.394.5915 home
831.905.5915 cell



Linda Yamane
1886 Mira Mar Ave
Seaside, CA 93955
(831) 906-5915
rumsien123@yahoo.com

11 June 2016

Comments Regarding: Carmel Area State Parks • General Plan & Environmental Impact
Report • Public Workshop 2 – Proposed Alternatives

My name is Linda Yamane and I trace my heritage to the Rumsien (aka Rumsen), the native people of the Monterey/Carmel area. I have been active in researching our history and reviving Rumsien culture for more than thirty years, focusing especially on language, basketry, traditional plant uses, and a number of material technologies used by my Rumsien ancestors.

I have shared my expertise with California State Parks and other local interpretive organizations and agencies at various times throughout the years, in an effort to promote specific, accurate, and often little-known information about the area's first peoples. This information has been gleaned from numerous ethnographic and linguistic sources, including thousands of pages of John P. Harrington's unpublished fieldnotes, those of A.L. Kroeber, C. Hart Merriam, and many others. I have also worked extensively with the Mission San Carlos baptism, marriage, and death records, learning much from these sources.

I am writing in response to alternative actions being considered for the Point Lobos Ranch Property (PLRP), including its name. My primary concern centers around the cultural resources present on this property and it is my understanding that State Parks shares my concern on this matter and has put into place protections to assure the future preservation of these precious cultural sites.

My other primary interest is in the naming of this new state park. I am aware that one local group is advocating for naming it after an American era businessman who bought the property from the coal mining company he worked for when that enterprise turned out not to be profitable. But I believe it would be most appropriate and educational to name it *Ishxenta*, after the ancient Rumsen village that once occupied this property and whose cultural remains still grace the site. There are scores of streets and public places named after those who came later, most often exploiting the people and the land for their own profit. The name *Ishxenta* will serve as a public reminder of the region's first people, will honor them by the simple act of this naming, and will provide an ongoing interpretive opportunity for educating the public visitorship about this very rich part of California's history. I have no doubt that this name will intrigue local, state, national and international visitors alike and the park will prove to be a much needed and much appreciated educational resource.

Sincerely,

From: dnewman [mailto:dnewman@cca.edu]
Sent: Tuesday, June 14, 2016 4:20 PM
To: General, Plan@Parks
Subject: Parking Lot plan near Carmel

Dear State Park managers,

I was dismayed to learn that there is a plan to expand parking near Pt. Lobos. This seems like backward thinking to me. It will have a huge impact on the fragile environment and will create even worse traffic congestion. What about public transportation, a light-rail from downtown Carmel? I wish the CA State Park would be more daring and lead the shift away from cars toward a more sustainable model. Thank you for considering this request.

**Best regards,
Denise Newman**

Senior Adjunct Professor
MFA Writing/BA Writing & Lit Programs
California College of the Arts
1111 Eighth Street
San Francisco, CA 94107
dnewman@cca.edu

From: Meredith Stricker [mailto:coalitionforwildcoast@gmail.com]

Sent: Wednesday, June 15, 2016 3:36 PM

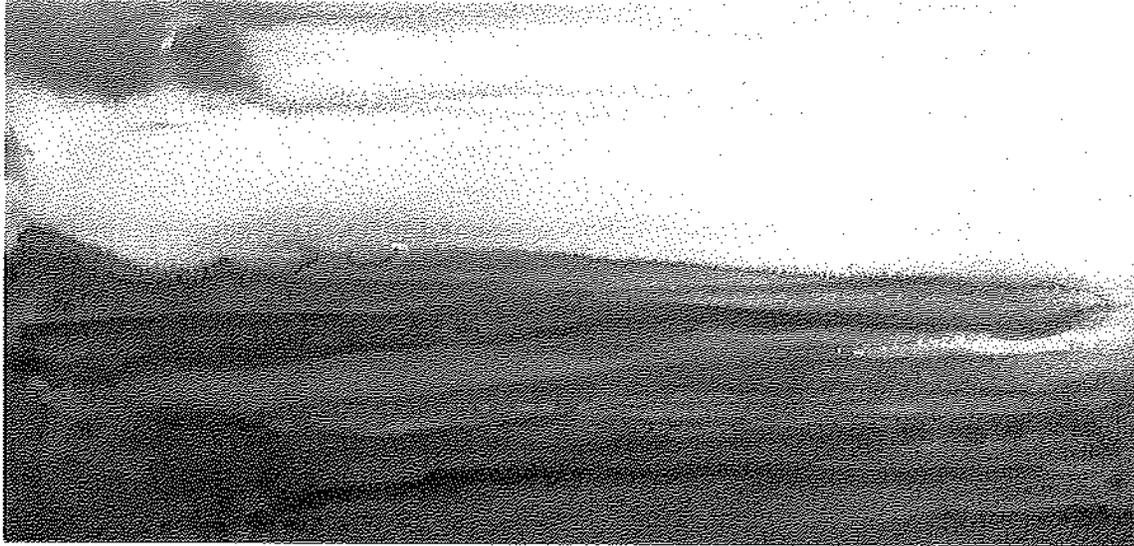
To: General, Plan@Parks

Subject: Pt Lobos North To Rio Road Carmel Plan

attached please find a detailed response to your proposals

respectfully submitted

Meredith Stricker
Thom Cowen
Coalition for Wild Coast



RE: plans for development for the region between Pt. Lohos State Park to Rio Rd.

To: the CA State Parks Planning Dept.
From: Meredith Stricker, Thom Cowen 3830 Whitman, Carmel CA 93923
Coalition For Wild Coast: coalitionforwildcoast@gmail.com

We understand you love the natural habitats of our state as much as we do, but we don't think you fully understand the unique area you are proposing to drastically alter.

There are about 500 hundred of us on just one concerned community email list alone and we are organizing in coalition with others regionally and state-wide. In this personal letter, we are asking you to manage the traffic at Pt. Lohos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. We ask you to take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch.

We advocate and are working for a comprehensive regional plan, that integrates alternatives to individual car transport, not the present State Parks proposal that overdevelops an already overtaxed natural treasure and overloads Hwy 1 with cross-traffic. We don't want to duplicate the already unsustainable gridlock at Pfeiffer Beach, managed by the State Parks, where over-capacity and congestion mean limited access for everyone and a traffic nightmare.

This is not just a narrow, local concern: residents and travelers alike treasure this coastline. Please don't try to divide us and treat our community concerns as separate from the interests of other Californians, when your spokespeople tell us we are being selfish to preserve this habitat. This is not a done deal. Our community will continue to organize locally and state-wide to work with the Parks Dept. to come up with a sustainable plan. There are too many important questions you have left unanswered that we will continue to raise while we work with allies across California who also share our concerns for this region. Let's consider these issues in more detail:

public access

-- at this point you assure us that the new park areas will not be fee-based, but with budget changes in the future, can you guarantee that the public will not be charged to use these areas with the amenities you plan? the current situation provides equal public access to all income levels, while future fee-charging would severely limit access and spill more congestion into the area

-- the area between River Beach and the Bay School is already open to public access -- with extensive trails, beaches, and unparalleled coastline view-shed (which is a right of access for all protected by the Coastal Act). How can you assure the public both local, state and nation-wide that with acres of proposed parking development and many more points of car ingress/egress, you won't be creating a gridlock mess similar to that at Pfeiffer Beach, where access and demand far out-stretch capacity?

impact on habitat and view-sheds

-- How will wetlands and wild coast sustain this influx of parking lots and transient users? What is the proportion of proposed parking to the land to be accessed? Is this proportion of intensified recreational use and paving sustainable?

-- Why build greatly expanded parking and concessions in a flood zone and wetlands area?

-- How will proposed boardwalks, traffic and crowds of people affect the wetlands?

-- What is the effect of intensified use in the wetlands on bird-life and the steel-head project?

-- Is not public access also measured in terms of view-shed in the Coastal Act? Do we want parking lots, signage, kiosks, noise, rest-rooms and bicycle and kayak concessions to replace coastline view-sheds for River Beach, Hwy 1 and most Carmel Meadows residents?

impact on traffic and safety

-- Why have you not even shown the expanded parking and use areas planned at Palo Corona Regional Park across from Odello Ranch? How will the planned parking and expanded use there impact the three parking lots proposed at Bay School and Odello Ranch across the way?

-- Bottom line: do we want more crowds in parking lots to further overload Hwy 1 traffic? Your plans are treating this stretch of Hwy 1 as a private Parks access road which might be appropriate on a more remote highway, but how will this stretch of Hwy 1 accommodate already overloaded traffic with your proposal to add 5 more points of auto ingress/egress in a very short span of roadway? (this in addition to an array of driveways, Pt. Lobos Park itself, Monastery beach and other parking.) How would through-traffic cope with the additional cars slowing down and crossing in and out of all these new parking/recreation zones?

-- Where would the many park-goers go once these parking lots quickly fill?

-- Most importantly, how would emergency services cope? Have you consulted teams from Big Sur and ER units locally for their input to access with increased use and traffic?

-- We know this highway intimately from Rio Rd to Big Sur. A standard traffic analysis is not appropriate here. It does not appear you taken into account the regular back-up all the way from

Carmel Highlands to Rio Rd., nor the influx of major golf, car, marathon and other regional events, the pressure of on-going bicycle tour groups or even photo shoots, the gridlock in Big Sur at Pfeiffer Beach that would bring this very public access to our region to the brink of over-load. How will you assure this region and the many visitors state and nation-wide, as well as international travelers that Hwy 1 access will not be impaired?

-- In relation to emergency services and traffic, have you taken into account the continual rip-tides and shelf drop-off at Monastery Beach in relation to the kayak and other boating concessions that are proposed? Novice kayaking families might well be able to negotiate the wetlands area but venturing into the ocean at River Beach and Monastery Beach is extremely risky. Wouldn't such concessions be more suitable at the State Parks on the Monterey Bay side of the coast?

-- Similarly, how would safety issues be handled for families of novice bicyclists venturing out onto the quite advanced traffic of Hwy 1? There's an assumption of safety at all age and skill levels at a State Park amenity and this location for bike concessions would not appear pass these criteria and would certainly require careful scrutiny.

impact on culturally sensitive sites

-- In your plans for native American learning programs, have you consulted local tribal members? We have, and there is grave concern over your plans, both over threatening habitat and wildness as well as disrupting many culturally sensitive areas -- burial and middens sites.

explore alternatives for a regional solution and public transportation

-- These plans do not show comprehensive a regional solution for expanding recreational activities but instead bottleneck all the traffic and development close to already overstretched Pt. Lobos. Has Parks Planning considered partnering with local community members to look into using other state parks resources already in place such Seaside and Marina State Parks to connect with the amenities at Pt. Lobos? While we do not presume to speak for other communities, these two State Park areas are readily accessible to Hwy 1, have access roads, plenty of room for parking and expansion of recreation opportunities (kayaks, bicycles, etc) which could ease the pressure off the Lobos to Rio Rd. area and perhaps provide recreational and business support desirable to local communities as well as regionally.

Parking design could be located behind the dunes so the view-shed from Hwy 1 and residents could be preserved and also accommodate much wider use, unlike the proposed parking north of Pt. Lobos. There are extensive hike trails all along Seaside/Marina to Monterey and Pacific Grove where families can bicycle safely, unlike along Hwy 1 at Odello Ranch and a much more suitable Bayside site for kayaking and even zip-lines

-- Having more access road parking and transit options allows the traffic and movement of travelers and locals to State Parks within our region to be less dependent on individual car access: it would be possible to use jitneys for moving more people among the activities at Seaside/Marina and even shuttling between Seaside/Marina and Pt. Lobos and the state park land at Crossroads. This would address future expansion in a more pro-active, environmentally sustainable way, instead of filling parking to capacity and creating gridlock along Hwy 1. There is a new project already in progress for increased commuter-recreation bike paths for all income levels in the Seaside/Marina area that could tie in with the local parks.

implementation

-- Finally, your spokespeople have tried to defuse an outpouring of opposition to and concerns about these plans by assuring audiences that this "may not happen in your life". (In other words, would we please just go away now).

-- We've been told not to worry, these extra parking lots *may* not be needed unless parking along Hwy 1 is eliminated; but the Parks Service is already planning to remove 150 spaces from within Pt. Lobos and there's a new measure 2016.04 is already before the Monterey County Board of Supervisors to reinstate an east-side no-parking ban on Hwy 1 from Rio Rd to Pt Lobos which could then trigger this expanded development and parking lots. Can you clarify your position in view of the proposed measure?

From: Donna Kusumoto [mailto:donna.kusumoto@gmail.com]
Sent: Tuesday, June 14, 2016 3:34 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Thank you for taking the time to read our thoughts.

Donna & Gene Kusumoto
2915 Ribera Rd.
Carmel, California 93923
donna.kusumoto@gmail.com

Preferred Alternative Proposal for CASP

COMMENT SHEET:

We, as residents of Carmel Meadows, are passionate about our neighborhood and surrounding area which are included in your Preferred Alternative Proposal. Like our neighbors we take pride in cleaning and maintaining the trails and streets on a daily basis. You will find many of us picking up trash, dog poop, and shaking our heads at full trash bins and overgrown vegetation some of which are so evasive that in a few years, wildflowers are going to be taken over by plants such as the poisonous oak and hemlock. We see evidence of abusive actions to our trails, and coastline with graffiti and people using bushes as bathroom facilities. We are speaking out to conserve the natural environment for generations (residents as well as visitors) to enjoy nature. We NEED your HELP!

In your May 2006, Newsletter 3, you talk about a focus on Conservation with beautiful pictures of a well manicured steps and breathtaking coastline. You go on to explain with meaningful words your intent, but if you cannot maintain and manage what you already have designated as your responsibility, how can you even think of expanding to welcome more visitors before setting up ways to prevent overcrowding and overuse! You also mention in the article, a collaboration with local partners...Carmel Meadows along with surrounding neighborhoods should be considered "a valuable and strong voice" of what is best for the area...we have a personal stake and look forward to take action in protecting the riparian environment and its wildlife habitat of the Carmel River Lagoon and Odello property wetland area. We are also passionate about saving Pt Lobos and sustaining it for visitors from all over the world to enjoy! Residents are a valuable source of information, ask us to work along side you to share our daily observations.

We strongly OPPOSE to your Preferred Alternative as presented at your Open House on June 1st. Although we hear your stance in the visions of this plan and appreciate all your time and organization, we have listed points for you to consider.

POINT LOBOS:

1. Prioritize and make Pt. Lobos safe for visitors and save it from overcrowding and thrashing.

Develop a reservation only system for Pt. Lobos: this will control the number of visitors and help rangers, docents, and personnel to manage the crowd and use the docents (volunteers) to teach about its beauty and wildlife. Docents are invaluable resource, be mindful of their contributions. LISTEN to their needs/concerns. It would be a shame to jeopardize the program due to a stressful uncontrolled environment of overcrowding/destruction of the natural habitat. Many beautiful destinations are having problems with too many visitors... learn about their plans. (Hanauma Bay, fish reserve, has made drastic changes to preserve its waters and marine life first, before accommodating to the needs of tourists. We need to be the "voice" of the animals and land.

Find ways to hire appropriate number of rangers to enforce rules, properly maintain trails, protect wildlife and keep visitors safe.

2. Keep the visitors safe with a parking lot. It makes sense to build a parking lot across the street of Pt Lobos' entrance with a pedestrian tunnel. Families with children and seniors will especially appreciate this and it is a smart resolution to prevent an accident on HWY 1

3. Maintain the parking already established in the Reserve; this will help people who cannot walk long distances and give them the opportunity to enjoy the area. RESERVATION REQUIRED!

4. Establish a "fair" admission cost for walk ins and per carload. Having a relaxed experience (with reservation) to enjoy the environment with well managed crowds and manicured trails, a nominal fee is acceptable.

ODELLO WEST:

1. Consider using Marathon Flats for shuttle, staging, or parking. This is a prime area and is invaluable to seasonal visitors, just like during the Big Sur International Marathon.

2. Consider also an access from Marathon Flats to Odello West by foot or bicycle. A boardwalk system with strategically placed platforms to view birds in the Odello West wetland area can be considered, but need to be cognizant of the habitats of our deer, bobcat, ducks, birds, etc.

3. Scheduled private tours (by reservation) will help with educating the public, managing and respecting the environment and keeping our wildlife safe. Rules/ programs need to be established... visitors come and go; we are here as guardians of the land for future generations!

4. A parking lot in the Ordello property will ONLY increase traffic congestion onto Highway 1 and destroy the natural habitat of the wetland.

5. As stated in the Carmel Coastal Policy #13-Odello Property the 155 acre Odello West property shall be maintained as riparian and wetland habitat; no vehicles allowed.

RIBERA ROAD/CARMEL MEADOWS:

1. With social media and posted signs, our neighborhood has experienced increased traffic. Plans of a New State Park - Coastal Area will create massive problems of congestion and safety issues on our streets.

2. Carmel Meadows has no sidewalks. There are numerous senior citizens walking daily and children playing. Presently, speeding is a concern especially around bends.

3. Exit from Ribera Rd onto Highway 1 is very dangerous. During the week, traffic is zooming down Highway 1 and our residents have to merge into flow of traffic. Just recently, a resident counted 82 cars before getting into the flow of traffic on Highway 1 safely.

4. On week-ends bumper to bumper traffic starts up around 2:00 pm til around 7:00pm. Without plans to manage the influx of greater numbers of cars and people, no one is going to be happy.

Thank you for allowing us to share our thoughts and suggestions. There are more details, but I am confident others have touched upon them. We ditto their concerns about the Preferred Alternative Proposal. We want to stress the importance of conserving what is already in place and how it is your responsibility to maintain it for all to enjoy. Use whatever funds to get the necessary personnel to manage the various state properties with efficiency. Remember, please, that the visitors come here to enjoy nature at its finest; promoting crowd control is a priority. Lastly, visitors come and leave the area, while we take interest in caring for this environment...our home. Help us to keep it beautiful for the next generation of residents and visitors. Together with careful planning and management, this area will bring joy to many.

Respectfully submitted,

Gene and Donna Kusumoto
June 12, 2016

-----Original Message-----

From: Natalie Kenyon [mailto:natalielaurakenyon@gmail.com]

Sent: Saturday, June 18, 2016 9:55 PM

To: General, Plan@Parks

Subject: Parking lot for Point Lobos

To whom this may concern:

My name is Natalie Kenyon. I am a 22 year old college student born and raised in Carmel. It has come to my attention there are plans to ruin our beautiful wildlife to build an 80 car parking lot for Point Lobos. I can assure you that the residents of Carmel will not be happy, nor will they approve of this development. Not only is this a national forest, it is land which meets a protected sanctuary. I hope the plans for this development change. If they continue, the residents of Carmel will prepare to protest.

Thank you for your time.

Natalie Kenyon

(831) 320-3025

Sent from my iPhone

From: Lynne Semeria [mailto:lssemeria@sbcglobal.net]

Sent: Tuesday, June 14, 2016 6:20 PM

To: General, Plan@Parks

Subject: CASP GP Preferred Alternative

June 15, 2016

Comments to CA State Parks in response to June 1, 2016 community meeting regarding Point Lobos and Hatton Canyon.

I have lived in the Carmel Highlands for over 15 years. I consider Point Lobos my 'backyard'. I am a member of the Point Lobos Foundation. I donate to CA State Parks and have an annual pass that I use almost exclusively for Pt. Lobos.

I read the proposed changes online as well as attended the June 1 community meeting. I have many reservations about some of the recommendations.

First and foremost is the fact that Pt Lobos is being loved to death. The past few years have witnessed a startling increase in visitors throughout the year, not just during summer and holidays. This has led to the most glaring and frustrating problem - Parking, or the lack of. A full parking lot causes the problem of cars parking on both sides of Highway 1, sometimes illegally. Too often parking extends north and south as far as legally allowable on the Highway. This results in car doors opening into traffic lanes, illegal U-turns and cars slowing down to find a parking space, causing traffic backups.

Parking on the east side of the highway necessitates visitors cross the busy highway to gain entrance to the park. People dart out in front of traffic or saunter across seemingly unconcerned about oncoming traffic. People. It's a State Highway, not Disneyland's parking lot. This is a tragedy waiting to happen.

Some of State Parks' recommendations include installing a signal at Pt Lobos. In the middle of a State Highway? Insane! Or having a pedestrian crossing signal requiring cars to stop for pedestrians. Do you have any idea how this would back up traffic? Traffic is already a nightmare during summer, holidays and weekends. It's almost impossible during these times for Highlands' residents to plan on heading north for a night out. Where is the consideration for locals who must drive Highway 1 on a regular basis?

At the meeting, one of the spokespersons said traffic was Cal Trans' responsibility. Yes, but State Parks MUST be an engaged participant in the conversation. DO NOT pass the buck. Be a partner helping to solve the traffic and parking problem. Help solve the parking problem. Why doesn't State Parks actively help push for a Local Ordinance to alleviate the roadside parking disaster?

Possible parking solutions proffered included parking east of the highway on park property and shuttling visitors into the park, or constructing an underground tunnel pedestrian crossing. Additional parking might be added at the Bay School site. Paid parking & shuttle would help State coffers. Think of the monies lost by walk-in visitors who may make a token donation.

A reservation system. Great. But about us locals who, on a spur of the moment, decide to go to the park? Then I could not believe my ears when I heard that the park is considering reducing parking and

perhaps eventually ending it altogether in the park. Excuse me for being selfish, but I have both State Park and Pt Lobos memberships as well as an annual pass. Why should I, or any other local, have to make a reservation and if they can get in, then can't even drive into the park. Again, no consideration for the many locals, especially Highlanders, who hope for a well thought out, long term solution to the many problems at Pt Lobos.

Pt Lobos on both east and west sides is a catastrophic wildfire waiting to happen. In the spirit of cooperation, please work with CAL FIRE to help with fuel reduction work, mindful of sensitive habitat areas. State Parks does have a responsibility to the Carmel Highlands residents and beyond.

Camping allowed in the backside of the park? Another incredibly insensitive idea. Fire. Fire. Fire. Who is going to patrol the area. Make sure nothing illegal is happening. Clean up litter. Maintain sanitary conditions. There aren't enough rangers at Pt Lobos now.

A plan developed by an outside source is not always practical or have the best interest of the public at heart. Please consider thoughtful public input. Point Lobos is the "Jewel in the Crown" of CA State Parks and we want it to remain so.

I thank you for the opportunity to respond to State Parks' recommendations.

Sincerely,

Lynne Semeria
30776 San Remo Road
Carmel 93923
LSSEMERIA@SBCGLOBAL.NET
June 14, 2016

From: Ryan Marden [mailto:ryansmarden@yahoo.com]
Sent: Thursday, June 16, 2016 2:11 PM
To: General, Plan@Parks
Subject: Parking Lot at Odello Fields

Hello California State Parks,

My name is Ryan and I am a local, 21 year old, resident of Carmel, Ca. I was recently informed that the beautiful Odello fields could possibly be used as a parking lot for mitigation of Point Lobos traffic. I understand your concern for the growing traffic along highway 1, but we must fight the urge to develop this area. DON'T fall into the typical turmoil of expansion. Over millions of years, this area has been molded into one of the prettiest places in the whole world, and our community truly believes it falls amongst the prettiest places in the world. Please, for the sake of the beauty of the natural world, for the sake of the locals who walk this paradise on a daily basis, for the sake of the animals that have absolutely no say in the destruction of THEIR habitat, avoid building this parking lot, and set an example to show that you actually care about the land in this area. I can't let this area fall victim to another human caused error. WE are NOT Los Angeles, we are Big Sur and Carmel. And people come to this area for beauty, not for parking lots.

Thank you

-----Original Message-----

From: Bonnie Gillooly [mailto:gillooly@sonic.net]
Sent: Tuesday, June 14, 2016 6:44 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Bonnie Gillooly
PO Box 4331, Carmel, CA 93921
3835 Whitman Circle, Carmel, CA 93923
gillooly@sonic.net

These are my comments following the Preferred Alternative Public Open House held on June 1, 2016 by the Carmel Area State Parks.

WHERE IS THE MONEY COMING FROM TO FINANCE THESE PROJECTS? THERE ISN'T ENOUGH NOW TO PROVIDE ADEQUATE STAFFING.

I APPLAUD YOUR IDEA TO HAVE A CONSERVATION EMPHASIS.

Preferred Alternative New State Park - Inland Area

This is the only area where parking should be allowed if, as Matt Fuzic said, parking along the Highway 1 is not allowed. Landscaping along the highway to hide the area with an underground tunnel for pedestrians. Perhaps a shuttle to the Coastal Area,

Primitive camping in the Backcountry is a very bad idea even with a permit because of the constant danger of fire, human waste, and trash. Just look at the Big Sur Backcountry. There aren't enough rangers now to monitor!!!

Preferred Alternative New State Park - Coastal Area

No Concessions (Bike Share). Allowing bikes in this area of the Park will ruin the trails!!! Parking is not indicated that they would be put in unless parking is not allowed on the highway. Too much parking!

Trails are not maintained now. The one above the beach off Ribera Rd. and the trails leading up to the cross need trimming badly.

Coastal Margin - Concession Staging (non-motorized boating) is stupid. If allowed will destroy the beach and habitat plus the currents are very dangerous. Scuba diving and snorkeling can come by boat into the Bay from Pt Lobos.

In the Lagoon kayaking and stand up paddle can be allowed if individuals bring their own but not encouraged with a Concession Stand which would lead to too many for the lagoon.

Preferred Alternative Point Lobos SNR

Someone at the Open House voiced the idea that as one needs a reservation to be admitted to Yosemite that this might be an idea for Pt Lobos. If so, daily Memorial Day to Labor Day, weekends only the rest of the year. This way locals can still enjoy the Park when they wish during the week..

Preferred Alternative Hatton Canyon Property

If the Recommendation is to "Transfer the property to a more appropriate local or regional agency", the Agreement for Transfer of Control and Possession of State-Owned Real Property #9 must be legally changed.

According to the Agreement (recorded on 5-2-2002 in the County of Monterey), if "this property at any time ceases to be used for state park purposes. Transferor (CalTrans) may request that Transferee (State Parks) transfer control and possession of the property back to Transferor (CalTrans)".

Matt Fuzie stated at the Public Open House that no agency, including CalTrans, wants the Hatton Canyon property. But the wording of the original Agreement must be altered so that the property can be transferred to another agency without threat that it be in the hands of CalTrans.

Whatever agency takes control of the property, Hatton Canyon must be preserved as an open space/park like status and unaltered without paving. It is a wetlands, riparian forest, home to many different bird species not to mention other wildlife.

-----Original Message-----

From: pieter.corn@gmail.com [mailto:pieter.corn@gmail.com]

Sent: Thursday, June 16, 2016 4:07 PM

To: General, Plan@Parks

Subject: Odello fields parking lot

I am writing to you in the hopes that the parks will not construct an 80 car parking lot and more at Odello fields, I believe that this area needs to be preserved for future generations! Although there is an influx of visitors coming to this area, I feel it would be permanently detrimental and there could be better alternatives than to permanently destroy this habitat!

Thank you,
Pieter Corn

Sent from my iPhone

From: Larry Purcell [mailto:ldpurcell41@gmail.com]
Sent: Wednesday, June 15, 2016 9:12 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

The problems as to traffic congestion, safety and appropriate utilization of Point Lobos State Natural Reserve are significant.

Parking along Highway 1 is a lawsuit in the making and will come to fruition with the first accident or fatality involving a pedestrian being hit by a car when walking along Highway 1 after parking their car on the side of the Highway. No one wants that.

Congestion on Highway 1 is already a big problem for those attempting to go north when exiting Ribera Road, the Bay School or the parking at Monastery Beach.

The correct handling of visitors to Point Lobos is certainly impacted by number of rangers available and from numerous sources we have heard that the staffing is inadequate to safely handle the numbers of guests, protect the environment or the safety of visitors and wildlife.

We feel the only sensible solution is to do a study to determine the "correct" number of visitors that Point Lobos can handle in a day, increase the number of rangers and staff to insure proper care for all and if more parking is needed build a parking lot across the highway from the entrance to Point Lobos. This parking lot should be large enough to hold the cars commensurate with the "correct" number of visitors which can be handled by the Natural Reserve.

A tunnel would need to be built under the highway for pedestrian foot traffic from the parking lot to the reserve. Appropriate speed, signage and turn lanes are already needed at this location for all directions.

The Problem is Point Lobos visitor population and parking. The parking solution already exists right across the highway in the property already owned by the State Parks. To follow this option is to find a solution at the least cost to the state, minimize traffic congestion and pedestrian danger without spreading the problem for miles in either direction.

We have been residents on Ribera road for over 16 years and have always appreciated the area in which we live, but we are concerned as to the negative results which would come forth were the Odello West Field to be converted into a parking lot for any number of cars for any purpose. **Millions of dollars in recent years were spent to return that area to riparian and wetland habitat, including additional lagoon and flood measures. It would make no sense to go in and destroy what took so much time, effort and dollars to achieve.**

Signed by

Larry and Chris Purcell
2780 Ribera Road
Carmel, Ca. 93923
ldpurcell41@gmail.com

-----Original Message-----

From: Zoe Scherer-Hepworth [mailto:hepworth@hawaii.edu]

Sent: Thursday, June 16, 2016 1:22 PM

To: General, Plan@Parks

Subject: No parking lot by Odello field!

As a woman born and raised in Carmel Valley, with a passion for wildlife and community, I strongly oppose any plan for a parking lot near point Lobos to alleviate congestion.

As an avid member of the community, I can speak for others confidently when I say we will strongly oppose any further industrialization of our diverse and beautiful land. It is home to a vast amount of wildlife and it is an incremental part of what makes our town so beautiful. I strongly recommend looking for better options such as a transit back and forth from Carmel or Monterey to Point Lobos, so that traffic and parking will not be a problem.

There are so many better solutions out there and I would be happy to provide you with some. If you don't comply and listen to the community, we will not roll over. It will be a tough fight and that parking lot would not be met with a kind welcome.

Thanks,

Zoe Scherer-Hepworth

P.S. I will start petitions, protests, and so on to prevent any concrete being poured over our land. I will give anyone hell who tries to industrialize our area any further because that will only damage the value of our community and land. I will do silent protests and knock on every door until every singly person in this community that is opposed to this plan for a parking lot are outraged with me and we will not stop until your plans concede. Taking care of the environment is more important than making it possible for everyone to see it.

Sent from my iPhone

-----Original Message-----

From: Katie Coburn [mailto:coburn.katie@yahoo.com]

Sent: Wednesday, June 15, 2016 2:56 PM

To: General, Plan@Parks

Subject: Casp GP preferred alternative

I wish to comment on the proposed plan.

Highway 1 is at Los F. Carmel Valley Road soon will be. Development as proposed will only exacerbate these traffic problems. Adding additional departing, northbound traffic to hwy 1 at closing time will only increase gridlock. The residents of Big Sur, Carmel Highlands, and Carmel Valley have a right to expect first responders to be able to reach them in an emergency, to be able to be evacuated during fires and floods, and to be able to reach the Hospital, Drs. Office, or pharmacy when ill or injured.

The parking problem is at pt Lobos. Put the parking lots at Pt Lobos Ranch and the meadow at the north end of the park, beside the ranger's house. It's not in the flood plain, contains no endangered species, and is adjacent to the park. All new parking should be within or adjacent to Point Lobos. Also, charging people to walk in from Hwy 1 might help pay for maintenance and employees, and discourage some traffic.

We currently have a shortage of Rangers and lifeguards. There is no one to clean the beaches, empty the trash, clean the restrooms, add toilet paper, rescue the clueless, enforce the dogs on leash policy, or stop people from digging up wild flowers to transplant at home, build fires, leave them burning, sleep in the park, litter, maintain the trails, cut back the poison oak.....you get the picture.

We live with extreme fire danger after a four year drought. Any camping must be no fires, by permit only, as in Big Sur.

The Carmel River state Park is part of our lagoon/estuary. As such, is prone to flooding and highly erodible, and should not be built upon. Building structures and parking lots on it will cause more runoff, tinged with garbage and car fluids which will pollute our Marine Sanctuary. It is wetlands, and home to endangered species: steelhead trout, red legged frogs, western snowy plover, and smith's blue butterflies. It is a designated critical habitat, which is why it is a PRESERVE. We are in the process of building a causeway for flood control and we don't want your proposal to interfere with it. Also, our beaches are dangerous. With no money for rangers and lifeguards, and additional parking for folks who don't know the ocean, there will be an increase in tragedies. There are much safer state parks to develop: Zumdowski, Sunset, and Manresa come to mind. They don't have our lack of infrastructure, i.e., road capacity.

Again, the problem is at Pt Lobos.....all additional Parking should be beside or within the park. Please respond to my concerns in writing.

Sincerely,
Mary Coburn

Sent from my iPad

From: Honey Williams [mailto:honeywilliams67@gmail.com]
Sent: Wednesday, June 15, 2016 3:35 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Honey Williams
67 Highway 1, Carmel CA 93923
honey@honeywilliams.com

COMMENTS:

My family has lived on the southern boundary of Pt Lobos State Park for over 100 years now, and I have watched as our beautiful park became more and more crowded with visitors. I certainly understand why people want to visit Pt Lobos, but enough is enough, something needs to be done. I am glad to have an opportunity to add my comments for consideration by State Parks as they develop their General Plan. While there are many issues that might be addressed, I am going to limit my comments to 1. parking, both in and outside of the park, and 2. The use of the Hudson House

PARKING. The parking along the highway has just grown exponentially in recent years, resulting in a dangerous situation for both cars and pedestrians. I remember in the General Plan of 1979 the Polo Field was then the Preferred Alternative for parking. Now there seem to be several "place holders" for future development as parking areas. I understand that the locations of the lots you were talking about were to serve Pt Lobos as well as the two additional Parks in the area. Overall, I am against the developing of "parking lots" in the usual State Park fashion. Most people don't like having to look at parking lots, especially when they are empty (as with the parking lots at beaches north of

Santa Cruz). Having attended Bay School from first to fourth grade, I would work very hard to keep any parking from being developed near the school

Parking Proposal: For Pt Lobos, what sadly makes the most sense is to take down some of the pine trees in the pine forest just south of the Hudson House, and build a parking lot **out of sight** from the highway.

I know it involves cutting down some pine trees, which in general I am against, but one does have to make choices. This solution would mean that people would not have to cross the highway to reach the park and the parking lot would be out of sight.

2. HUDSON HOUSE. The Hudson House has long been a wonderful resource for the local population. Many conservation-minded groups met here over the years, and there were parties and other memorable gatherings. Then suddenly access to the Hudson House was cut off. We were later told that the new park supervisor had moved into the house. This is not the way to win hearts and influence people. For many years a Park Ranger had enjoyed living in the rear section of the house and had welcomed local people when they were there to share this lovely site. I find this selfish behavior contrary to everything that I believe State Parks should stand for. I, among many, Carmel Highlands residents resent this callous overreach and taking of a resource that belongs to us all. I would strongly suggest that the Hudson House be returned to its former usage.

3. PARKING INSIDE OF POINT LOBOS. I was appalled to hear that this plan calls for the removal of the parking areas inside of the park. I understand that various solutions are being studied for ways to move people through the park without their being in their automobiles and I hope that you can come up with some creative ideas. I would suggest that there are two groups of people to consider here, the first being the tourist, and the second being those members of the local community who visit Pt Lobos on a regular basis. I have several friends who drive into the park (on weekdays) to hike and enjoy nature. Many of these people buy annual passes into the park that help to provide the sorely needed revenues to operate the park. I would suggest that some parking within the park be left available for these annual pass holding park visitors and for the elderly and disabled visitors.

3. REVENUE. The State Park System is broke. All of our local state parks are badly in need of upkeep and all of the parks would benefit from

being able to hire more rangers. It was too bad that the proposal to charge everyone who registered their cars in California an additional \$15 per year which would have gone to support the park system failed when placed before the voters. The benefit that was to be offered was free admission to all state parks for all automobiles registered in California. I believe State Parks should do whatever it can to bring this idea back before the powers that be.

I was surprised that I did not hear one mention of revenue generating ideas at the meeting. State Parks has the most glorious resources here in Monterey County, and I believe they could be better managed to benefit the local community as well as the visitors to our area. But that is a whole other discussion.

Thank you for the opportunity to add my comments to the many that I am sure you will be receiving to help you in developing the new General Plan.

Regards,
Honey Williams

From: Karen Boettcher [mailto:kmb2805@gmail.com]
Sent: Wednesday, June 15, 2016 4:12 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Karen M. Boettcher
2925 Ribera Road, Carmel, CA 93923
(530) 321-2280 Email: kmb2805@gmail.com

June 15, 2016

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

Comments in response to June 1, 2016 Preferred Alternative Public Open House as presented by Matt (?), Donna Plunkett, and Curtis Allan.

Regarding the CASP General Plan, and as a resident of Carmel Meadows, I am very concerned about the impact of increased traffic, safety and security. My main concerns revolve around the development at the Odello property on Highway 1 between Rio Road and Ribera Road in Carmel, California. I am also very concerned about how this development will impact Carmel's natural beauty which is what draws visitors to this area. Development always involves increased potential for destroying land, flora, and fauna. In this case, the Odello property was extensively restored to a natural riparian environment. This development would potentially eliminate what has been restored, as well as adversely affect the peaceful and contemplative nature of the view, the trails and scenery that is so valuable to the Carmel area for visitors and residents alike.

Additionally, I am very concerned regarding the lack of cohesiveness and common sense of the CASP General Plan in accordance to how it was represented to the attendees at the Open House on June 1, 2016 at the Rancho Canada Golf facility.

First, here is a summary of my concerns and comments regarding issues discussed at the Open House. Then I have more detailed concerns, comments, and solutions regarding the issues in my summary:

If I correctly understand the CASP's Preferred Alternative General Plan, the parks are not being adequately staffed or run efficiently because there is no funding available to institute an efficient system. Additionally, this General Plan would bring together the Carmel Area State Parks under one management umbrella, which would be more cost efficient and improve communication. While I understand and support a plan to bring the parks up to a more

efficient system, I do not understand many of the new development components of the plan. Much of the new development plans are simply not practical, efficient, or cost effective. Last, this GP is supposed to provide infrastructure and facilities in order to accommodate the growing number of visitors to our area in to the future.

My concerns and comments:

1. As we were being told that there is a lack of parking for visitors to PLNR, we were told in virtually the same breath that, through this Preferred Alternative plan, visitor parking was to be eliminated at the PLNR destination! Eliminating parking at Point Lobos is ludicrous. Use that facility as is, add pedestrian admission fees, and use available monies to fund maintenance and improvements. This is especially crucial if CalTrans eliminates parking on Hwy 1 (another concern given attention below).
2. Development to the extent proposed at the Odello facility is also ludicrous – all infrastructure would have to be brand new, and, if there is a flood in the future (there have been two major floods in the last 20 years), it would have to be restored or abandon at great cost. Additionally, the natural environment and all that it entails would be negatively and greatly altered. It makes more sense to preserve what is there by providing boardwalks and viewing areas, and nothing more, which allows access to the public.
3. The infrastructure at Allan Ranch is already in existence – improve the buildings there, work with CalTrans for a dedicated lane into and out of the park, and provide parking, concessions, a staging area, and visitor center/educational area. Charge for parking and provide a shuttle service modeled after (for example) Yosemite's Shuttle system.
4. At the meeting, we were told that Hatton Fields would be sold, by legislation, "hopefully" to another parks system (ie, Regional Parks), but that others, including the local water treatment plant, are interested in purchasing it. It was acquired in anticipation of putting the highway there (which was voted down), but the Parks system received responsibility for it without receiving funding to implement proper operations (not a good move). Why not lease the property, or run it as a park with private concessions available (gift shop, museum, café), and a shuttle stop – more income to put toward CASP funding! Or, provide funding via a parking lot and keep it as open space.
5. At the meeting, we were also told that the Rio Road/Hwy 1 corner (Marathon Flats) was to be sold. Why? Be practical!! Lease it out and *use that income within CASP!* Those corners are frequently used for temporary events and functions (eg: Christmas tree sales and Big Sur Marathon staging, bike races, etc.). Also, use it for parking and shuttle service.
6. Last, when it makes sense, get CalTrans to partner with the CASP~ this should be a no-brainer. When agencies share common ground, they should be involved in mutual projects.

More Detailed Points of concern:

TRAFFIC IMPACT AND SAFETY

According to the general plan and as presented at the meeting, plans at Point Lobos Natural Reserve (PLNR) are to eliminate all parking except for staff and ADA compliant. Currently, an estimated 550 cars per each peak day have access to parking at PLNR. This proposal would eliminate those spots.

- o This plan would impact everyone who lives in the area and drives on the road. It will create even greater back-ups, delays, and threatening scenarios on the highway. Already, cars stop suddenly, pull out unpredictably, and make illegal U-turns on Highway 1 while pedestrians risk crossing the road.
- o This makes no sense. At the meeting, when this concern was expressed, the answer we received indicated that people would park on Hwy 1 as they do now, or in nearby

neighborhoods. Also, Matt said that proposed parking lots would be constructed only if CalTrans eliminated parking on Highway 1. Does this sound like a big circle of nonsensical reasoning? If parking is eliminated at PLNR AND on Highway 1.....?

- We were told that the state parks can't make traffic decisions outside of the parks, all decisions on the highway are made by CalTrans.

- The question then came up: Why not invite CalTrans into the formation of this general plan...no clear answer was provided.

- Donna said that parking at PLNR was destroying the environment (huh?). It's a destination park – there is going to be impact and has been for how many years? An empty argument – the harm is done, the parking lot already exists!

- She also indicated that development at Odello Fields was an inevitable plan. Matt disagreed (see above). Which is true? Is either true? Either communication was not clearly conveyed to us, or lacked clarity between Matt and Donna. These answers offered no solutions to the main problem: **There is insufficient parking and staffing to accommodate visitor access to the Point Lobos/Carmel River State Parks and beaches areas. Visitor populations are growing, traffic impact is terrible, accommodation must be planned for – this general plan is supposed to provide solutions. I am hearing increased burden in funding, staffing, and traffic and parking nightmares: not relief.**

Solutions:

- Keep PLNR parking as it is and increase helpful staffing to monitor parking and compliance to park rules
- Follow the example of other parks and businesses: establish a reservation system and/or an on-line daily fast-track system (study Disneyland's fast-pass system – it's genius!)
- Construct a pedestrian gateway so that foot traffic pays a nominal fee (rather than it being free and having a donation box), with a maximum cost for the total number in a group (ie: \$1 - \$3/person, or for a group of six people, the same as a car entry fee). As a side note: this may eliminate some cars that park on the highway instead of entering the park in order to avoid paying the car entry fee.
- Maintenance and staffing costs can be directly/partly covered by gate/parking fees.
- Construct a 150 – 200 spot parking lot at Allan Ranch where infrastructure is already in place and provide shuttle service (i.e., \$5 all day fee, or seasonal pass (free entry to parks) to CASPs (or, but more expensively, a tunnel).
- Use the fees to properly staff and maintain areas so that the environment is impacted as little as possible and litter, graffiti, etc., can be picked up/cleaned up in a timely manner, or to some extent, prevented.
- PLNR is an established state public park, impacts are inevitable, but can be minimized if properly maintained (which is a current funding issue).

Carmel Meadows – Odella Property & Carmel River State Park Trails between

Carmel River Beach and Monastary Beach – *The current proposal is extensive:*

Concessions (Bike Share), Group Gathering, Trailhead, Trails, Day Use, Interpretive Element, Parking (up to 150 Vehicles) and Special Events (by permit).

- I am a resident of Carmel Meadows. To encourage increased traffic in this area, in which traffic during peak days and weekends is already a horrific safety issue, is unthinkable.

- Carmel Meadows is and will be an 'island' surrounded by state properties. It is a beautiful place and we are blessed and privileged to live here. I have no desire to keep others from enjoying the beauty here, in fact, I am proud that I live in an area that does not hoard its resources for exclusive use. But at what cost? Here are my concerns:

- Currently, it may take me 5 minutes and some courage to make a left hand turn from Ribera Rd to Highway 1 during peak traffic times. I often hope for a kind driver to let me pull

out in front of them. My biggest concern is for my neighbors (especially young drivers), and my friends and family when they are leaving my neighborhood. We face drivers, many tourists, on Highway 1 who may be unfamiliar with the road, tired from a long day, distracted by other drivers or the scenery, or potentially driving under the influence of drugs or alcohol.

- This is a *current* problem. The current CASP General plan would increase that danger. A parking lot at the Odello Farm property would increase people pulling out into this traffic, which in turn will impact us at Ribera Road – the implications of this new development should be obvious.
- In consideration of future planning, please read the following policy which I assume is still in force:

"Carmel Coastal Policy #14 – Highway 1 Policies

The overall objectives for Highway 1 shall be to keep Highway 1 south of the Carmel River a two-lane road, rural in character, with improvements subordinate to and blended into the natural scenic environment, and to maintain the highest possible standards of scenic quality in management and maintenance activities carried on within the right-of-way. Preserving and protecting Point Lobos Reserve, the Highway 1 scenic corridor, and the surrounding scenic areas are of particular concern. All improvements to Highway 1 shall be clearly subordinate"

IMPACT ON CARMEL'S NATURAL BEAUTY

- The Odello property is a flood zone. It was an artichoke field that was turned back into a riparian environment and declared a byway for the inevitable floods.
- As a result, it is now a wildlife mecca: All kinds of birds, bobcats, deer, wild boars, and an occasional mountain lion roam these lands. Kayakers, hikers, and explorers, young and old already have access and enjoy the quiet, meditative, and scientific qualities of this area.
- The GP's Odello Farm proposed parking, concessions, special event, and staging area would impact the quality of this environment exponentially. At the Open House, Matt pointed out that the proposed construction area is not in the flood zone. However, the reality is that it is only a few feet higher than the "official" flood zone – this is subjective (ask some Atlanta, GA residents about "flood zone" subjectivity). Why invest millions of taxpayer dollars into an infrastructure that could, in the event of a natural disaster (flood), cost taxpayer's millions to maintain, potentially restore, or abandon the property?
- Obviously, the abundance of wildlife would be severely impacted depending on the extent of development at the Odello property.
- Another part of the Carmel Coastal Policy published the following:

- **"Carmel Coastal Policy #13 – Odello Property**

Consistent with the 1996 State Parks amendment to the Carmel River State Beach General Plan, the 155-acre Odello West property (located west of Highway 1), formerly in agricultural use, shall be maintained as riparian and wetland habitat. This habitat area will act as a floodway, providing increased flood protection for the Mission Fields and Crossroads areas and to increase populations of special status species. The 100-acre Odello East property (located east of Highway 1) shall also be maintained as a floodway and habitat and/or agricultural open space."

Solution:

- Scrap all development plans at Odello property with the exception of constructing boardwalks to preserve the fragile area so that

hikers/walkers/students/scientists can enjoy and explore without destroying the area with a "pack out what you pack in" policy.

- Develop the infrastructure that is already in place at the Allan Ranch property and utilize a shuttle service at Allan Ranch (mentioned above) to transport visitors to this area, and to the trails between the CRSB and Monastery Beach. And, provide walking paths/boardwalks from the already existing Carmel River State Beach areas.

- The Carmel River State Beach parking area infrastructure on Scenic Road is already in place. Use this facility, if possible, increase parking spots by 5 or 10 – and maintain it properly – to provide access/boardwalk trails/parking/shuttle service to Odello Fields.

SECURITY & ENVIRONMENTAL IMPACT:

- My neighborhood is already impacted because we have two trailheads in our neighborhood. (Cuesta and Calle de Cruz Ct). Parking is available on our streets near the trailheads. The problem is that cars are not always considerate and speed through Carmel Meadows. There are many walkers, children, elderly, and pets on the streets in this neighborhood at any given time. This problem could increase in the area due to this development plan. What part of the plan protects our neighborhood from increased traffic problems?

- Possible solution: Add a CA Park shuttle stop at both trailheads.

- Another concern if this proposal came to fruition: As a resident, directly impacted by development on the Odello property, what security would be provided for the residents whose backyard fences look out over Odello Fields?

- How would the viewshed change or be protected from change?

- Who would maintain the restrooms, buildings, and garbage pick up?

- How will the parks ensure my safety, privacy, and quality of life from people utilizing the proposed facilities – possibly trespassing on private property, would there be some sort of patrol?

- How would my quality of life as a resident, and the quality of my neighbors be impacted by the noise, traffic, and pollution?

- Please note that there are presently transients, throughout the year, who stand on the corners of Rio Road and Highway 1, and hitchhike going South (toward Carmel Meadows) on Highway 1. If restrooms, or other structures are constructed at the Odello Farm, transients will be attracted to this area for shelter or for the facilities. How would this be discouraged and how would the CASPs enforce loitering regulations?

- Again, we do not want to deny visitors access to our beautiful state parks. Most of us are proponents of sensible solutions to providing adequate access and sound infrastructure of our state parks. However, we have not seen a cohesive plan that makes common-sense proposals to solving the existing problems let alone the problems of future increased numbers of visitors to our coastal state parks.

- What we have seen are proposals that **increase the burden** of all facets of park use in a situation that already lacks funding, including staffing and other components, be it funding from revenue or government support.

- Let's be practical and solve our current funding, staffing, and maintenance problems, then be *practical* with cost-efficient, relevant plans for developments that will truly accommodate the growing numbers of visitors to our incredibly beautiful Carmel Area State Parks!

Finally, I would like to thank you for the opportunity to communicate my comments and

concerns regarding the Preferred Alternative Public Open House held on June 1, 2016 and the General Plan itself. I hope and pray that my words have been read, heard, and considered before moving forward with finalizing this massive project. I am sincerely grateful for this forum.

Sincerely,

Karen Boettcher
Concerned Local Citizen

-----Original Message-----

From: Deborah Vieille [mailto:davieille@comcast.net]

Sent: Wednesday, June 15, 2016 4:30 PM

To: General, Plan@Parks

Subject: CASP GP Preferred Alternative

June 15, 2016

I am a resident of Carmel Meadows and have been to a couple of the meetings in regards to future development in the area . Thank you for keeping us informed and for giving this opportunity for feedback .

We have heard over and over that Point Lobos is " being loved to death". Due to the popularity of this destination , we now have ever increasing problems . Parking, traffic on an already congested highway one, inadequate facilities and personnel are problems we can all agree on .

I think that what appears to be careful consideration of development as noted in the details of maps / services provided is a good start but that all future plans need to be curtailed until there are solutions to the problems we already face (every weekend)

Resolution of Point Lobos will be an important model for future planning . Why even consider encouraging more people to this fragile environment when we have the real and obvious issues of over use and accessibility on our plates already ? I am in favor of a cohesive plan that starts with solving Point Lobos before moving forward in other areas.

Deborah Vieille
2815 Ribera Road
Carmel , Ca 93923

davieille@comcast.net

From: Dasha [mailto:dankeig@aol.com]
Sent: Friday, June 17, 2016 10:20 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Comment Sheet Re: CASP GP Preferred Alternative

Point Lobos parking:

I want to see all parking off Highway 1 on both sides of the Highway.

The parking should take place across the Highway from the Point Lobos entrance and be connected by pedestrian tunnel to the Point Lobos Reserve.

The new parking lot should be screened as well as possible from the Highway.

Thank you,
Dan Keig
200 Crest Rd.
Carmel Highlands, CA 93923
831-624-3223

From: Glenn Berry [mailto:yankeepoint@sbcglobal.net]
Sent: Monday, June 20, 2016 5:36 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: Glean Berry
Address: 13 Yankee Beach Way
City: Carmel, CA
State, Zip: 93923
E-mail: _____

Comments:

The traffic problem at Hwy 1 and Rio Road is destroying the Area from the perspective of residents + visitors! This needs to be fixed 1st!
Also eliminate parking on east side of Hwy 1 next to Point Lupo before someone is killed

Please use the reverse side or attach any additional pages

From: Ashok Sadrozinski [mailto:ashokfw@pacbell.net]
Sent: Monday, June 20, 2016 2:39 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

If the proposed large parking lot at the former Odello Farm is visible from Highway 1, this parking lot may violate the Caltrans Scenic Highway Guidelines (2012) concerning visual intrusions.

The Odello Farm is located in the Carmel River flood plain and is subject to damage from winter floodwaters. (The example of Carmel River State Beach where the parking lot has washed away due to winter storms should serve as a caution against building additional parking lots in the Carmel River flood plain).

All of the parking lots proposed for the Carmel Area State Parks raise safety concerns as the additional cross-traffic from vehicles entering and exiting these parking areas onto Highway 1 increase the risk of traffic collisions.

Ashok Sadrozinski

From: Glenn Berry [mailto:yankeepoint@sbcglobal.net]
Sent: Monday, June 20, 2016 5:37 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative



CARMEL AREA STATE PARKS
 General Plan and Environmental Impact Report
 Preferred Alternative Public Open House
 June 1, 2016

COMMENT SHEET

Please provide your comments below and:
 • return this comment sheet to the comment box at the Open House, 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: Abricene BERRY
 Address: 13 Yankee Beach way
 City: Carmel
 State, Zip: CA 93923
 E-mail: yankeebeach@stglobal.net

Comments:

No parking on EAST side of Hwy 1
No other work needed to bring more
people or cars into area. Where is
the \$\$\$ coming from?
Who wants more development?

Please use the reverse side or attach any additional pages

From: Anne Greene [mailto:annesami@comcast.net]
Sent: Wednesday, June 15, 2016 3:52 PM
To: General, Plan@Parks
Subject: CASPs GP

To whom this may concern,
I live in mid-Carmel Valley, just 5 miles from Highway 1 in Carmel. I am very concerned about increased parking lots and concessions at the Odello Ranch, Bay School, the lagoon, etc. This area is uniquely beautiful, with many rural areas from the Pacific Ocean eastward. These are what make this area so lovely to live in and to visit. Having grown up on the east coast and seen what happens to beaches from Rhode Island to the tip of Cape Cod, when parking lots and businesses move in, I can tell you I would HATE to see that happen in this area. Please leave these areas alone, and instead, direct visitors to park at Carmel Middle School, or the Community Church or Rancho Canada parking lots, and provide shuttles for them instead. Keep our area rural and beautiful. Don't "take paradise and put up a parking lot", PLEASE.

Sincerely,
Anne Greene

Pity poor animals. How jealously they guard their bodies, which to us is a mouthful of flesh, but to them is all of life itself.

From: endodoc81@earthlink.net [mailto:endodoc81@earthlink.net]
Sent: Thursday, June 16, 2016 2:57 PM
To: General, Plan@Parks
Subject: Carmel Area State Parks,

I am writing as a 18 year permanent resident of Carmel Highlands and am also a board member of the Carmel Highlands Fire Protection District.

First and foremost, there must be recognition that the Fire Defense Plan for this proposal must be presented to the public and to both the Cypress Fire protection District and Carmel Highlands Fire protection District, which should be considered as stakeholders.

I favor Traffic and Parking Alternate 1 which does not allow any parking on Highway 1. CalTrans has recently placed a 45 MPH speed limit in the Point Lobos Reserve area with a 55 MPH speed limit past the Monastery Beach area. If this is not reduced, parking should not be allowed East of the beach or any areas of Highway 1 within the borders of the new proposed park. An underpass to the Point Lobos area is an absolute necessity. The residents of the Carmel Highlands drive this highway as our only access and have encountered daily unsafe and dangerous interactions with pedestrians and drivers. The traffic study reports no fatalities in the area, but there have been many serious incidents and we want to prevent any injuries to visitors to the parks.

With a prohibition of parking on Highway 1, bicycle lanes could be provided on both sides of the highway.

Thank you for allowing this extended comment period.

Dr. James Rossen
endodoc81@earthlink.net
169 Van Ess Way
Carmel Highlands, CA 93923

From: Wagner, Ellie@Parks
To: Bachman, Stephen@Parks; Bilz, James@Parks; Mike Parker; Heidi Gen Kuong; [Donna Plunkett \(donnasnature@gmail.com\)](mailto:Donna Plunkett (donnasnature@gmail.com)); donnasnature@gmail.com; Curtis Alling
Subject: FW: Carmel Area State Park plan
Date: Tuesday, June 21, 2016 12:04:32 PM

From: Rachael Short [<mailto:rs@rachaelshort.com>]
Sent: Wednesday, June 15, 2016 7:45 PM
To: General, Plan@Parks
Subject: Carmel Area State Park plan

Dear whom it may concern,

Please do not pave our beautiful Odello Fields and the Bay School. These are special places that need to be saved. We can help the Point Lobos parking problem without developing North. Please save our wild lands.

Sincerely, Rachael Short

Rachael Short
www.rachaelshort.com
www.galleryexposed.com
PO Box 6445, Carmel Ca 93921
831.238.0127

From: Natalie Alfaro Frazier [mailto:natalielynalfaro@gmail.com]

Sent: Friday, June 17, 2016 3:21 PM

To: General, Plan@Parks

Subject: Public Comment Re: State Park in Carmel, CA

To Whom It May Concern:

Please reconsider the plan of action for making a state park in Carmel, CA. The proposed plans will increase tourism and traffic in an already heavily visited part of the central coast of California. These plans will increase access to land and animals that are currently protected and preserved by local commitment. These plans will make it less enjoyable for local inhabitants to access the land and public space that we already pay so much to be able to enjoy with few crowds. There does not seem to be any local interest in this plan and I would urge the State Parks to reconsider.

Respectfully,

Natalie Alfaro

Frazier, MPA

Carmel Valley Resident

831.917.0909

natalielynalfaro@gmail.com

From: John Heyl [mailto:johntheyl@earthlink.net]

Sent: Wednesday, June 15, 2016 10:19 AM

To: General, Plan@Parks

Subject: CASPs GP: ATTN Ellie Wagner, Project Manager on Carmel Area State Parks General Plan

Ellie Wagner, Project Manager

California State Parks, Planning Section

1 Capitol Mall, Suite 410

Sacramento, CA 95814

Dear Ellie,

I am concerned with the part of the General Plan that includes up to 160 parking spaces for access to the Carmel River State Beach near Scenic Drive in Carmel. Providing access to the Rivermouth Beach and lagoon on this scale, while it may relieve some of the pressures on Point Lobos and the Route 1 corridor traffic and parking, will detract from the visitor experience at the small lagoon and beach area.

I'd rather see additional parking for Point Lobos come at the newly acquired Point Lobos Ranch property, and things left as they are at the Scenic Drive Parking area.

Thanks for your consideration. Please add my email to the General Plan mailing list.

John Heyl

PO Box 1422

Carmel Valley, CA 93924

johntheyl@earthlink.net

From: Ashley Downing [mailto:ashleykdowning@gmail.com]
Sent: Thursday, June 16, 2016 10:17 AM
To: General, Pfan@Parks
Subject: DON'T PAVE OUR PARADISE

PLEASE PLEASE PLEASE figure out a way to manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

From: Ethne Clarke [mailto:ethne1@earthlink.net]
Sent: Tuesday, June 14, 2016 10:28 PM
To: General, Plan@Parks
Subject: Please do NOT pave Paradise

Although I am a resident of Colorado, I spend as much time as possible in Monterey, to visit my son and his wife, serving military at the Presidio, and to enjoy walking the beautiful beaches and landscapes there. The friend with whom I stay has reached out and asked me to support the local effort to NOT expand access to these unique places:

no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon

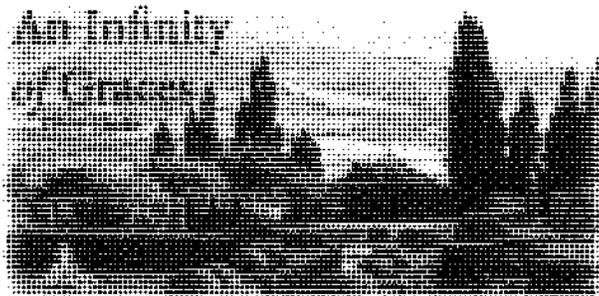
Creating more facility for parking will only generate more demand until there is nothing left to treasure. Please: **manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. which would forever alter this beautiful region. It is a national treasure to be respected and preserved for future generations. And the appreciation of its beauty is only enhanced by visitors having to make an effort to reach it.**

Thank you for your consideration:



Ethne Clarke
719 339 1146
ethne1@earthlink.net
gardenpages.wordpress.com

2909 Drakestone Drive
Colorado Springs, CO 80909



Established by Ethne Clarke, MFA and Leonard, MFA

From: Bill Lutz [mailto:wwlutz52@gmail.com]
Sent: Tuesday, June 14, 2016 1:07 PM
To: General, Plan@Parks
Subject: Please don't pave scenic wetlands

Dear State park Management officials:

As a 25 year resident of the Monterey Peninsula, I respectfully request that you develop a management plan for the Pt. Lobos area without adding parking lots and concessions which will block view sheds, create more congestion and erode the our critically important natural coastline. Expanding parking from Pt. Lobos all the way to Hatton Canyon is not the answer for this beautiful region

Please take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

Thank you,

William Lutz

Monterey, CA

From: Marilet [mailto:mariletp@gmail.com]

Sent: Tuesday, June 14, 2016 10:17 AM

To: General, Plan@Parks

Subject: HIGHLY CONCERNED about State Parks plan for development of the Pt Lobos / Carmel area

Dear State Parks,

As a resident of the area, I urge and plead you to please look into a different solution than what is currently being considered. The beauty of the area around Pt Lobos is extraordinarily special and that is largely due to the fact that it has been left natural and with limited access.

PLEASE help us protect the uniqueness of this part of the coast so that the people that do that seek it out, may continue to find it healthy and thriving for many generations to come.

I STRONGLY feel that the protection of these natural areas is more important than providing more convenient parking for masses of people.

PLEASE help us keep this part of the world protected. Please take excessive development off the table.

Please consider other options to manage the traffic at Point Lobos without expanding the congestion all the way to Rio Rd and forever altering this beautiful region. T: no paving new parking lots / turn off and no development at Odello Ranch and Hatton Canyon.

Thank you ,

MARILET PRETORIUS ARTIST + DESIGNER

+1.831.917.2223 ::::: mariletpretorius.com

From: Lesley [mailto:ieshenk@yahoo.com]
Sent: Tuesday, June 14, 2016 12:38 PM
To: General, Plan@Parks
Subject: Preserving our natural spaces

California State Parks Plan to pave 5
additional parking lots

As a resident of the area, I urge and plead you to please look into a different solution than what is currently being considered. The beauty of the area around Pt Lobos is extraordinarily special and that is largely due to the fact that it has been left natural and with limited access.

PLEASE help us protect the uniqueness of this part of the coast so that the people that do that seek it out, may continue to find it healthy and thriving for many generations to come.

I STRONGLY feel that the protection of these natural areas is more important than providing more convenient parking for masses of people.

PLEASE help us keep this part of the world protected. Please take excessive development off the table.

Please consider other options to manage the traffic at Point Lobos without expanding the congestion all the way to Rio Rd and forever altering this beautiful region.

Thank you ,

Lesley Pretorius
Carmel Resident and concerned conservationist

Sent from my iPhone

From: Shirley Barrett-Sheridan [mailto:SBS@mymbuc.com]
Sent: Wednesday, June 15, 2016 7:07 AM
To: General, Plan@Parks
Subject: No New Development or Parking Lots for Pt. Lobos

I implore the State Parks to manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and thereby forever altering this beautiful region.

Please take excessive development off the table: do not pave new parking lots/turn lane at the Bay School fields and do not proceed with a plan for development/parking at Odello Ranch and Hatton Canyon.

Dr. Shirley Barrett-Sheridan,
664 Laurel Avenue
Pacific Grove, CA 93950

-----Original Message-----

From: Chelsea [mailto:cbelled@gmail.com]

Sent: Wednesday, June 15, 2016 9:13 PM

To: General, Plan@Parks

Subject: Not the answer

Hello,

My name is Chelsea Belle Davey and I am a third generation Big Sur and Carmel resident.

The 'Ribera' coastline is...as I see it..one of the last exploited parcels of our coastline left.

I am from a generation that is witnessing everything that we once knew as quiet. Peaceful, protected.... Become exploited.

Please do not destroy this quiet sanctuary. One of the very last places as a local that I can go and walk and enjoy the animals and wild plants that this area has to offer.

I ran cross country here as a Carmel high student, I ran the marathon here as a Captain Cooper student, I run here nearly daily as an adult.

This is my quiet, private, local, sacred ground. Please do not pave my paradise. Please do not let these tourists that defecate on our driveways and trespass our lands, park their mini vans and change their babies diapers only to let them rot in the gutters that were once streams. Please help us preserve something. Something.

Please.

Chelsea Davey

Sent from my iPhone

-----Original Message-----

From: Annalise Krueger [mailto:annalisedmariekrueger@gmail.com]

Sent: Thursday, June 16, 2016 10:08 AM

To: General, Plan@Parks

Subject: Odello Fields

To whom it may concern,

Please find a way to manage the traffic at point Lobos without expanding the congestion all the way back to Rio rd. and forever altering this beautiful region. Please take excessive development off the table and let the beautiful land we call home stay beautiful.

Sincerely,

Annalise Krueger

From: Vanessa Faryan [mailto:vanessa.faryan@gmail.com]

Sent: Wednesday, June 15, 2016 8:12 PM

To: General, Plan@Parks

Subject: Opposition for parks development.

I grew up in camel highlands and my neighbor informed me of a plan to pave this paradise! Please manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

Vanessa

707-321-8306

From: naomski@pacbell.net [mailto:naomski@pacbell.net]

Sent: Tuesday, June 14, 2016 11:37 AM

To: General, Plan@Parks; Marcus Lotte; Marcus Anina; Kirk Stewart; Lee Stewart; Leslie Riehl

Subject: expansion of parking lots Rio Rd and Pt.Lobos

Dear California Parks Dept:

I am writing as a life-long resident of CARMEL HIGHLANDS, and a life long hiker of all the trails of Pt. Lobos, the walks around the Carmel Lagoon, the walks around Carmel Meadows and Odello Ranch, and the beautiful new Palo Corona park.

I attended the Bay School for nursery school, the little red schoolhouse off of Highway One, and then Carmel River School and Carmel High School.

I have watched with grave concern as the traffic has become more and more horrific and the parking situation along Highway One leading to Pt. Lobos has become more and more dangerous.

Yet I am appalled at the idea of making parking lots of the beautiful wetlands around that area.

Please consider what you would be destroying: habitats of many native animals, and the thruway to the sea. Has no one thought of limiting the visitors to Pt. Lobos as they do in the most popular California State parks? Has no one in your department recognized that Pt.

Lobos has become one of the most popular Northern California parks and needs to have crowd control implemented?

There are better ways manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

My neighbors and a huge community around us of intelligent and concerned residents will protest this plan, and would be glad to be involved in coming up with an alternative solution that works for the residents, the visitors, the habitat, and the history of this unique and beautiful area we are so lucky to call home.

*Naomi Marcus,
95 Corona Way, Carmel Highlands.*

-----Original Message-----

From: Robbie Mantooth [<mailto:ennis@olympen.com>]

Sent: Tuesday, June 14, 2016 8:00 PM

To: General, Plan@Parks

Subject: Parks plan

Finding the right balance between providing facilities for visitors to parks and protecting the qualities that make them special is a challenge. We are among those who travel frequently in California and enjoy its parks. We hope you will avoid destroying such natural qualities as wetlands.

-----Original Message-----

From: emdesert@yahoo.com [mailto:emdesert@yahoo.com]

Sent: Wednesday, June 15, 2016 10:12 PM

To: General, Plan@Parks

Subject: Please preserve our coastline.

I am sending a voice against the expansion of parking lots for Point Lobos. Please help to preserve our coastline and wetlands.

Thank you very much,
Cristin DeVine.

Sent from my iPhone

From: Theo Maehr [mailto:tmaehr@gmail.com]
Sent: Tuesday, June 14, 2016 11:24 AM
To: General, Plan@Parks
Subject: Response to CASP

Driving as quickly as possible up HWY 1 to Community Hospital, while my daughter applied direct pressure to the deep laceration still oozing blood, I hoped I would not encounter the lines of cars backed up for miles south of Rio Road. A half-mile before the Highlands Inn we abruptly came to a stop and for the next 45 minutes inched forward at a pace equal to a walk. Had the wound been more severe the alternative would have been to call an ambulance, but even that would have been slowed by traffic. Can you imagine how my daughter felt needing medical attention and having to sit calmly and wait?

In February 2016, responding as a Mid Coast firefighter to a head-on collision north of Sobranes Point in my personal vehicle, I had to stop two miles south of the accident because of stopped traffic. I responded as soon as the tone on my pager sounded and driven ten miles as expediently as I safely could. Within that amount of time two miles of cars were stopped by the accident. I ran ¼ of a mile to a knoll where I could see the accident but could do nothing to help as the traffic made getting there too long. My heart went out both to the people in the accident and the other emergency responders. I could not be there to assist!

A friend, driving north on Hwy 1 on May 29th, 2016 spent 2 hours driving 10 miles to Rio Road. Lengthy lines of tourist traffic have inconvenienced everyone living south of Rio Road, along Highway 1. Making weekend plans for events in town is impossible or dictated by when it is convenient to navigate the last 1-10 miles to Rio Road. Many people live here to avoid the traffic of large cities, without notice locals are having to leave more than an hour earlier than the norm just a few years ago, in order to reach the destination in a timely fashion. Will one hour become two if something is not done soon?

An acquaintance who once enjoyed living along Sycamore Canyon Road has been trying to sell her house and property for almost two years, because she can no longer tolerate the snarl of cars trying to drive into and out from Pfeiffer Beach or the endless chatty stream of pedestrians walking to and from the beach. Property values are dropping and some properties, once highly sought after, have become undesirable. Are we trapping ourselves and lessening community enjoyment by doing nothing?

The sentiment that I hear from long and short time residents is anger, sadness and dismay. The beauty and wild nature of the land and sea interface, which has made our area such a relished place to abide is now overrun by people. It is almost impossible at times to find a place to pull out to enjoy a view. Every trail leading away from the highway is littered with garbage, excrement, disposable diapers, and wads of toilet paper. How do we get others to respect the land they are passing through, just to say they have seen it?

The biological impact to local wildlife and native vegetation is not being monitored or

considered. The amount of people coming through the Big Sur stretch of Highway 1 each year is without a doubt affecting local wildlife populations, and adversely affecting the natural beauty and pristine quality of the land. There are too many people and there are not enough Highway Patrol or Park Rangers to manage the crowds. Larger crowds of people are coming each year to tour the overcrowded highway and parks. Are we slowly allowing the wilderness to be turned into a Disney landscape?

Every State Park along the Big Sur Coast is ill managed. Before there is any initiative to create another park, State Parks must sufficiently manage the parks that they already have. State Parks also needs to collaborate with other agencies and local residents to create solutions for the long-term preservation and management of Highway 1, and the surrounding area from Carmel to Ragged Point and all public lands along the way. Primitive camping areas, including most notably Sykes Hot Springs, are not being managed. Primitive camping areas are sanitarily unhealthy and blemishes to the wild land. How can we consider opening a new park before protecting the ones established and desperately needing our attention?

Essential needs for effectively managing the land and area include: managing traffic; creating sufficient parking along the highway without creating unsafe conditions for drivers; building sufficient toilet facilities to handle the number of tourists visiting the area; staffing the parks with rangers so that the land is preserved; wildlife protected and rules enforced; keeping people from camping illegally along the highway and off the highway on public land; guaranteeing the preservation of habitat for native wildlife; and beginning biological studies to monitor the effects of increased human visitation upon the land.

There are many ways to solve the current crisis:

1. Limiting Tourist Traffic along Highway 1 – Create a toll road from Carmel to Ragged Point.
2. Create a park transportation system from Sand City to Julia Pfeiffer Burns with multiple stops all along the way. People pay one price to ride the buses all day.
3. Build bathroom facilities at Sobranes and Garapata and set up incinerating porta potties at major pull-outs.
4. Create two northbound lanes of traffic from the Carmel River Bridge to Carmel Valley Road.
5. Time the traffic lights to assist traffic patterns.
6. Build a robust Youth Conservation Program to assist in all aspects of managing the State Parks and public lands, reduces expenses and educates the importance of conservation for our future.
7. Take time to drive down on a weekend, spend the night or two and experience the effects of the decisions to ignore this problem on locals before making management decisions that impact far into the future for the wild and beautiful land where we live. The current situation creates daily concerns for everyone living south of Rio Road commuting into and out of town for meetings, groceries, doctors appointments, children's activities, emergencies, special nights out, and just plain taking care of business.

I am a Big Sur area resident of 39 years and have seen dramatic changes during this time. I know the land and the people. I spent 12 years as a teacher and have served the community as a firefighter since 2010. With a BS in Geologic and Environmental Science with an emphasis in Land Resources and a MA in Education with an emphasis in curriculum design and teacher training from Stanford, I speak from both experience and training. I am willing to assist in

coming up with solutions to remedy the many challenges that everyone along the coast is experiencing.

Isn't the beauty of our area a result of the active efforts of those before us, to prevent over population and over development? This land is cherished and worthy of our continued perseverance?

Theo Maehr
38059 Palo Colorado Road
Carmel, CA 93923
831-625-5868
tmaehr@gmail.com

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Theo Maehr
38059 Palo Colorado Road
Carmel, CA 93923
831-625-5868
tmaehr@gmail.com

-----Original Message-----

From: Jack Hahn [mailto:jack@dancingsnails.com]

Sent: Wednesday, June 15, 2016 11:02 PM

To: General, Pfan@Parks

Subject: expansion of parking lots Rio Rd and Pt.Lobos

Dear California Parks Dept.

I grew up in Carmel Highlands and went to nursery school at what is now Bay School. I agree that there is a problem with all the cars parked along highway 1, but paving more parking lots along the coast there is not the answer. Please reconsider.

Jack Hahn

-----Original Message-----

From: David Fuess [<mailto:babanadadada@yahoo.com>]

Sent: Tuesday, June 14, 2016 1:08 PM

To: General, Plan@Parks

Cc: Elizabeth Murray

Subject: Stop!

Stop paving Paradise! As a 35 year resident of the Peninsula I think your plan needs to be RETHUNK! If you build it they will come and keep coming more and more...david e. fuess

Sent from my iPad

From: Connie Snowdon [mailto:consnowdon@gmail.com]
Sent: Thursday, May 05, 2016 2:26 PM
To: General, Plan@Parks
Subject: RE: Carmel Area State Parks General Plan Public Workshop

Yeah they were talking about that at the last homeowner's meeting. Be really bad if they allow a parking lot below the houses across from us. Bummer....

From: Carmel Area State Parks [mailto:plan_general@parks.ca.gov@mail150.atl171.mcdlv.net] **On Behalf Of** Carmel Area State Parks
Sent: Thursday, May 5, 2016 2:11 PM
To: =?utf-8?Q??= <consnowdon@gmail.com>
Subject: Carmel Area State Parks General Plan Public Workshop

May 2016



Carmel Area State Parks General Plan/EIR

[View this email in your browser](#)



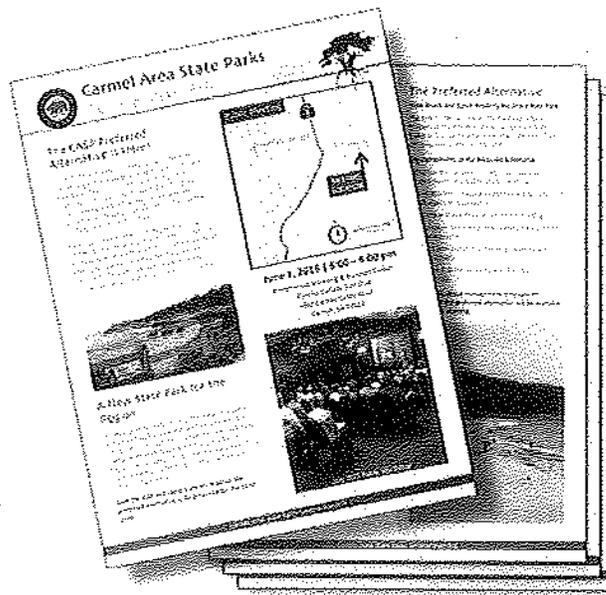


You're Invited to a Public Open House on the Preferred Alternative for the Carmel Area State Parks General Plan

Please join us at the next public open house for the Carmel Area State Parks (CASP) General Plan (GP) and Environmental Impact Report (EIR) at the Rancho Canada Golf Club's Wedgewood Wedding & Banquet Center, 4860 Carmel Valley Road, Carmel from 6:00 – 9:00pm on **Wednesday, June 1, 2016**.

At the open house, you will learn about the preferred alternative proposed for the Preliminary GP and Draft EIR. Thank you to everyone who participated in the July 2015 public workshop and who also submitted comments on the proposed alternatives. The State Parks planning team reviewed all feedback in depth and further analyzed the factors affecting the identification of a preferred alternative. The planning team will be presenting the preferred alternative that has been crafted with your comments and concerns in mind. The open house will consist of a short presentation and will be followed by an opportunity to learn more about the preferred alternative at unit breakout stations.

A newsletter has been prepared to share more information about the open house and some of the key components of the preferred alternative.



Please Attend this Important Public Open House to Learn More About the CASP Preferred Alternative. We Hope to See You There!

Open house materials, including the Economic Study and Traffic and Parking Study, will be posted on the [project website](#) for your review about two weeks before the open house. Written comments can be submitted during the open house, via regular mail to the address listed on the [CASP General Plan website](#), or via email (plan.general@parks.ca.gov). The comment deadline is June 15th.

Please forward this email to others who may be interested.

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

Contact:
Steve Bachman

California State Parks
Monterey District
(831) 649-2862
plan.general@parks.ca.gov

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

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From: David Scopp [mailto:dwscoopp@scopp.com]
Sent: Thursday, May 05, 2016 4:56 PM
To: General, Plan@Parks
Cc: Tobi Slavet
Subject: Fwd: Carmel Area State Parks General Plan Public Workshop

Dear Sir/Madam:

Thank you very much for including the public in your Carmel Area State Parks alternative process. I appreciate the transparency and the collaborative approach.

My wife and I are Ribera Road residents and consequently will be greatly impacted by your plans. While many residents in our neighborhood are unequivocally opposed to any State park plans, we are open. As nature lovers, we are delighted to learn that you have a focus on conservation. That being said, we are very concerned that the plans may prevent us from taking our dog on the trails near our house, which we do on a daily basis. In fact, we would not support any plans that limit dog access to the trail below Ribera Road.

What are your proposed rules regarding dogs?

Thank you in advance for your comments.

Warm regards,
Dave

LAW OFFICE OF DAVID W. SCOPP
Attorney-at-Law
215 W. Franklin St., Ste. 206
Monterey, CA 93940
Tel: 831.717.4137
Website: scopp.com



Begin forwarded message:

From: Carmel Area State Parks <plan.general@parks.ca.gov>

Subject: Carmel Area State Parks General Plan Public Workshop

Date: May 5, 2016 at 2:11:14 PM PDT

To: <dWSCOPP@gmail.com>

Reply-To: Carmel Area State Parks <plan.general@parks.ca.gov>

plan.general@parks.ca.gov).

From: Patricia Domingo [mailto:patricia.sunday@gmail.com]
Sent: Thursday, May 05, 2016 3:28 PM
To: General, Plan@Parks
Subject: Re: Carmel Area State Parks General Plan Public Workshop

What is the preferred alternative? I looked all over and could not find it. Do we have to wait a month to find out?? Our preferred alternative was to do nothing and deal with numbers and natural capacity. We won't DEVELOP our way out of this crisis.

On Thursday, May 5, 2016, Carmel Area State Parks <plan.general@parks.ca.gov> wrote:

May 2016

[View this email in your browser](#)

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California State Parks
Monterey District
(831) 649-2852
plan.general@parks.ca.gov

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From: Rodney [mailto:rodneyhunter@sbcglobal.net]
Sent: Monday, May 09, 2016 10:06 AM
To: General, Plan@Parks
Subject: Carmel Area State Parks General Plan

Attn: Steve Bachman,

Hi Steve,

My name is Rodney Hunter and I live at 53 A Riley Ranch Road and am a neighbor to the Point Lobos Ranch park area.

I have a question regarding the naming of this park section. I have read in the Carmel Pine Cone that A.M.Allen is being considered as a name. I was wondering if you have had other name suggestions? I am also wondering if consulting with the local Native Americans regarding their traditional names for this area has been considered? I just think that it would be nice to have an appropriate indigenous name to honor the people that first lived on this land.

Please let me know what the process is for the naming of this park.

Thanks Rodney

Rodney Hunter
Furniture Collection
Tel: 831-375-8679
531 Ramona Ave., Monterey, Ca., 93940
Web: www.rodneyhunter.com

From: Shawn.brown@parks.ca.gov [mailto:Shawn.brown@parks.ca.gov] On Behalf Of Shawn.brown@
Sent: Monday, May 16, 2016 12:41 PM
To: Bachman, Stephen@Parks
Subject: Scanned image from MX-7040N

Reply to: Shawn.brown@parks.ca.gov <Shawn.brown@parks.ca.gov> Device Name: Not Set Device Model: MX-7040N
Location: Not Set

File Format: PDF (Medium)
Resolution: 200dpi x 200dpi

Attached file is scanned image in PDF format.
Use Acrobat(R)Reader(R) or Adobe(R)Reader(R) of Adobe Systems Incorporated to view the document.
Adobe(R)Reader(R) can be downloaded from the following URL:
Adobe, the Adobe logo, Acrobat, the Adobe PDF logo, and Reader are registered trademarks or trademarks of Adobe
Systems Incorporated in the United States and other countries.

<http://www.adobe.com/>

May 7th, 2016

TO: Steve Bachman
California State Parks
Monterey District

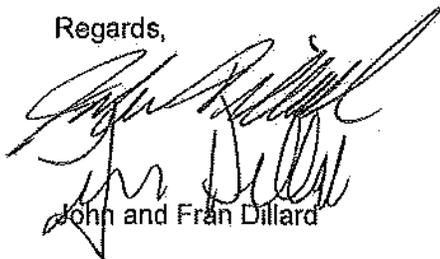
We are current residents of 25705 Baldwin Place, Carmel CA. My family is also part of a sizable neighborhood committee who will proactively support a **No Action Alternative**, which includes no changes to the existing condition, and operation of the Halton Canyon Property (HCP).

We were pleased to see that many comments included in the *Summary of the Public Input Workshop 2* from July 22, 2015, indicated that the current bike trail meets the public needs and stated no wish for any plan that includes pavement or asphalt. The summary also re-iterated that HCP provides important wetland habitat, a wildlife movement corridor, and birding opportunities. Given the "color dots" were not counted during workshop and that many of our committee members didn't participate in the process, please don't assume there will not be a strong organized legal movement to block any plans that puts the important wildlife of the canyon at risk.

In 2009, when CALTrans proposed to pave the canyon, our committee brought forth legal action to challenge the limited EIR that was proposed at the time. Our vocal and active committee will vehemently oppose any Park action or proposal that intends to disrupt the extant wildlife habitat. The current bike trail that was approved and executed is sufficient for any human recreational need. We are perplexed at the continued efforts aiming to disturb the current, natural state.

We will be attending the June 1st meeting and meanwhile, we will be socializing the issue with the neighborhood who may not be fully informed or aware of the various proposals.

Regards,



John and Fran Dillard

CC:
Dave Potter
5th District
Monterey County Board of Supervisors

From: Rodney [mailto:rodneyhunter@sbcglobal.net]
Sent: Wednesday, May 18, 2016 4:28 PM
To: General, Plan@Parks
Subject: Re: Carmel Area State Parks General Plan

Hi Steve,

I am re-sending this email as I have not yet received a reply regarding the name selection process for Point Lobos Ranch? I have viewed the recent information for the open House meeting June 1st, and I have noticed there is now a name change from Point Lobos Ranch to A.M. Allen Ranch. When did this occur and is this now the new name?

In addition upon reviewing the alternative plan I noticed a 280 vehicle parking lot and a 60 vehicle parking lot on the "Ranch". Currently we (the residents) are facing dangerous parking levels along Highway 1, at times the cars are parked along Riley Road to where it is impossible to see traffic along Highway 1 as we pull in and out of our road. The parking along both sides of the Highway, Pedestrian traffic, the Trash, the Human Waste, the Vandalism, etc. is extreme. My question is with the parking lots being proposed does that mean there will be no parking along Highway 1?

I am concerned that if the current parking along Highway 1 is overburdening the area, how will it be with these additional parking lots?

I would appreciate a reply

Thank you

Rodney

Rodney Hunter
Furniture Collection
Tel: 831-375-8679
531 Ramona Ave., Monterey, Ca., 93940
Web: www.rodneyhunter.com

On Monday, May 9, 2016 10:05 AM, Rodney <rodneyhunter@sbcglobal.net> wrote:

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531 Ramona Ave., Monterey, Ca., 93940

Web: www.rodneyhunter.com

From: Barbara Hudson [mailto:angelbronze@att.net]
Sent: Sunday, May 29, 2016 8:41 AM
To: General, Plan@Parks
Subject: Odello Ranch & Surrounding Area Carmel, CA

I lived on the Monterey Peninsula 42 years and believe strongly that the Odello Ranch should not be changed. It needs to be preserved and protected as is and not be turned into parking lots to accommodate gawking tourists and concession stands. Why ruin a good thing. Please leave it alone.

(*One reason I left the Peninsula is it has been over run by tourists. I have not returned)

Thank You.

Barbara Hudson
3234 Prospect Ave.
Eureka, CA 95503

(707) 444-8739

From: Ann Keeble [mailto:ann@westwindlaboratory.com]
Sent: Tuesday, May 31, 2016 2:21 PM
To: General, Plan@Parks
Subject: CARMEL RIVER STATE BEACH

How many times must we say no to any additional parking or development at the Carmel River State Beach? Every few years you seem to think we've forgotten or changed our minds despite the fact that we vote it down every time.

This area has very dangerous surf and is the location of many drownings. It is not appropriate to be enticing more use by families and visitors with limited knowledge of the local conditions. The numerous signs and warnings are consistently ignored. There is no reason to believe information at a visitor center would be treated any differently.

I have lived here since 1949 and have witnessed many changes (some good some not) but I am distressed by the recent lack of concern for the condition of our parks and beaches. The small parking areas at the end of Carmelo and Ribera Road provide access while limiting over use at one time.

If the State Parks have money available it would be far better put to use in repairing the many existing trails and parking areas that have been neglected for a long time.

Ann Keeble
keebleann@gmail.com

From: Bill Doolittle [mailto:bill@wgdoolittle.com]
Sent: Tuesday, May 31, 2016 8:00 PM
To: General, Plan@Parks
Cc: jtuitele@bigsurlandtrust.org
Subject: Carmel Area State Parks General Plan/EIR

Attention: Steve Bachman

I have read over the summary of the General Plan/EIR for the Carmel Area State Parks and found the subject of parking and safe pedestrian crossing to be totally inadequate.

I commend the establishment of up to 280 parking spaces on the A. M. Allan Ranch (South). However, the summary plan does not appear to adequately address how the visitors are going to safely access Point Lobos State Natural Reserve without subjecting them to crossing Highway 1. The only safe way for visitors to gain access to Point Lobos would be to install an underground tunnel such as exists at Julia Pfeiffer Burns State Park. I strongly suggest that this solution be implemented for safe use of the parks.

Thank you and your staff for the consideration of this proposal.

Bill Doolittle
Board Member
California State Parks Foundation

From: Carol Williams [mailto:carol@photographywest.com]
Sent: Tuesday, May 31, 2016 6:15 PM
To: General, Pian@Parks
Subject: Over development of pristine wild lands...

I have lived in Carmel Highlands and more recently, Garrapata Beach for over 40 years. Last Saturday the cars were lined up bumper to bumper for 10 miles south of Rio Road - a whopping 10 miles all the way down to Rocky Point Restaurant. I have never witnessed such an influx of cars and hoards of people to this coast!

The only way you can move the traffic along smoothly is to create 3 overpasses where there are three stop lights on the Highway. I am unsure that Carmel is ready for that modification to Highway One, but ultimately it will be necessary. The traffic congestion is dangerous and it needs to be moved more smoothly through the Carmel region for safety reasons. If you build more parking, the cars will keep on coming and there will be accidents as they move out into the highway. That is not appropriate.

We obviously need more parking adjacent to Point Lobos, but creating a new entrance and parking lot near the Bay School is inviting more traffic (where none currently exists) and is definitely not a good idea. I treasure this coast and really don't want to see it over developed or a quiet path advertised. Leave the Bay School and bird sanctuary pristine and undeveloped ... focus on Point Lobos upgrades and perhaps more parking by Sobranes Point. This weekend a car was parked actually protruding a good 4 feet into the lane of the highway and everyone had to drive around it. It could have easily created an accident. We need off street parking at Sobranes Point or tourists are going to park sticking into the driving lanes. Highly dangerous, already a problem! That is urgent. I saw no mention of paving or developing more parking there - and next to Point Lobos, that is where the real issue is!

Paving a wetland preserve and remote bird paradise is not in the best interests of the area...

Thanks for creating more safe parking at Sobranes Point and Point Lobos where the tourists are already overflowing. Leave the Odello Ranch alone.

Carol Williams

-----Original Message-----

From: Jacqueline T. Fobes [mailto:jtfobes@yahoo.com]

Sent: Tuesday, May 31, 2016 2:04 PM

To: General, Plan@Parks

Cc: greco@jamesgreco.com; Potter, Dave@Monterey

Subject: PROPOSED CARMEL STATE PARK AT ODELLO RANCH & CARMEL STATE BEACH

Dear Sir or Ms:

We are writing you in regard to the proposed Carmel State Park at Odello Ranch and Carmel State Beach. We feel that this is an inappropriate place, ill-conceived, a waste of taxpayer funds, and will permanently destroy a beautiful scenic view watershed.

Residents and visitors alike, enjoy looking at the wild beauty and open space in this area. This is why so many people come here. We do not want, nor do we need, a paved parking lot, a Visitor Center, tacky commercial concessions, restrooms etc. etc. It would only encourage more traffic, more people, and more environmental usage and destruction.

If your misguided attempt to create a State Park staging area is to defray traffic at the Pt. Lobos entrance, why not just ban all parking for a mile or two on Highway #1? Right now you only limit the number of vehicles that enter, not the numbers of people who actually enter and use the park. Cars parked along that section present a safety issue as people run out between the moving traffic. It has been that way for years. The area is over loved and over subscribed. Why encourage even more use?

Two important things to remember is that the land belongs to all of us and we are only stewards for the next generations, albeit not always good stewards. California may need to seriously consider what other countries in the world are starting to do, and that is, limit the numbers of visitors to sites. It ensures that those who do visit have an enjoyable and fulfilling experience, and it acts to preserve the site for further generations. Sites like the entire Cinque Terra in Italy, Santorini Island in Greece, the city of Barcelona, the Galápagos Islands, and many museums/historical sites in Europe are now limiting visitors. Perhaps California needs to consider this rather than ruining a beautiful spot to build yet another park when the CA Parks Dept, is unable to effectively manage and maintain those parks that already exist.

Sincerely,

Jacqueline T. Fobes, Ph.D.

Sent from my iPad

From: Katherine Spitz [mailto:k.spitz@ksa-la.com]
Sent: Tuesday, May 31, 2016 7:49 PM
To: General, Plan@Parks
Subject: CASPs GP

May 31, 2016

To Whom It May Concern:

In general, I am pleased to see the emphasis on resource protection and management of visitor use in the Carmel Area State Parks Proposed General Plan, June 1, 2016. I have the following concerns, however:

Scenic Road Coastal Margin

"Ecological restoration" is notably missing as an objective for the Carmel River Beach and River Lagoon areas, which together constitute a unique environmental site, linking river, wetland, beach, and dunes, and myriad wildlife. The proposed master plan seems to have relegated this site to "revenue collection" objectives, in the form of a kayak concession, without regard for its remarkable and sensitive ecology.

I am concerned about the impact, both physically and aesthetically, of the expansion of the space devoted to parking and restrooms necessary to accommodate a boating concession. Such a concession would require a secure building, racks for kayak and other equipment, extended parking to accommodate increased visitors, and installation of utilities, and it is hard to imagine how this remarkable site and its wildlife could be adequately protected in a further decreased area with even more visitors! The site and wetlands should be maintained as opportunities for passive recreation, with an emphasis on ecological education.

Odello Fields and Inland State Park

Biking seems to be a missing component in the plans- there is no mention of where bike paths (shared walkways for pedestrians and bikes) or bike lanes (lanes for exclusive use by bicycles) would be considered, except for mention of the "shared bike concession". The goal for the biking concession should be clarified - in previous public meetings with the public, there was great concern about whether separate trails would be provided for biking and hiking, and where biking would be allowed.

Construction of bike paths and concession infrastructure in the sensitive fresh water marsh of Odello Farm would require specialty construction- elevated boardwalk or similar trails to minimize impact to the site. Further, the Ohlone Preserve infrastructure would also be impacted, and require wider trails to accommodate biking.

Parking

Are the 150 proposed parking spaces in Odello Farm intended as parking and shuttle point for visitors to Point Lobos? Are other parking areas specified for use by Point Lobos visitors?

Point Lobos

Has a projected number of visitors to the park been established, along with related parking or transit requirements?

Thank you for your attention and consideration!

Katherine Spitz, AIA, ASLA Leed AP

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4212 Glencoe Avenue, Marina Del Rey, 90292

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Katherine Spitz, AIA, ASLA, LEED AP

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From: Zachary Weston [mailto:zachwestonphoto@gmail.com]
Sent: Tuesday, May 31, 2016 4:21 PM
To: General, Plan@Parks
Subject: Carmel Area State Parks Plan

To Whom it May Concern,

This email is in regards to the plan for the establishment of four additional State Park units in the Carmel, CA area.

First off, this idea is ludicrous. The amount of traffic and people that are already here on any given weekend is unbelievable. The amount of trash left is horrendous and the flat out disrespect for the environment is saddening. I have grown up in this area my whole life and if I want to get to town on a weekend from Big Sur, I have to plan it around heavy traffic times and make sure to leave earlier so to not get stuck. I shouldn't have to alter my living schedule so someone from out of town can rent a bicycle, park in a paved parking lot, and come to my home altering my life.

This new plan is a smack in the face to all the locals of this area who cherish and maintain the resources we have here. This plan benefits out of town tourists that come to take a few pictures, leave their trash and go home after the weekend is over. The people who live here have to clean the mess up.

Monastery Beach is the most dangerous beach in the whole county. Do you really think that allowing increased and easier access to it would benefit society? It would cause more deaths and destruction to lives.

Tourists come into this beautiful area and treat it like their own personal playground. I have seen people walk across Highway 1 without even looking and I have seen people parallel parking on Highway 1 with no thought of safety or the well-being of others. This new plan will bring more people to this area and create a more hectic environment and cause more accidents than there already are.

Nobody wants this to happen. No one who lives south of Rio Road wants to see this "Carmel Area State Parks Plan" to go through. The issue is not having enough parking spots for tourists coming into this area. This plan will not solve that problem. It will facilitate more people to come and soon enough the parking lots will be full and there will be people parking alongside Highway 1 once again.

This is not the right way to approach this issue. Do not destroy this beautiful stretch of coast that so many call home.

--

Take Care,
Zach Weston

Zach Weston Photography - Fine Art Film Photography
College of Business at California State University Monterey Bay
Executive Assistant at Mazda Raceway Laguna Seca
831-233-2100
#zachscats

From: Chris Gordon [mailto:gordon505@gmail.com]
Sent: Wednesday, June 01, 2016 10:58 AM
To: General, Plan@Parks
Subject: "CASP GP Preferred Alternative"

Thank you for this opportunity to comment on the Preferred Alternative for the Carmel Area State Parks General Plan. Much research has obviously gone into this proposal. It is evident that many of the concerns of local residents were taken into account when formulating the plan. As a resident of Carmel Highlands who drives up and down Highway 1 several times per day, at all different hours, I can attest to the need for a traffic solution. After reviewing the preliminary documents I have these comments:

- 1) the idea of a concealed parking lot on the east side of Highway 1 across from Point Lobos is an excellent idea. Tunnel access to the Reserve is also an excellent idea. A bridge would be unsightly and a traffic light would be a disaster, resulting in a back-up of cars in both directions for miles; it could potentially interfere with the intersections at Río Rd and Carmel Valley Road.
- 2) regarding the Traffic and Parking Study done for Point Lobos - the study did not record data after 3:00 pm. Many of the cars do not leave until after that time, particularly between 5 and 6 pm, resulting in traffic backups for miles south on Highway 1. On a recent Tuesday evening at 6pm, traffic was backed up beyond Yankee Point to Garrapata - from Lower Walden Road it took 45 minutes to get into Carmel - normally a 6 minute drive (Saturday evenings are worse). This was primarily due to cars exiting Point Lobos and entering traffic flow from the shoulders along Highway 1 in front of and along Point Lobos. Lengthening the light at Río Rd northbound, as well as adding a second lane between Río Rd and Carmel Valley Rd, could help to alleviate this problem.
- 3) I believe allowing camping in the new inland backcountry areas is a mistake. The current threat of wildfire is extreme - this will only be exacerbated with campers in the area. Litter and degradation of the ecosystem is inevitable if camping is allowed. Keep this area pristine and only allow hiking and day visits.

Thank you-
Chris Gordon
Carmel Highlands Resident

From: Joseph Byron [<mailto:joseph.byron.2015@gmail.com>]
Sent: Wednesday, June 01, 2016 10:16 AM
To: Bachman, Stephen@Parks; rae.shwaderer@parks.ca.gov
Subject: Name change in Point Lobos

To whom it may concern,

I am asking that the area being petitioned by the Point Lobos Foundation and docent group to be named as the "A.M. Allen Ranch" be officially recorded as "Ichxenta Iwano" (Ichxenta Village) in the language of this areas ancestral people.

Sincerely,
Joseph Byron Jones

Isabel Meadows (ancestral to the area called Point Lobos and surrounding areas) consulting with John P. Harrington said "Ichxenta is todo ese pedazo onde estan los Alenz, below Canada de San Jose (Ichxenta is all that piece where the Allens are)."

-----Original Message-----

From: Lesley Olson [mailto:wingedpegasus@webtv.net]

Sent: Wednesday, June 01, 2016 2:50 PM

To: General, Plan@Parks

Subject: Hatton Canyon

We are current residents of Carmel, CA and live near the Hatton Canyon Property. This letter supports the No Action Alternative, which includes no changes to the existing condition and operation of the Hatton Canyon Property (HCP). The current non-motorized bike trail meets the community needs and there is no wish for any plan that includes further paving or asphalt. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We would oppose any proposal that disturbs the natural habitat in our beautiful canyon.

We hope our voice will be heard and taken into the planning process.

Sincerely, Lesley Olson 3970 Whitman Circle Carmel, Ca 93923.

Sent from my iPhone

From: Mack Ray [mailto:mray@americanbank.com]
Sent: Wednesday, June 01, 2016 7:14 AM
To: Bachman, Stephen@Parks
Subject: comments to Pt Lobos parking

I am in Texas – have several friends that live in Carmel area – been out dozens of times

Maybe no answer but the area is special – hate to see so many parking lots and people no one can enjoy it.

Mack Ray

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Confidential information may be sent to us securely via our free online banking service available at www.AmericanBank.com. You may contact us with questions or concerns at (361) 992-9911 or email to info@AmericanBank.com.

From: Mack Ray [mailto:mray@americanbank.com]
Sent: Wednesday, June 01, 2016 7:14 AM
To: Bachman, Stephen@Parks
Subject: comments to Pt Lobos parking

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Mack Ray

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Confidential information may be sent to us securely via our free online banking service available at www.AmericanBank.com. You may contact us with questions or concerns at (361) 992-9911 or email to info@AmericanBank.com.

From: Pamela Jungerberg [mailto:pamelajungerberg@comcast.net]
Sent: Monday, June 13, 2016 7:25 PM
To: General, Plan@Parks
Subject: Carmel Area State Parks

June 13, 2016

Hello,

I was unable to attend the Public Open House regarding the new State Park combining the Carmel River State Beach (CRSB) and Point Lobos Ranch property. I have not been able to visit the Point Lobos Ranch property, so my comments relate primarily to portions related to CRSB. However they probably apply in principle to the Ranch property.

For the record, I strongly believe that the general plan is not adequately taking into consideration the importance of **conserving** these irreplaceable areas for future generations.

A lot of time, effort and money was used to successfully convert the old artichoke fields into the Carmel River Lagoon. It does not make sense to turn around and add parking lots, trails, concession stands, kayak rental facilities, etc. to this area. *IF anything*, consider one carefully constructed trail through the lagoon area, with a small information kiosk, (i.e. non-commercial), staffed with docents. Warning: even that will attract illegal camping. It is already happening along the road into the water facility. For conservation and safety purposes, you do not want to encourage that. Deer, wild boar, bobcats have all been regularly seen in that area.

To put parking by the Bay School also impacts the habitat of bobcats, birds and other wildlife. It also ignores the fact that Monastery Beach is one of the most dangerous beaches on the Monterey Peninsula, (with frequent deaths). Do you truly want to encourage more people, unfamiliar with the real and dire danger, to come to that particular area? Are you willing to take responsibility for an increase in accidents and fatalities? And who is going to clean up those beaches? State Parks currently does not have staff to keep the beaches clean.

Having walked the trail south of Carmel River Beach for decades, I think it's also important to acknowledge the increase in king tides and other high tides that are eroding the bluffs and removing sand from some of the coves. (This year some sand returned with littoral drift and some did not return). This is not a shoreline that is well-suited for beach gatherings. It would make more sense to expand the existing Carmel River State Beach parking lot and encourage people to use the expansive sandy area by parking and restrooms. Let the area south of the River remain an area for viewing wildlife and discovering small coves (low tide), etc. It is more akin to the Point Lobos Reserve than to Carmel or Del Monte Beach, and it should be protected accordingly.

In general, it would make most sense to add parking where there are existing restroom facilities, and current trash/recycle pick-up. I suggest the State Parks designate the under-utilized areas by the Barnyard and Crossroads as parking facilities, with shuttles taking visitors to the CRSB parking lot, Palo Corona, Point Lobos Ranch and Point Lobos Reserve. This makes sense for several reasons:

- the land is currently used for parking or concessions on many occasions;
 - note: the BSIM should continue to be able reserve that area for the week of their event
- natural habitat will not be destroyed in converting to parking;
- State parks has not utilized this land and admittedly has no plans to do so; (in fact they are quoted as saying they want to give it to County Parks);
- it consolidates parking in an area where parking already exists;
- It adjoins infrastructure that would make adding restrooms easier – if you choose to do so;
- it is close enough to Palo Corona that hikers could walk to that park (with construction of a bridge/trail across the river or a designated walking lane across the existing bridge)
- it respectfully conserves irreplaceable natural beauty for generations to come.

You have a responsibility to balance conservation with public use. Some places and parks can withstand more public use than others. The proposed development will destroy precious areas.

You may ascertain that I grew up in the 60s when I say - the existing general plan brings to mind words from Joni Mitchell's song, *Big Yellow Taxi*:

Don't it always seem to go
That you don't know what you've got till it's gone
Paved paradise, put up a parking lot.
They paved paradise and put up a parking lot.

Songwriters: JONI MITCHELL
© Sony/ATV Music Publishing LLC,

Don't let that be your legacy.

Thank you for your careful consideration of my comments,
Pamela

Pamela M. Jungerberg
PO Box 223452
Carmel, CA 93922

Currently renting at:
2830 Ribera Road
Carmel, CA 93923

From: Pam Tanous [mailto:cactusm@mbay.net]
Sent: Wednesday, June 01, 2016 10:24 AM
To: General, Plan@Parks
Subject: Carmel Area St. Parks general Plan

I would like you to know as a Native of the Monterey Peninsula and County, that I do not agree with this general plan of putting in parking lots and causing more general confusion and congestion on Highway 1. I grew up here and even I, as a Native to this area, cannot even go down Highway one anymore like I used to, because of the heavy traffic.

Pam Tanous
cactusm@mbay.net



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From: Pamela Takigawa [mailto:pamela@pamelatakigawa.com]
Sent: Wednesday, June 01, 2016 10:42 AM
To: General, Plan@Parks
Subject: NO to the park plan

Your new planning program will only serve to increase the traffic on Hwy 1 between Point Lobos and Rio Road not to mention the congestion you plan will add to on the rest of Hwy 1 up to the freeway. Traveling on that stretch of road is already miserable experience most days.

I suggest that the planners drive the road between 4:00 and 6:00pm. Especially on weekends and any day during the summer. You will get the idea with plenty of time to think about it as you sit in traffic, with exhaust fumes polluting the air and drivers becoming enraged at the delays.

Our area is inundated with visitors. Parking for the already developed parks is understandable but keep it with in Pt Lobos.

The congestion as it is now presents dangerous situations for attending to emergencies. Encouraging more visitors will only add to the problems responders face.

Where will the \$ come from to adequately keep the new areas clean and secure? So recently we were looking at closing parks because of lack of funds to pay park employees. Will the public again be asked to be janitors. This solution cannot be counted on as a permanent way to administer park environmental protections.

Please consider other options. When is enough enough? Open space is so precious and can never be retrieved once it is developed.

Thank you,
Pamela Takigawa
Carmel Valley CA

-----Original Message-----

From: Rebecca Barrymore [mailto:rebeccabarrymore@yahoo.com]

Sent: Wednesday, June 01, 2016 11:41 AM

To: General, Plan@Parks

Subject: Plans for parking near Pt Lobos State Park & Monastery Beach

I am aghast at the planned parking and development along the coast near the Pt Lobos State Park to accommodate some 500+ automobile, bicycles and stands for concessions and visitors to the area!!!! This area needs to remain unaltered and kept a wild land with limited access for the visitors to enjoy the beach and trails and park. We don't need to "Accommodate" visitors to the area, they need to "Respect" and "Keep our area wild" for the enjoyment of hiking, biking and visitors who don't need to come in this large influx of people who will surely change this area to a worn out and not so nice beach and park for all of us to enjoy, including the wildlife, sealife and those who keep the area clean and we should not overtax this area with tourists that we cannot ethically handle on this land.

Please realize that our job is to keep our parks and wild lands protected and not try and overcrowd and over-recreate them to death. Please do not waste our tax money but improve the park and possibly think of a ticket system to prebook your visit to control the cars and visitors instead of trying to keep up with this kind of insane amount of folks coming here.

Sincerely,

Rebecca Barrymore

From: Zachary Weston [mailto:zachwestonphoto@gmail.com]
Sent: Wednesday, June 01, 2016 8:16 AM
To: Bachman, Stephen@Parks
Subject: Carmel Area State Parks Plan

To Whom it May Concern,

This email is in regards to the plan for the establishment of four additional State Park units in the Carmel, CA area.

First off, this idea is ludicrous. The amount of traffic and people that are already here on any given weekend is unbelievable. The amount of trash left is horrendous and the flat out disrespect for the environment is saddening. I have grown up in this area my whole life and if I want to get to town on a weekend from Big Sur, I have to plan it around heavy traffic times and make sure to leave earlier so to not get stuck. I shouldn't have to alter my living schedule so someone from out of town can rent a bicycle, park in a paved parking lot, and come to my home altering my life.

This new plan is a smack in the face to all the locals of this area who cherish and maintain the resources we have here. This plan benefits out of town tourists that come to take a few pictures, leave their trash and go home after the weekend is over. The people who live here have to clean the mess up.

Monastery Beach is the most dangerous beach in the whole county. Do you really think that allowing increased and easier access to it would benefit society? It would cause more deaths and destruction to lives.

Tourists come into this beautiful area and treat it like their own personal playground. I have seen people walk across Highway 1 without even looking and I have seen people parallel parking on Highway 1 with no thought of safety or the well-being of others. This new plan will bring more people to this area and create a more hectic environment and cause more accidents than there already are.

Nobody wants this to happen. No one who lives south of Rio Road wants to see this "Carmel Area State Parks Plan" to go through. The issue is not having enough parking spots for tourists coming into this area. This plan will not solve that problem. It will facilitate more people to come and soon enough the parking lots will be full and there will be people parking alongside Highway 1 once again.

This is not the right way to approach this issue. Do not destroy this beautiful stretch of coast that so many call home.

--

Take Care,
Zach Weston

Zach Weston Photography - Fine Art Film Photography
College of Business at California State University Monterey Bay
Executive Assistant at Mazda Raceway Laguna Seca
831-233-2100
#zachscats

-----Original Message-----

From: bob kolbrener [mailto:kolbrener9999@sbcglobal.net]

Sent: Thursday, June 02, 2016 11:40 AM

To: General, Plan@Parks

Subject: The Grand Design

Dear Sirs:

I attended the meeting last night concerning changes to Point Lobos and the surrounding area.

I enjoyed the presentation but found both the audience and presenters not really understanding the concept of problem solving. I have learned that probably the most effective way to solve problems is to "pull back" from the problem as opposed to moving closer. The perspective gained by moving away allows for a broader overview and a better opportunity for positive results. In the particular situation of last night's meeting, I would like to "pull back" and offer the advice of a famous American painter named Thomas Hart Benton. Tom Benton extolled to his students that to create a painting of value it is imperative to create a "Grand Design" before thinking about the details of the painting - not to worry about color, shading, or line until the grand design was formalized in the creator's mind.

At last night's meeting, everyone on both sides was mired in the details of highway 1, the number of parking lots, and how many parking spaces to create and or eliminate - all of which has no thought about the "grand design." So what are truly the issues which need to be considered to create this important overview? Let's think/talk about the most obvious concern first. That being the age old dilemma of preservation versus visitation. Okay, is the goal to create for visitors either a "natural experience" or a "social experience"? The answer to this has a huge effect on the number of visitors. I think that everyone would agree that at some tipping point too many people on a given trail over a given amount of time will change which experience the visitor is left with. I also think it a fair observation to say that for the great majority of people the "social experience" is far more to their liking. In this day and age of smart phones and social networking, most visitors to Point Lobos view the whole experience as "an amusement" - not much different than say a visit to Disney Land.

Would the people who now overwhelm Point Lobos be unhappy if their numbers were cut in half? No because they have many other opportunities to amuse themselves by going into Carmel proper or Cannery Row or the Aquarium or driving South down the coast.

Next, the "grand design" needs to deal with the preservation of these areas. Once the decision is made as to how many visitors we are going to accommodate, then is there the financial resources available to staff these properties in order to protect them. I think that it makes sense to err on the side of being conservative. California State Parks is understaffed right now in the number of rangers to oversee the existing properties. Will that improve going forward?

Lastly, the plan needs to address the reality of population and tourism growth. The population of America quadrupled between 1900 and 1999. And the number World wide is zooming up. The pressure on our natural treasures is only going to increase. Again we are caught in the debacle as to how many visitors can we accommodate for each of the two scenarios? I had the first hand experience of walking down a ONE WAY, paved trail in a Chinese National Park with tourists smashed together like sardines. I can assure you that the experience had nothing to do with enjoying the beauty of nature! I think that the "Grand Design" take future tourism into consideration...

I hope that these thoughts are received in the same positive way in which they were intended and I hope that positive decisions are the result. A lot is at stake.

Bob Kolbrener

From: Daniel Batton [mailto:dylanfanatic@gmail.com]
Sent: Thursday, June 02, 2016 7:58 AM
To: General, Plan@Parks
Subject: development of Carmel River

I am strongly opposed to any further development of the Carmel River area for additional state parks. I disagree with Steve Bachman's quote "People told us they really want more conservation and the preservation of open spaces". That is misleading. I am a "people" and I didn't tell him that. When politicians claim the people want this or that because it agrees with their own agenda it is a dishonest representation of the public's opinion. This should be settled by a transparent vote of the people not by a few special interest meetings.

Carmel has a traffic problem but it is currently manageable. The balance between making our beautiful area available to the world while preserving our community is a delicate one. Inviting more visitors to the area under the pretense of preservation could actually threaten the very existence of what we all want to preserve.

Daniel Batton
Carmel resident

Sent from my iPhone

From: Lorri RossiGreen [mailto:michaellorri@gmail.com]
Sent: Thursday, June 02, 2016 12:38 PM
To: General, Plan@Parks
Subject: Carmel River State Beach Proposal

Please do not develop the areas around Carmel River State Beach and Point Lobos. The area traffic is super congested now and we certainly do not need another parking lot on undeveloped areas. If you want to spend state funds on something productive, put a lifeguard on the State Beach and fund invasive species abatement.
Thank you for this opportunity to provide comment.
M. Dennis, Carmel Resident

From: Martha V Diehl [mailto:mvdiehl@mindspring.com]
Sent: Thursday, June 02, 2016 5:07 PM
To: General, Plan@Parks
Subject: Comments on proposed new Carmel area State Park

Dear State Park staffers,

I am interested to hear of this proposed use of state lands. Thank you for the open planning process.

I would like to ask that you consider a few points as you move forward with your Environmental Impact Report:

1. Please honestly evaluate the impacts of the proposed use on traffic, particularly on Highway One. Highway One would provide access to this project, and it also provides the sole access to a large area to the south of the site. Highway One is currently operating at LOSF, and conditions continue to deteriorate absent this project. According to the County's adopted thresholds of significance, any project with the potential to add a single trip to this roadway must complete an EIR, which I assume you are currently undertaking. If it is determined that any vehicle trips will be added the impact must either be mitigated by improvements or be addressed with a statement of overriding considerations as 'significant and unavoidable'. In real life, this means that absent any solutions for the many miles of currently severely overstressed roadway, the benefits of any project introducing additional traffic will need to be great indeed to outweigh the costs. Please consider both normal use and use for provision of emergency services, including fire prevention and suppression, both to Park visitors and the rest of the public.

2. Please address provision of sanitary facilities to all potential visitors and staff. This section of the coast is currently experiencing a rising tide of unmanaged human waste and any efforts at conservation that include adding people to the landscape need to address this potential impact.

3. Please provide complete analysis of any potential event use for these areas as well as regular daily use. It is essential that the maximum potential impacts be examined as the project is processed.

4. And, as a personal note, please understand that until State Parks modifies the current policy disallowing dogs in most areas to a more nuanced and responsive stance, I will be among the many finding the provision of additional State parkland irrelevant to my own recreational needs.

Thank you for your kind attention,

mvd

--
Martha Diehl
Garrapata Trout Farm
35811 Hwy 1

Monterey, CA 93940

831.625.9621 home & messages

831.915.7653 mobile

-----Original Message-----

From: Mike McCurdy [mailto:mike8808@sbcglobal.net]

Sent: Thursday, June 02, 2016 12:21 AM

To: General, Plan@Parks

Subject: Proposed expansion of paving/parking at Point Lobos and adjacent areas.

To Whom it May Concern;

Please count us as two more voices in opposition to the stated and planned parking expansions of these areas. We believe that the park areas in question are already overtaxed and overused. Any development of contiguous areas is against all reason and the basic nature of the Coastal Community. Charge visitors to the Park a substantial walk-in fee, do anything possible to dissuade additional overuse of this stretch of pristine ocean frontage, and DO NOT ADD ADDITIONAL Parking and/or Paved areas. Solve the congestion, don't add to it! Mike and Melinda McCurdy

From: Penny Partch [mailto:ppartch@mpc.edu]
Sent: Thursday, June 02, 2016 2:47 PM
To: General, Plan@Parks
Subject: Expanding for more visitors

It is with dismay that I read about the expansion plans for our local parks and highways. Do any of the planners live on the peninsula? Have they attempted to drive from Pacific Grove to a family member's home in Palo Colorado? How about trying to meet a friend in the Highlands or hike Point Lobos on a three day weekend, or any summer day for that matter?

What we have now are parks being loved to death. What is the wisdom in paving open space and creating more gridlock? I am a life-long resident of the peninsula and community college educator. The expansion plans seem to me to be overkill on the part of the planners. Please take a pause and a possible reset on these plans. They are too large and too numerous.

Penny Partch

--

Penny Partch

ESL Instructor

Monterey Peninsula College

From: William Daniels [mailto:danstwo@sbcglobal.net]
Sent: Thursday, June 02, 2016 10:02 AM
To: General, Plan@Parks
Subject: Comment about CASP GP Preferred Alternative

There would have been less audience anxiety, fear and loathing on Wednesday night about the CASP GENERAL PLAN, PREFERRED ALTERNATIVE, if the presenters made very clear that it: (1) only designates sections of the Point Lobos planning area for different land uses, (2) proposes the standards that will govern the use of each section, and (3) does not implement those uses now, because (4) their implementation will occur only after local and costal land use procedures in which the community can participate have been exhausted.

I think the plan is good and the only thing standing in the way of total acceptance is some community confusion about what it does.

William B. Daniels

-----Original Message-----

From: Donald McKean [mailto:mckean@icloud.com]

Sent: Friday, June 03, 2016 6:56 PM

To: General, Plan@Parks

Subject: Carmel Area State Parks General Plan

Comments subsequent to the public meeting 1 June 2016.

Hutton canyon - Waste Management are interested in this property because they have sewer lines there that need servicing. So turn it over to them and offer them a small yearly payment to clean litter and keep the trail open. No more development there. Do not give back to Cal Trans.

Pt. Lobos. - Clearly the best solution to the parking mess is to develop your vacant land across Hwy 1 opposite the Pt. Lobos park. Put in a tunnel under the Hwy to transport people into the park. Stop all off Hwy parking as that is very dangerous and uncontrolled. Allow some inside the park parking. Do all that you want to upgrade the park. Probably need to employ more rangers but that is not in my perview. Do not develop any other off site parking such as Ft. Ord, or Odello ranch, or wild land just to the South of Carmel Meadows.

Monastery Beach - Awful dangerous. Many drownings and near drownings. No lifeguards and rare ranger coverage. But it is popular. So maybe some consideration - especially for the divers - and the few people who visit on weekdays. there is a lot of vacant and relatively flat land on the south end of the beach for parking development. Do not try to put in parking on the north side which is wild land.

Carmel River Beach - OK to connect it to The Pt. Lobos Preserve. Put in trail above beach. Absolutely no swimming. Dangerous undertow. Rogue waves all along so keep away from water edge. Lucky the water is so cold anyway. No fires. Unable to provide lifeguards or Rangers. However when you get to the present parking and restroom facility at the Scenic drive entrance it can be developed because there is a broad nice beach and somewhat safer water but not for swimming. Also it is a popular area.

Odello Ranch - The State has spent millions developing it into a fish, bird, and animal wild land. We were guaranteed that since 1995. So absolutely no human development anywhere on that land. Wipe any development off your minds as much as you are itching to "develop it". Also its all flood plain. I heard that Cal Trans plans to raise Hwy 1 up across the valley to keep it open if flooded like it did in 1995. So they have stopped any plans for Palo Corona Park development until they can get their job done.

You have a serious and immediate problem with Pt. Lobos parking. I recommend that you carve this out of your plans and get that solved now. All the rest of your plans are nice and can be talked about or even shelved and nobody will be hurt. But someone will be hurt at Pt. Lobos.

Donald B. McKean
2875 Ribera Rd.
Carmel, Ca. 93923

831 -624 7530

From: Sidolitta Mateo [mailto:sidimateo@gmail.com]
Sent: Friday, June 03, 2016 7:07 AM
To: General, Plan@Parks
Subject: Proposed Parking Lots in Carmel, CA

Dear Sir/Madam:

Please know that I oppose any and all proposals for parking lots in the Carmel/Big Sur/Point Lobos areas.

There is far too much traffic there as it is, as well as human feces (Why did crowd funding have to occur to get portapotties installed? Should this have been covered by State Park monies?) and trash. We do not need to add to the burden of the ecosystem by adding parking lots and additional "tourists".

Please address the issue of too many people tromping through and not paying attention to the posted signs e.g., no dogs, etc. before you add to the problem. These tourists do not seem to respect the intrinsic beauty that lies before them, they are far too busy taking selfies.

Sincerely,
Sidolitta Mateo
PO Box 687
Monterey, CA 93942

From: patrick holiman [mailto:patrickholiman@yahoo.com]
Sent: Saturday, June 04, 2016 9:58 AM
To: General, Plan@Parks
Subject: Pt. Lobos, Carmel, CA.

Hello:

This plea is in reference to the new proposed enlarged parking at Point Lobos State Park.

Why not simply have **By Reservation Only**. That way, it will **Limit the amount of visitors = problem solved**.

There has been much more trash, in the years of late, resulting from the larger population of visitors.

Why not Value Pt. Lobos, as it is, and not alter nor damage an environmentally sensitive area with more people, their cars and conduct? Posting more No Litter Signs/Fines would seem to be in order.

If Lots are built on Odello Ranch, it is not wise nor feasible. Pt. Lobos will be at risk. If you Must build, across the street at the Allen ranch, with a bridge, would not impact the area negatively, as much. Traffic hazards.

But back to the first resolution: Why not take reservations?, thereby limiting the visitors, period. Many other establishments regulate their businesses that way.

Please, we're praying that someone is in charge that is a clear thinker. Much is at stake.

Thank you.

Respectfully,

Patrick & MC Holiman

Box 6442
Carmel, CA. 93921

From: Jacqueline Arlew [mailto:jaarlew@gmail.com]
Sent: Monday, June 06, 2016 12:30 PM
To: General, Plan@Parks
Cc: Sarah Di Grazia
Subject: CASP - Preferred Alternative

Dear Mr. Bachman and the rest of the California Parks Planning staff,

I am writing to you today with two purposes. The first is to thank you for your hard work and dedication to serving the needs of the thousands of locals and visitors who partake of our many natural wonders across the state. My husband and I are both from California and spend much of our leisure time and holidays outdoors. Because of your continuing efforts, we have had the luxury of camping, hiking, biking and swimming in parks across the Bay Area and Central Coast.

This brings me to my next purpose: I must voice strong objection to the proposed park plan for Odello Ranch and Carmel River Beach. Having the recent experiences with parks from Big Sur to Willits and a close relationship with one of the homeowners directly impacted by this proposed change, I feel I have to tell you what I've seen "on the ground": the parks along Highway 1 are gorgeous and noteworthy, yet they do not warrant the absolute chaos that occurs around these sights. On a trip over the winter holiday in 2015, my husband and I saw cars piled on the sides of steep drop-offs, jammed in the middle of the road; and we watched in horror as a compact car drove by with a woman standing up to her hips out of the sunroof so she could video the view on her phone. This dangerous behavior is to be expected when crowds reach this mass.

Unfortunately, the fever pitch that surrounds Big Sur and Carmel will not be addressed by carving out space for more parking; this is a band-aid at best and does not address how the unsustainable flow of tourism and declining infrastructure will be reconciled, especially by opening a new park in such close proximity. This state is not an arid expanse of natural beauty with occasional lovely vistas; its landscape is a collection of jewels, each glittering in its own light. Turn the focus towards the future of this state and consider how we can drive some of this energy - the cashflow, the traffic, the possibility - towards an underserved, undervalued area, and consider where your efforts could be like rain on a desert, instead of drops in a bucket.

Thank you for your time,
Jacqueline Arlew, MSW
jaarlew@gmail.com

From: perry mccormick [mailto:coastalroots@gmail.com]
Sent: Monday, June 06, 2016 2:30 PM
To: General, Plan@Parks
Subject: Comments for State Park plan

I am writing in response to the proposed Carmel/Point Lobos state park plan.

Visitor centers, parking lots, signage, concession stands, and more trails are not what's needed. The destruction of the wild here within my lifetime has been heartbreaking- particularly over the past 4 years.

Development of parks is harming, not helping. Protection, conservation, and education are what's needed. Every new trail, new sign, and all the expanded parking and access has harmed this precious land. Small, quiet trails have been widened to the width of roadways. Silence has nearly disappeared. Trash, dogs and dog poop, human excrement, and illegal camping are poisoning the land and the healing solitude it offers. The traffic into, through, and out of Big Sur is insane. Point Lobos is a place locals now avoid. I grew up here, and because of the unsustainable level of tourism that now exists I and others I know living here actively avoid areas we have always loved visiting. Entering parks here has become like that of Marin—people, vehicles, trash and noise abound. Taking action to minimize impact and harm is what's needed, not increasing access which will only draw more people.

Please, stop increasing destruction of fragile wild lands and ecosystems. Do not “improve” the Carmel Parks system. There is already too much access, too much promotion of this place. Leave the wild lands alone— increase protection and conservation and education, not development of the parks. Maintain what's already here.

The silence and solitude of the wilds must be protected. Please, work to maintain every bit of wildness left, it's vanishing.

Thank you,
P.M.

From: Richard Platt [mailto:info@RichardPlattAuthor.com]
Sent: Monday, June 06, 2016 6:27 PM
To: General, Plan@Parks
Subject: Carmel River State Beach - Proposed Development

I do not favor any development on the Carmel River State Beach and surrounding areas. This includes the proposed visitor's center, new parking spaces, and zip line! You will find my position shared by a vast majority of the local residents. Please leave this area as it is!

Thank you
Richard Platt
Pebble Beach

From: Susan Platt [mailto:RLPSJP@COMCAST.NET]

Sent: Monday, June 06, 2016 5:54 PM

To: General, Plan@Parks

Subject: Carmel River State Beach

We do not favor any development on the Carmel River State Beach and surrounding areas. This includes no visitor's center, no new parking spaces, and no zip line! These areas are beautiful in their wildness and need to be left alone. We are uncertain why this is being proposed at all but I think the local populace is making their position known. Leave this area alone!

Susan Platt

Richard Platt

Pebble Beach

From: Timothy Sanders [<mailto:tds@oxy.edu>]
Sent: Monday, June 06, 2016 11:33 PM
To: Communications, Info@Parks; Bachman, Stephen@Parks
Subject: Carmel Area State Parks General Plan

Please see the attached letter commenting on the CASPGP.

Timothy D. Sanders ♦ Jane Z. Sanders

25075 Pine Hills Drive ♦ Carmel ♦ CA ♦ 93923
Ph: (831) 625-4324 ♦ Fx: (831) 625-4370 ♦ Email: tds@oxy.edu; jzs@caltech.edu

June 6, 2016

Senator Bill Monning
State Capitol
Room 313
Sacramento, CA 95814
Fax: (831) 657-6320

Assemblymember Mark Stone
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0029
Fax: (831) 649-2935

DELIVERED BY FAX

**Re: Carmel Area State Parks General Plan;
Data from: Draft Traffic and Parking Study, Preferred Alternative**

Dear Senator Monning and Assemblyman Stone:

We have recently reviewed the *Carmel Area State Parks General Plan* (CASPGP) (especially the "Draft Traffic and Parking Study") and have attended the *Preferred Alternative public open house* at Rancho Canada Golf Club on June 1.

We began our examination of the General Plan with the Draft Traffic and Parking Study (DTPS), understanding that this aspect of the proposal would most clearly indicate the **interaction between vehicle accommodations** at the Carmel Area State Parks (CASP) on one hand, and the **local existing and planned transportation infrastructure** on the other.

We found the **DTPS thoroughly unacceptable**, and do not understand how it could be consistent with good planning elsewhere in the CASPGP. We detail below the foundation of our concerns, not because we expect you as legislators to deal directly with this State government problem, but to demonstrate to you that this is not a mere complaint but rather, **this letter is an alert to**

- a **serious specific failure in the State Parks planning process**, and to
- a **misuse of the State's and the park system's planning resources**.

Please see our request at the end of this letter.

COORDINATION OF TRAFFIC AND PARKING PLANNING FOR CASP

Existing and planned transportation infrastructure (traffic in particular) are rigid constraints within which all planning for the CASP must be conducted.

Clearly these **constraints are not respected** in the current documents. The “Draft Traffic and Parking Study”, in its section on “existing conditions” **should include, but does not include**

- A quantitative analysis of **existing traffic conditions**, including traffic volumes and intersection delays, along State Route 1 (SR1) between Monterey and Palo Colorado
- Numerical **criteria for unacceptable traffic** volume and intersection delay in terms of specified quantitative measures of performance (the same measures as used in the analysis above) for all of the relevant segments of SR1
- Tabulation of the **differences between criteria for unacceptability and existing conditions** on all relevant segments of SR1
- **Assessment of the significance of these numerical differences in planning for acceptable levels** of traffic volume and delays at the entrances to Carmel Area State Park units
- Assessment of the **implications** of these differences for **policies and actions concerning parking and admissions to CASP.**

These elements are **prerequisite to any responsible planning process**, and should be prominent components of any report on this highly traffic-sensitive project.

As is well known, roadway constrictions and recent changes in driving/parking behavior along SR1 give rise to **increasingly frequent and intense congestion along SR1 south of Point Lobos State Natural Reserve (PLSNR), and SR1 north, from Carmel Valley Road to Ocean Avenue and often beyond**, currently has vehicle volumes **exceeding its capacity (is at LOS F) almost all day long** on weekdays and vacation holidays.

Much of the “Draft Traffic and Parking Study” is devoted to examining four different “Transportation Concepts” that are primarily **four different arrangements of parking** that would incorporate between 350 and 800 parking stalls distributed variously around the different units of CASP. All of the parked vehicles would have to have arrived at their respective stalls (even those at Carmel River State Beach (CRSB)) after travelling along some part of SR1, so the capacity for vehicle volume on SR1 is a rigid quantitative constraint on the planning of parking capacity for CASP; and the situation at PLSNR clearly is the **most critical among the park units.**

According to the DTPS there are 150 parking stalls currently at PLSNR (Table 1, page 17) and demand there is for 515 stalls (540 from Table 2, p.33; minus 25 currently at CRSB, from Table 1). The “circulation factor” (cf) would add 52 stalls, giving a total current demand of 567 stalls, apparently including 365 (515 – 150) that now park along SR1. Thus, with no growth in demand or new CASP uses, 365 stalls would be needed to replace SR1 parking, plus 37 for cf, or a total of 402, as a minimum to clear SR1 roadside parking. Clearing Point Lobos of parking except for 50 ASA stalls, or 55 including cf, would require 110 stalls with cf included, accounts for a total of 512 new stalls (402 + 110) plus 55 remaining on Point Lobos, or **567 parking stalls altogether to meet current demand.**

Yet the four “concepts” of the DTPS contain parking specifications that range from an inadequate **350 stalls**, well *below* the 567 *current* demand for parking, to **800 stalls**, *far above* the current demand and probably even farther *above the road capacity to provide adequate*

traffic service. These seem to reflect estimates that are disconnected from the firm constraints presented by the environment. That is, the DTSPS apparently is internally incoherent and inconsistent, and externally inconsistent with traffic constraints.

It appears likely that an accurate and coherent traffic analysis would show that addition of any traffic to SR1 between Monterey and Palo Colorado Rd. would produce or exacerbate unacceptable levels of traffic volume and dictate no expansion of traffic-inducing CASP demand, except through the issuance of a "statement of overriding considerations. Whether or not this is the case should be examined and reported prominently in the General Plan so that the public may intelligently evaluate the project and openly assent or not to any asserted "overriding considerations".

OUR REQUEST

We therefore respectfully request that you ask the appropriate State agency and program administrators that the Carmel Area State Parks General Plan, in its current state, be revisited and re-examined with the above concerns (and other indications of serious concern that may come from other sources), and revise and reform the planning process so that it takes place within the context of existing real-world and on-the-ground constraints.

We very much appreciate your representation of our concerns.

Sincerely,

Timothy D. Sanders

Jane Z. Sanders

Cc: Mathew Fuzie – Monterey District Superintendent, CA State Parks; Fax: (831) 647-6239

From: Clark Watkins [mailto:clarklw@pacbell.net]
Sent: Tuesday, June 07, 2016 10:30 AM
To: General, Plan@Parks
Subject: casp gp preferred alternative

Dear Sir or Madam,

We have some concerns about the traffic study. It estimates 20% user growth in 20 years, with no support for this estimate, further inducing skepticism by later referring to growth at 1% per year, which, as any accountant knows, is not equivalent. Rather than proceeding to a series of of undefended additional conclusions and recommendations, a more prudent next step would have been to find out what the actual growth is, over the next few years.

Regarding the recommendations, we question the assumption that seeing one's own and several other parked cars somehow interferes with enjoyment of Point Lobos, while parking in a 300 car lot and proceeding through a dark dirty graffiti-stained concrete tunnel under Route 1 (see existing tunnel under Valley Road in Hatton Canyon) would not. In general, the recommendations seem intent on reducing enjoyment: by charging fees; requiring multiple modes of transport i.e. drive to bike rental, ride bike to park, secure bike, hike, repeat; and then creating exceptions to the complication for some small groups: people with disabilities, divers, rich people, for the rest of us to envy.

One more complaint: paving the Hatton Canyon road will turn it into a bicycle race track and ruin it as the very pleasant exercise/nature walk it is now. Just because the state legislature rubber stamped the questionable fantasy of a 1200 mile coastal bike path, as it does almost everything put before it, doesn't mean our local treasures should be turned into high maintenance annexes to Disneyland.

Sincerely,

Charlotte Noyes and Clark Watkins
25852 Carmel Knolls Dr.
Carmel CA 93923
831 624 8628
clarklw@pacbell.net

From: David Scopp [mailto:dwscopp@scopplaw.com]
Sent: Tuesday, June 07, 2016 8:31 AM
To: General, Plan@Parks
Subject: Carmel Area State Parks General Plan

Dark California State Parks:

As a Ribera Road homeowner, I am writing to provide my comments regarding the Carmel Area State Parks General Plan. While I understand that the mission of California State Parks ("Parks") is to open recreational access to state residents and to preserve our natural treasures, the scale of the current plan threatens Parks' goal of preservation and may increase traffic to out-of-control levels.

First, increased access of the scale proposed (with the 150-car parking lot and camping) will irrevocably damage the critical wetlands in the Odello West wilderness area.

Second, I am concerned that the proposed park will increase Highway 1 traffic to out-of-control levels. Over Memorial Day weekend, Highway 1 at Ribera Road northbound was bumper-to-bumper from 2 to 9:30 p.m. This degrades the experience of visitors as well as traps residents during high-use periods. More cars on the road would also create a dangerous condition for pedestrians, bicyclists, and drivers attempting to enter the highway, potentially increasing liability for California.

Third, Parks could accomplish its goals without threatening natural preserves by focusing on the area parks needing attention. For example, Parks could open Point Lobos/Allen Ranch to provide parking (shielded from Highway 1), a critical visitor center, docent training space, storage areas, a crosswalk or overpass for visitors to cross the highway. Both walk-in and vehicle access should be limited. Furthermore, many of the Big Sur parks, such as Garrapata and Pfeiffer, need serious attention.

Only after addressing the above concerns, a plan similar to Palo Corona—with limited, permit-only access—for the Odello West area could meet Parks goals as well as protect the homeostasis of this area. In that case, I am absolutely opposed to a large parking lot, camping, and any permanent structures, excepting a boardwalk system with a birdwatching viewing platform. Parking should be in Marathon Flats, and access to the wetlands should be by foot or bicycle.

Finally, if a plan of any scale is implemented, permit parking should be required on all Carmel Meadows roads. Otherwise, word will spread through the internet or other means that the way to avoid limited parking and parking fees is to park in the neighborhood. It goes without saying that this would create safety concerns.

Thank you for considering my comments.

Warm regards,

Dave

LAW OFFICE OF DAVID W. SCOPP

Attorney-at-Law
215 W. Franklin St., Ste. 206
Monterey, CA 93940
Tel: 831.717.4137
Website: scopplaw.com



From: Nancy Knopp [mailto:nancy.k@att.net]
Sent: Tuesday, June 07, 2016 4:25 PM
To: General, Plan@Parks; Nancy Knopp
Subject: Attn: Ellie Wagner re: Carmel State Park Plans

Subject: The State Park effect on the Carmel Meadows residential neighborhood which should be addressed.

1. The land acquisition was expected to be for the preservation of the natural landscape. The families chose the Carmel Meadows neighborhood for the peace and tranquility it has provided. Limited hiking trails were anticipated, but no camping.
2. Hwy 1 traffic is over saturated and dangerous now that the speed limit has been raised to 55mph. It should be 45mph through this area, from the Carmel River Bridge to the Carmel Highlands Fire Station. There have been many accidents at the intersection with Ribera Rd. Drivers often go 5-10 mph over the speed limit and going North over the hill from Monastery Beach poses a threat to safety.
3. Campfires should not be allowed in this area if you wish to preserve the scenic view shed. One spark could destroy all of it in a very short time. Strong winds usually come up in the afternoon.
4. The coastal winds can vary greatly during the day. One lovely day I opened windows and doors to bring fresh air into the house and shortly it was filled with toxic fumes and smoke from a beach fire. Incinerants and charcoal should be banned from use near populated areas and those with natural fuels. I would hope the park rangers would inform us when drift wood burns are to take place. Is there a call list?
5. Party noise can be carried a long distance in the damp coastal air. The beaches need some time regulations for residential consideration.
6. Parking facilities near Bay School would give access to the beaches and Pt. Lobos without endangering the public, especially with a safe pathway and restroom facilities. Group affairs would best be served with a shuttle bus and parking near the Crossroads Shopping area.
7. Parking adjacent to Carmel Meadows residents would be view invasive. Our streets are narrow and residents are faced with tight passing traffic and available street parking in some areas.

Thank you for your consideration in this matter.

Respectfully,
Nancy Knopp
2724 Pradera Rd.
Carmel, CA 93923
(831) 625-5326

From: Sylvia Popadiuk [mailto:slawka@comcast.net]
Sent: Wednesday, June 08, 2016 2:53 PM
To: General, Plan@Parks; DOT D05Info D5; Potter, Dave@Monterey
Subject: CASP GP Preferred Alternative

Comments regarding meeting of June 1, 2016.
AM Allen Ranch (South)

Regarding overnight back country primitive camping - strongly oppose this proposal since it is in an area where there is no access for fire fighting because of the remoteness of the area. Although you will be monitoring the campers this does not prevent the opportunity for fire. Do not create this opportunity for potential fire.

New State Park Coastal Area

Strongly oppose the additional parking - 60 Spots at the Bay School and 150 spots at the Odello farm - why not cut down the traffic and bus people from Fort Ord?(this will provide the opportunity for more people to enjoy the beauty of the area.

Who will be cleaning up after these folks? What are you including in your general plan for maintenance?

Will there be a traffic light(s) to accommodate the autos/buses/vans turning left and headed north from these sites since most will be headed in that direction?

What is to prevent people from parking along Highway 1 once the parking spaces are filled- appears that you are creating another situation like Point Lobos.

Funding for More Park Rangers

Funding for Park Rangers has been cut as is evidenced by the poorly kept State Park areas along highway 1.

Use your budget dollars to take care of current sites. (Paths which access Marine Protected areas along Highway 1 are overgrown and dangerous). Monastery beach is full of garbage left behind by visitors. There is no need for more of this.

Just because you have to spend the money is not a good enough reason for most of your proposals. Your general plan is an invitation to add more traffic, waste and destruction to one of the most beautiful coastal areas in the world.

Although many of these proposals may not occur in my life time I choose to go on the record with my objections to your general plan which is giving you permission for many of the

recommendations which you say will "PROBABLY" not happen.

Sylvia Popadiuk

From: Andrew Wighton [mailto:awighton@gmail.com]

Sent: Thursday, June 09, 2016 10:48 AM

To: General, Plan@Parks

Subject: New Park Proposal

Hello,

My name is Andrew Wighton and I am a Big Sur resident. My background is in biology and have done conservation work with Ventana Wildlife Society. Through our constant effort to track condors, we are lucky enough to visit places most people can't get access to. Consequently, the habitat is pristine and untouched by man.

However, when we visit state parks including Andrew Molera, Julia Phieffer Burns, and Phieffer State Park we would see the direct consequences of visitors to Big Sur. The trails are littered with trash, the native habitat trampled, and the lack of wildlife. Due to the high volume of people in one area, native wildlife is forced to find new places to claim territory.

Big Sur is one of the few places along the central California coast that is still natural. As residents, we want to keep it that way.

Over the last 5 years, the amount of road traffic and tourists has increased by 1,000%. As more and more visitors travel along the coastline, more trash, exhaust and general abuse ensues. Big Sur already has multiple state parks for which visitors can travel to. However, the state in which these parks are in is sad.

As California continues to cut funding to state parks, we lose valuable employees who maintain these parks. We need to concentrate on the parks that have already been affected by overuse, and put our resources to maintain those parks.

By adding another park for visitors, we will only be creating a negative effect on both native flora and fauna. For example, when we get hundreds of hikers introduced into a new area, hikers are unknowingly introducing invasive species such as pampas grass. State parks due little to eradicate this terrible species.

I strongly advise you to reconsider your proposal and understand the negative implications it will cause. More land designated as a state park equals more maintenance! Our resources are already stretched too thin.

If we keep the natural habitat untouched, it will maintain itself and allow native wildlife to flourish.

Concerned Citizen,
Andrew

From: Rodney [mailto:rodneyhunter@sbcglobal.net]
Sent: Thursday, June 09, 2016 12:15 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Please confirm you received this submitted Comment.
Rodney Hunter – 6/9/16
53 A Riley Ranch Road
Carmel, Ca., 93923
Email: rodneyhunter@sbcglobal.net

After attending the meeting of June 1, 2016 at Rancho Canada golf course by State Parks and their General Plan Proposal;
My comments are;

The creation of parking lots in different locations in and around the Park does not address the issue of the current overwhelming traffic and visitor attendance that is so detrimental to the Park itself. It just shifts around the same amount of parked cars, without foresight and planning for the growth of visitor population in years to come. Some of the current traffic and parking issues are, visitors who park along Highway 1 and walk into the park creating unsafe conditions, visitors who ignore private property signs, block private roads, perform illegal U-turns, mounds of litter, create human waste, vandalize, create dangerous situations for pedestrians by passing on the shoulder, stop in the middle of the road and basically create traffic gridlock.

The events (weddings) that are permitted on Monastery Beach create unsafe traffic conditions. Fewer Event permits need to be issued with restriction on the number of attendants. With these events it takes away parking for day use of this beach for public use which is what it is deemed for.

With the events and park visitors, especially on Holiday weekends there is no traffic control, or enforcement. There is a heavy strain on the Park itself, local community and emergency services.

Remove the parking lot locations from current proposed plan; create a "shuttle" parking lot for visitors in a different location, such as the Rio Road and Highway 1 (where the Big Sur Marathon is held), or at the Hudson House at Point Lobos, or Fort Ord as they do for other events on the Peninsula, bus or shuttle park visitors and create a reservation system limiting the amount of visitors and traffic on the supposedly SCENIC Highway 1.

Remove back country camping, the fire risk is to great and takes away

from whatever wild life is left in this area from the changes that have already been made in the park system.

Increase park enforcement and patrols as the visitor population without over-site is having a negative impact on the Eco system.

Concessionaires, visitor centers need to be removed at Odello Fields, why is the Hudson House not considered for this use, when it was considered in writing a few years ago by State Parks for this purpose?

A.M. Allen name change should not occur, either keep it Point Lobos Ranch which everyone already knows it as that, or change to a Native American name to acknowledge their existence in the area and to honor their environmental consciousness that they brought to this sacred area.

Rodney Hunter

Furniture Collection

Tel: 831-375-8679

531 Ramona Ave., Monterey, Ca., 93940

Web: www.rodneyhunter.com



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

**Preferred Alternative Public Open House
June 1, 2016**

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: Rodney Hunter
Address: 53 A Riley Ranch Road
City: Carmel
State, Zip: Ca., 93923
E-mail: rodneyhunter@sbcglobal.net

Comments:

See attached word doc with comments

Rodney Hunter – 6/9/16
53 A Riley Ranch Road
Carmel, Ca., 93923
Email: rodneyhunter@sbcglobal.net

After attending the meeting of June 1, 2016 at Rancho Canada golf course by State Parks and their General Plan Proposal;

My comments are;

- 1) The creation of parking lots in different locations in and around the Park does not address the issue of the current overwhelming traffic and visitor attendance that is so detrimental to the Park itself. It just shifts around the same amount of parked cars, without foresight and planning for the growth of visitor population in years to come. Some of the current traffic and parking issues are, visitors who park along Highway 1 and walk into the park creating unsafe conditions, visitors who ignore private property signs, block private roads, perform illegal U-turns, mounds of litter, create human waste, vandalize, create dangerous situations for pedestrians by passing on the shoulder, stop in the middle of the road and basically create traffic gridlock.
- 2) The events (weddings) that are permitted on Monastery Beach create unsafe traffic conditions. Fewer Event permits need to be issued with restriction on the number of attendants. With these events it takes away parking for day use of this beach for public use which is what it is deemed for.
- 3) With the events and park visitors, especially on Holiday weekends there is no traffic control, or enforcement. There is a heavy strain on the Park itself, local community and emergency services.
- 4) Remove the parking lot locations from current proposed plan; create a "shuttle" parking lot for visitors in a different location, such as the Rio Road and Highway 1 (where the Big Sur Marathon is held), or at the Hudson House at Point Lobos, or Fort Ord as they do for other events on the Peninsula, bus or shuttle park visitors and create a reservation system limiting the amount of visitors and traffic on the supposedly SCENIC Highway 1.
- 5) Remove back country camping, the fire risk is to great and takes away from whatever wild life is left in this area from the changes that have already been made in the park system.
- 6) Increase park enforcement and patrols as the visitor population without oversight is having a negative impact on the eco system.
- 7) Concessionaires, visitor centers need to be removed at Odello Fields, why is the Hudson House not considered for this use, when it was considered in writing a few years ago by State Parks for this purpose?
- 8) A.M. Allen name change should not occur, either keep it Point Lobos Ranch which everyone already knows it as that, or change to a Native American name to acknowledge their existence in the area and to honor their environmental consciousness that they brought to this sacred area.

From: Tobi Slavet [mailto:tslavet@hotmail.com]
Sent: Thursday, June 09, 2016 1:42 PM
To: General, Plan@Parks
Subject: Proposed Carmel Area States Park

Dear California State Parks:

Please see the attached letter that my husband submitted, which I support.

Sincerely,
Tobi Slavet

As a Ribera Road homeowner, I am writing to provide my comments regarding the Carmel Area State Parks General Plan. While I understand that the mission of California State Parks ("Parks") is to open recreational access to state residents and to preserve our natural treasures, the scale of the current plan threatens Parks' goal of preservation and may increase traffic to out-of-control levels.

First, increased access of the scale proposed (with the 150-car parking lot and camping) will irrevocably damage the critical wetlands in the Odello West wilderness area.

Second, I am concerned that the proposed park will increase Highway 1 traffic to out-of-control levels. Over Memorial Day weekend, Highway 1 at Ribera Road northbound was bumper-to-bumper from 2 to 9:30 p.m. This degrades the experience of visitors as well as traps residents during high-use periods. More cars on the road would also create a dangerous condition for pedestrians, bicyclists, and drivers attempting to enter the highway, potentially increasing liability for California.

Third, Parks could accomplish its goals without threatening natural preserves by focusing on the area parks needing attention. For example, Parks could open Point Lobos/Allen Ranch to provide parking (shielded from Highway 1), a critical visitor center, docent training space, storage areas, a crosswalk or overpass for visitors to cross the highway. Both walk-in and vehicle access should be limited. Furthermore, many of the Big Sur parks, such as Garrapata and Pfeiffer, need serious attention.

Only after addressing the above concerns, a plan similar to Palo Corona—with limited, permit-only access—for the Odello West area could meet Parks goals as well as protect the

homeostasis of this area. In that case, I am absolutely opposed to a large parking lot, camping, and any permanent structures, excepting a boardwalk system with a birdwatching viewing platform. Parking should be in Marathon Flats, and access to the wetlands should be by foot or bicycle.

Finally, if a plan of any scale is implemented, permit parking should be required on all Carmel Meadows roads. Otherwise, word will spread through the internet or other means that the way to avoid limited parking and parking fees is to park in the neighborhood. It goes without saying that this would create safety concerns.

Thank you for considering my comments.

Warm regards,
Dave
Sent from my iPhone

From: Eric Jacobson [mailto:mchlgrnv1@comcast.net]
Sent: Friday, June 10, 2016 10:42 PM
To: General, Plan@Parks
Subject: New state park coastal area adjunct to Point Lobos

I have concern about the new state park proposal on the Odello property. I am always a supporter of expansion of state and other public land to protect undeveloped areas. However, the proposal to expand into the Odello property with a 150 space parking lot poses traffic and easement problems.

Highway 1, proceeding north towards Carmel poses significant traffic problems already, especially in the summer months. To add 150 parking spaces on the west side of the highway, even with turning lanes, will create more traffic and increased risk turning into and from Highway 1 especially into and from the southbound lane. Parking along highway 1 near Point Lobos already poses a traffic hazard and additional cars will lead to more delays, accidents, and pedestrians struck by vehicles.

The proposed parking lot and visitors center also surrounds 3 existing properties. Having visited those houses, access and exit from that driveway poses great risk into traffic coming over a short rise to the south and from the north traveling at 50 MPH. It would make much more sense to place the additional parking area across from the existing entry to Point Lobos and allow access to other areas by foot or tram.

The idea of additional park area is exciting. The proposed parking and access is dangerous and poorly conceived.

Eric M. Jacobson, MD

Sent from my iPad

From: Keith Porter [mailto:kporter2546@gmail.com]
Sent: Friday, June 10, 2016 10:54 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

From:
Lori Porter
2935 Ribera
Carmel, Ca 93923
lporter2546@gmail.com

I have several concerns, as a nature conservationist and a homeowner in Carmel Meadows, about the Proposed and Preferred Alternative to our areas, especially the coastal area which includes the Lagoon/Wetlands and Odello Farm areas proposals. Donna (last name?) from State Parks explained to us that this area is being considered separately from a viable effort to alleviate Point Lobos overflow, which is a real concern. She says this area would be developed in order to add a new area for tourist exploration (and exploitation it seems more likely). Following are several thoughts about this "new development" that explain why this proposal should no longer be considered.

1. Point Lobos, and indeed, many other parks in the area, including Garrapata State Park, Pfeiffer Big Sur State Park and Julia Pfeiffer Burns State Park are all in need of more efficiency and better management; it seems counterintuitive to introduce another new area to manage.
2. There is no parking in Odello Field now--and no issue with tourist parking along the area on Hwy 1, so why create another parking problem?
3. Accessing Hwy 1 from Ribera Rd. in Carmel Meadows can be difficult and can require a significant wait time from both north and south. As a result, this intersection has been the site of numerous traffic accidents. Adding another access road with parking just a few yards north of Ribera will only create more traffic woes.
4. This area is in a flood plain! What good is a parking lot if the rest of the area is flooded?
5. The Odello Field restoration to its riparian state occurred only a few years ago at a tremendous monetary expense. Again, redeveloping this area seems counterintuitive.
6. We already have a deplorable lack of rangers in the area. This project would only exacerbate that.
7. Yes, the homeowners of Carmel Meadows are overwhelmingly against this development. Are we being selfish (as was strongly implied during the last open meeting)? Of course we are concerned with what this would mean to us. Crime, vagrancy, parking on our surface

streets (which has never been an issue, but would probably become one), general added congestion and our residential loss of property value are all genuine concerns.

Some suggestions:

1. Use a reservation system for Point Lobos. That works very well in Yosemite.
2. Create a park-and-ride system in the open area near the Safeway or easterly from Point Lobos where land already exists.

From: Cathie Lehrberg [mailto:clehrberg@yahoo.com]
Sent: Saturday, June 11, 2016 11:25 AM
To: General, Pian@Parks
Subject: Carmel Area General Plan-June 1 2016 Meeting comments

Comment Sheet for 6-1-16 meeting on Carmel Area General Plan

Cathie Lehrberg
234 Peter Pan Road
Carmel Highlands, CA 93923
clehrberg@yahoo.com

1. The Draft EIR must not rely on the 2014 traffic study as conditions have already changed drastically since then.
2. Replacement parking numbers should not be calculated to include current illegal parking due to No Parking signs not being replaced after flooding
3. No Parking lots should be developed on the west side of Highway 1
4. Any parking lots on the east side of Highway 1 must include a pedestrian underpass and disguising vegetation. Would it be possible to build down to get more parking in a smaller surface area? Building up is obviously not appropriate.
5. Use technology to let people know if there are any parking slots available and where they are. Use a reservation system as appropriate (perhaps necessary on weekends but not during week)
6. During the meeting there were several statements that the parking lot numbers are just placeholders, there's no current funding, Caltrans must take action on Hwy 1 parking, etc. I think a major concern is that the numbers shown for parking are what could be developed in the future and the community feels that they are too high. That they will impact viewsheds and traffic on Hwy. 1.
7. Big support for electric shuttles
8. Remote parking at Fort Ord should be explored. That was an excellent idea.
9. More rangers are important as those of us who visit Pt Lobos frequently are seeing worse and worse tourist behaviors by a small minority that are dangerous and damaging

Thank you for protecting these valuable resources from being loved to death.

From: Joan Schiffer [mailto:sschiff@pacbell.net]
Sent: Sunday, June 12, 2016 11:53 AM
To: General, Plan@Parks
Subject: General Parking Plan for Parks in Carmel, Ca.

I am a resident of Carmel Meadows, Carmel, Ca. and I am very concerned by the general plan for the state parks in the Carmel area.

My most important concerns are that the land for the parking at Marathan Flats be retained for parking as well as the parking spaces at the Reserve. If the number of visitors at the Reserve were controlled and limited then these spaces should be enough.

If these are retained and the visitors limited then there would be no need of another parking lot.

The concept of a parking lot at the Odello West farm is very scary. North on Highway 1 is presently very difficult to access from Ribera Rd where I live. There is usually a line up now of 10 cars in either direction whenever I turn onto Highway 1. There would be oncoming cars as well as cars exiting parking which would cause a permanent congestion in the area.

This parking at Odello West should be a last resort in my opinion.

Thank you for your consideration.

Joan Schiffer
2963 Cuesta Way
Carmel, Ca. 93923
510-299-1232

From: saschja marseguerra [mailto:saschja@yahoo.com]
Sent: Sunday, June 12, 2016 11:44 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Please see attached.



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: SASCHJA MARSEGUERRA
Address: 231 GIBSON AVENUE
City: PACIFIC GROVE
State, Zip: CA 93950
E-mail: SASCHJA@YAHOO.COM

Comments:

HOW CAN YOU EVEN CONSIDER DESTROYING, KILLING AND PAVING
OVER THE BEAUTIFUL MEADOW NEAR THE BAY SCHOOL AND THE
O'HELLO RANCHO AREAS THAT ARE HOME AND SUSTINENCE TO COUNTLE
SPECIES OF PLANTS AND SMALL ANIMALS, MANY OF WHICH ARE
RARE SPECIES? TO USE THESE SACRED PLACES FOR CONCESSIONS
AND OTHER DEVELOPMENTS IS AN ABOMINATION. MORE DEVELOPME
MORE TOURISTS AND MORE PROFITS WILL END THE BEAUTY THAT IS
NOW HERE AND OUR DUTY TO PROTECT.

Please use the reverse side or attach any additional pages

-----Original Message-----

From: stanton schiffer [mailto:schifferini@yahoo.com]

Sent: Sunday, June 12, 2016 12:13 PM

To: General, Plan@Parks

Subject: Ca. State Park Plan(Odello West&Point Lobos)

Dear

Before considering the Odello West and point Lobos State Park.I think that Caltrans should be forced to provide a transportation and parking plan for the entire route one down to Big Sur The highway is severely impacted by the numbers of people and cars on both the weekends and holidays. It is very dangerous!

After the above transportation plan is completed and approved then the following consideration should be made regarding the Odello West and Point Lobos State Park plan.

Recommendations:

The March 26, 1996 resolution adopted by the parks department recommends that the Odella west field return to a riparian and wetland habitat only (not a parking lot).

2) The current congestion at point Lobos is man-made.The number of visitors should be controlled (including vehicles and walk-ins). The parking at point Lobos should be maintained and be specifically for the handicapped and families with children.

Your proposed plan for the Allen ranch is appropriate ;however,the amount of parking should be increased so that no one has to park on route one!

I hope that my comments will be helpful and I wish you the best of luck with your long-range plan Stan Schiffer,M.D.

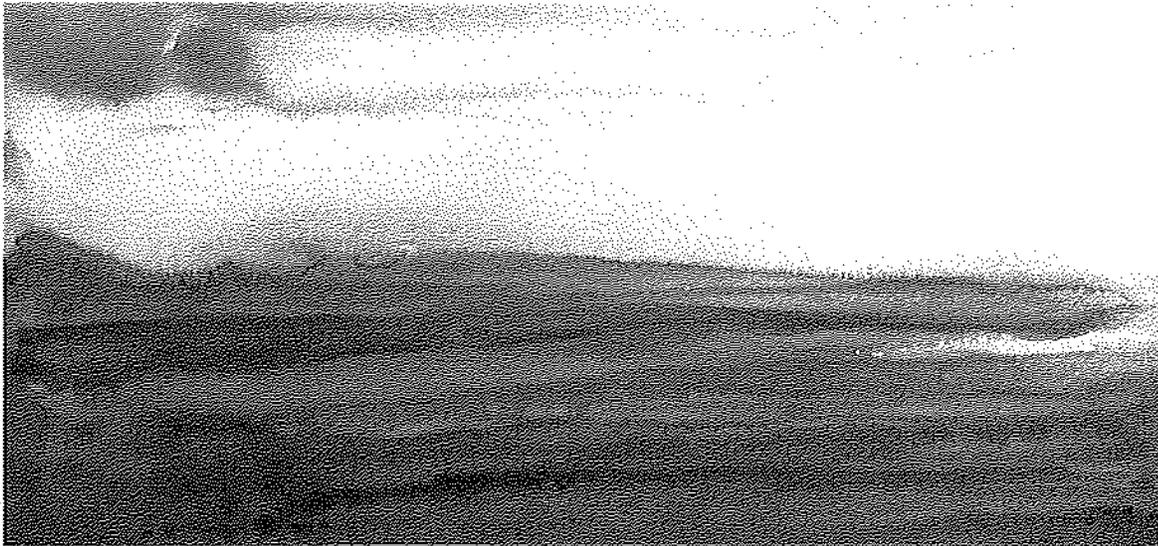
From: Abigail Janko [mailto:jankoamj@me.com]

Sent: Monday, June 13, 2016 11:02 AM

To: General, Plan@Parks

Subject: Opposition to Current CA State Parks Plan

We need a sustainable comprehensive regional plan, **NOT** the present proposal that overloads an already overtaxed natural resource and highway. We request the State Parks to manage the traffic at Point Lobos without expanding the congestion all the way to Rio Road and forever altering this beautiful region. Take excessive development off the table: no paving, new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.



"THEY PAVED PARADISE AND PUT UP A PARKING LOT"

RE: current CA State Parks proposal for expanded recreational development and parking

Is anyone clamoring for new parking lots, proposed concessions for kayaks, boats, bicycles, for boardwalks and paving, signage, kiosks and booths in addition to hundreds of paved parking spaces in the fragile habitats and culturally historic coastal land between Rio Rd and Pt. Lobos? How will wetlands and wild coast sustain this influx? Do we want parking lots, noise and concessions to replace coastline view-sheds for River Beach, Hwy 1 and most Carmel Meadows residents? Do we want more crowds in parking lots to further overload Hwy 1 traffic? Where would the many park-goers go once these parking lots quickly fill? How would emergency services cope? These and many more questions about effect on habitat, view-shed, wet-lands, Native American archeological sites and flood-plain have gone unanswered. We need a forward-thinking, comprehensive regional plan, not the present proposal that overloads an already overtaxed natural treasure and highway.

This is not just a narrow, local concern: residents and travelers alike treasure this coastline. The Coastal Act and environmental protections are for all of us, the region we help preserve and future generations. Pro-development proponents say we are being selfish to stand up for this habitat, but we will not be divided from the interests of other Californians and visitors who also want to protect our coastline and region.

This is not a done deal. Our community will continue to organize with our allies locally and state-wide to work with the Parks Dept. to come up with a sustainable comprehensive, regional plan

WHAT TO DO:

If this concerns you please let others know both locally and throughout the state + email the Parks Dept by June 15: plan.general@parks.ca.gov.

Ask the State Parks to manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

-- Coalition for Wild Coast

From: Anne Auburn [mailto:akauburn@gmail.com]
Sent: Monday, June 13, 2016 11:28 PM
To: General, Plan@Parks
Subject: Don't do this

The beauty of the area around Pt Lobos is extraordinarily special and that is largely due to the fact that it has been left natural and with limited access.

Paving 5 acres to add over 500 parking places is going to over load the area with traffic and essentially kill its unique and magnifier qualities of tranquility and natural beauty.

Don't bring an invasion of tourist to a place that is special by being inaccessible. Visitors from all over the world would rate this area as part of their top 10 places to visit. That will no longer be the case if it is over run with traffic and crowds. Let the discerning traveler be inconvenienced slightly by walking the extra mile to enjoy the unspoiled serenity of Nature.

Stop that unwise plan - keep the area beautiful. Parking lots can be seen anywhere - wetlands can not!!!

I feel passionately about this - Pt Lobos is my church!!!

Sincerely
Anne
Sent from my iPhone
Anne K. Auburn, CPCC
Executive Coach
Life Off The Map
(831) 915 6543

From: Ben [mailto:ben_ruston@hotmail.com]
Sent: Monday, June 13, 2016 8:41 PM
To: General, Plan@Parks
Subject: Opposition to parking in Carmel River Estuary

The Carmel Area State Parks General Plan was very perplexing. From the "draft traffic and parking study" (found at www.parks.ca.gov/caspgp), you could see the emphasis on trying to relieve parking at Point Lobos which is a problem particularly the pedestrians along Hwy 1. But what was presented 01Jun2016 showed no relief of parking for Point Lobos, further it presented two parking lots on the west side of Hwy 1 at the Odello farm in the estuary.

The plans for the future are to create a causeway for the stretch of Hwy 1 from the Carmel River towards Ribera Rd. Further the plans are to remove the dyke along the Carmel River built by the farmers to drain the floodplain. The removal of the dyke and the introduction of the causeway will allow the land to return to its natural state diverting flood water from Mission Fields into the old Odello farm. These two proposed parking lots would be directly in this floodplain. So any flooding would be washing over the parking lot, spreading any waste, leaked fluids from cars, and the parking lot itself into the estuary and straight to the ocean. This is surprisingly short sighted. Please consider going back and review proposals which would add parking close to Point Lobos where it is required, and look to add any parking for the old Odello farm or for point Lobos to be to the east of Hwy 1, where environmental impact remains minimal. The Carmel River Estuary in particular is a vital and sensitive habitat which should be protected by the state parks, not opened up to construction and traffic polluting this pristine environment, impacting both the wildlife and the ocean.

Benjamin Ruston
Huie (Shannon) Woo
Wan Jan Woo

From: whittington dick [mailto:whittington@bigsur88.net]
Sent: Monday, June 13, 2016 3:55 PM
To: General, Plan@Parks
Subject: Don't expand the Park area

Dear Park Manager:

Please consider managing the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

You will be creating a dangerous traffic and anti-environmental situation.

Thanks,

Dick Whittington,
Big Sur

-----Original Message-----

From: Gerrica Connolly [mailto:gerricac@mc.com]

Sent: Monday, June 13, 2016 1:47 PM

To: General, Plan@Parks

Subject: Nol to Excessive development of area around Bay school

To whom it may concern

I am against any new development in the area between Point Lobos and Rio Road. Manage traffic without new parking lots! Keep that area pristine !

Yours in concern,

Gerrica Connolly

Sent from my iPad

From: lloydcfinch@comcast.net [mailto:lloydcfinch@comcast.net]

Sent: Monday, June 13, 2016 9:26 PM

To: Communications, Info@Parks

Subject: CRSB

RE: CRSB "the preferred plan"

My comments are:

1. The preferred plan is not "preferred" by the vast majority of local residents.
2. No development at Odello
3. Develop Bay School parking if it can be dire parking and hidden by trees. This parking may relieve a bad parking situation at Monastery Beach as well reduce traffic on Ribera Rd.
4. Do not remove the 145 parking spaces at Pt Lobos until such time as a shuttle service can be implemented.
5. Establish a reservation system for Pt. Lobos for obvious reasons.
6. Plant some trees at Marathon Flats and ban all temp/perm commercial activity.
7. Abandon the idea of having concessions.
8. Finally, two observations: The consultants presentation, 6/1, was very poorly done. A tops down approach and an attempt at one way communication. Logic dictates the problems at Pt Lobos and the severe traffic mess should be resolved before any park expansion takes place.

Lloyd Finch
2877 Pradera Rd.
Carmel 93923

From: mark marino [mailto:mark@cinagro.org]
Sent: Monday, June 13, 2016 11:12 AM
To: General, Plan@Parks
Subject: Point Lobos, Hatton Canyon and Odello Development

Hello State Parks -

Please manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

Thank You -

Mark Marino

From: Marty Newman [mailto:barnothing@msn.com]

Sent: Monday, June 13, 2016 5:34 PM

To: General, Plan@Parks

Subject: Development for Parking on Coast

Dear Parks Dept.,

It was recently brought to my attention of the plan to pave areas between Rio Road and Point Lobos for parking lots for all the excess cars on the Hi-way One. I have been a property owner on this incredible coast for 30 years, and want to voice my objection to the plan as its stated currently. Take the excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

Lets complete a regional plan that takes in to consideration all the unknowns and with more input, some previously unthought-of ideas might arise. I realize the traffic is a major concern, but we have to think of preserving the open areas with the future in mind. We need to save that stretch of road to Point Lobos and not make it a corridor of car lots. Please keep me informed of any future developments that this project takes. Thank you.

Sincerely, Marty Newman
P.O. Box 221691
Carmel, Ca 93922
831-624-4360

From: Mills Alexanne [mailto:alexannemills@gmail.com]
Sent: Monday, June 13, 2016 8:23 PM
To: General, Plan@Parks
Subject: CASP GENERAL PLAN COMMENT SHEET

Attached is my Comment Sheet regarding the CASP General Plan. I hope that my thoughts will be taken into consideration. Thank you for offering this input. Just in case the attachment doesn't work I am also doing it as a cut and paste below.
Alexanne Mills

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

**Preferred Alternative Public Open House
June 1, 2016**

COMMENT SHEET

Please provide your comments below and:

* return this comment sheet to the comment box at the Open House, 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:

Alexanne Mills

Address:

60 Del Mesa Carmel

City:

Carmel

State, Zip:

CA, 93923

E-mail:

alexannemills@gmail.com

Comments:

At the meeting on June 1, it was good to learn that some of the key recommendations made by the public after the 7/22/16 meeting have been taken into account as CASP General Plan moves forward. That said, I urge you to make sure that these recommendations are incorporated throughout your Plan.

*Continue active partnerships with the Point Lobos Foundation, park docents, and other volunteers to interpret the reserve and educate visitors

*Emphasize preservation and restoration of sensitive natural and cultural resources.

*Adaptively manage visitor use to avoid resource degradation and habitat loss

*Adaptively re-use historic structures and landscapes for visitor education and interpretation

The following are my personal concerns and hopes for the future. I am a docent at Point Lobos, but am only speaking for myself.

As CASP plans a major expansion, including a large "New State Park", I'm very concerned about the degradation that is already occurring at PLSNR with the cutbacks that have occurred. I wonder how we can take proper care of new areas, if we aren't meeting the current needs of our fragile Reserve.

***LOSS OF RANGERS**

The presence of Rangers and Lifeguards in the Reserve increases safety for all and serves to remind visitors to obey the rules. There has been a significant increase in misuse of PLSNR since we have lost rangers including;

Throwing rocks onto the harbor seals and pups

Appearance of graffiti on rocks, trees, benches, signposts, etc.

Visitors going off trail and damaging our fragile land - passing under guide wires to sensitive areas, picnicking under the Old Veteran and in other places, rigging hammocks between trees, leaving trash behind.

Currently, the docents are the main "eyes" on the Reserve. Because of time commitments and numbers, the park aides are rarely able to be out on the trails. When a ranger is needed, he or she may be miles away and already addressing another problem.

In addition, I believe that the structures in Point Lobos, should be used only for visitor education/interpretation or for housing of rangers or lifeguards - providing for feet on the ground and the eyes on the property. This also helps with recruitment if housing is subsidized.

***PARKING AREAS - Point Lobos**

Your plan of creating a parking lot across from the entrance of Point Lobos is a good one. This area would provide direct access (over a bridge?) to the Reserve, is not adjacent to wetlands or areas of erosion, and could be blocked from view by trees, thereby not having a major effect on our scenic highway.

Please don't add parking lots on the west side of Hwy 1 north of Point Lobos, or near any wetland habitat. The inherent noise, pollution, and human activity would be detrimental to our migrating birds, other animals, land and scenery.

When working with CalTrans to prohibit parking on Route #1 (of which I am in favor), please consider the needs of low-income families when setting parking fees. Also remember that many visitors have limited time at Point Lobos, limited walking abilities, and be sure to provide trams/shuttles to accommodate these needs - need frequent stops at several places in the Reserve.

***CARRYING CAPACITY - Point Lobos**

Please be sure to take into account the many walk-in visitors in addition to the number of cars in all of your calculations. If visitors are made more aware of the rules and regulations of the Reserve (more than just given a handout that is rarely read), I believe that our carrying capacity number would be different. The docent or aide "Gate Greeters" have greatly helped with this, but are not always able to be on hand.

***MARINE ZONE** - Since we allow for scuba, should limited snorkeling also be allowed?

***PREFERRED ALTERNATIVE: NEW STATE PARK**

I repeat, please make sure that we have adequate infrastructure for PLSNR before creating another State Park.

Need definition of what is meant by "Special Events", "Staging", and "Concessions"- hope any and all are conducted with mindfulness of our environment.

Concerned about "Recreation" - hope nothing is done that would in any way be a detriment to the needs of our fragile land, animals, including migrating birds. I have trouble believing that kayak rentals in the lagoon or motorized boating anywhere (other than by scuba divers and even worry about that) could meet these requirements.

***HATTON CANYON**

Sounds like a good idea to turn Upper Hatton Canyon over to county or other parks. Hope that the residents are incorrect when they say that it must go back to CalTrans if changed. Lower Hatton Canyon (Marathon Flats) should remain as an income producing parking or staging area for CASP.

In conclusion, I plead for CASP to continue to include organizations and residents of our area as part of the team when determining how to best meet the needs of our fragile, beautiful environment in our changing world.

Thank you,
Alexanne Mills
alexannemills@gmail.com

(disclosure - My handwriting is abominable, so in order to have my comments typewritten I have "copied and pasted" your online form - including the wonderful logo - AM)



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

**Preferred Alternative Public Open House
June 1, 2016**

COMMENT SHEET

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**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: Alexanne Mills
Address: 60 Del Mesa Carmel
City: Carmel
State, Zip: CA, 93923
E-mail: alexannemills@gmail.com**

Comments:

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Your plan of creating a parking lot across from the entrance of Point Lobos is a good one. This area would provide direct access (over a bridge?) to the Reserve, is not adjacent to wetlands or areas of erosion, and could be blocked from view by trees, thereby not having a major effect on our scenic highway.

Please don't add parking lots on the west side of Hwy 1 north of Point Lobos, or near any wetland habitat. The inherent noise, pollution, and human activity would be detrimental to our migrating birds, other animals, land and scenery.

When working with CalTrans to prohibit parking on Route #1 (of which I am in favor), please consider the needs of low-income families when setting parking fees. Also remember that many visitors have limited time at Point Lobos, limited walking abilities, and be sure to provide trams/shuttles to accommodate these needs - need frequent stops at several places in the Reserve.

***CARRYING CAPACITY - Point Lobos**

Please be sure to take into account the many walk-in visitors in addition to the number of cars in all of your calculations. If visitors are made more aware of the rules and regulations of the Reserve (more than just given a handout that is rarely read), I believe that our carrying capacity number would be different. The docent or aide "Gate Greeters" have greatly helped with this, but are not always able to be on hand.

***MARINE ZONE** - Since we allow for scuba, should limited snorkeling also be allowed?

***PREFERRED ALTERNATIVE: NEW STATE PARK**

I repeat, please make sure that we have adequate infrastructure for PLSNR before creating another State Park.

Need definition of what is meant by "Special Events", "Staging", and "Concessions"- hope any and all are conducted with mindfulness of our environment.

Concerned about "Recreation" - hope nothing is done that would in any way be a detriment to the needs of our fragile land, animals, including migrating birds. I have trouble believing that kayak rentals in the lagoon or motorized boating anywhere (other than by scuba divers and even worry about that) could meet these requirements.

***HATTON CANYON**

Sounds like a good idea to turn Upper Hatton Canyon over to county or other parks. Hope that the residents are incorrect when they say that it must go back to CalTrans if changed. Lower Hatton Canyon (Marathon Flats) should remain as an income producing parking or staging area for CASP.

In conclusion, I plead for CASP to continue to include organizations and residents of our area as part of the team when determining how to best meet the needs of our fragile, beautiful environment in our changing world.

Thank you,
Alexanne Mills
alexannemills@gmail.com

(disclosure - My handwriting is abominable, so in order to have my comments typewritten I have "copied and pasted" your online form - including the wonderful logo - AM)

From: philip hanson [mailto:philwoud7@aol.com]
Sent: Monday, June 13, 2016 12:25 PM
To: General, Plan@Parks
Subject: Fwd: send with PDF -- urgent help needed !! -- "they paved paradise"

Phillip Hanson

----- Original Message -----
Subject: FW: re-send with PDF -- urgent help needed !! -- "they paved paradise"
From: Marty Newman <barnothing@msn.com>
Sent: Monday, June 13, 2016, 12:13 PM
To: Gayle Colby <schuyler88@verizon.net>
CC:

From: visualpoetrystudios@gmail.com
Date: Mon, 13 Jun 2016 10:31:15 -0700
Subject: re-send with PDF -- urgent help needed !! -- "they paved paradise"
To: visualpoetrystudios@gmail.com

hello dear friends
Our region is being hit by a truly awful California State Parks Plan to pave 5

additional parking lots for 585 cars (up to anywhere from 1000-2000+ people a day) right on the wetlands and fields looking out toward the ocean between the light at Rio Rd and Pt. Lobos. This would effectively turn our wild coast into a congested, paved, over-used recreation area filled with acres of paving, kiosks, concessions, etc (for more details see the the attached PDF)

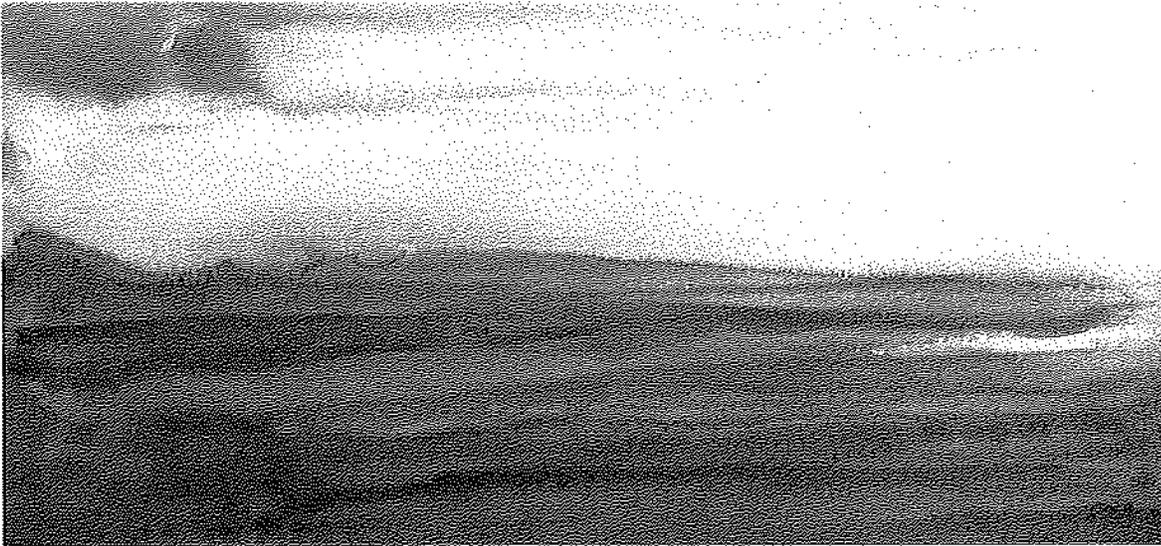
We need a forward-thinking, comprehensive regional plan, not the present proposal that overloads an already overtaxed natural resource and highway. This is not just a narrow, local concern: residents and travelers alike treasure this coastline which many of you have walked with us, which is why we encourage all of you whether local or outside the area to express your concern and ask others to do so. Pro-development proponents and newspapers say we are being selfish to stand up for this habitat, but we will not be divided from the interests of other Californians and visitors who also want to protect our coastline and region. **This is not a done deal. Our community will continue to organize with our allies locally and state-wide to work with the Parks Dept. to come up with a sustainable comprehensive, regional plan.**

WHAT YOU CAN DO:

If this concerns you please let others know both locally and throughout the state + email the Parks Dept by June 15: plan.general@parks.ca.gov.

Ask the State Parks to manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

We only have a short time to act: **you can cut and paste from this letter for your message or add your own words. Feel free to forward this call for action and PDF. The important thing is to email to the State Parks Dept. by June 15** with our whole-hearted thanks,
Meredith and Thom



"THEY PAVED PARADISE AND PUT UP A PARKING LOT"

RE: current CA State Parks proposal for expanded recreational development and parking

Is anyone clamoring for new parking lots, proposed concessions for kayaks, boats, bicycles, for boardwalks and paving, signage, kiosks and booths in addition to hundreds of paved parking spaces in the fragile habitats and culturally historic coastal land between Rio Rd and Pt. Lobos? How will wetlands and wild coast sustain this influx? Do we want parking lots, noise and concessions to replace coastline view-sheds for River Beach, Hwy 1 and most Carmel Meadows residents? Do we want more crowds in parking lots to further overload Hwy 1 traffic? Where would the many park-goers go once these parking lots quickly fill? How would emergency services cope? These and many more questions about effect on habitat, view-shed, wet-lands, Native American archeological sites and flood-plain have gone unanswered. **We need a forward-thinking, comprehensive regional plan, not the present proposal that overloads an already overtaxed natural treasure and highway.**

This is not just a narrow, local concern: residents and travelers alike treasure this coastline. The Coastal Act and environmental protections are for all of us, the region we help preserve and future generations. Pro-development proponents say we are being selfish to stand up for this habitat, but we will not be divided from the interests of other Californians and visitors who also want to protect our coastline and region.

This is not a done deal. Our community will continue to organize with our allies locally and state-wide to work with the Parks Dept. to come up with a sustainable comprehensive, regional plan

WHAT TO DO:

If this concerns you please let others know hotb locally and throughout the state + email the Parks Dept by June 15: plan.general@parks.ca.gov.

Ask the State Parks to manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

-- Coalition for Wild Coast

From: Roelof Wijbrandus [mailto:roevirjes@sbcglobal.net]
Sent: Monday, June 13, 2016 4:33 PM
To: General, Plan@Parks
Subject: No parking lots

Dear Parks Department,

Please manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

Roelof Wijbrandus
1495 Mescal St
Seaside, CA 93955
831-899-8560

From: Rod Mesquit [mailto:rodmesquit@yahoo.com]
Sent: Monday, June 13, 2016 11:48 AM
To: General, Plan@Parks
Subject: Areas adjacent to Point Lobos

Take excessive development off the table: no paving, no new parking No lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

Please keep it Natural for all Life there now.

Thank You,

Rod Mesquit

From: Smith Architectural Studio [mailto:sasaia@sbcglobal.net]
Sent: Monday, June 13, 2016 10:06 AM
To: General, Plan@Parks
Subject: CASP General Plan - Letter

Please see my attached letter.

:) SA

Sally Anne Smith, AIA, NCARB
SMITH ARCHITECTURAL STUDIO
831-622-7266
www.smitharchitecturalstudio.com

13 June 2016

Ellie Wagner
California State Parks
Northern Service Center
1 Capitol Mall, Suite 410
Sacramento, CA 95814

RE: Carmel Area State Parks General Plan - Point Lobos State Reserve

Dear Ellie and CASGP Planning & Design Team,

Before you and your team start designing anything for Point Lobos State Reserve, you must address the parking for the Reserve along Highway 1. Some one is going to get hurt or killed. You and CalTrans have to solve this problem. You both can not keep kicking this can down the road.

We had another incident this past weekend of someone in front of us, slamming on their brakes when they find a parking spot and then holding up traffic, while we go around them (which requires us to go in the opposite lane) and dodge pedestrians trying to cross the highway. Do not say that the Monterey County Sheriff should be controlling traffic, they do at times, but they can not be there all hours the park is open. The highway has become a conveyor belt of traffic in both directions on the weekends and it gets worse each season as people try and find free activities for themselves and their families.

Its no use creating a delightful park to walk and picnic in, when the entry into the park is so dangerous.

All parking needs to be banned along Highway One. I am sending this to the Governor, maybe he will light a fire under you and CalTrans to solve the parking problem at this beautiful State Reserve that everyone want to visit.



Sally Anne Smith, AIA

cc:

Governor Jerry Brown
State Capitol, Suite 1173
Sacramento, CA 95814

Malcolm Dougherty
CalTrans Director
1120 N Street
Sacramento, CA 95814

SMITH ARCHITECTURAL STUDIO

32684 COAST RIDGE DRIVE CARMEL HIGHLANDS CA 93923 TEL: 831-622-7266

From: Troy Ishikawa [mailto:ishikawatroy@yahoo.com]

Sent: Monday, June 13, 2016 1:23 PM

To: General, Plan@Parks

Subject: CASP GP Preferred Alternative

Dear California State Parks Planning and Design Section:

As a lifelong resident of Carmel, California who walks daily. I am against building above ground parking lot areas and development of the Carmel Area State Park, in particular the Odello Ranch location. There must be alternative solutions available, such as underground parking at the proposed Pt. Lobos Ranch location.

The Carmel State Park lagoon and Odello Ranch should stay as a natural habitat with no impediments as proposed (e.g., trails, educational programs, visitor's center, etc.).

The Cal. State Parks should heavily consider the public's input, since we do not desire paving over paradise.

Sincerely,

Troy Ishikawa

P.O. Box 5733

Carmel, CA 93921

From: Yong Soon Min [mailto:ysmini@gmail.com]

Sent: Monday, June 13, 2016 12:01 PM

To: General, Plan@Parks

Subject: Re: re-send with PDF -- urgent help needed !! -- "they paved paradise"

To the Parks Department:

Our region is being hit by a truly awful California State Parks Plan to pave 5 additional parking lots for 585 cars (up to anywhere from 1000-2000+ people a day) right on the wetlands and fields looking out toward the ocean between the light at Rio Rd and Pt. Lobos. This would effectively turn our wild coast into a congested, paved, over-used recreation area filled with acres of paving, kiosks, concessions, etc (for more details see the the attached PDF)

We need a forward-thinking, comprehensive regional plan, not the present proposal that overloads an already overtaxed natural resource and highway.

This is not jst a narrow, local concern: residents and travelers alike treasure this coastline which many of you have walked with us, which is why we encourage all of you whether local or outside the area to express your concern and ask others to do so. Pro-development proponents and newspapers say we are being selfish to stand up for this habitat, but we will not be divided from the interests of other Californians and visitors who also want to protect our coastline and region.

As a former resident of Monterey from 1960 to 1972 who grew up there and spent my formative years in the area, Point Lobos area was my favorite place to visit.

There was no place more precious for me to spend an entire day in quiet solitude with this special stretch of land that included wetlands and the varied coastline.

I know that there is more traffic there now than before but I beg you to manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon.

Thank you for your attention.

Sincerely, Yong Soon Min
Professor Emeritus, UC Irvine

On Mon, Jun 13, 2016 at 10:31 AM, Meredith Stricker <visualpoetrystudios@gmail.com>

wrote:

hello dear friends

Our region is being hit by a truly awful California State Parks Plan to pave 5 additional parking lots for 585 cars (up to anywhere from 1000-2000+ people a day) right on the wetlands and fields looking out toward the ocean between the light at Rio Rd and Pt. Lobos. This would effectively turn our wild coast into a congested, paved, over-used recreation area filled with acres of paving, kiosks, concessions, etc (for more details see the the attached PDF)

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We only have a short time to act: **you can cut and paste from this letter for your message or add your own words. Feel free to forward this call for action and PDF. The important thing is to email to the State Parks Dept. by June 15** with our whole-hearted thanks,
Meredith and Thom

From: Gail Robbins [mailto:gailrobbins@me.com]

Sent: Tuesday, June 14, 2016 8:18 AM

To: General, Plan@Parks

Subject: No to paving!

Ask the State Parks to manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. Take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and Hatton Canyon

Thank you!
Gail Robbins
831-277-5454

Sent from my iPhone

From: guru khalsa [mailto:thetog@gmail.com]
Sent: Tuesday, June 14, 2016 5:17 AM
To: General, Plan@Parks
Subject: Point Lobos and Neighboring Areas.

To whom it may concern,
(that should be anybody who reads this)

I am a photographer and I travel a lot. When I say a lot I mean 9 months out of the year I am on the road not sleeping in my bed in San Francisco. Like many travelers I am drawn to novel experiences and unique landscapes, variant faces and the different flavors.

The more I travel the more I see sameness presented by the way of scalable strip mall models of manufactured experiences. Places like McDonalds, Starbucks, Ikea, Home Depot, and the Marriott make a mold of what a good experience consists of and stamp it all over the world. It is nice to have the option to know what your coffee is going to taste like every day all over the world. I understand the utility of the profit model for this chain epidemic but this not what inspires generations. Simply put; it is boring.

I remember playing in the sandy beaches all over Monterey County when I was a kid. I loved how they were all different. Each piece of coastline where the great pacific ocean met the shore created an entirely new sensation. The sound of a waves rushing upon a shore with variant sized of grains of sand creating a exclusive symphony particular to each place. The vision of the way the light angles down the coast off the water as currents swirl around every outcropping of land. It is a magical place.

I write to you today to urge you to think of the best way to create the most magical experience for those visiting California.

I believe that paving 5 acres of sacred coastal area to add over 500 parking places is a grave error. It will over load the area with traffic and decimate its qualities of tranquility and natural beauty. It brings me to tears to think this place could become one more parking lot where people can stand in as if in a zoo looking out upon the wild rather than just simply being in it.

I ask you to reconsider. Keep it unique. Let somewhere else be that paved manufactured experience.

Thank you for your time, Guru Khalsa

--

Guru Khalsa
Campfire Creative
Director/Producer
Photographer.
cell. 415.420.2556
www.campfire-creative.com
www.gurufoto.smugmug.com

Wedding Photography
Wedding Videos

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-----Original Message-----

From: Ryan Meams [mailto:rjmeams@gmail.com]
Sent: Tuesday, June 14, 2016 7:28 AM
To: General, Plan@Parks
Subject: Parking lots on highway I

Please don't compromise our wetlands. I'm discouraged by this plan. This kind of use will undoubtedly result in pollution from parking lot runoff and overflowing garbage cans. People already don't respect this coastline, this just makes it feel like a theme park.

Ryan Meams
Carmel Building & Design
831.402.1986

From: Stan Dryden [mailto:standryden@gmail.com]

Sent: Tuesday, June 14, 2016 9:05 AM

To: General, Plan@Parks

Subject: CASPs GP

My comments on the preferred alternative to the Carmel Area State Parks general plan is attached... Stan Dryden

Stanley L. Dryden
2795 Ribera Road
Carmel, CA 93923
Standryden@gmail.com

June 14, 2016

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

Re CASPs General Plan

Dear Planning Section:

In my career, I have been involved in the creation of numerous planning documents, and assisted organizations in the development of their strategic plans. The “preferred alternative” documents you have provided the public on the Carmel Area State Parks General Plan hardly qualify as planning documents. In my opinion they are primarily statements of the status quo, and that leads me to conclude that maintenance of the status quo is the primary objective.

As a resident of Carmel Meadows and a docent at Point Lobos for nearly 20 years, I am painfully aware of problems that a well thought out general plan could attack. The preferred alternative does not address any of the critical issues facing the Carmel area State Parks today, including:

- Safety issues with vehicle and pedestrian entrance into Point Lobos State Natural Reserve.
- The continuing destruction of the Point Lobos State Natural Reserve due to the excessive volume of visitors.
- The inability of State Parks to provide maintenance of the units currently open to the public (Point Lobos and Carmel River State Beach), and enforcement of rules and regulations for them, including:
 - Maintenance of unsafe trails and stairways
 - Controlling vegetation encroachment on trails
 - Controlling invasive plants, such as poison hemlock (spreading exponentially at CRSB and the Odello field.)

Instead, the documents are filled with vague generalizations. The few specific planning steps are ill-advised, as discussed below.

1. The proposal to combine Carmel River State Beach with the “Point Lobos Ranch” has no place in a planning document. It is strictly an administrative issue regarding two units with little in common. One can assume that this proposal would doom CRSB to the same neglected fate as PLR. If a group of citizens – such as residents of Carmel Meadows and/or Carmel Point – were to create a foundation to support CRSB, it is unlikely that they would have any interest in PLR.

2. I object to the proposal to set aside the Hudson House for housing a single State Parks employee. This is a very poor use of taxpayer-owned property. The land upon which it sits is a prized piece of real estate that should be used for higher purposes to return more value to its owners, the public. For example, it could be used by the docents for meetings and training which do not fit in the docent center, by the Point Lobos Foundation for fund-raising activities, and by the public for events that relate to preservation of the environment.
3. I also object to the proposal to build a parking lot for 150 cars on the Odello meadow. This flood-zone property has been properly set aside for nature. A parking lot with cars glistening in the sun is not appropriate in the view shed from the highway and homes in Carmel Meadows. In addition, the proposal to shuttle visitors to Point Lobos is simply not well thought out. What evidence do you have that it would ever be used? If supplemental parking is needed for the Reserve, providing parking across the highway to allow walking access into the Reserve is preferable by far.

In my opinion, the preferred alternative offers very little value to State Parks, to those who use and support the units, or to the taxpaying public. The money spent on this general plan would have been better used to maintain the current facilities.

Sincerely,

Stan Dryden

From: Elena Villa [mailto:elena_vil@yahoo.com]
Sent: Wednesday, June 15, 2016 12:35 PM
To: Bachman, Stephen@Parks
Subject: Proposed CASP development plan for Carmel/Point Lobos

Dear Mr. Bachman,

My name is Elena Villa and I'm writing to express my concern about the CASP development plan for Carmel/Point Lobos. I am a former longtime resident of Big Sur; although I live in Oregon, I still have family in Big Sur and Carmel Valley and I return yearly. I moved to Big Sur from Los Angeles in the 1970s with my parents Richard and Patty Villa and my two brothers, Richie and John; I was four years old and Big Sur is where I spent my childhood and youth. It is still the place I call "home."

I am not writing to weigh in one way or the other on the proposed parks plan but rather to express concern for the impact of increased tourism and diminished resources on the residents south of Rio Rd. and in Big Sur. It seems like money and time needs to be invested first and foremost towards providing some relief for the increasing stress on the environment and the residents of the area before a new park is developed and further tourism is promoted. I also wanted to say that I support some of the solutions proposed by resident Theo Maehr (see below) in his recent open letter. This is such a difficult and delicate issue. I hope it turns out well for everyone.

Thank you for your time,
Elena Villa

There are many ways to solve the current crisis:

1. Limiting Tourist Traffic along Highway 1 – Create a toll road from Carmel to Ragged Point.
2. Create a park transportation system from Sand City to Julia Pfeiffer Burns with multiple stops all along the way. People pay one price to ride the buses all day.
3. Build bathroom facilities at Sobranes and Garapata and set up incinerating porta potties at major pull-outs.
4. Create two northbound lanes of traffic from the Carmel River Bridge to Carmel Valley Road.
5. Time the traffic lights to assist traffic patterns.
6. Build a robust Youth Conservation Program to assist in all aspects of managing the State Parks and public lands, reduces expenses and educates the importance of conservation for our future.
7. Take time to drive down on a weekend, spend the night or two and experience the effects of the decisions to ignore this problem on locals before making management decisions that impact far into the future for the wild and beautiful land where we live.

From: Richard Ryan [mailto:pgrichard@att.net]

Sent: Monday, June 06, 2016 10:44 PM

To: General, Plan@Parks

Subject: Comment

Pt. Lobos has become so popular that I don't think that additional parking will ever be enough. I think a ticketing plan by time would control the number of park visitors and make a parking plan feasible.

Richard Ryan

Pacific Grove

-----Original Message-----

From: Keith Porter [mailto:kporter2546@gmail.com]

Sent: Wednesday, June 08, 2016 7:34 PM

To: General, Plan@Parks

Subject: Comments about "Preferred Alternative" proposal

From:

Keith Porter

2935 Ribera

Carmel, CA. 93923

kporter2546@gmail.com

I am a resident of Carmel Meadows, which is located a mile south of the intersection of Rio Rd. And SR 1. I have some thoughts, suggestions, and concerns about the preferred alternative as proposed.

I attended the public open house on June 1, 2016 where I listened to Curtis Alling from Ascent Environmental describe the proposal. He talked about the current state of Pt. Lobos State Natural Reserve as being over used and under staffed. I have visited the Reserve recently and would agree. Available monies would be better spent taking care of the parks we already have for public enjoyment rather than spending countless sums on new areas.

Why not use a reservation system. This would reduce the already overburdened parks of visitors and at the same time insure that people with a reservation would not be turned away at the entrance. This is being used at the Palo Corona park with great success. I know because I have used the reservation system here. It was nice enjoying the park without rubbing shoulders with hundreds of others.

I have concerns with the Lagoon/Wetland and Odello Farm areas proposals. These areas are home to countless birds and animals that are only disturbed by the occasional hiker making a small "footprint" in these wetland habitat areas. Adding parking lots, restrooms, and concessions to these areas would encourage too much human traffic. This would be a huge "footprint".

While I realize part of State Parks directive is to make newly obtained areas accessible for public benefit, is it not also incumbent on you to protect these very fragile wetlands for future generations of humans by limiting the amount of interaction between humans and the birds and mammals that actually call these areas home. These two areas are extremely small and would not tolerate the amount of human traffic that public restrooms, parking lots, etc. would most certainly bring.

Please take into account these thoughts, suggestions, and concerns when deciding the future direction of these areas.

Sincerely,

Keith Porter

Sent from my iPad

-----Original Message-----

From: Kathy Drago [mailto:kathydrago21@gmail.com]

Sent: Monday, June 13, 2016 5:04 PM

To: General, Plan@Parks

Subject: Opposition to the plan

I am a resident, living on Ribera in the Carmel meadows. I attended the meeting and heard the proposal of changes in regard to Point Lobos. We already have great traffic problems, especially getting on to the highway. This is even more so on any holiday weekends. It seemed to be implied at the meeting that this is an area to be shared by everyone and we were just very lucky to live here. I agree with that and feel like we live in a beautiful area. Most of the people here feel the same way. We are most happy to share this area with the world. But, you must also understand our situation. First, this is our home and our neighborhood, and we would like to keep that. Everyday, we must accept people going to the beach and greatly speeding on our street. I believe it is only a matter of time, til there is a tragic accident. We already must deal with never having adequate patrol to address this issue, and were told that there is not going to be any budget for more personnel.

We walk the trail, everyday and pick up trash and even sometimes dog waste. People use the trail, but don't pick up after themselves. This will only get worse with more people coming here. We would hate to see the wetlands by Odello farm compromised. There are always wildlife in that area. Adding cars and pavement can only hurt their existence. I think Point Lobos is already greatly crowded and adding more people will only hurt the already stressed area. I hope that you consider our feelings also and understand that we are only looking to protect this beautiful area. I am sure we can find a compromise that all parties can be happy with. We want this area to be saved in the best condition possible for all future generations.

Thank you, Kathy Drago

Sent from my iPad 2790 Ribera road

-----Original Message-----

From: Katherine Ralls [mailto:rallsk@thegrid.net]

Sent: Wednesday, June 01, 2016 6:51 PM

To: General, Plan@Parks

Subject: A terrible plan

The plan for a new state park would have a terrible impact on the Carmel/Big Sur area as it would attract more tourists. Highway 1 simply cannot accommodate any more traffic. As it is, traffic on the northbound side of highway 1 is often backed up for several miles to the south of the Rio Road stoplight. People in Carmel Meadows cannot turn left out of their neighborhood so are effectively trapped. Residents of Big Sur cannot get to Carmel shopping areas. Furthermore, more people would be attracted to Monastery Beach; some of them attracted to their death. A similar plan for a more developed park in the same area was proposed and dropped about 25 years ago because of the problems with locating more visitor facilities in this area. Check your own records, CA State Parks.
Katherine Ralls

From: Patricia Domingo [mailto:patricia.sunday@gmail.com]
Sent: Monday, June 06, 2016 8:59 AM
To: General, Plan@Parks
Subject: Fwd: Big Sur overuse

These pictures are of South Coast Big Sur ridges over the past Memorial Day weekend, 2016.

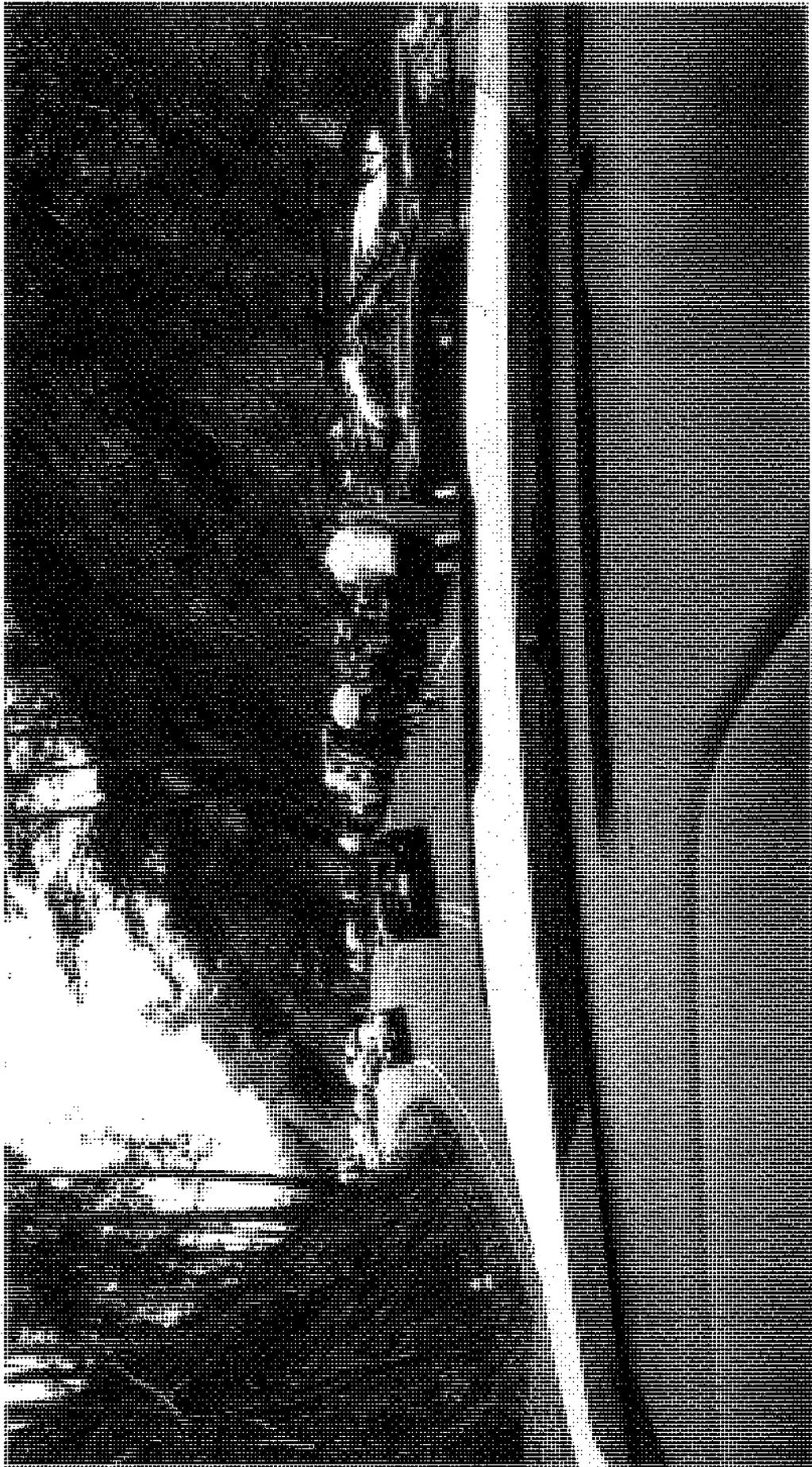
We need to address the numbers and find a way to limit visitors, both to Carmel Area State Parks and on through to Big Sur. Access to the wilderness does not allow destruction and degradation of natural areas. Point Lobos has a dirty little secret, and that is that birds are not nesting in the same numbers there due to the over use and other species are declining, as well.

I am a life long resident, third generation, of Monterey County. I have historically enjoyed access to the coastal areas between Monterey and Big Sur. The past 3-5 years, I have experienced increased traffic, and now it is prohibitive for me to move about and access our precious coast. There are hoards of people there, almost every day now that summer is here. PLEASE do something about controlling the numbers on the Highway. Forward this to CalTrans, whatever, but we need to have a toll road, or some way of limiting visitors and allowing residents to carry on with their lives. Emergency services are severely impacted by this gridlock.

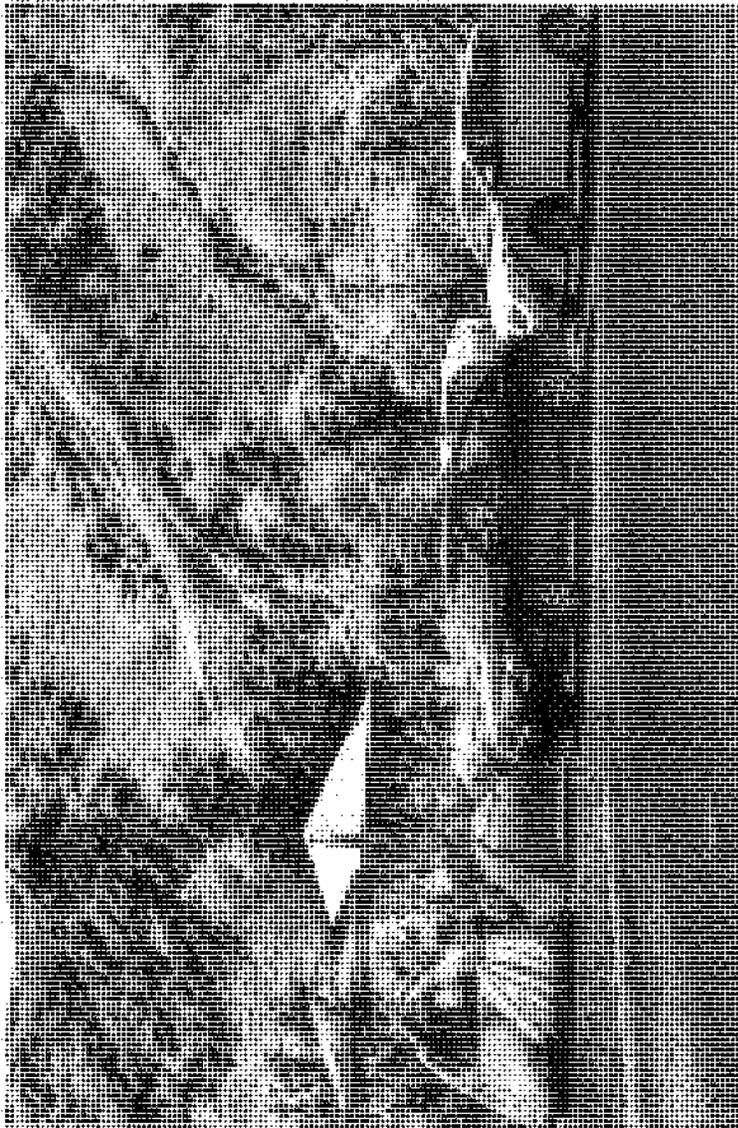
The Park system needs to implement a RESERVATION ONLY

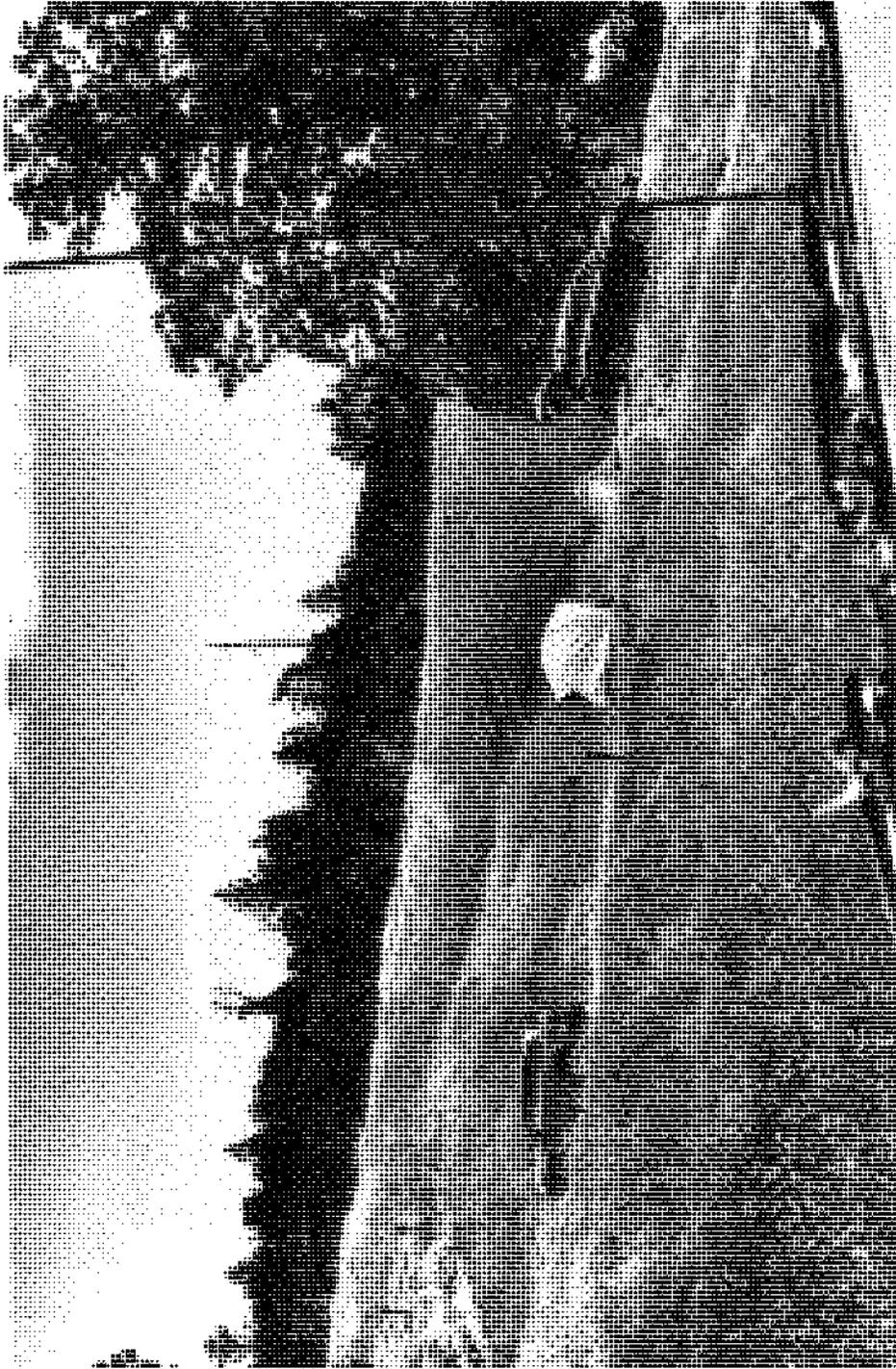


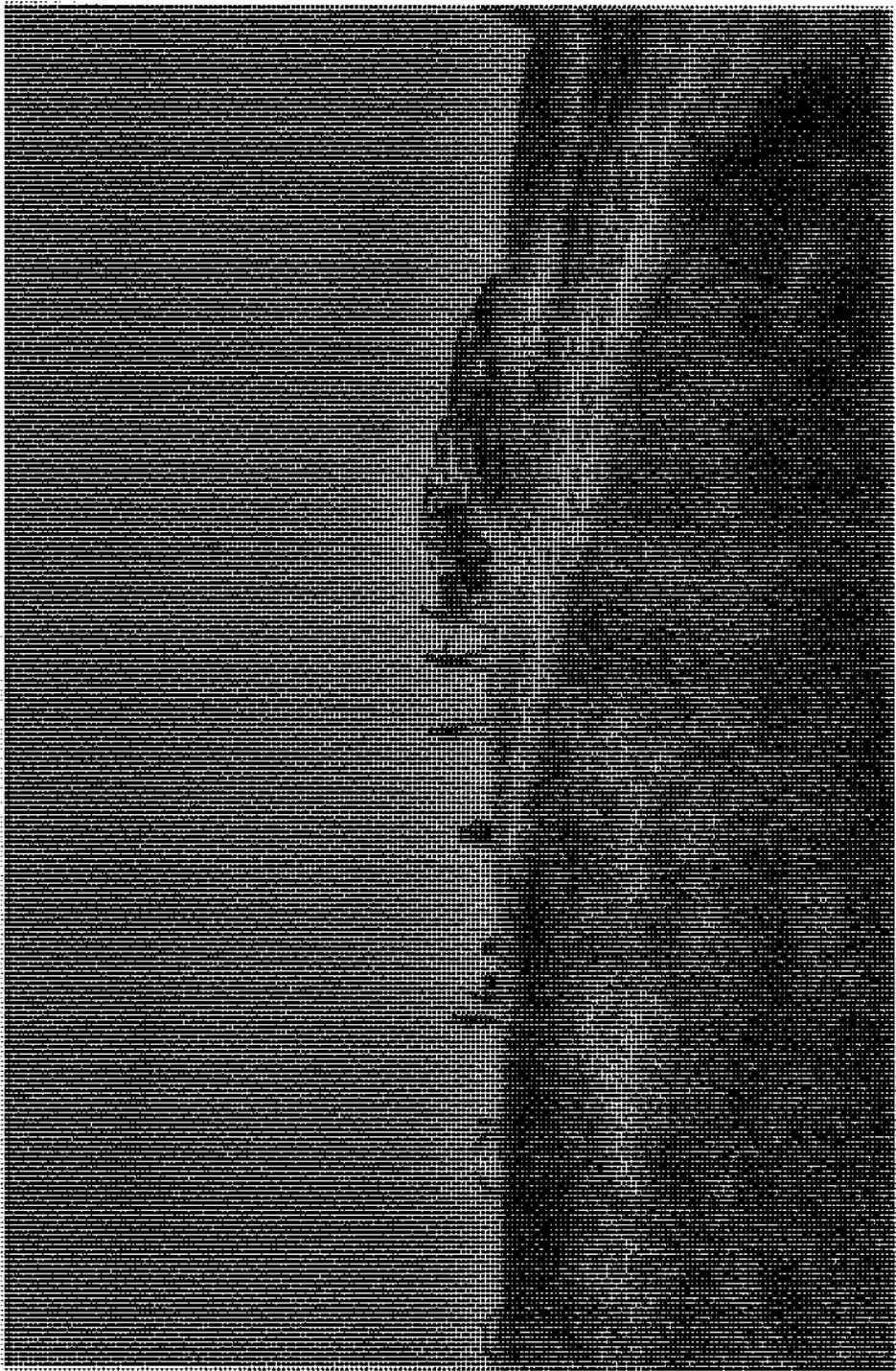


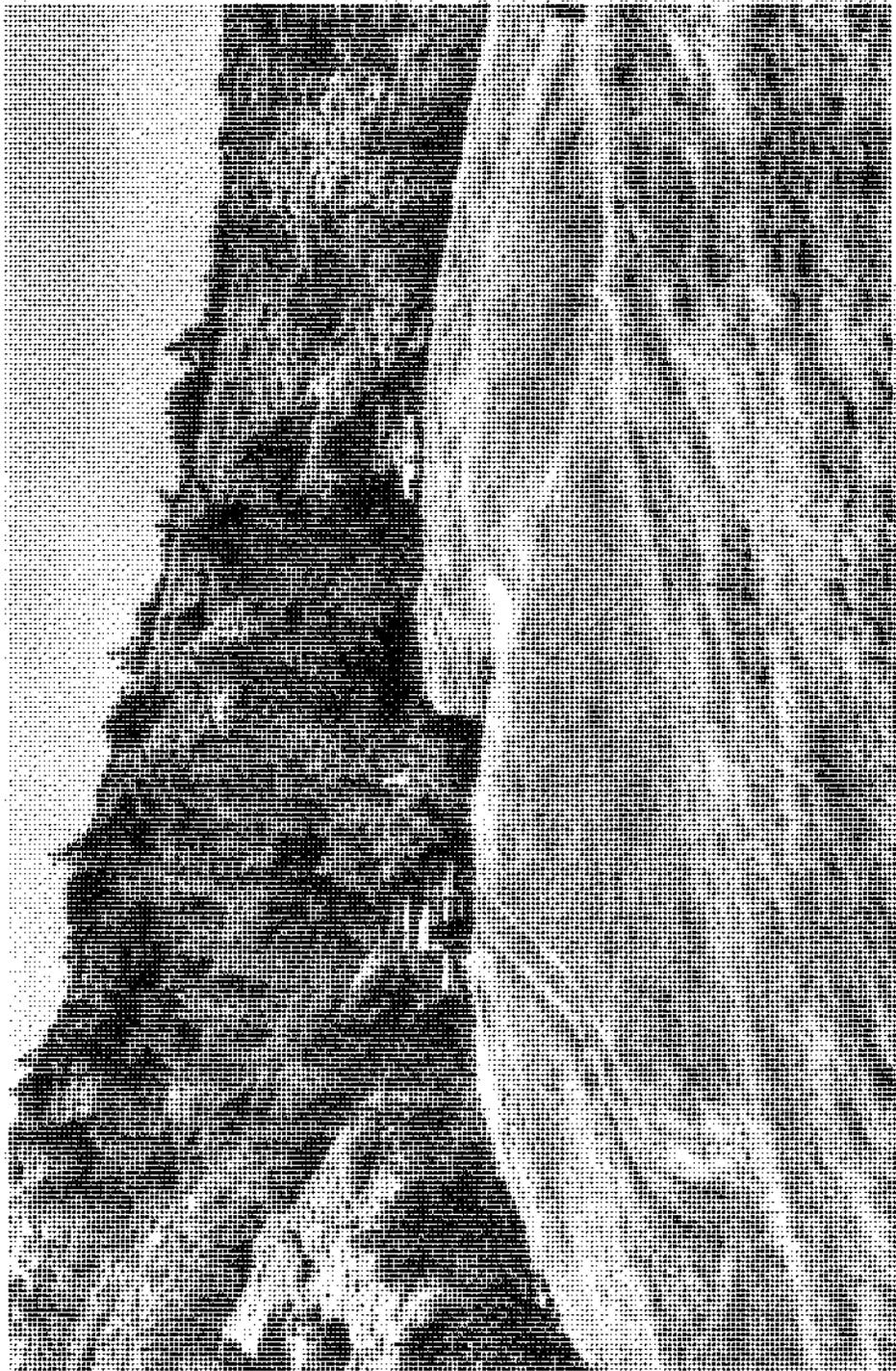












From: Patricia Domingo [mailto:patricia.sunday@gmail.com]
Sent: Monday, June 06, 2016 9:04 AM
To: General, Plan@Parks
Subject: Fwd: Big Sur overuse--ps

(I hit send by mistake before I was finished, please see end)

These pictures are of South Coast Big Sur ridges over the past Memorial Day weekend, 2016.

We need to address the numbers and find a way to limit visitors, both to Carmel Area State Parks and on through to Big Sur. Access to the wilderness does not allow destruction and degradation of natural areas. Point Lobos has a dirty little secret, and that is that birds are not nesting in the same numbers there due to the over use and other species are declining, as well.

I am a life long resident, third generation, of Monterey County. I have historically enjoyed access to the coastal areas between Monterey and Big Sur. The past 3-5 years, I have experienced increased traffic, and now it is prohibitive for me to move about and access our precious coast. There are hoards of people there, almost every day now that summer is here. PLEASE do something about controlling the numbers on the Highway. Forward this to CalTrans, whatever, but we need to have a toll road, or some way of limiting visitors and allowing residents to carry on with their lives. Emergency services are severely impacted by this gridlock.

The Park system needs to implement a RESERVATION ONLY system. The increased traffic we are seeing is internet-driven, and we need to attack it ASAP via the internet. Please, please.

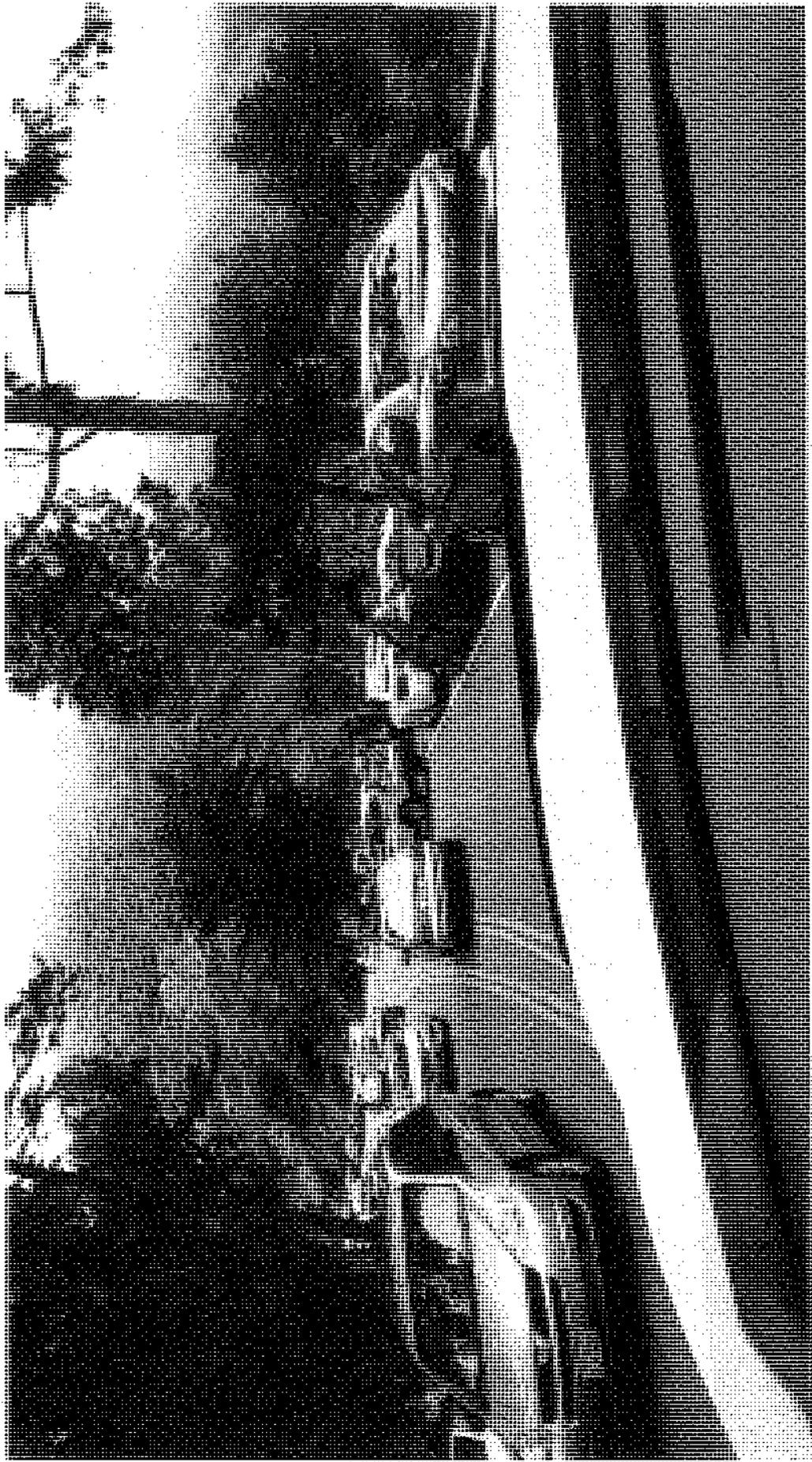
I am going to send these pictures to the Governor, and all State and local decision-makers. We are in a crisis in Big Sur and you just think we can develop our way out of this. We have no space for all the world at once!! It is a basic math problem.

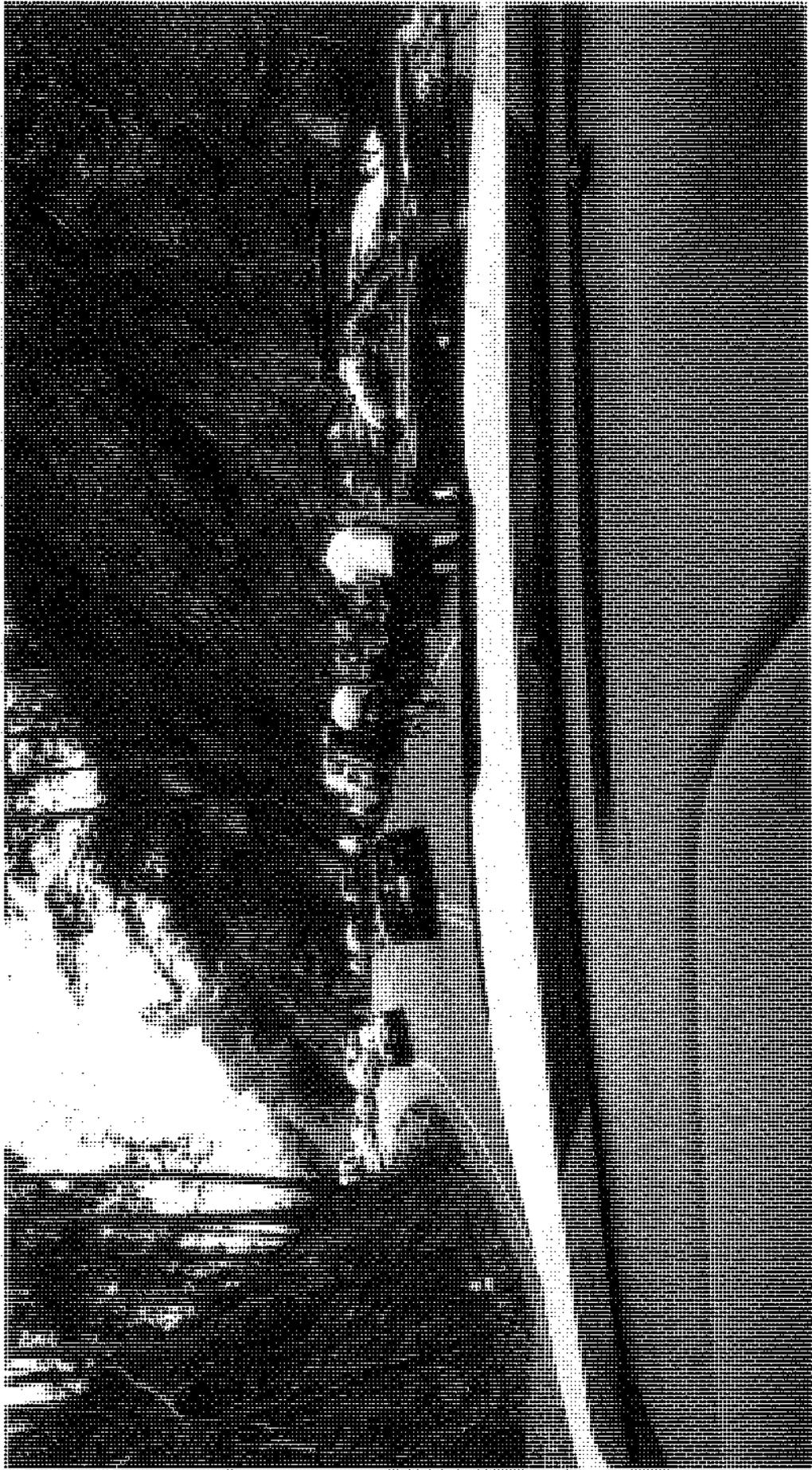
Thank you for your time,

Sincerely,

Patricia Domingo
498 Laine Street
Monterey, CA 93940

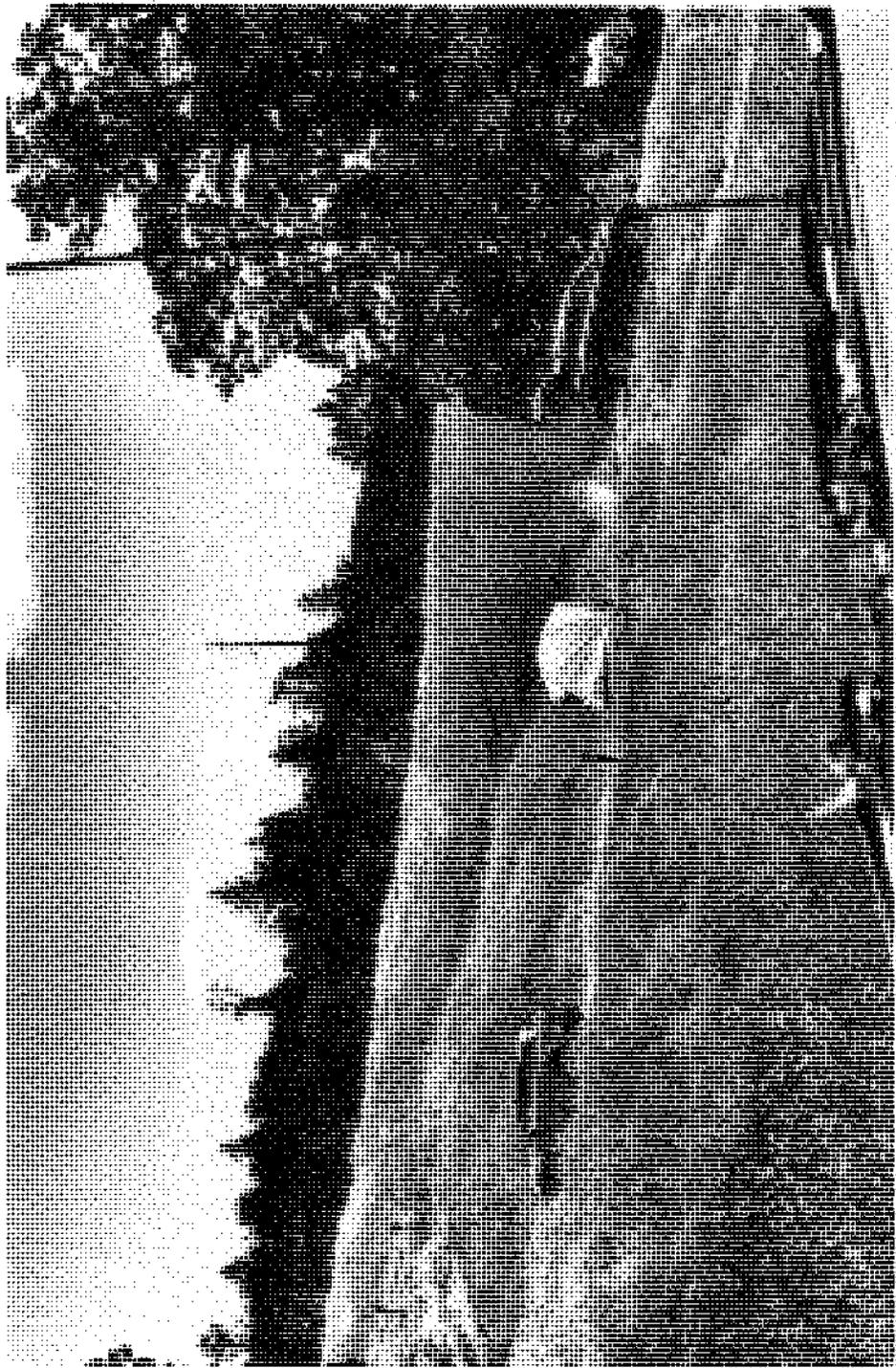


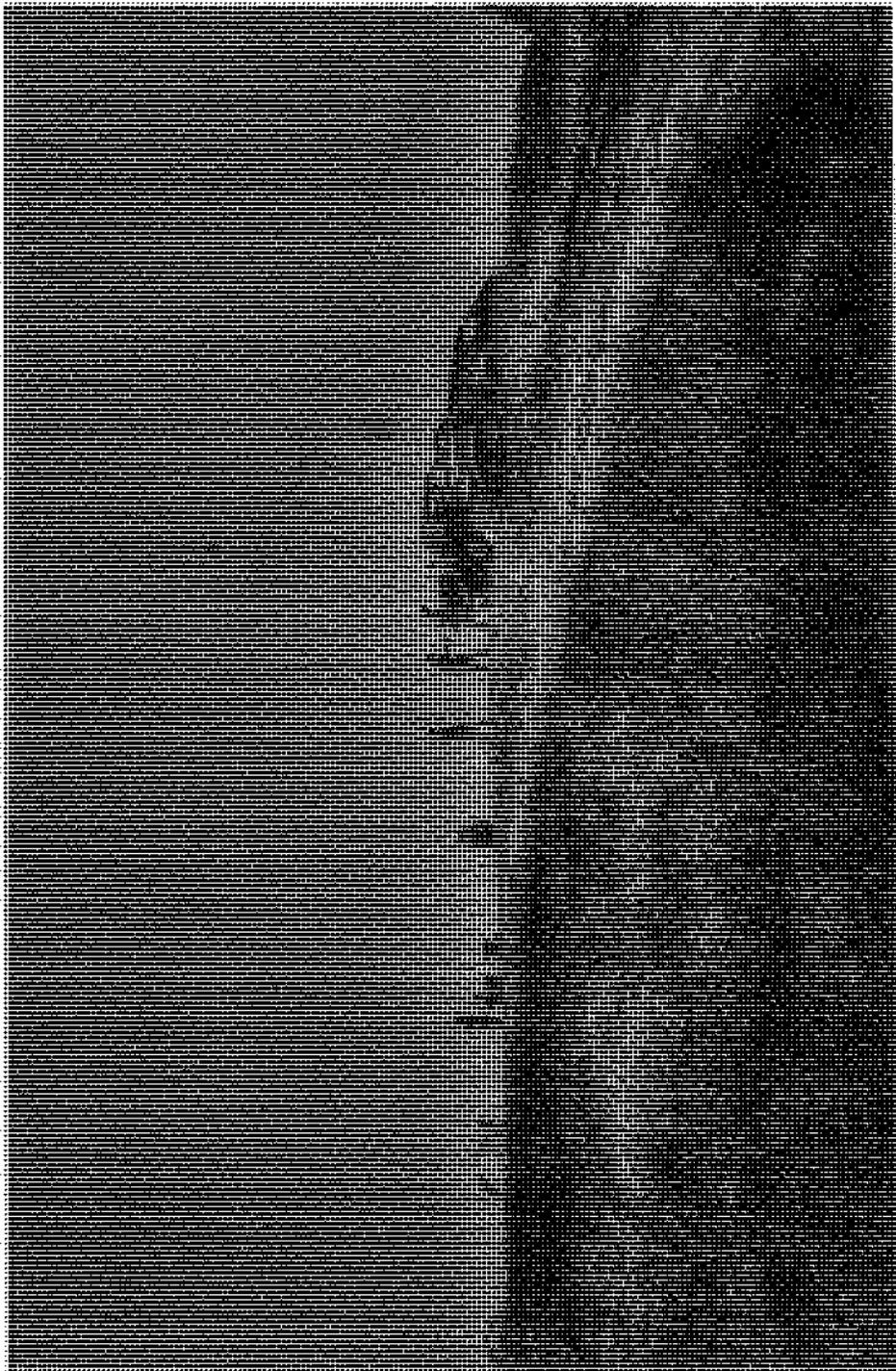


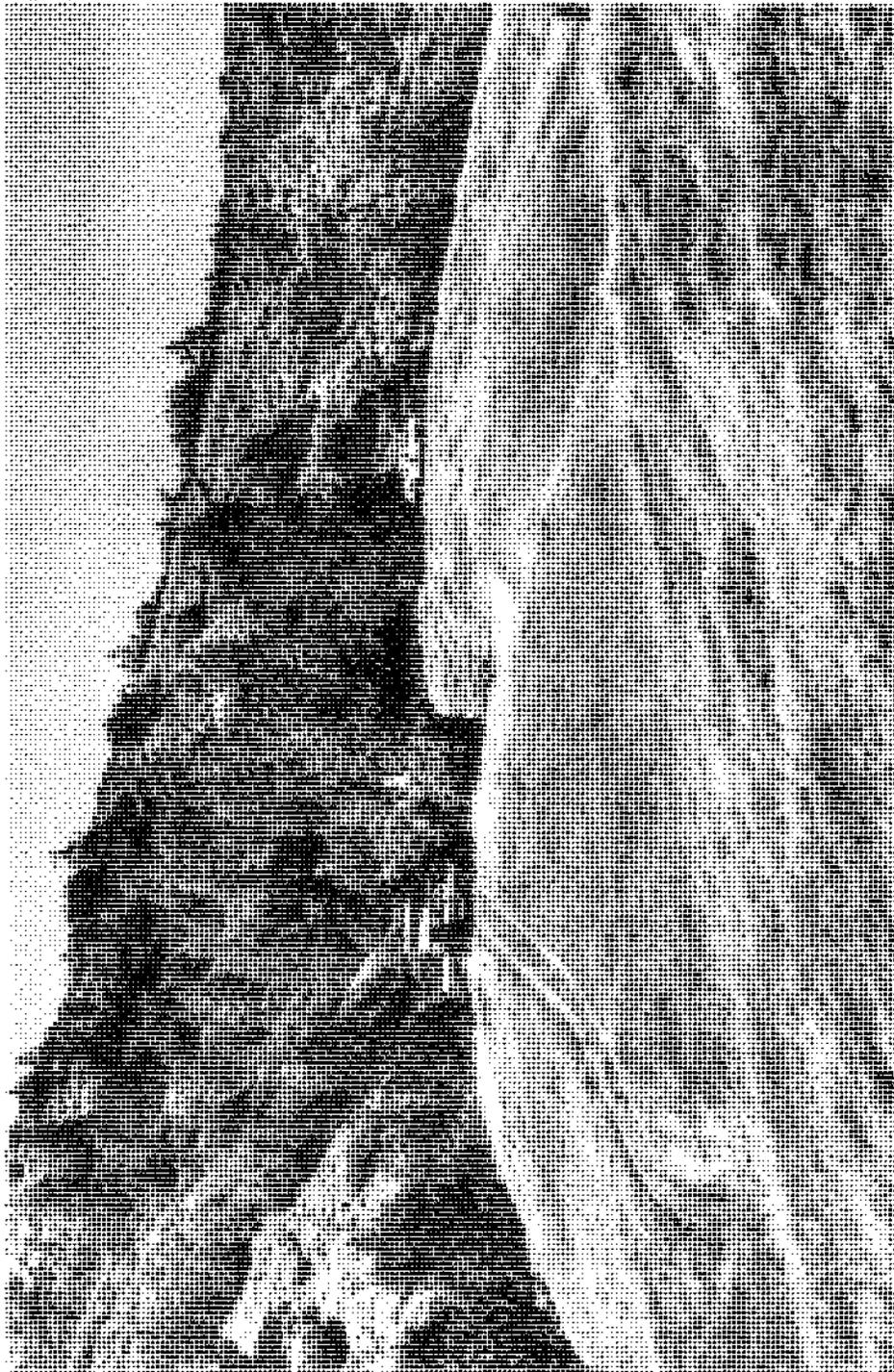












From: trbogas [mailto:trbogas@comcast.net]
Sent: Thursday, June 09, 2016 9:01 AM
To: General, Plan@Parks
Subject: Carmel parks Pt Lobos

I have just read about the plans for these parks. We live in Pacific Grove. We tried to visit Pt Lobos in April at 10am on a Thursday, but didn't stop as it was out of control with full parking and cars & people all over the side of the road. Very dangerous. We support the idea of much more parking, hiking trails so all areas of the park can be enjoyed, and additional picnic areas. Support services such as water bottle refilling stations and sufficient modern bathrooms are necessary too. This park should be available for everyone living here and for visitors, but in it's current state, it's not. This land shouldn't simply exist as a State supplied, forested backdrop for wealthy people in Carmel. I also think it would be good if land could be bought to connect the two pieces of Pt Lobos Ranch lands and Pt Lobos with the other park areas as well.

Visitors will come to the park in the future regardless of what some people may want. Sticking our heads in the sand and ignoring reality will bring only further grief in the future. The park should be designed to meet the full public's needs and not be a dangerous public hazard because it doesn't.

Thanks for allowing me to easily comment on the plans. Tom Bruneel

Sent from my Galaxy Tab® S2

-----Original Message-----

From: Richard Cheatham [mailto:RICHARDCHEATHAM@comcast.net]

Sent: Monday, June 13, 2016 10:29 PM

To: General, Plan@Parks

Subject: Carmel State Parks

Dear Sirs,

Please leave the parks as they are. Any additional building and parking areas will encourage more people ,more cars and more congestion in this already overpopulated area.

Sincerely yours,
Rich and Linda Cheatham
Carmel Valley Village

-----Original Message-----

From: Stefani Esta [mailto:stefaniart@earthlink.net]

Sent: Monday, June 13, 2016 12:07 PM

To: General, Plan@Parks

Subject: Parking

No to the new proposed parking lots!!

Stefani Esta

Sent from my iPhone

stefaniesta.com

From: Anina Marcus [mailto:aninamar12@gmail.com]
Sent: Tuesday, June 14, 2016 9:40 AM
To: General, Plan@Parks
Subject: pave paradise

I am a life long resident of Carmel Highlands.. I am totally 100% against the buildup of more parking lots from Rio road to Point Lobos. How can I drive this beautiful stretch of highways where all I will see is cars and cameras? How can I drive this beautiful stretch of highway where the view of the ocean will now be obscured by suvs and exhaust fumes? How can I drive this beautiful stretch of highway when all my life it has been the natural scenery of the coastline? Please lets work together with the residents who live here to find away to manage the traffic without tearing down and destroying yet more natural ecosystems that make this area the beautiful land that it is.. We are the guests here.. We cannot impose our rules on nature.. Please. Please Please.

anina marcus of Carmel Highlands;

--

anina marcus
aninamar12@gmail.com.
thehighlandsdiaries.blogspot.com

From: Matthew Pendergast [mailto:mr.pendergast@gmail.com]
Sent: Tuesday, June 14, 2016 9:55 AM
To: General, Plan@Parks
Subject: Point Lobos

To Whom It May Concern,

Point Lobos is a magical place for all those who visit - it is a unique place that does not deserve to be turned into an amusement attraction akin to a zoo.

I urge you to reconsider any new paving efforts to expand parking and traffic for Pt. Lobos park. Please keep this land pristine and beautiful for our future generations to experience, to know we were good stewards of the land and not simply trying to commodify it for our own financial benefit. Please bring your own family there, and experience the magic of the stillness of the trees, the power of the ocean as it breathes into the land, and the microscopic worlds of discovering tide pools far away from any crowds.

Please do not pave over this land.

Thank you for your time,
Matthew Pendergast

--

Matthew Pendergast
Filmmaker / Editor / Motion Graphics
mr.pendergast@gmail.com

From: nancy mellon [mailto:nmellon77@gmail.com]
Sent: Monday, June 13, 2016 11:30 AM
To: General, Plan@Parks
Subject: Protect Point Lobos

To all involved with this matter,

Pt. Lobos and the surrounding lands need to be protected. I have been there many times, parking on the road with others at different times of the day and evening and I have never experienced any difficulty. Please expand your parking and traffic guide-lines on the internet, not the paving and parking lots. It should be obvious to all that this is sacred land to the whole world and it should be managed with great respect for what it is, not as an area to be accommodating more and more cars. Why not encourage people to share rides and walk more with backpacks and good shoes. **SLIGHTLY IMPROVING THE WALKING PATHS ALONG THE ROAD SHOULD BE VERY ADEQUATE IMPROVEMENT.**

With my sincere regards,

-
Nancy Mellon
www.healingstory.com
831-373-3349

From: Ellen McGrath [mailto:swt31416@gmail.com]
Sent: Tuesday, May 31, 2016 12:42 PM
To: General, Plan@Parks
Subject: pt lobos and vecinity

Please keep eyes on the prize: Preservation of this jewel like area.

Pavement , zip lines , and so on ...NO !!!

Please revisit the Yosemite experiencefor Pt Lobos and environs : SKIP the pavement, private cars and swarms of unprepared people ..GO directly to planned educational use ...transport by prearrangement and in multiple passenger vehicle..do not go for interim deterioration using inadequate and inappropriate means .

You all are the stewards ...please remember.....With Total Sincerity, Ellen L Mc Grath

From: Celeste Williams/Peter Hiller [mailto:carmeljspc@sbcglobal.net]
Sent: Thursday, June 02, 2016 2:45 PM
To: General, Plan@Parks
Subject: Pt. Lobos

To Elle Wagner,

Please don't further impact the Monterey Peninsula area down to Point Lobos with unnecessary new Cal. Park buildings and parking lots.

Limit and bus people from Fort Ord as other major events do. Charge money for the ride, thus rising money for the parks.

Thank you,

Peter Hiller & Celeste Williams

26541 Willow Place
Carmel, CA. 93923
carmeljspc@sbcglobal.net

-----Original Message-----

From: Anne Galli [mailto:annegalli@sbcglobal.net]

Sent: Tuesday, May 31, 2016 3:14 PM

To: General, Plan@Parks

Subject: public bathrooms

I know that you realize already that there are not enough public bathrooms south of Carmel and extending along Big Sur.

Please use your influence to coordinate with all parties to alleviate this public health problem.

I'm sorry that I can not attend the meeting on June 1st.

Anne Galli

-----Original Message-----

From: debkay4@aol.com [mailto:debkay4@aol.com]

Sent: Monday, June 13, 2016 3:23 PM

To: General, Plan@Parks; doc2218@aol.com; debkay4@aol.com

Subject: Re new parking lots

In the nine years I have lived here and hiked our beautiful trails I have observed less and less maintenance re overflowing garbage , increased dog feces, overgrown poison ivy and tick ridden overgrowth on our trails. Whenever I ask park employees about these and other issues I am consistently told there is not enough money to address my concerns. We have unsafe stairs in many areas as well . So I am greatly concerned about these new proposals which will encourage more ear and foot traffic. Adding to the debris that ends up in our oceans. Let us be good stewards of this remarkable landscape. Increasing day visits will impact an area that is not being well looked after even now. Please proceed slowly and thoughtfully.

Thank you

Debora Goldberg

A concerned citizen

Sent from my iPhone

-----Original Message-----

From: Kathleen Baker [mailto:kathbaker@aol.com]

Sent: Sunday, June 12, 2016 11:50 AM

To: General, Plan@Parks

Subject: Response to Park Plan

Hello Parks: I recently read article in Monterey County Weekly and was directed to your website. I would like to give some feedback on your plans. I did not read every document online, but skimmed those that seemed to address my uses of local parks. Would like to see a one or two page summary, but couldn't find it.

I am a 30 yr resident of Monterey City, homeowner, parent, retiree and somewhat regular user of various local parks. We visit Point Lobos about 3-4x per year with family, local friends and we have introduced the park to visitors from California, U.S. and International backgrounds. In the past years I have walked the entire perimeter with a friend; participated when my book group had a guided tour that included poetry related to the park; and weekend hikes were frequent family activity when my daughter was young. I hope to be a grandparent who can introduce another child to the park. I understand that I am privileged to live and enjoy such a beautiful area.

Recently we have noticed an increase in the PL parking and have parked on the street, not our preferred location. I support the idea of a parking lot across the street with an underground tunnel for access. This makes good sense for efficiency and safety reasons. I would hope that the parking lot preserves SOME of the natural beauty and is not just pavement.

I hike the Palo Corona trail about 1x a year and like the idea of a link between the parks.

Adding any components that increase educational and interpretive uses is most important-we need to engage everyone in the process of protecting and understanding nature. The ideas of a Native American village and rustic cabins were also very appealing.

I was dismayed to see the use of motorized boating...not sure of the meaning or extent of this...perhaps only guided tours with limited size and frequency? I am not a supporter of anything motorized other than emergency and research in local waters. The unfortunate reality of public access is that there will always be a portion of the public that doesn't behave according to rules, law or even common sense and opening the water environment seems too risky for the critters and the people.

Although I have some sympathy for the local Carmel residents who now see the increase in park activity (this is a common theme for anyone who has lived in this area for more than 10 years), they did purchase property next to a public park and have chosen to live in an area that is primarily a visitor, vacation spot-not their private reserve. Point Lobos needs to remain open, accessible and enjoyable for the public as those demands increase in size.

I hope that you can continue to improve the park for more access, more knowledge and more activity. Thank you for your work.

Kathleen Baker
345 Casanova Avenue, Monterey CA 93940
831 649 0147

From: Frances Dillard [mailto:dillardfran@yahoo.com]
Sent: Saturday, June 04, 2016 11:55 AM
To: General, Plan@Parks
Cc: Fuzie, Mat@Parks
Subject: Public Comment Regarding General Plan for Hatton Canyon Property

Hi Folks,

What a sad and disappointing Public Open House meeting this past Wednesday, June 1st. It was quite clear that the CA State Park has many hidden anti-environmental agendas and that you were trying to drive the meeting without open discussion or transparency for what appeared to be a packed house of concerned citizens. It was also quite appalling that the consultants consistently tried to hush and quiet the public comments with the goal to have the large group disperse into smaller working sessions. It took the courage of one individual to stand up and demand the discussion happen in open forum. Even then it was clear that Mathew Fuzie - District Superintendent had no interest in the concerns of the group and tried to dodge several specific questions. Last but not least, when the group did breakdown to the "maps" there were no official representatives to answer questions or provide further information. The park representatives and consultants quickly scurried to their cars for escape.

I am writing specifically around the proposed plan for Hatton Canyon Property. Either CA State Parks is clueless or sneaky in trying to tell the audience that a "transfer" to a more appropriate agency would not have an impact to it's open space. We are all aware of the transfer language of the original agreement. If a transfer happens, the property goes back to CALTrans and the parks receive a \$962K refund. Please don't think that we won't organize a community movement to stop this and once again take legal action to prevent any development or transfer to occur to Hatton Canyon. You have never made clear why you want to transfer just stating - it doesn't meet our criteria. What is your criteria? Why is this not made public?

We highly encourage you to work with the community in an open and more transparent attitude and treat us with respect. We are just getting started in helping you understand your responsibility to the community and to the environment.

Best
Fran Dillard
25705 Baldwin Place
Carmel, CA

From: Meyenberg, Randy [mailto:RMeyenberg@nheh.com]
Sent: Tuesday, May 31, 2016 4:18 PM
To: General, Plan@Parks
Cc: dfpescado@aol.com
Subject: Letter from Diana Fish re Carmel Area State Parks General Plan

Gentlepersons:

Please find the attached letter from my client Diana Fish regarding the Carmel Area State Parks General Plan and EIR. I am sending this on her behalf as she is experiencing some technical difficulties in transmitting the letter to you. Thank you.

Randy Meyenberg

Noland, Hamerly, Etienne & Hoss
A Professional Corporation
333 Salinas Street
P.O. Box 2510
Salinas, CA 93901
(831) 424-1414 ext. 248
(831) 424-1975 (fax)
rmeyenberg@nheh.com
www.nheh.com

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Diana Fish
P.O. Box 222095
Carmel, CA 93922

May 31, 2016

California State Parks Planning + Design Section
Via email: plan.general@parks.ca.gov

Re: Carmel Area State Parks General Plan and Environmental Impact Report

Gentlepersons:

The following comments are made in conjunction with the Carmel Area State Parks General Plan and Environmental Impact Report.

Given that various agencies (including the California State Parks (Monterey District), MPRPD, BSLT, Pt. Lobos Foundation) signed a 2014 MOU on the Lobos-Corona Parklands Project and are creating integrated plans, it is imperative that the environmental documents fully assess the cumulative impact of all of these multi-agency integrated plans on the area—not just adding comments piecemeal on individual plans. As you know, the Lobos-Corona Parklands Project original included the South Bank Trail and Coast Ranch, Palo Corona Regional Park, the former Whisler Wilson Ranch and High Meadows Open Space, Hatton Canyon, Carmel River State Beach, Point Lobos State Natural Reserve, the former A.M. Allan Ranch and Garrapata State Park.

Preservation of the landscape and scenic values, and encouraging passive recreational enjoyment of the lands are worthy goals, but the environmental documents need to address the conflicts of such uses with adjacent private land owners from trespass, fire hazard and unsupervised activity. This issue is especially important for the Pt. Lobos Ranch Property which provides access to the previously inaccessible areas along the San Jose Creek and could provide an unregulated connection to the back country of the Palo Corona Regional Park. The Pt. Lobos Ranch Property was purchased with Mountain Lion Preserve Funds and requires protection of mountain lions and their habitat. How will this be reconciled with hiking or biking trails, camping, concessionaires and more people?

Among further concerns:

-A 280-space parking lot at Pt. Lobos Ranch Property or nearby: Traffic generation on Highway One will not evaporate by adding a large parking lot which will exacerbate the traffic problem and generate more traffic and congestion on a 2-lane scenic Highway, given the lands represent significant visitor attractions. My access on Highway One (shared with the MPRPD) is already heavily impacted by traffic. Further traffic studies need to be done to improve safety and prevent congestion and assess cumulative impacts from traffic on the Highway, and both private and public ingress and egress on to it.

-Impact on the Carmelite Monastery: Notably predating the recent Lobos-Corona Parklands MOU, the Carmelite Monastery has existed for decades in its present location, where a spiritual and contemplative way of life has been possible. Noise from vehicles and increased human presence, including potential trespass on Monastery land, could be disruptive and destructive of this historic quietude and spiritual goals.

-Visitor Serving Facility at Odello West: I am opposed to a visitor-serving facility at Odello West as it is hard to imagine locating a facility anywhere on that property outside of the public viewshed and floodplain, and which can be operated without significant traffic impacts or in a manner which is sensitive to the site.

Sincerely,


Diana Fish

From: Carolyn Johnson [mailto:rosythorn9@yahoo.com]
Sent: Friday, June 10, 2016 9:08 PM
To: General, Plan@Parks
Subject: River Beach / Odello Ranch Proposal - An Answer

I am writing in favor of leaving the Odello Ranch/River Beach area as it is. I'm a born-and-raised Peninsula native, grew up in Seaside, went to Monterey High when former Mayor Albert was Coach Albert, spent a lot of years running around River Beach and Point Lobos – back when you could just walk through the woods, no trails, and certainly not blocked-off paths. I understand that there's a population explosion and people will come here whether we want them to or not, but I do not agree that Odello Ranch and River Beach should be turned into a State Park for the hoards. Here's why.

First, we are allowed an opinion because we LIVE HERE. That means we pay taxes and buy gas and shop at all the shops, not just the ones downtown. Frankly, I'm already horrified that State Parks allows anyone who has some bucks to have private parties on River Beach at night, with dozens of people, huge tables, seating, a bandstand, klieg lights and big speakers. Don't tell me it doesn't happen – I've seen it, and State Parks says they allow it - if you can afford it. A PRIVATE party on a PUBLIC beach? Does that mean I can't go there during the party, because I didn't pay for it or get invited? How is that a "public beach"? Anyone with money can rent it and keep me off it? And you want me to trust River Beach and Odello Ranch to the State Parks, with that attitude?

Second, the local tourism board has a lot to answer for. I worked for the Cultural Council back in 2001-2003 and objected to the tourism board's desire to make every single month of the year full of activities for tourists. At one of the meetings, I actually spoke up – secretaries were supposed to take minutes, not speak – and said, "What about the people who live here? Can't we have November or something?" They LAUGHED at me and went on planning more things to bring more people. And here we are today, with too many people coming and unable to even drive up Carmel Hill on weekends. All of us locals take the short cut through town. I bet the people who live on the shortcut are sick of the sight of us.

Third, what about the wildlife? Do they have no say? Do you think they want a bunch of people tramping around their habitat? Do you think they'll even STAY? If we don't defend them, who will?

People talk about people parking on Highway 1 to get into Point Lobos, and how much better if it's all in a nice lot somewhere – where we can charge them, presumably. What do you want, people standing shoulder to shoulder? A friend and I went there on a Wednesday in February and had to leave – the noxious bus fumes, the masses of screaming people, the cars everywhere – it was horrible. The trash on the road was disgusting, even with trash cans everywhere. The birds were

beating a hasty retreat. It's not a theme park – it is, by nature, a quiet and contemplative place. If the kids want to run wild, take them to Carmel Beach. The phrase “they paved Paradise, put up a parking lot” is very apt here. Don't it always seem to go, that you don't know what you've got til it's gone? Some of us DO know what we've got, and we want to save it.

River Beach is very special to me, and I'm not willing to share it with a bunch of day-trippers who would be just as happy at Coney Island. People find this place because they belong here, not because they can get a day trip for a cheap price or because there's a parking lot close by. And I'm not talking about money. I'm a renter and as poor as a church-mouse, but I belong here because I love and respect the place and treat it that way. You're making a big mistake if you turn the whole place into a State Park. Find somewhere else to make money, and leave what little we've got for the people and wildlife who call it home.

Carolyn Southard, Riverside Way, Carmel

From: Patricia Domingo [mailto:patricia.sunday@gmail.com]
Sent: Thursday, May 05, 2016 3:28 PM
To: General, Plan@Parks
Subject: Re: Carmel Area State Parks General Plan Public Workshop

What is the preferred alternative? I looked all over and could not find it. Do we have to wait a month to find out?? Our preferred alternative was to do nothing and deal with numbers and natural capacity. We won't DEVELOP our way out of this crisis.

On Thursday, May 5, 2016, Carmel Area State Parks <plan.general@parks.ca.gov> wrote:

May 2016

[View this email in your browser](#)



Carmel Area State Parks General Plan/EIR



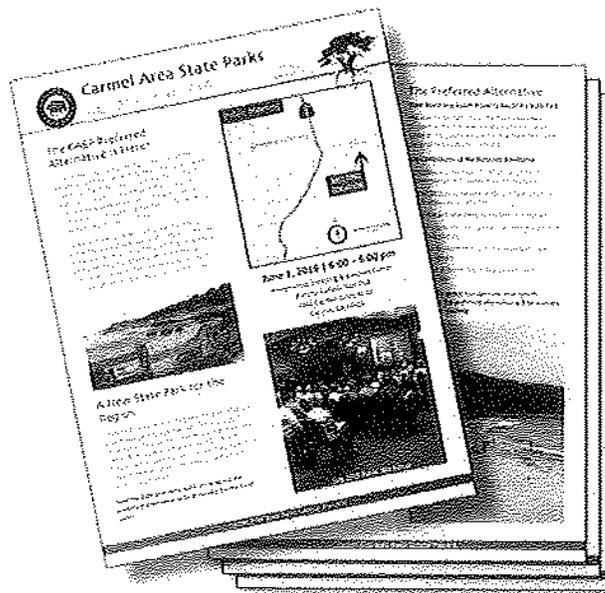


You're Invited to a Public Open House on the Preferred Alternative for the Carmel Area State Parks General Plan

Please join us at the next public open house for the Carmel Area State Parks (CASP) General Plan (GP) and Environmental Impact Report (EIR) at the *Rancho Canada Golf Club's Wedgewood Wedding & Banquet Center, 4860 Carmel Valley Road, Carmel* from 6:00 – 9:00pm on **Wednesday, June 1, 2016**.

At the open house, you will learn about the preferred alternative proposed for the Preliminary GP and Draft EIR. Thank you to everyone who participated in the July 2015 public workshop and who also submitted comments on the proposed alternatives. The State Parks planning team reviewed all feedback in depth and further analyzed the factors affecting the identification of a preferred alternative. The planning team will be presenting the preferred alternative that has been crafted with your comments and concerns in mind. The open house will consist of a short presentation and will be followed by an opportunity to learn more about the preferred alternative at unit breakout stations.

A newsletter has been prepared to share more information about the open house and some of the key components of the preferred alternative.



Please Attend this Important Public Open House to Learn More About the CASP Preferred Alternative. We Hope to See You There!

Open house materials, including the Economic Study and Traffic and Parking Study, will be posted on the [project website](#) for your review about two weeks before the open house. Written comments can be submitted during the open house, via regular mail to the address listed on the [CASP General Plan website](#), or via email (plan.general@parks.ca.gov). The comment deadline is June 15th.

Please forward this email to others who may be interested.

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

Contact:
Steve Bachman

California State Parks
Monterey District
(831) 649-2862
plan.general@parks.ca.gov

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From: Claire Mason [mailto:clai1985@gmail.com]
Sent: Tuesday, June 07, 2016 7:19 PM
To: General, Plan@Parks
Subject: Concerning Point Lobos and Carmel River State Beach

To whom it may concern,

I was born here in Monterey and have been so fortunate to call Carmel home my whole life. Point Lobos has always been a very special place in my heart and I have so many wonderful and magical childhood memories of it. In third grade at Carmel River School in 1993 I remember our class going to Point Lobos and learning all about the history of the land. The ranger even pried an abalone off the rocks, set up a little cook top and fried up some abalone for the kids in a pan right there on the hill. It was something I will never forget and I still tell people about it when Point Lobos comes up in conversation. I have lived in the Carmel Highlands for the last three years and have noticed more and more tourists coming to Point Lobos and Carmel River State Beach. I see poor highway one just lined with cars all the way down..When you live somewhere for so long and see the same things day after day you don't notice changes as much as an annual visitor. However, it has become very apparent that more weekenders are flocking to this beautiful area. I understand it and I do not begrudge the desire of people to see beauty. I am however saddened, a little sickened and worried about it as a local. Both Point Lobos and Carmel River State Beach have always been so majestic and serene. I have dreams about what the beach used to look like there when I was three years old. It had those beautiful sweeping dunes and few people... When I go there now it is different and certainly feels much more like a tourist destination than ever before. A few years ago I saw a family with a little volley ball net, a picnic, music and kids in the water down in a cove at Point Lobos. This is something I do not remember seeing when I was young and I was truly astounded at the sight. I have also on numerous occasions seen dogs in the coves of Point Lobos and was very surprised that this was not caught beforehand or during. I am a veterinary technician by profession and have worked as a wildlife rehabilitation technician at the SPCA for Monterey county. I have also done 800 plus hours as a Southern Sea Otter rehabilitation and animal care volunteer for the Monterey Bay Aquarium. Needless to say I care a lot about our wildlife and about the various environments that they inhabit here in Monterey County. I worry about what all this foot traffic and noise does to them and how it affects their every day lives. I know that tourism is inevitable in many ways but I do not welcome more and I wish that California State Parks would not proceed with their plans to build concession stands, parking lots etc. The thought of this truly breaks my heart... for the precious land itself, the amazing animals that inhabit it, and for the longtime locals here... Robert Louis Stevenson and Robinson Jeffers certainly would have protested this and in their honor, so do I.

Thank you for your time and consideration.

In good faith,
CEMN

From: Ben Perlmutter [mailto:benperlmutter@gmail.com]
Sent: Tuesday, May 31, 2016 4:41 PM
To: General, Plan@Parks
Subject: Ribera Beach / Point Lobos Development

Hi,

I am a concerned resident of Big Sur. I understand there are plans to develop the area around Point Lobos to help the overcrowded situation that develops on weekends like this last holiday we had (memorial day 2016).

I am referring to this - http://www.parks.ca.gov/?page_id=26868

Do you plan on going through the proper and fair permitting process that every other inhabitant of the coastal area abides by? I would like to voice my opposition to this plan. I believe it will further congest HWY 1 south of Rio Road causing great concerns for the health and well being of residents who live south of Rio Road. We cannot afford more congestion of this nature between Big Sur and Carmel.

Thanks,

Ben

From: Neil Agron [mailto:nagron@comcast.net]
Sent: Monday, June 13, 2016 6:49 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative (email #2)

Interface with NOAA re. the expandable use of the Monterey Bay National Marine Sanctuary.

Why is CASP proposing expanded use in the Odello floodplain?

How are "special events" on the beach areas and more kayaking/walking in the lagoon area is consistent with conservation of wildlife and fauna?

Here is what I want to see:

Adequate staffing and supervision.

A reservation system to limit over use and habitat degradation.

No concessions at all!

No primitive camping allowed.

No special events at all on beaches. Only on paved areas or in appropriate structures.

No parking on SR1.

Improved transparency with agencies, services which will be impacted by the project.

Reduction of auto traffic in the parks.

Implementation of a free public transportation system for park visitors. (See Sierra Magazine, July/Aug 2016 issue. p47 "A Fare Deal")

Sincerely,

Dale M. Agron
26122 Carmel Knolls Dr.
Carmel CA 93923
831 624 3038

nagron@comcast.net

From: Lorna Claerbout [mailto:lornaclaerbout@gmail.com]
Sent: Saturday, June 11, 2016 8:44 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Lorna Claerbout
Guadalupe 3 NE 6th
Carmel, CA 93921
lornaclaerbout@gmail.com

Comments:
Please open my pdf below to read my comments.

CASP GP Preferred Alternative

Lorna Claerbout
Guadalupe, 3NE 6th
Carmel-by-the-Sea, CA 93921
lornaclaerbout@gmail.com

As a local resident who spends well over 200 hours per year at Point Lobos and many days at Carmel River Beach I am very interested in both protecting precious resources and providing appropriate visitor access. Here are my carefully considered comments and suggestions. Thank you for considering them.
Lorna Claerbout

Point Lobos

Support:

- Limiting numbers of daily visitors to reduce degradation and protect resources
- Relocating some of the parking to AM Allan Ranch Zone and provide tram service into Point Lobos to reduce congestion in the park
- Lobbying CalTrans to prohibit parking on Hwy 1 for safety and aesthetic reasons

Recommend:

- Commit to filling open staff positions at Point Lobos so that your "crown jewel" can be adequately protected (subsidize housing if necessary)**
- Maintain present trails before adding any new trails
- Provide inexpensive parking for visitors on limited incomes if highway parking is eliminated

AM Allan Ranch Zone

Support:

- parking, interpretive elements, tunnel, bridge, safe crosswalk to Point Lobos, tram staging

Recommend:

- re-use historic building for docent center (relocate from present location)

Carmel River Beach Area

Support:

- Added interpretive elements that are presently inadequate

Recommend:

- Removing concession staging for non-motorized boating due to your conservation goals and special-status species protection in this very sensitive and limited area

Hatton Canyon

- Recommend: -Maintain Marathon Flats for parking, bike concession with bike paths to the parks, and tram service to remove congestion from the park areas

From: Deborah Ju [mailto:dsju371@gmail.com]

Sent: Thursday, June 09, 2016 8:28 AM

To: General, Plan@Parks

Subject: CASP- Preferred Alternative

I strongly oppose the Odello Preserve and Carmel River State Park components of your Preferred Alternative. Point Lobos is overused. Visitor rates are increasing every year at an alarming rate, leading to congestion, traffic problems and environmental degradation. You need to find a way to manage the numbers, rather than to shift the impacts to currently protected areas.

My husband and I live in the Carmel Meadows neighborhood. Ribera Road is the only access road for all the residents in the neighborhood. There are times when we have to wait long periods of time to turn off Ribera onto Highway One. This is a safety issue if there is ever a health or fire emergency. Extending the logjam by adding parking areas north of Ribera would put our neighborhood in great jeopardy. You need to solve the traffic problems in place, rather than spreading the impacts. The traffic and parking issues can and should be managed by (1) restricting parking at Point Lobos to Staff and Volunteers, (2) prohibiting parking along Highway One, (3) moving parking directly across the road at Point Lobos Ranch with a tunnel to get people safely across Highway One, and (4) development of a constant loop shuttle system at Point Lobos for visitors.

I oppose any expansion of facilities in the Carmel River Lagoon and Odello West. These lands are part of a fragile riparian and wetland habitat that form an essential wildlife corridor for many species. There is precious little open space for mountain lions, bobcats, deer and coyote to wander. Paving over and populating these areas would result in less wild habitat and endanger the survival of these animals.

I am a docent at Point Lobos State Reserve. I am a big supporter of State Parks in general, and of Point Lobos specifically, but I strongly oppose State Parks expanding into any new area. While I like and respect the State Parks staff at Point Lobos, I know first-hand how skeletal the State Parks staff is, and how they are barely able to manage the resources already under their control. There are far too few Rangers, not even enough to adequately manage Point Lobos itself, yet these Rangers are spread in territory between Garrapatos and Zmudowski State Park. There is not enough staff to properly maintain trails, enforce rules, or protect the wildlife in the Reserve. Expansion of facilities would result in a massively increased public presence that State Parks would not be able to manage, resulting in severe degradation of both natural resources and wildlife.

The lack of financial resources is not a temporary problem. It has been an issue for a long time. It would be irresponsible to undertake management of large new areas of sensitive land without an adequate demonstration of stable financial stewardship.

Respectfully submitted,

Deborah Ju

2805 Ribera Road, Carmel

From: Lara Ho [mailto:laramarieho@gmail.com]
Sent: Monday, June 06, 2016 2:16 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

We like to visit Point Lobos several times each year. We always end up having to park along Hwy 1 far away from the Park.

We would rather have the number of people visiting the park each day limited by reservation only (we have noticed much more trash lately than in previous years). That way we would be more certain to have a closer way to park. If you do that, then you might not need to build parking lots in an area which is so environmentally sensitive.

If you absolutely MUST build a parking lot, it should probably go across the street from the park – maybe at the Allen Ranch property.

Thank you,

Lara Ho
1166 Clinton Street
Redwood City, CA

From: Daniel Ho [mailto:danho322@gmail.com]
Sent: Monday, June 06, 2016 12:35 PM
To: General, Pian@Parks
Subject: CASP GP Preferred Alternative

We like to visit Point Lobos several times each year. We always end up having to park along Hwy 1 far away from the Park.

We would rather have the number of people visiting the park each day limited by reservation only (we have noticed much more trash lately than in previous years). That way we would be more certain to have a closer way to park. If you do that, then you might not need to build parking lots in an area which is so environmentally sensitive.

If you absolutely MUST build a parking lot, it should probably go across the street from the park -- maybe at the Allen Ranch property.

Thank you,

Daniel Ho
1166 Clinton Street
Redwood City, CA

From: Lesley Olson <wingedpegasus@webtv.net>
Date: Wed, Jun 1, 2016 at 2:27 PM
Subject: Hatton Canyon

We are current residents of Carmel, Ca and live near the Hatton Canyon Property(HCP). This letter supports the No Action Alternative, which includes no changes to the existing condition and operation of the Hatton Canyon Property(HCP).

The current non-motorized bike trail meets the community needs and there is no wish for any plan that includes further paving or asphalt. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We would oppose any proposal that disturbs the natural habitat in our beautiful canyon.

We hope our voice will be heard and taken into the planning process.
Sincerely, Lesley Olson 3970 Whitman Circle Carmel Ca 93923.

Sent from my iPhone

From: Richard Stott [mailto:rhstott@comcast.net]
Sent: Monday, June 06, 2016 9:11 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

CARMEL AREA STATE PARKS General Plan and Environmental Impact Report

Please use the reverse side or attach any additional pages

Preferred Alternative Public Open House June 1, 2016 COMMENT SHEET Please provide your comments below and:

§ return this comment sheet to the comment box at the Open House, 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

Richard & Teri Stott
4000 Rio Rd. #3
Carmel, CA 93923
rhstott@comcast.net

Monastery Beach (known locally as "Mortuary Beach" because of the historically large number of drownings that have occurred):

Because of its steep drop-off, the water looks deceptively calm and waders are swept out by a strong undertow. If State Parks provides parking and access, it will assume legal liability. At the least one full time lifeguard would be required to mitigate liability.

The lagoon:

During the dry season, this small body of water is home to myriad wildlife. During the wet season, the river flows rapidly through it and pushes out to sea. Boating in the dry season would badly disrupt the sanctuary. In the wet season, boating would be very dangerous because of the strong internal currents and the possibility of being swept out to sea.

Traffic:

The traffic study neglects the impact the park would have on already over capacity Highway One just north of the proposal. Traffic is regularly backed up for over a mile north of the Ocean Avenue light in both directions. The proposed park would exacerbate the problem and no mitigation is proposed.

We understand that the parking situation at Point Lobos is out of control, but providing parking at Point Lobos Ranch and a pedestrian underpass would provide the answer. The rest of the proposal is poorly thought out over-reach.

From: WILLOWSKIP@aol.com [mailto:WILLOWSKIP@aol.com]
Sent: Sunday, June 05, 2016 1:27 PM
To: General, Pian@Parks
Cc: WILLOWSKIP@aol.com
Subject: CASP GP Preferred Alternative

I attach my comments on the Carmel/Point Lobos area plan. I live in Prunedale, but own property with my siblings on the Point Lobos Ranch.

Sincerely,

Diane Johnson
9617 Mountain View Terrace Lane
Prunedale, CA 93907



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

**Preferred Alternative Public Open House
June 1, 2016**

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: Diane Johnson
Address: 9617 Mountain View Terrace Lane
City: Prunedale
State, Zip: CA 93907
E-mail: willowskip@aol.com

Comments:

I attended the June 1, 2016 meeting. I own property at the Point Lobos Ranch which has been handed
down through the generations from A.M. Allan. My brothers, sister and I have discussed an option for
off-street parking that was not mentioned at the meeting. That is to have a parking lot at the Hudson house
just north of Point Lobos. There is a large pasture between Highway 1 and the Hudson house that could
easily accomodate a parking lot. And a berm could be built up and planted to screen the lot from view from
the highway. I would suggest that as the best scenario for parking for Point Lobos. And certainly more
practical than parking on the other side of the highway and building an underground walkway!

Please use the reverse side or attach any additional pages

From: James Greco [mailto:naturelover@jamesgreco.com]
Sent: Sunday, June 05, 2016 11:52 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Comment on Preferred Alternative

I, as well as almost every resident in this area, vehemently oppose the Odello Ranch and Carmel River beach component of the so called 'Preferred Alternative' on the grounds that it will create a dramatic increase in traffic, irrevocably damage the iconic Odello Ranch landscape and irreparably harm the quality of life for both the residents of Carmel Meadows and the locals who travel through this area every day.

While Point Lobos has legitimate parking issues to be solved, Odello Ranch and Carmel River Beach DO NOT! It is irresponsible to blatantly encourage and intensify traffic and overuse on Highway 1 at a time when Highway 1 is routinely clogged and overused.

Using Point Lobos's parking problems as a reason to jam a new State Park with all its infrastructure into the virgin lands of Odello and Carmel River is ridiculous. Anyone who knows these areas, knows that the only problems there, are the ones YOU'VE INVENTED to sell this project! You are supposed to be wise caretakers of this land, not drunk with power and money looking for your next conquest. The money you seem so willing to lavish on this new 'recreational center' at Odello and River might be better spent encouraging people to go to use already developed but under-utilized parks in the area like Garland, Ft Ord National Park, Jack's Peak, Toro Park, etc, etc.

If we didn't live in a world of social media sharing perhaps this might not seem so ridiculous. But over the last 18 months our area has been hammered by global tourists who never thought of Carmel and Big Sur until social media made us the 'place to go'. Now that everyone has smartphones, people from everywhere are inundating the area in search of all the special places and trails that have been 'shared', publicized, and mapped. Your traffic studies are inadequate as they do not account for the exponential growth in tourism that has been created so recently by social media. Even if you had unlimited parking that allowed everyone to come and park (lol), these beautiful lands would be trashed by the onslaught.

Odello and Carmel River Beach are not a problem to be solved. Access is

easily available. Changing what already works for so many people doesn't make any sense.

Let the natural boundaries and limitations already in place continue to control access and growth.

Leave Odello and Carmel River Beach alone-

Take it out of the Preferred Alternative

Solve Pt Lobos.

James Greco

Carmel, CA

James Greco
PO Box 6631
Carmel, CA 93921
naturelover@jamesgreco.com



From: Carol Pendergast [mailto:cspendergast@gmail.com]
Sent: Sunday, June 05, 2016 12:52 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Thank you for presenting your revised plans to the community for the expanded Carmel Area State Parks.

On the positive side, I do think both Point Lobos and River Beach require a long-term plan for preservation and flood control.

That said, I am concerned that the dual mission of State Parks (to preserve and provide education/recreation) is a problematic oxymoron.

Currently, local residents live in this area partly because of its beauty and lack of development. We get to enjoy Pt. Lobos and River Beach on the spur of the moment - it's our cherished natural environment. We do not take kindly to an effort to orchestrate access, benefitting non-locals more than locals, eliminating most parking at Pt. Lobos and turning swaths of land into asphalt. We want the right to have access to our backyard. Many residents are older and would not be able to get to Pt. Lobos easily without parking on site.

I also don't want to see a large increase in visitors at River Beach. That beach is a pretty well-kept secret. Most visitors go to Carmel Beach, which is large enough to handle crowds. River Beach is a private sanctuary for many of us. It does need flood control and preservation, but it doesn't need a lot more "recreational" visitors.

As for Hatton Canyon, as someone who joined the fight to protect it from Caltrans' mega vision, I would reject any plan to transfer ownership if it meant that Caltrans would legally regain ownership, as the transfer documents seem to suggest.

Thank you for receiving my comments,
Carol Pendergast
25765 Carmel Knolls Drive
Carmel, CA 93923
cspendergast@gmail.com

From: r.torrey@comcast.net [mailto:r.torrey@comcast.net]
Sent: Sunday, June 05, 2016 10:03 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

I am a 40 year resident of Carmel Meadows and I vehemently oppose the Odello Ranch and Carmel River Beach component to which the California State Parks refers to as the 'Preferred Alternative'.

The residents of Carmel Meadows are already plagued with high traffic congestion and the California States Parks proposed plan would not only increase the traffic congestion dramatically, but would forever destroy this beautiful area.

Please listen to all the residents in and around Carmel and other areas who oppose your 'Alternative Plan' and abandon your proposal to turn Carmel River Beach and Odello Ranch into a new State Park.

To quote a line from a Joni Mitchell song "They paved paradise" and "Put up a parking lot".

Please leave Odello Ranch and Carmel River Beach alone!

Respectfully,

Robbin Torrey
Carmel Meadows

From: Maria Tarantino [mailto:yoga.you@hotmail.com]
Sent: Friday, June 03, 2016 8:46 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Dear Sir/Madame,

I returned to live in Carmel 3 years ago. Now and as a child I visited Point Lobos often. I find the park crowded these days and I can't imagine how much more crowded it will be if a parking lot is built; and how inconvenient for locals it will be if it is built as proposed so far from the entrance.

I would rather have the number of people visiting the park each day limited. This would negate the need for additional parking lots. If more parking is needed, utilize the Allen ranch, right across the street, which is already zoned for this kind of development.

Thank you,
Maria Tarantino

From: Joe Tarantino [mailto:joetcf@aol.com]
Sent: Friday, June 03, 2016 3:38 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

To Whom It May Concern--

I have lived here for 45 years and have followed this plan. While I am pleased with the redacting of several aspects since the last public-forum submission (ie. zip-line concessions, etc.), I still have numerous objections about the project as follows (per June 1 Open House):

--Expanding the Park-Region without first solving the problems at Pt. Lobos, and the general Hwy. 1 traffic issues, is ludicrous.

--Pt. Lobos should be on a reservation system. Parking should remain as is inside the park. Outside, parking should be marked and limited to reduce accident-risk. In all, parking should be roughly matched to reservation system capacity. Finally, more rangers need to be hired and money used to upgrade facilities to match visitor flow. I can't express how bad the bathrooms are, how much the trails have worn (with exceptions), and how angry I am at the increased trash.

--After the above is proven, if you must expand, Allen Ranch is the only logical space for additional parking/park activities. Guests could cross by way of bridge over highway, tunnel under hwy, and/or shuttle. Or explore Allen Ranch.

--Allen Ranch should be limited to day use only - matching Pt. Lobos. This will reduce costs, reduce environmental impact and water use.

--Developing the Odello Ranch area as proposed is not only unwise it is dangerous. It isn't needed, it's in a flood zone, it would impact/destroy a wet-land and the buildings on the property can't be rehabilitated. Parking on almost any scale would further congest and defile an already congested "Scenic Highway," would increase trash and lead to unintended visitor use (ie. "restroom stop").

MAYBE 6 parking spaces, a trail head for leisurely walks and bird-watching is about all the terrain can handle.

Signed,
Joe Tarantino
PO Box 7455
Carmel, CA 93921

From: Paula Tarantino [mailto:prtarantino@comcast.net]
Sent: Friday, June 03, 2016 12:40 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Comments from the General Meeting on 6/1:

Point Lobos is being "loved to death" and so it doesn't really make sense to me to *increase* the amount of parking available. I understand the placeholder comment, but if Point Lobos went to a reservation system, then the Park Service could limit the number of guests to the amount that the environment could comfortably handle. My family and I have visited numerous environmentally sensitive areas in other countries and advance reservations are always required.

Any additional parking should probably be on the property directly east of Point Lobos (Allen ranch). The distance is far shorter than trying to bus folks from the Odello Ranch property.

Limiting the park to reservations only would also help relieve the traffic congestion on Highway 1 and perhaps eliminate the parking problem along the Highway 1.

Thank you in advance for your consideration of our comments.

Paula Tarantino
2784 Pradera Road
Carmel, CA 93921

From: morgan gilman [mailto:mggilman@yahoo.com]
Sent: Friday, June 03, 2016 10:14 AM
To: General, Plan@Parks
Cc: Lorin Letendre
Subject: CASP GP Preferred Alternative

a few comments :

I. Parking, traffic, and the safety issues related thereto.

You are eliminating parking , designating parking for future use in case Cal Trans decides to eliminate parking along Rtc 1.

The current problems with pedestrians crossing Rte 1, walking along their cars has not been addressed. Why spend the time to involve everyone in a master plan process and not begin to solve the above problem. The fact that no one has been injured is very fortunate. Once someone is injured or killed, the attention to solving the problem will begin in earnest but that is not planning. That is reacting. It would seem that you would involve Cal Trans in developing mitigation measures to protect the public . Some of the solutions : eliminate parking on the east side of 1. In lieu of that provide either a tunnel or overpass and keep the parking. Provide a walking path next to the cars on the non traffic side and create cross walk areas that are identified so that traffic is warned that there is a pedestrian crossing . If you close off the parking on the east side ,provide one of the lots to replace the parking. There are probably other options that could be addressed with Cal Trans. The plan happens only periodically , so it seems kicking this continuous and critical issue down the road is not planning . It is the essence of a lack of planning .

Parking at Carmel River Beach : there are 22 spaces. There were perhaps double this or triple before the elements wiped out the parking lot. That was an unprotected parking lot. The protection of Scenic road includes protecting the parking lot. So assuming that element is eliminated, why not restore all or some of the lost parking. The fact that it is on sand is given as one of the reasons not to restore . There must be other examples of parking lots on sand . The use of the beach has increased and the parking decreased. That means parking on the streets in the neighborhood. That means event parking on the streets in the neighborhood. The increased burden on local streets to support visitors to the beach is one issue. Compound that with the events that do not have adequate if any parking and you charge for use of the beach and then expect the neighborhood streets to provide your parking. This issue is not going away so again, try to solve it with this process or at least mitigate the effects or wait until the neighborhood begins to push back on the parking on the streets, in driveways, buses on Scenic waiting for wedding goers, revelers asking to use bathrooms at the Ocean View entrance, blocking traffic with event parking : All of this needs a serious attempt to solve the problem before it gets worse and I don't see a coordinated attempt to address this issue. Such an attempt

would include the county, and at least CSA 1 involvement.

It's great to unveil your new master plan and we know you can't solve all of the problems. But these are practical problems that need to be addressed now. Not smoothed over with statements that if Cal Trans acts, or if the county acts sometime in the future the problems will then be addressed.

Make the solutions to both situations part of the new plan. Solve problems that have solutions . The Carmel River Beach Eir is about to be issued. Problems are being addressed in this that EIR and now is the time to get involved and address the parking issue among others. If it is not addressed now, the chances of adding parking later are probably nil.

Morgan Gilman
26395 Scenic Road
Carmel , CA 93923
mggilman@yahoo.com

Morgan G.Gilman

-----Original Message-----

From: m_goldman@sbcglobal.net [mailto:m_goldman@sbcglobal.net]

Sent: Thursday, June 02, 2016 2:45 PM

To: General, Plan@Parks

Subject: CASP GP PREFERRED ALTERNATIVE

From:

Martin Goldman

24525 Outlook Dr Unit 23

Carmel, CA 93923

Comments: I walk on Carmel River State Beach almost every day and love seeing the sea otters, seals and dolphins on the ocean side; the sea birds resting in the lagoon; and the small birds, including the snowy plovers, on the beach. So the things I find disturbing about the proposal are - 1. Having a concession stand providing non-motorized boating will greatly increase the foot and water traffic which will disturb all the above mentioned wildlife. Also it seems fooling to invite casual boating on the ocean given the often dangerous currents here and frequent necessity for sea rescues of kayakers and others.

2. Adding a total of 230 more parking spaces to the area will likewise increase foot and boat traffic which will likewise disturb the wildlife and destroy the experience for those who come.

I suggest you eliminate the boating concession and sharply decrease the number of parking spaces near the lagoon or with 'shuttle service' to the beach or lagoon area.

-----Original Message-----

From: Brent Scott [mailto:rbscott70@gmail.com]

Sent: Thursday, June 02, 2016 10:54 AM

To: General, Plan@Parks

Subject: CASP GP Preferred Alternative

I own and live in a home in the Hatton Canyon area of Carmel. I attended last night's "Preferred Alternative Public Open house" for the Carmel Area State Parks' General Plan and Environmental Impact Report. I was pleased to learn that the CASP no longer has any intention to pave the Hatton Canyon trail and that it will be left as open space. This is good, since doing so would disturb the wildlife and invite motorized traffic that would disturb the tranquility of our neighborhood.

However, during the meeting Matt Fuzie, State Parks District Supervisor, stated they plan to transfer the Hatton Canyon Property to another agency. He neglected to state why they wanted to do this nor to whom they planned to make the transfer. This is particularly disturbing since the original agreement between Caltrans and State Parks has the property reverting back to Caltrans if and when State Parks wishes to transfer ownership. It is Caltrans that had pushed for decades for a freeway to be built down the canyon. We, the residents of Hatton Canyon, do not wish to re-fight the battle to block that action.

The canyon should remain a park in the California State Parks system. Please inform us Hatton Canyon residents if and when legislative amendments are proposed that would transfer the property from State Parks back to Caltrans. Our voices need to be heard. Thank you.

Brent Scott
25475 Flanders Dr
Carmel CA 93923
925-353-7828

From: Karen Osborne [mailto:karenvogue@gmail.com]
Sent: Wednesday, June 01, 2016 8:21 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

1. Removing parking from Point Lobos doesn't make sense. I live in the Highlands and use Point Lobos all the time. Please don't change the parking. It could also be a revenue source - make PL parking for pass holders only and you will increase the purchase of passes. Alternatively, parking inside Point Lobos could be available only for locals or people who have agreed to follow certain conservation rules.

2. We need to get Cal trans to stop the parking on Hwy 1. It is dangerous.

3. The simplest parking area would be in the pine forest near the Hudson House on the west side of Rt 1. The lot could be hidden and be another source of revenue, It would also save the cost of a tunnel (which seems ridiculous to consider if we cannot even afford rangers and upkeep), and be easy access to the park.

4. A second alternative parking could be at Rio Rd. A safe bike path is needed and a bike share would be used well and would cut down on cars. Any support for bikes would change the equation. I just returned from Scandinavia and it is obvious why they all ride bikes, they have safe bike paths.

5. Why is the Hudson House housing for parks staff? It could be another revenue source for meetings and weddings. It is a very attractive location and needs to be used by the community, not just one person.

7. Fix the problems at Point Lobos. I would like to see a second entry lane to the right of the current entry lane for people with passes - which would be another incentive for people to buy a pass and increase revenues.

--

Karen Osborne
831 704 6395
222 Highlands Drive, Carmel, CA 93923
602 Lombard St, SF, CA 94133

From: Darius Rike [mailto:darike01@gmail.com]
Sent: Wednesday, June 01, 2016 10:02 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

My comments regarding the CASP General Plan.

Regards,

Darius Rike
831-596-9102

--

"Ride as much or as little, or as long or as short as you feel. But ride." ~ Eddy Merckx



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

**Preferred Alternative Public Open House
June 1, 2016**

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: Darius Rike
Address: 3020 Eddy St.
City: Marina
State, Zip: CA, 93933
E-mail: darike01@gmail.com

Comments:

There is no mention in these planning documents of access for bicycles.

There needs to be access for bicycles, especially in the Inland Management zone through the proposed

San Jose Creek Natural area for access to Palo Corona Regional Park. The Palo Corona Regional Park

when fully opened to the public is expected to have multi use trails that allow bicycles. The adjacent open

spaces like the State Park properties should have compatible use.

Please use the reverse side or attach any additional pages

From: Luke Ingram [mailto:plansdrawnup@gmail.com]
Sent: Wednesday, June 01, 2016 12:07 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Please see attached comments.

Thank you,

Luke Ingram

Luke Ingram | Building Design

Telephone (831) 277-8574 Email plansdrawnup@gmail.com
P.O. Box 2193 Carmel Valley, CA. 93924
www.plansdrawnup.com Est. 2008

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CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

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- 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: LUKE INGRAM

Address: 12 CAMINO DE TRAVESIA

City: CARMEL VALLEY

State, Zip: CA, 93924

E-mail: PLANSDRAWNUP@GMAIL.COM

Comments:

I support the following:

- Zip Lines. My fondest memories were made ziplining with my family in the South of Chile.
- Kayak/Ocean access staging area. This provides access the ocean for disabled people.
- Camping (primitive or developed). The more camping spaces the better. The current alternatives are Laguna Seca, Bouchers Gap and Vetran's Memorial Park. Big Sur camping is overcrowded and will only get worse. Developed camping somewhere near Point Lobos Ridge Natural Preserve will help

Please use the reverse side or attach any additional pages

- ease the congestion in Big Sur, promote family activity, lessen the need for short term rentals,
offer a needed use to the Carmel area, provide accessible camping, quasi emergency staging area.
- Biking. Limited access similar to Garland and Yosemite. Ride between sites and access backcountry.
 - Shuttles. Provide Handicap access to the park, control parking, doubles as a tour - similar to Yosemite.
 - Special Event spaces. Dual purpose areas that could double as picnic areas, amphitheaters, etc.
 - Center Turn Lane. Help ease traffic congestion, less u-turns, provides emergency vehicle access.
 - Employee housing. The more the better. Make it comfortable for employees to live in this high rent area.

Thank you,

Luke Ingram

-----Original Message-----

From: Marla Pimer [mailto:marlapimer@pacbell.net]

Sent: Friday, May 27, 2016 4:27 AM

To: R. Michael Wisner

Cc: General, Plan@Parks; Plasha Will; Mary Adams; James Greco; Gina Weston; Peter Davis; Charlotte; Helen; Michael Emmett; Dasha; Lorri Sullivan; Lorraine Oshea; Klaus Hedbabny; colleen sweet; Christine Arias;

Alexandra Mouzas; Cathie Lehrberg; Frank Davi; Sam Farr

Subject: Re: CASP GP Preferred Alternative

Michael,

I've heard impactful legal arguments that weren't half as compelling, well-researched nor as effective as yours.

You nailed all the key points with virtually non-refutable and well-supported points.

Thank you for carrying the torch and using your enormous talent to lead the charge on behalf of us all. Now the rest of us need to suit up, show up and speak up with the same voice.... and the messages you've provided.

Marla

> On May 26, 2016, at 4:24 PM, R. Michael Wisner <wizman@earthlink.net> wrote:

>

>

> My initial comments on Carmel Area State Parks "Alternative Plan"

>

> <Carmel Area State Parks Plan - Comments.docx>

From: Alexandra Mouzas [mailto:alex@alexandramouzas.com]
Sent: Thursday, May 26, 2016 4:35 PM
To: R. Michael Wisner; General, Plan@Parks
Cc: Plasha Will; Mary Adams; James Greco; Gina Weston; Peter Davis; Charlotte; Helen; Michael Emmett; Dasha; Lorri Sullivan; Lorraine Oshea; Klaus Hedbabny; colleen sweet; Christine Arias; Cathie Lehrberg; Marla Pimer; Frank Davi; Sam Farr
Subject: Re: CASP GP Preferred Alternative

Thank you Michael for the information, very interesting and well said.

From: R. Michael Wisner <wizman@earthlink.net>
Sent: Thursday, May 26, 2016 4:24:38 PM
To: plan.general@parks.ca.gov
Cc: Plasha Will; Mary Adams; James Greco; Gina Weston; Peter Davis; Charlotte; Helen; Michael Emmett; Dasha; Lorri Sullivan; Lorraine Oshea; Klaus Hedbabny; colleen sweet; Christine Arias; Alexandra Mouzas; Cathie Lehrberg; Marla Pimer; Frank Davi; Sam Farr
Subject: CASP GP Preferred Alternative

My initial comments on Carmel Area State Parks "Alternative Plan"

From: R. Michael Wisner [mailto:wizman@earthlink.net]

Sent: Thursday, May 26, 2016 4:25 PM

To: General, Plan@Parks

Cc: Plasha Will; Mary Adams; James Greco; Gina Weston; Peter Davis; Charlotte; Helen; Michael Emmett; Dasha; Lorri Sullivan; Lorraine Oshea; Klaus Hedbabny; colleen sweet; Christine Arias; Alexandra Mouzas; Cathie Lehrberg; Marla Pimer; Frank Davi; Sam Farr

Subject: CASP GP Preferred Alternative

My initial comments on Carmel Area State Parks "Alternative Plan"



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

**Preferred Alternative Public
Open House June 1, 2016**

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: Michael Wisner _____

Address: 29705 Peter Pan Road _____

City: Carmel (Highlands) _____

State, Zip: CA 93923 _____

E-mail: wizman@earthlink.net _____

Comments:

Congratulations on an improved "Alternative General Plan." As Vice President of The Carmel Highlands Association and a decade-old homeowner in the Highlands, I've been very active on this issue. The Carmel Highlands Association and the Mal Paso Homeowners Association's Boards met a few weeks ago at the Community Center regarding Carmel Area State Parks. I also moderated a Town Hall a week ago between County Supervisor candidates, Dave Potter and Mary Adams, where specific issues were raised on the Carmel Area State Parks. I am also covering, as editor, this in the upcoming issue of our local newspaper, *The Piper*.

My Personal Initial Comments:

- 1. All Parking on Highway 1 in this area must be banned and this enforced. Forget the finger-pointing with CalTrans – it has to be negotiated and settled before I can support any plan. While your reports indicated no fatalities it is just a matter of time. A CalTrans official reportedly made the statement, “Nothing will get done until someone dies.” This is unacceptable. I can produce two dozen, eye-witnesses from the Highlands community alone where pedestrian injury or fatalities have been narrowly avoided in the past year. The Highway 1 parking exacerbates traffic back-ups. It has also been reported by the Monterey County Sheriff as the #1 crime in the County – smash and grabs of cars parked along Highway 1 at Point Lobos. Off road, charged for, out of visual site lines parking and a pedestrian tunnel are the ONLY solutions.**
- 2. The traffic studies cited and ending in 2014 are misleading as 2015-2016 have seen marked increases in traffic and parking. The area, just two years ago, was featured on major Internet sites as a “go to” destination and we have seen an estimated 30% increase in traffic over the last two years. This year, almost every weekend and holiday, traffic backs up from Rio Road seven miles past the Highlands. This is caused by non-smart traffic signals at Rio Road, Carmel Valley Road, Ocean Avenue and Carpenter and CalTrans’ refusal to act on these. It gets even worse going by Point Lobos as referenced above. We have reports that as few as three cars make it through the Rio Road light at heavy traffic times and at very best, 13. This is with 600 cars backed up south on Highway 1. We have the report – would you like to see it? This is a traffic, health and emergency vehicle peril and disaster waiting to happen and is pure public negligence if allowed to continue. There are cost-effective “smart traffic” applications available that with just a few monitors on Highway 1 between Big Sur and Carpenter Street, and Carmel Valley Road, could automatically adjust lights to the flow and anticipated flow of traffic. While the additional lane on Highway 1 from Rio Road to Carmel Valley Road, scheduled to start construction in Fall of 2016, might improve Rio Road back-up’s a bit, it will not relieve the existing (nor future) traffic loads, if the traffic signals are not brought into the 21st Century. In addition, a “No Turn on Red” from Rio Road onto Highway 1 should be instituted at peak traffic periods immediately; as well, as broadening a very short portion of Highway 1 to provide three lanes Northbound after Carmel River Bridge (two northbound traffic and separate right turn lane). This alone could at minimum decrease traffic backups by 50% or greater.**
- 3. Shuttles and remote parking are meaningless as increased volumes of visitors to Point Lobos Reserve will and are degrading it. Point Lobos Foundation reports in the last eight years visitors have gone from a 200,000 range to a 600,000 range.**
- 4. An advanced reservation system such as required at Yosemite must be implemented**

and prominently featured on all relevant websites. When reservations exceed allotment, they are denied. This prevents people driving long distances only to find they cannot get in. Point Lobos must limit by head count – no matter how they arrive.

5. Your proposed plan, as-is, violates State statute as it does not include a full Fire Prevention plan. CA Governor proclaimed a State of Emergency in the State just this past October due to the increase of dead and dying trees from the prolonged drought. Point Lobos Park has ceased healthy forest activities and removal of dead trees over the past few years, claiming the endless rant of “no money.” The sheer volume of dead, dying trees and un-cleared brush while negligent also poses an existential risk of wildfire and endangers habitat and species. One windy day, and an errant tourist cigarette butt, could cause a catastrophic wildfire that could spread, unabated, down the coast all the way to Big Sur.
 6. “Concessions” is too broad and open. Needs to be very specifically defined and limited, if to get any support.
 7. “Paddle boats” – are you kidding? Has anyone looked at the amount of drowning deaths on these beaches over the past five years, the ripe tides, surf? This is not some placid lake or manmade pond.
-

From: Pat Ward [mailto:ward.patricia@comcast.net]
Sent: Tuesday, June 07, 2016 3:37 PM
To: General; Plan@Parks
Subject: CASP GP Preferred Alternative

Due to the enormous uptick in highway traffic south to Big Sur from Carmel and the increasing lack of egress for residents and emergency vehicles, my comments are as follows:

1. Develop areas north of Carmel such as the Marina Dunes, Ft. Ord and Jack's Peak areas to attract visitors. These areas are currently underutilized.
2. Implement a reservation system online for Pt. Lobos with open availability for off-season periods only.
3. Do not allow additional parking at the Bay School site as the exit from this parking is very dangerous.
4. Do not encourage more usage of Monastery Beach (or Mortuary Beach, as we call it) or Carmel River Beach southern end as the riptides are very dangerous and this increased usage would inevitably lead to more deaths.
5. Do not create a parking lot at the Odello site as this is flood plain for the entire mouth of Carmel Valley. This is a very fragile area that could not withstand the assault of a huge increase in usage.

Thank you,
Pat

PAT WARD

Carmel Realty Company
Realtor/Certified Residential Specialist
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Carmel-by-the-Sea, CA 93921

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text CCD to 87778**

Signature blocks updated2



From: Cheryl Sward [mailto:zenspun@gmail.com]
Sent: Thursday, June 09, 2016 9:50 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Attached please find my comments regarding the State Parks General Plan as presented on June 1st in Carmel. Thank you,
Cheryl Sward

Cheryl Sward
3386 Third Avenue
Carmel, CA 93923
zenspun@gmail.com
June 8, 2016

California Area State Parks
Preferred Alternative Public Open House
June 1, 2016

Comments:

I am focusing my comments and questions on a portion of the proposed plan, the New State Park Coastal Area (NSPCA).

I am opposed to any development West of Highway One along this coastal area for four major reasons. This entire area is environmentally sensitive and needs to be protected and remain closed to the public. This plan will contribute to, and fuel, congestion and traffic issues. I think the plan to build a visitors center with an educational/historical emphasis has already been planned for the Palo Corona project across HWY I, and it seems unnecessarily redundant in the West side of that area. The development will diminish the size and quality of the natural wildlife sanctuary there, and the view that residents currently enjoy from Ribera and Odello homes will be altered, negatively affecting property values.

Keep Odella West area closed to the public for environmental protection:

The NSPCA proposes that man-made structures and parking be placed in an ecologically important, fragile ecosystem in need of protection and conservation, not development. The entire lagoon, wetlands and surrounds is gradually reverting back to its natural state, now that the artichoke farming has ceased and with the Odello levee soon to be removed. Efforts to further encourage regrowth of these riparian and wetland areas are underway or in the planning stages by a number of agencies and coalitions in the county.

Regarding your map (and conceptualization) of the NSPCA, I think both the Odello Farm and the Odello West Field (Now labeled Lagoon/Wetland) described in the New Carmel Area State Park Coastal Area Proposal need to be treated as one piece, i.e. an ecosystem to be protected as a lagoon wetland area. The agricultural fields are no longer there, vegetation is changing; the division seems arbitrary and the old buildings should not be touched. My daughter photographed a bobcat recently sitting in the window of the white Odello Farm structure. The wildlife is flourishing there. The area needs time to repair after 100 years of agricultural use, which disturbed the natural ebb and flow of this ecosystem. It is a flood zone. With the

Carmel River Flood Plain Restoration Project (FREE), hopefully the wetlands, lagoon, wildlife and riparian habitat will once again thrive and grow beyond the limitations imposed by the prior land use. Bounding, additional degradation, and encroachment of the habitat by way of manmade structures, visitors, and unnecessary intrusion interfere with this process.

And on the website <http://www.landwatch.org> I read "Consistent with the 1996 State Parks amendment to the Carmel River State Beach General Plan, the 155-acre Odello West property (located west of Highway 1), formerly in agricultural use, shall be maintained as riparian and wetland habitat. This habitat area will act as a floodway, providing increased flood protection for the Mission Fields and Crossroads areas and to increase populations of special status species. The 100-acre Odello East property (located east of Highway 1) shall also be maintained as a floodway and habitat and/or agricultural open space".

The long range effect of the collaborative efforts of FREE to restore this environmentally sensitive habitat need to be assessed before further development is considered within this ecosystem. How the river behaves and moves during a heavy rain year once the levee is gone, has yet to be actually observed.

Parking Lot and Visitor Transportation Issues:

I'm not prepared to suggest an alternative to parking issues at Point Lobos as was presented. Parking issues presume that we want to continue with the flow of tourists currently impacting Point Lobos. It was stated that Point Lobos is negatively impacted by the flow of visitors, both with vehicles and pedestrians. So my first question would be, how can we reduce that impact? Someone suggested a reservation system as is done in Yosemite. I don't know the answer to that either. But surely a parking solution at the point of the problem is required. I don't want to see parking and a visitor center built in one ecologically important wildlife area, to protect another area from overuse. We'd be inviting people in to recreate the same problems up the street.

If you plan on developing parking both at Bay School and Odello, you must have a plan to transport those passengers to Point Lobos. In all fairness, if a trolley system is being considered, it needs to be presented as part of this overall plan so that residents can respond. Because we're looking at over 300 new vehicle parking spots in that small area (counting Palo Corona, Bay School, and Odello); drivers and passengers all potentially using a transportation system to move up and down the coastal area. (more if you include the proposed spots further south).

I've read a number of documents about this issue beyond what was provided at the meeting; and will be doing more reading as I can.

But as I read, I'm sensing that the plan is to locate these parking lots away from Point Lobos, in one consolidated area. Have Caltrans ban parking along the Highway I PLSP corridor. Then charge visitors for parking, provide revenue producing

concessions and a tourist destination, at a site away from Point Lobos, and transport them back down again using a trolley system.

In an analysis of the cost benefits of a parking/shuttle plan in the document entitled Carmel Area State Parks (CASP) General Plan: Economic Analysis prepared March, 2016; it is stated that "Prohibition of parking along State Route 1 is a critical assumption driving revenues; without this prohibition, revenues would be much lower." But, I heard in the presentation last week that the new parking lots would not likely be needed, unless CalTrans decides to ban parking along that corridor. However, capturing the revenues of those who are now parking for free down on Highway 1 is one important reason to build new lots, isn't it? I find this a bit misleading.

Planning needs to be done collaboratively with regional park and restoration plans already in process:

If there is an intent to connect all these parks into one large Park System both regional, county and state, (a plan not fully discussed at the information meeting last week), then this goal requires coordination of effort, resources, and shared objectives and *with conservation*, not further development, as the top priority. Traffic, visitor management, habitat restoration, and prevention of recreational degradation, needs to be considered within the context of this larger vision, not separately as though the other developments don't exist or will have no effect.

Aspects of the plan seem unnecessarily redundant and at cross purposes with regional plans already in place. For example: The conversion of the larger white barn across the street at Palo Corona is intended to supply education and a historical perspective to visitors. Why does the state need to recreate this concept across the street, in the smaller Odello Farm structures? Historically the buildings on the East and West side are related, and the smaller farm structures need not be used to draw visitors to the West side. This story can be told on the East side, with photographs of the smaller structures. If the FREE project has a plan to create a trail joining the East side of the regional park, to the West side further north by the river, to allow visitors access to the state beach, isn't that sufficient as trail ways for that area? At least until the flood plain restoration is further along.

The only way I can make sense of this proposal is by looking at the revenue-producing aspect of the plan. Directing visitors to the regional park visitors center for education and history, consolidating concessions on the East side of the highway at Palo Corona, and providing parking at the place where it is needed (across from Point Lobos for example) will not provide the same opportunities for capturing revenue for the State Park System.

Growth and Congestion at the mouth of the valley:

I also oppose contributing to any more growth or congestion in that area of Highway One. I have read the parking and traffic plans for the Palo Corona Park, which include the addition of a third turning lane, and widening of the shoulders on both sides of highway I there. Construction has already begun. How will visitors react if there is another tourist destination directly across the road at the proposed State Park site? There will be a re-creation of the problem that Point Lobos is now experiencing with pedestrians and parking. With the new 57-vehicle parking lot at Palo Corona West, combined with the proposed 165-vehicle parking across the street, pedestrians will be crossing over Highway one to visit both the State Park Visitors center, and the Regional Park Center. If parking is cheaper or free in one spot, people will park there and walk across the street. What is to prevent them from parking on the shoulders on both sides, as they do now, further down the road by Point Lobos? Either an under-road conduit with a walkway will need to be built, and/or a pedestrian crosswalk and lights will be required (at the least). Concessions are proposed or approved in both parks (State and Regional), so I can imagine that private concessions supporting the new park(s) will be popping up as well.

Also, growth begets growth. The congestion that is at the mouth of the valley will sprawl southward to engulf the new park developments there.

The view that residents currently enjoy from Ribera and Odello homes will be altered, negatively affecting property values:

My daughter and son-in-law recently purchased their first home on the Odello property, directly adjacent to the "Odello Farm" segment of the state park. I have enjoyed many quiet peaceful evenings overlooking that wildlife sanctuary. The house was expensive, but the view spectacular. Knowing that the property abutted a state park and wildlife preserve, assured us that it would remain this way. That property value would plummet if the view they have now were replaced with a vehicle parking lot, trolley pick up and drop off point, and park structures. But the backyard I feel most compelled to protect belongs to that bobcat in the old farm structure, and the other animals and birds who live there.

In summary, I would prefer that the State Park System adopt the same goal for the Odello West park area that regional entities have embraced: to restore the floodplain and riparian habitat, rather than make plans for new development there. No development on the coastal side of Highway I. Once you give it away, you can't get it back.

Visitors won't need to be managed if a destination is not created to further attract them into this small environmentally important area. We need to solve the problem of overuse at Point Lobos with a plan that contains and solves the problem in that same area.

Cheryl Sward

From: Sarah di Grazia [mailto:sarah.digrazia@gmail.com]
Sent: Friday, June 10, 2016 9:53 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Sarah and Perkin di Grazia
27300 Highway 1
Carmel, CA 93923
June 10, 2016

California Area State Parks
Preferred Alternative Public Open House
June 1, 2016

We are writing to inform you of our opposition to the "Preferred Alternative" of the New State Park Coastal Area (NSPCA) at Odello Ranch and Carmel River Beach. By building on this land not only will there be an increase in traffic and congestion on highway 1, the landscape that is now considered a bird sanctuary at the Odello Ranch will be damaged, the quality of life for those living around the proposed project will be harmed, and the wildlife now living in the affected areas will end up without a home.

We happen to live in one of the Odello homes, on the west side overlooking the historic farms and proposed parking lot, visitor information center, trailhead, group gathering area, etc. So, you could say we will be dramatically impacted by this development. But we are writing not just with ourselves in mind, but for those who live in the area, people and wildlife alike. We have seen firsthand the bobcats, bunnies, birds, and deer who call the uninhabited area home. Where are they to go if a 150 car parking lot is put in? We have also seen back up on highway 1 extend for miles as people try to get in and out of Big Sur. If we were to develop the area even more, traffic would only increase and both pedestrian and car accidents would get immensely worse. No matter if a turn lane was put in or the road was widened, considering how back up it gets on a daily basis now, adding another park will inevitably increase congestion and dangerous road conditions. Additionally, almost directly across the street, we read that the 57 vehicle parking lot there will be completed in the fall, as part of the Palo Corona regional park project. This includes adding a third turning lane there, and a widening of the shoulders on either side of the highway. If another parking lot were allowed directly across the street at Odello, wouldn't people park across the street to avoid fees, and walk across Highway 1 to access the proposed state park facilities and trails? Wouldn't this be similar to the problem described as the impetus for this plan further down the road at Point Lobos?

While Point Lobos does have parking issues that need to be addressed, why solve the problem

by building on virgin land that will in turn develop the same issues as Point Lobos? This is not solving anything. It is actually quite ridiculous when you think about it; help Point Lobos to build back up damaged lands by damaging other ecologically fragile and sensitive lands that have absolutely no problems. We have heard the reasoning that people are wandering around Odello Ranch aimlessly anyway now and causing damage on the land, but we can tell you this is not the case at all. From our living room window we have a view of Odello Ranch, barns included, and we know for a fact that no one is doing this. Maybe once a week we see someone walking on the path down to the barns but they just turn around and walk right back out. No one is walking in the marsh land or disrupting the undeveloped land around the barns.

While we do not have a solution to the parking issues at Point Lobos, building on Odello Ranch does not appear to be the answer. Being that we own and live right behind the area in question, we ask that we be considered stakeholders in the development. If we had known sooner about the plans, we would have acted sooner. It was only when the HOA on Ribera Rd gave us a notice of a meeting that we should attend last week, was this brought to our attention. If you plan to move forward with the project, we ask that we at least be kept in the loop and have some say in the details. It is only fair.

Thank you for your time and consideration,

Sarah and Perkin di Grazia

From: Jay Sinclair [mailto:jaysinclair@sbcglobal.net]
Sent: Friday, June 10, 2016 11:04 AM
To: General, Plan@Parks
Cc: info@parksforward.com
Subject: CASP GP Preferred Alternative

Thank you for the opportunity to express our concerns about the Preferred Alternative, presented at the meeting on June 1.

I am a strong supporter of State Parks with memberships in the California State Parks Foundation and the Point Lobos Foundation. I also served as a member of the Point Lobos Foundation board of directors for six years ending in January 2016 and am an active docent at Point Sur Lightstation. I admire and respect the sometimes herculean work done by the few rangers and lifeguards assigned to the very large territory in the Monterey District between Garrapata and Zmudowski State Parks, but they do not have sufficient staff to properly manage the resources already under their control. The issue of trail management, enforcement of rules and protection of wildlife is barely possible, even with the dedication and assistance of over 200 docents!

Financial resources have been a long-term issue for State Parks with no visible end in sight. Until the issue of adequate, stable financial stewardship and an increase in personnel resources sufficient to manage an expanded park system is resolved, expansion, particularly as noted below, would be irresponsible.

I strongly oppose the Odello West and Carmel River Lagoon components of the Preferred Alternative. Expansion into these fragile riparian and wetland habitats would be irresponsible now and, except for a small increase in walk-in visitors, as outlined in the 1996 amendment to the general plan, in the future. **That document specifically prohibited vehicles/parking in the area.** I believe no permanent structures or parking lot should ever be a part of these habitats and I disagree that the existing structures should be rehabilitated. Apart from the fact that they are in a state of terrible disrepair, they lie in a flood plain and the wetlands/lagoon has been declared an area for potential sea level rise by the Coastal Commission. A more appropriate interpretive tool to mark the cultural significance of the structures might be a placard with photographs and a narrative of the history if a trail system for walk-in visitors is every built. Protecting this resource needs to be the priority as the habitats form an important wildlife corridor, serve as refuge for migrating birds and provide open space for species with large land area needs: mountain lions, bobcats, deer and coyote. Paving over and populating any portion of this area would result in less wild habitat and endanger the survival of these animals.

Our home is in the Carmel Meadows neighborhood adjacent to the Odello West/Carmel Lagoon area but does not have a view of the lagoon. Ribera Road is the only access road for our neighborhood

and under existing conditions, we often have to wait long periods to turn onto Highway One. Apart from the environmental impact of vehicle emission pollution while traffic is at a standstill, I am very concerned about safety if there is a health or fire emergency. Adding parking areas north of Ribera Road will further jeopardize our neighborhood by extending the logjam. The traffic and parking issues should be managed by:

1. Working with Caltrans to reduce the speed limit back to 45 mph to allow neighborhood traffic from Rio Road through the south end of the Reserve the ability to safely enter Highway One and prohibit parking along Highway One.
2. Add parking across the street at Point Lobos Ranch/A.M. Allan Ranch where there is sufficient space, trees/vegetation to shield vehicles from scenic Highway One with a causeway, overpass or tunnel to safely get people into the Reserve.
3. Develop a constant loop shuttle system at Point Lobos for visitors.

Visitor rates at Point Lobos State Natural Reserve vastly exceed those recommended in the original general use plans and will continue to do so thanks to favorable economic conditions and exposure of the area by social media. The solution to this problem does not involve shifting the problem of overuse to other park areas but lies in finding ways to manage the numbers of both drive in and walk in visitors. It is critical to reduce depreciative impacts to the resource and reduce the attendant congestion and traffic problems, however, I oppose removing all parking within the Reserve unless there is a shuttle system proximate to the Reserve that remains free to all users. Taking parking out of the Reserve limits the numbers of families with children, people who would like to picnic or visitors who cannot walk miles at a time. This is not a wilderness area and access should be available to all citizens.

Part of the management of visitor numbers **must include access to Point Lobos Ranch/A.M. Allan Ranch with parking, hiking and most importantly a visitor center so serve as a locus for orientation and education of our visitors.** The area surrounding the old dairy barn is directly across the highway from the Reserve entrance and is an ideal location for this type of use. It is screened from scenic Highway One by existing trees, is already disturbed requiring little or no destruction of old growth trees, and is already zoned as visitor services commercial by Monterey County.

State Parks can implement other strategies immediately to manage incoming visitors without waiting for a general plan to be approved. Ideas might include a reservations system on weekends, or timed entries for both walk-in and vehicle visitors.

Please reconsider this preferred alternative to more carefully manage the needs of the resources. The mission of state parks includes protection and preservation of the natural and cultural resources balanced with the duty to provide for the health, education, inspiration and recreation of the public. By adopting the preferred alternative without changes, I believe the result will lead to an even more severe impact on these precious resources.

Respectfully submitted,

Jay Sinclair
Pradera Road

From: Pat Sinclair [mailto:patsinclair@sbcglobal.net]
Sent: Friday, June 10, 2016 11:05 AM
To: General, Plan@Parks
Cc: info@parksforward.com
Subject: CASP GP Preferred Alternative

Thank you for the opportunity to express our concerns about the Preferred Alternative presented at the meeting on June 1st.

I am a strong supporter of State Parks with memberships in the California State Parks Foundation and the Point Lobos Foundation. I also serve as an active docent at Point Lobos State Natural Reserve. I admire and respect the sometimes herculean work done by the few rangers and lifeguards assigned to the very large territory in the Monterey District between Garrapata and Zmudowski State Parks, but they do not have sufficient staff to properly manage the resources already under their control. The issue of trail management, enforcement of rules and protection of wildlife is barely possible, even with the dedication and assistance of over 200 docents!

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Road will further jeopardize our neighborhood by extending the logjam. The traffic and parking issues should be managed by:

1. Working with Caltrans to reduce the speed limit back to 45 mph to allow neighborhood traffic from Rio Road through the south end of the Reserve the ability to safely enter Highway One and prohibit parking along Highway One.
2. Add parking across the street at Point Lobos Ranch/A.M. Allan Ranch where there is sufficient space, trees/vegetation to shield vehicles from scenic Highway One with a causeway, overpass or tunnel to safely get people into the Reserve.
3. Develop a constant loop shuttle system at Point Lobos for visitors.

Visitor rates at Point Lobos State Natural Reserve vastly exceed those recommended in the original general use plans and will continue to do so thanks to favorable economic conditions and exposure of the area by social media. The solution to this problem does not involve shifting the problem of overuse to other park areas but lies in finding ways to manage the numbers of both drive in and walk in visitors. It is critical to reduce depreciative impacts to the resource and reduce the attendant congestion and traffic problems, however, I oppose removing all parking within the Reserve unless there is a shuttle system proximate to the Reserve that remains free to all users. Taking parking out of the Reserve limits the numbers of families with children, people who would like to picnic or visitors who cannot walk miles at a time. This is not a wilderness area and access should be available to all citizens.

Part of the management of visitor numbers **must include access to Point Lobos Ranch/A.M. Allan Ranch with parking, hiking and most importantly a visitor center so serve as a locus for orientation and education of our visitors.** The area surrounding the old dairy barn is directly across the highway from the Reserve entrance and is an ideal location for this type of use. It is screened from scenic Highway One by existing trees, is already disturbed requiring little or no destruction of old growth trees, and is already zoned as "Visitor Services Commercial" by Monterey County. State Parks can implement other strategies immediately to manage incoming visitors without waiting for a general plan to be approved. Ideas might include a reservations system on weekends, or timed entries for both walk-in and vehicle visitors.

Please reconsider this preferred alternative to more carefully manage the needs of the resources. The mission of state parks includes protection and preservation of the natural and cultural resources balanced with the duty to provide for the health, education, inspiration and recreation of the public. By adopting the preferred alternative without changes, I believe the result will lead to an even more severe impact on these precious resources.

Respectfully submitted,

Pat Sinclair
Pradera Road, Carmel

From: Lorna Claerbout [mailto:lornaclaerbout@gmail.com]
Sent: Saturday, June 11, 2016 8:44 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Lorna Claerbout
Guadalupe 3 NE 6th
Carmel, CA 93921
lornaclaerbout@gmail.com

Comments:
Please open my pdf below to read my comments.

CASP GP Preferred Alternative

Lorna Claerbout
Guadalupe, 3NE 6th
Carmel-by-the-Sea, CA 93921
lornaclaerbout@gmail.com

As a local resident who spends well over 200 hours per year at Point Lobos and many days at Carmel River Beach I am very interested in both protecting precious resources and providing appropriate visitor access. Here are my carefully considered comments and suggestions. Thank you for considering them.

Lorna Claerbout

Point Lobos

Support:

- Limiting numbers of daily visitors to reduce degradation and protect resources
- Relocating some of the parking to AM Allan Ranch Zone and provide tram service into Point Lobos to reduce congestion in the park
- Lobbying CalTrans to prohibit parking on Hwy 1 for safety and aesthetic reasons

Recommend:

- Commit to filling open staff positions at Point Lobos so that your "crown jewel" can be adequately protected (subsidize housing if necessary)**
- Maintain present trails before adding any new trails
- Provide inexpensive parking for visitors on limited incomes if highway parking is eliminated

AM Allan Ranch Zone

Support:

- parking, interpretive elements, tunnel, bridge, safe crosswalk to Point Lobos, tram staging

Recommend:

- re-use historic building for docent center (relocate from present location)

Carmel River Beach Area

Support:

- Added interpretive elements that are presently inadequate

Recommend:

- Removing concession staging for non-motorized boating due to your conservation goals and special-status species protection in this very sensitive and limited area

Hatton Canyon

Recommend: -Maintain Marathon Flats for parking, bike concession with bike paths to the parks, and tram service to remove congestion from the park areas

From: John Morrison [mailto:johnmorrisonjr@gmail.com]

Sent: Saturday, June 11, 2016 10:13 PM

To: General, Pian@Parks

Subject: CASP GP Preferred Alternative

Attached please find comment sheet regarding the June 1, 2016 meeting regarding the Preferred Alternative Plan. As you can see, we have significant public safety concerns.

--

J. Morrison

Phone 831-275-0040

Mobile 831-277-4015



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: John Morrison and Geraldine Taplin
Address: PO Box 221188
City: Carmel
State, Zip: CA
E-mail: johnmorrisonjr@gmail.com gctaplin@gmail.com

Comments:

The June 1, 2016 "Preferred Alternative" Plan has significant design flaws and overlooks the negative environmental impacts to the Park and surrounding community. The design flaws include:

1. Poor public safety on Hwy 1. As residents of the Carmel Highlands and frequent travelers on CA Hwy 1, we can attest to frequent near miss accidents involving vehicles and pedestrians parking or crossing the highway. The park plan cannot be completed without coordination of a master plan with the County and Cal trans. Closure of current parking in the Park will result in a dramatically negative impact on traffic and public safety on CA Hwy1 . **Do not close vehicular parking in Point Lobos Park until off Hwy 1 parking is developed and operational. The risk of public injury and/or death will increase in a already dangerous environment .**

2. Failure to mitigate the vehicular impact on the park. The proposed parking on Park land east of Hwy 1 and on the Odello property is not adequate and alternative solutions should be developed including parking off site at Fort Ord and/or a reservation system. The State Park service should examine what the National Park Service has done in Yosemite to mitigate vehicular impact on the proposed Point Lobos Park.

3. Failure of the Plan to acknowledge the need to better manage existing resources. Volunteer docents acknowledge they are asked to provide services beyond their capacity. Funding is inadequate to have park staff maintain the existing park. The fire hazzard in the Point Lobos is a liability to the area and needs immediate mitigation. Expanding public access to lands east of Hwy 1 and in the existing Point Lobos area without adequate resources to maintain the park and enforce park rules is not acceptable, and places the Park and its surrounding community at risk. Do not expand access to the Park lands without adequate financing for maintenance and law enforcement. **A program to reduce wild land fuels in the existing Point Lobos Park needs to be implemented immediately.**

If one of the objectives of the Carmel Area State Parks plan is to facilitate additional public access, the first steps should be to improve the safety of the existing park by mitigating fire danger and addressing obvious safety issues related to vehicular and pedestrian traffic on CA Hwy 1. **Planning further expansion and public access to the Park is unethical and irresponsible without addressing these issues.**

From: Marty Renault [mailto:marty.renault@icloud.com]
Sent: Sunday, June 12, 2016 4:50 PM
To: General, Plan@Parks
Subject: CASP GP PREFERRED ALTERNATIVE

Marty Renault
15 Linda Vista Drive
Monterey, CA 93940
marty.renault@icloud.com

Comments:

PLRP: This property should not be lumped into a state park with CRSB just for convenience. The two terrains are totally different and should be recognized and treated as such. If it must be combined with another area for some bureaucratic reason, make it part of PLSNR and call it "Lobos East". The "Preserve" classification is perfectly appropriate for this wild area. The connection to the Palo Corona back country will be most welcome. Mountain bikes should be banned on all trails. Do not let the parking controversies delay public access to this property any longer. Ten years without access is disgraceful.

CRSB: Classify it as a "Wetlands Preserve" since that is the eventual plan. A kayak concession would be incompatible with this concept and would generate too much water traffic and frighten the birds. The present parking lot should not be allowed to deteriorate or visitors will park on neighboring streets and annoy the residents.

PLSNR: Most cars should be banned, but a frequent shuttle should be available for those not able to walk the mile to the ocean. The word "shuttle" should be used consistently instead of "tram", since tram connotes a streetcar or funicular-type vehicle.

HATTON CANYON: Transfer to Waste Water Management seems like a good solution for the upper section.

PARKING: Until the traffic/parking problems on Highway 1 are clarified, addressed and solved, the other non-controversial parts of the General Plan are in danger of being held hostage. Please don't let this happen. Just get it done!

From: Peter Marseguerra [mailto:pire.7@hotmail.com]

Sent: Sunday, June 12, 2016 11:42 PM

To: General, Plan@Parks

Subject: CASP GP Preferred Alternative



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: PETER MARSEGUERRA
Address: 231 GIBSON AVE.
City: PACIFIC GROVE,
State, Zip: CA. 93950
E-mail: PIRE.7@hotmail.com

Comments:

I WALK ON THE BEACH TRAIL NEARLY
EVERY DAY. IT IS BEAUTIFUL, NOT CROWDED
AND NATURAL. ALL THESE PROPOSALS WILL
MAKE IT CROWDED AND RUIN THE NATURAL
BEAUTY. WE DO NOT NEED ANOTHER DISNEYLAND.
THERE ARE PLENTY OF PLACES TO GO FOR
CONCESSIONS AND LARGE CROWDS. PLEASE
KEEP THIS PLACE TRANQUIL AND NATURAL

Please use the reverse side or attach any additional pages

Peter Marseguerra

From: saschja marseguerra [mailto:saschja@yahoo.com]
Sent: Sunday, June 12, 2016 11:51 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

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- return this comment sheet to the comment box at the Open House, 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: SASCHJA MARSEGUERRA
Address: 231 GIBSON AVENUE
City: PACIFIC GROVE
State, Zip: CA 93950
E-mail: SASCHJA@YAHOO.COM

Comments:

HOW CAN YOU EVEN CONSIDER DESTROYING, KILLING AND PAVING
OVER THE BEAUTIFUL MEADOW NEAR THE BAY SCHOOL AND THE
OSELLO RANCHO, AREAS THAT ARE HOME AND SUSTINENCE TO COUNTLESS
SPECIES OF PLANTS AND SMALL ANIMALS, MANY OF WHICH ARE
RARE SPECIES? TO USE THESE SACRED PLACES FOR CONCESSIONS
AND OTHER DEVELOPMENTS IS AN ABOMINATION. MORE DEVELOPMENT,
MORE TOURISTS AND MORE PROFITS WILL END THE BEAUTY THAT IS
NOW HERE AND OUR DUTY TO PROTECT.

Please use the reverse side or attach any additional pages

From: Joe Tarantino [mailto:joetcf@aol.com]
Sent: Monday, June 13, 2016 3:38 PM
To: General, Plan@Parks
Subject: CASP GP PREFERRED ALTERNATIVE

I'm dictating this to my son since I'm 85 and I do not have a computer:

"I was born in Monterey and my family lived here for 3 generations. I have seen the growth of the area, in general, and find the alternative plan - while a bit better than the original monstrosity proposed - is nonetheless gravely deficient in several respects.

"Pt. Lobos (P.L.), is no doubt a money-maker for the state but that does not justify an economic expansion that ignores the existing problems now associated with the popularity of P.L. and the impact that an expansion (as proposed), would have on P.L. and the surrounding areas.

"Simply put, I say: *retain the interior P.L. parking, enact a Reservation System and establish limited, clearly-marked exterior-park parking and invest in the park infrastructure - including more Rangers - to balance the inflow of visitors.*

"Our children went to school with several of the Odell family, so we know first-hand about their property. Any development of that land is foolish, given the impracticality of building on a flood plane. Moreover, the location from that site to P.L. is too far to help P. L. parking. And, there is little attraction to the site, except as a "back-door" trail to the Carmel River Beach.

"The vision of 150 plus up to 15 more parking spaces and all sorts of activities would destroy what is now pristine land and replace it with litter, vandalism, and (illegal) camping.

"My opinion is the same with respect to the Coastal Margin (Bay School), proposal. Again, it is too far from P. L. and is little more than a "back door" to Middle Beach - which isn't much of a beach.

"What does make sense is to utilize that site known as Allen Ranch (A.R.). It's RIGHT ACROSS THE STREET and is perfect for expanded parking and there is enough land to make trails worthwhile - which is certainly NOT the case at the Odell property and Bay School property."

Signed,
Jeanette Tarantino
PO Box 2076
Carmel, CA 93921

From: Bobcarmel@aol.com [mailto:Bobcarmel@aol.com]
Sent: Monday, June 13, 2016 4:11 PM
To: General, Pian@Parks
Cc: mckeand@mac.com
Subject: CASP GP Preferred Alternative

The following comments are from home owners that reside in the Carmel Meadows area. It is a site of 154 homes located .4 miles South of Rio Rd. on CA. State Hiway 1 directly across from the Palo Corona Regional Park, which is about 1 mile South of Carmel-by-the-Sea.

Comment 1. Hatton Canyon- They want to off load this from the State Park System. Carmel Waste Water has expressed interest in taking over this area because they have sewer lines that need service. Yes, this should be done perhaps setting up a permanent local regional park. Retain present use with low cost maintenance, no other development. Trails only. Under no circumstance ever give back to Cal Trans.

2. Point Lobos- Parking problem. Build a large parking lot directly across highway 1 on State land. Construct a tunnel under Hiway 1 to move people to the Reserve. The current parking on Hiway 1 across from the reserve is unacceptable. Dangerous and slows thru traffic.

3. Carmel River Beach- Upgrade the present Scenic Rd. parking and restroom facilities. The beach area is large, but not safe for swimming. Yearly drownings. Other than trails and walking, this entire beach should be limited to sun bathing and fishing. Fires prohibited. Continue to provide parking and restrooms at Monastery Beach especially for sun bathers, trained divers and kiakers. (popular but dangerous pastime.)

4. Since the "Odello property" and land NW of Carmel Meadows is designated Wildland after the 1995 development, absolutely no further development should be planned for it.

From: Neil Agron [mailto:nagron@comcast.net]
Sent: Monday, June 13, 2016 6:18 PM
To: General, Plan@Parks
Subject: CASP GP Preferred alternative

THE EMPEROR'S NEW PARKS

(comments on preferred ALTERNATIVE OPEN HOUSE - CASP June 1, 2016)

Here is what I knew before attending the Open House on June 1.

1. Insufficient publicity - the only publicity was the CASP website. There was zero print publicity.

2. Limited contact with elected representatives - Neither Senator Monning nor Assemblyman Stone was aware of this event until I contacted them.

The only legislative representative present on the June 1 Open House was Monterey County Supervisor's chief of staff.

3. Carmel Area State Parks are "loved to death", overused, under staffed, suffering from lack of maintenance.

There is one ranger for for 3,081 acres overall. Properties are not being maintained now. Dogs off leash, drones over beaches, lagoon areas etc.

4. Safety Issues - 3 dangerous beach areas with one intermittent life guard. Frequent drownings. SR1 overparking impacts first responders i.e police, fire etc. Local police, fire, first responders already stretched thin.

5. Inappropriate land use - beaches are used for special events without supervision. 2015 Preferred Alternatives included possible zip lines, camping short term visitor serving units, paving Hatton Canyon for parking, concessions, shuttle buses, visitor center.

Here is what I learned from the June 1 Open House:

Ascent Environmental and CASP were not well prepared. The maps in the handouts were not reader friendly. The sound system was not working at first and it wasn't great later on. There was standing room only in spite of low publicity. 250 people, not enough chairs.

No CalTrans representative there though the issue of prohibiting parking on SR1 was mentioned often.

Presentation lacked substance - Q and A session was initially not scheduled. The 20 minute, 20 questions allowed (reluctantly) were not adequately answered. Power Point presentation was overlong, repetitive, and without real substance despite being in process for 5 years. Verbal presentations were defensive or vague. Placeholder, expanded use, concessions, staging area, group gathering, interpretive element were not adequately defined.

CASP doesn't want to keep Hatton Canyon as an unclassified unit. They say it is "not park like enough". Really! 130 acres of native forest, wetlands, trails, and wild life?

Here is what I didn't learn because it was not discussed:

Cost, budget information and funding - Who pays? Cost of completed work including the GP Draft and Draft EIR.

Stakeholder definitions.

(to be continued as email #2)

From: Charles R. Keller [mailto:ckeller@fentonkeller.com]
Sent: Tuesday, June 14, 2016 8:35 AM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

The proposed plans for the 155 acres of the former Odello artichoke fields west of Highway 1 is inconsistent with commitments made when the property was purchased from the Odellos in the 1970s by the State and the contributors to the Odello Land Acquisition Fund (OLAF). At that time members of the public and the City of Carmel joined with the State to acquire the property with the citizens contributing substantial funds to prevent the property from being developed. In fact, that the property would be maintained as open space and not be developed was an important factor in the willingness of the members of the Odello family to forego plans to develop the property and sell it.

After its acquisition, the Odellos continued to farm the property as tenants of the state until 1998, when after the 1997 flood, they discontinued farming the property. Since that time the property has been allowed to revert to a nature preserve that is inhabited by deer, coyotes, raccoons, bobcats, for a time wild boar, and from time to time mountain lions. Consistent with the representations made when the citizens who contributed to Olaf allowed their money to be used to purchase Odello West, more recently the State has invested in enhancing the character of the property as a nature preserve and bird sanctuary , by recreating the South arm of the Carmel River lagoon which has essentially isolated the 155 acres by surrounding it with water on three sides.

The plan to construct parking lots, one of which would accommodate 150 cars and to put in "concessions" intended to attract a substantial number of people to come to the property which is only 155 acres and has no access to the beach because of the Lagoon and river is too intensive, contrary to the representations as to the use of the property when it was acquired from the Odellos and would be harmful to the birds and wildlife that inhabit the area. . To construct a 150 car parking lot on the Odello Property would also be inconsistent with the Policies of the Coastal commission on development west of Highway 1.

It would not serve to relieve the parking problem at Point Lobos as it is too far North of the preserve and people would not walk that distance to get there. At the present time traffic on highway 1 from the river south is a significant problem and adding parking for 150 plus vehicles would only exacerbate the problem. As a resident of Carmel Meadows since 1968 and a contributor to OLAF, maintaining the character of the Odello property as a nature preserve and bird sanctuary and allowing only passive recreational uses such as hiking, wildlife viewing should be the most that is allowed on the property with limits on the number of people who can be there at any one time.

At present, there are issues with the numbers of people who come to enjoy the beach South of the River as there is not a State Parks presence and they drive too fast through the residential neighborhood on Ribera Road and park on the street near the public access to the beach at the south end of Ribera. More and more families with children now live in the Meadows and the traffic on Ribera creates a hazard unnecessarily. A solution to that problem would be to prohibit parking in that area and construct a parking lot on the state property just North of the Little Red School house which lies in between Monastery Beach and the South end of the Carmel River Beach.

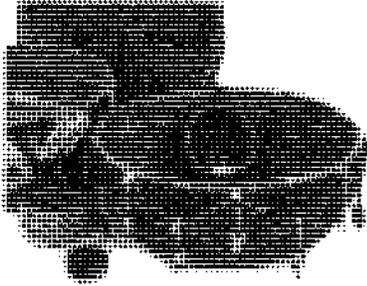
Charles R. Keller
2835 Ribera Road
Carmel, Ca. 93923

Chuck_keller@comcast.net or
ckeller@fentonkeller.com

From: Linda Yamane [mailto:rumsien123@yahoo.com]
Sent: Tuesday, June 14, 2016 12:42 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative

Please find my letter attached.
Thank you!

Linda Yamane
1585 Mira Mar Ave
Seaside, Ca 93955
831.394.5915 home
831.905.5915 cell



Linda Yamane
1585 Mira Mar Ave
Seaside, CA 93955
(831) 905-5915
rumsien123@yahoo.com

11 June 2016

Comments Regarding: Carmel Area State Parks • General Plan & Environmental Impact
Report • Public Workshop 2 -- Proposed Alternatives

My name is Linda Yamane and I trace my heritage to the Rumsien (aka Rumsen), the native people of the Monterey/Carmel area. I have been active in researching our history and reviving Rumsien culture for more than thirty years, focusing especially on language, basketry, traditional plant uses, and a number of material technologies used by my Rumsien ancestors.

I have shared my expertise with California State Parks and other local interpretive organizations and agencies at various times throughout the years, in an effort to promote specific, accurate, and often little-known information about the area's first peoples. This information has been gleaned from numerous ethnographic and linguistic sources, including thousands of pages of John P. Harrington's unpublished fieldnotes, those of A.L. Kroeber, C. Hart Merriam, and many others. I have also worked extensively with the Mission San Carlos baptism, marriage, and death records, learning much from these sources.

I am writing in response to alternative actions being considered for the Point Lobos Ranch Property (PLRP), including its name. My primary concern centers around the cultural resources present on this property and it is my understanding that State Parks shares my concern on this matter and has put into place protections to assure the future preservation of these precious cultural sites.

My other primary interest is in the naming of this new state park. I am aware that one local group is advocating for naming it after an American era businessman who bought the property from the coal mining company he worked for when that enterprise turned out not to be profitable. But I believe it would be most appropriate and educational to name it **Ishxenta**, after the ancient Rumsen village that once occupied this property and whose cultural remains still grace the site. There are scores of streets and public places named after those who came later, most often exploiting the people and the land for their own profit. The name **Ishxenta** will serve as a public reminder of the region's first people, will honor them by the simple act of this naming, and will provide an ongoing interpretive opportunity for educating the public visitorship about this very rich part of California's history. I have no doubt that this name will intrigue local, state, national and international visitors alike and the park will prove to be a much needed and much appreciated educational resource.

Sincerely,

From: Peggy Grier [mailto:peggygrier@gmail.com]
Sent: Monday, June 13, 2016 2:43 PM
To: General, Plan@Parks
Subject: comments -- preferred alternative, general plan, Carmel Area State Parks

Comments on preferred alternative, general plan, Carmel Area State Parks: (attn: Ellie Wagner)

PLRP : Awkward combination with CRSB, little connection physically or in activities. More appropriately part of PLSNR.

Most important: Access to public on single-track hiking trails. It's about time! Mountain bikes and horses not appropriate on these trails due to rare plants and irregular terrain.

Build small parking lot for hikers, don't wait until parking issues at PLSNR are resolved.

"Reserve" status looks good, appropriate for pristine area with some rare plants (Gowen cypress most conspicuous).

NAME FOR PLRP: NOT A.M.ALLAN – that's boring, meaningless to visitors. If the unit is added to PLSNR, call it PLSNR-East or Pt. Lobos East. If a new unit is formed, CARMEL should be part of name.

PLSNR: Fine idea to get rid of most cars, and using shuttles (NOT trams, which are street cars, or rail cars for moving ore at a mine.)

Tunnel under Highway 1 and parking at PLRP sounds good long range – another reason to combine PLRP with PLSNR.

PLSNR is overrun with visitors; erosion from too many humans on trails along shoreline is a very bad problem. Cutting # of cars will help.

HATTON CANYON; Important to maintain in undeveloped condition for locals and dog-walkers. So transfer to Waste Water Management sounds good.

CRSB: Minimal development, as its main value is as bird sanctuary. Perhaps best left just as it is.

Thank you for your consideration – Peggy Grier, PO Box 6357, Carmel CA 93921.

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

plan.general@parks.ca.gov.

We are current residents of Carmel, CA and live near the Hatton Canyon Property (HCP). This letter supports the **No Action Alternative**, which includes no changes to the existing condition, and operation of the Hatton Canyon Property (HCP).

The current non-motorized bike trail meets the community needs and there is no wish for any plan that includes further paving or asphalt. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We would oppose any proposal that disturbs the natural habitat in our beautiful canyon.

We hope our voice will be heard and taken into the planning process.

Sincerely,


3810 Whitman Circle
CARMEL, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

YOUR ACTION IS NEEDED
California State Parks Proposes Asphalt and Pavement Plans
For Hatton Canyon State Park – this is Your Back Yard

**PLEASE SIGN AND MAIL THE ATTACHED LETTER IN THE ENVELOPE PROVIDED TO
ARRIVE BEFORE May 27th**

Dear Neighbor,

In 2002, CALTRANS gave up the Hatton Canyon Property to California State Parks. Since then, there have been modest improvements to a "non-motorized trail" that is respectful to the existing wildlife. But despite an agreement with us in 2009 to leave the walking and biking path through the canyon as it is now, the California State Parks continues to propose increased use of the canyon to the point of needing asphalt pavement. We want to be assured that California State Parks doesn't intend to waive requirements for proper environmental and visual studies, even though their published plan already admits "substantial environmental impact" will occur. Information including their proposed plans can be found online:

http://www.parks.ca.gov/?page_id=26868

We need your support in the following areas:

1. Sign and send the attached letter to the Parks to arrive before the end of May.
Your voice needs to be heard.
2. Copy the signed letter & send a copy to Dave Potter or even better yet – send him an e-mail:

e-mail: district5@co.monterey.ca.us and/or Dave@DavePotterForSupervisor.com

address: P.O. Box 1324
Monterey, CA 93942

phone: (831) 402-4275

3. Please join us at the public open house where California State Parks will further share their proposals:

Date: June 1, 2016

Time: 6:00-9:00 PM

Location: Wedgewood Wedding and Banquet Center, Rancho Canada Golf Club,
4880 Carmel Valley Rd., Carmel, 93823

Even after a 40-year battle with CALTRANS to preserve the beauty and nature of Hatton Canyon, it's hard to believe we have to now make our voices heard once again with California State Parks that

the current state of the non-motorized trail is sufficient for the needs of the community
and we do not want any further development that requires asphalt pavement that will disturb the wildlife in our beautiful canyon.

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

plan.general@parks.ca.gov.

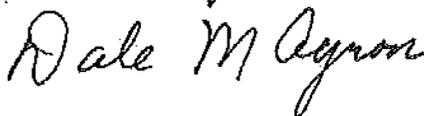
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The current non-motorized bike trail meets the community needs and there is no wish for any plan that includes further paving or asphalt. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We would oppose any proposal that disturbs the natural habitat in our beautiful canyon, *including transfer of property to any agency that would implement any biological degradation.* We hope our voice will be heard and taken into the planning process.

Sincerely,



Neil Agron



Dale M. Agron

*Neil & Dale Agron
26722 Carmel Knolls Dr
Carmel CA 95923*

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

California S
Planning + De
1 Capitol Ma
Sacramento

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

plan.general@parks.ca.gov.

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We hope our voice will be heard and taken into the planning process.

Sincerely,



Robin Anderson
25605 Row Pl
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

We are current residents of Carmel, CA and live near the Hatton Canyon Property (HCP). This letter supports the **No Action Alternative**, which includes no changes to the existing condition, and operation of the Hatton Canyon Property (HCP).

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We hope our voice will be heard and taken into the planning process.

Sincerely,

Robert Ballarini
+
Noelle Ballarini



CC:
Dave Potter
5th District
Monterey County Board of Supervisor

Califor
Planning
1 Capit
Sacrat

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

plan.general@parks.ca.gov.

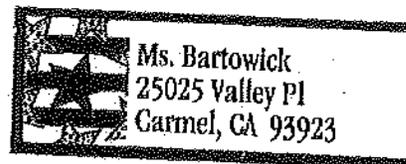
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Sincerely,

Stephan M Bartowick



CC:
Dave Potter
5th District
Monterey County Board of Supervisor

California
Planning + Design
1 Capitol Mall
Sacramento

TO: California State Parks
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Sincerely,

Nancy Bernahl
26044 Carmel Knolls Dr
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

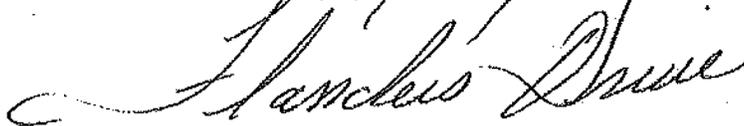
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Sincerely,

CC:
Dave Potter
5th District
Monterey County Board of Supervisor



Ms. Darlene Berry
25441 Flanders Dr
Carmel, CA 93923-8325

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

plan.general@parks.ca.gov.

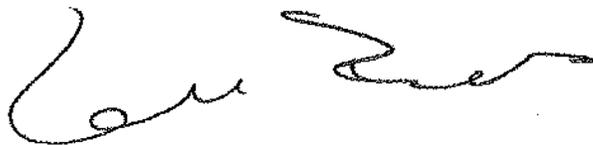
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Sincerely,

JEREMY BOYNS



Why Ruin a Good thing?

CC:
Dave Potter
5th District
Monterey Co

JEREMY BOYNS
25262 FLAGGERS DR.
CARMEL, CA. 93923

OAKLAND CA 94

21 MAY 2016 PM 5

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

plan.general@parks.ca.gov.

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Sincerely,

PAUL BYRNE ARCHITECT
26135 S CARMEL HILLS DR
CARMEL, CA 93923



CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,

A handwritten signature in cursive script that reads "Mary Chamberlin". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

Mary Chamberlin
25750 Carmel Knolls Dr.
Carmel, CA 93923-8828

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

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Sincerely,


STEVE S. CHANG M.D.



CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

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Sincerely,

MIKE CHRISTENSEN
M Christensen

MC Water Solutions
Mike Christensen
25165 Flanders Drive
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,



**TLC Vending Company
25935 S. Carmel Hills Dr.
Carmel, CA 93923**

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

California Sta
Planning + Desi
1 Capitol Mall,
Sacramento, C

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

plan.general@parks.ca.gov.

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We hope our voice will be heard and taken into the planning process.

Sincerely,

A handwritten signature in cursive script, appearing to read "John & Fran Dillard".

John and Fran Dillard
25705 Baldwin Place
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

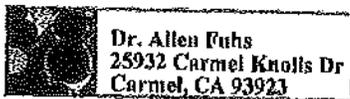
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Sincerely,



Allen E Fuhs
22 May 2066

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

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Sincerely,

Holland Garcia

25673 FLAUPERS DR.
CARMEL, CA 93923

*The road just needs a
culvert on the north
side it deal with the
heavy winter rain,
otherwise the water
washes the road
away each year.*

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

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Sincerely,

Bonnie Gillooly
3835 Whitman Circle
Carmel, CA 93923



Bonnie Gillooly
3835 Whitman Cir.
Carmel, CA 93923

Save the Redwoods League

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

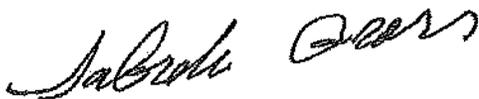
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Sincerely,



GROSS
24875 N. Carmel Hills Dr.
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

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~~The current non-motorized bike trail meets the community needs~~ ^{The current trail does not meet} and ~~there is no need for~~ ^{we support} any plan that includes ~~further paving or asphalt~~ ^{creates a stable permanent trail surface, to include paving where necessary}. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We would oppose any proposal that ~~disturbs the natural habitat in our beautiful canyon.~~ ^{fails to improve the stability and} durability of the trail for hiking and biking purposes.

We hope our voice will be heard and taken into the planning process.

Sincerely,

John Wain
27709 Flanders Drive
Carmel CA

cc:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

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We hope our voice will be heard and taken into the planning process.

Sincerely,



Lynn Hendrick
25883 S Carmel Hills Dr
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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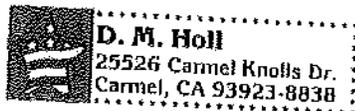
Sincerely,

Manfred M. Holl 05/13/16

MANFRED M. HOLL PH.D.

Dorothy M. Holl

Dorothy M. Holl



CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,

Jessie N. Hoverson
25224 Flinders Dr.
Carmel, CA 93923

5/21/16

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

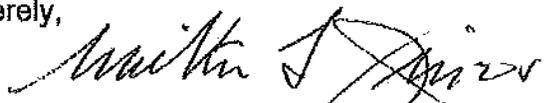
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Sincerely,


MILTON L. JINES
25190 CANYON DR
CARMEL, CA 93923
(831) 625-5643

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

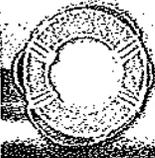
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Sincerely,

Sune Jines

Sune Jines
25190 Canyon Dr.
Carmel, CA 93923

* The path on the Canyon needs good drainage otherwise all \$ put into it is totally wasted!!

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

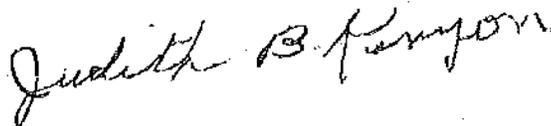
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Sincerely,



Ms. Judith Kenyon
25973 Carmel Knolls Dr.
Carmel, CA 93923-8823

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

Pla
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S

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

plan.general@parks.ca.gov.

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Sincerely,

Barbara Lipman

Stop destroying Carmel.



Ms. Barbara Lipman
25990 S Carmel Hills Dr.
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,



NICHOLAS LEWELLEN
25579 MORSE DR
CARMEL 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,



Ms. Susan Love
25199 Flanders Dr
Carmel CA 93923-6330

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

Calif
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1 Capit
Sacram

TO: California State Parks
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1 Capitol Mall, Suite 410
Sacramento, CA 95814

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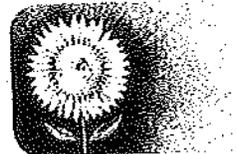
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Sincerely,

Mark + Grace Marino
3805 WHITMAN CIRCLE
Carmel, CA
93923



Mark G. Marino
3805 Whitman Circle
Carmel, CA
93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

★ We do not have the extra page you speak of,
— so we signed this one.



Mr. Harold Martin
25415 Flanders Dr.
Carmel, CA 93923

YOUR ACTION IS NEEDED

California State Parks Proposes Asphalt and Pavement Plans For Hatton Canyon State Park — this is Your Back Yard

831/625-6503

**PLEASE SIGN AND MAIL THE ATTACHED LETTER IN THE ENVELOPE PROVIDED TO
ARRIVE BEFORE May 27th**

Dear Neighbor,

In 2002, CALTRANS gave up the Hatton Canyon Property to California State Parks. Since then, there have been modest improvements to a "non-motorized trail" that is respectful to the existing wildlife. But despite an agreement with us in 2009 to leave the walking and biking path through the canyon as it is now, the California State Parks continues to propose increased use of the canyon to the point of needing asphalt pavement. We want to be assured that California State Parks doesn't intend to waive requirements for proper environmental and visual studies, even though their published plan already admits "substantial environmental impact" will occur. Information including their proposed plans can be found online:

http://www.parks.ca.gov/?page_id=26868

We need your support in the following areas:

1. Sign and send the attached letter to the Parks to arrive before the end of May. Your voice needs to be heard.
2. Copy the signed letter & send a copy to Dave Potter or even better yet — send him an e-mail:

e-mail: district5@co.monterey.ca.us and/or Dave@DavePotterForSupervisor.com

address: P.O. Box 1324

Monterey, CA 93942

phone: (831) 402-4275

3. Please join us at the public open house where California State Parks will further share their proposals:

Date: June 1, 2016

Time: 6:00-9:00 PM

Location: Wedgewood Wedding and Banquet Center, Rancho Canada Golf Club,
4860 Carmel Valley Rd., Carmel, 93923

Even after a 40-year battle with CALTRANS to preserve the beauty and nature of Hatton Canyon, it's hard to believe we have to now make our voices heard once again with California State Parks that

the current state of the non-motorized trail is sufficient for the needs of the community

and we do not want any further development that requires asphalt pavement that will disturb the wildlife in our beautiful canyon.

Harold & Arlene Martin
HAROLD & ARLENE MARTIN

5-21-16

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

plan.general@parks.ca.gov.

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Harold & Arlene Martin
HAROLD & ARLENE MARTIN
5-21-16

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

We are current residents of Carmel, CA and live near the Hatton Canyon Property (HCP). This letter supports the **No Action Alternative**, which includes no changes to the existing condition, and operation of the Hatton Canyon Property (HCP).

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We hope our voice will be heard and taken into the planning process.

Sincerely, *Linda McHarry, May 23, 2016*

*PO BOX 3202
CARMEL
CA. 93921. 3202*

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

C
Pla
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Sa

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

plan.general@parks.ca.gov.

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Sincerely,



Allison K. Mendez

25363 Flanders Dr.
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

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Sincerely,

Noel Mills

Noel Mills
25490 Flounder Dr
Carmel, Ca
93923

OAKLAND, CA 946

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Calif State Parks
Planning & Design Section
1 Capitol Mall Suite 410

RECEIVED

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NORTHERN SERVICE

Planning + Design Section
1 Capitol Mall, Suite 410
Sacramento, CA 95814

plan.general@parks.ca.gov.

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Sincerely,

Barbara Mills (Mrs. Mark Mills)



Barbara Mills
25372 Flanders Dr
Carmel, CA 93923-8382

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

Califo
Planning
1 Capit
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TO: California State Parks
Planning + Design Section
1 Capitol Mall, Suite 410
Sacramento, CA 95814

plan.general@parks.ca.gov.

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Sincerely,



Blase Mills
25398 Flanders Dr.
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

California
Planning + D
1 Capitol M
Sacramen

TO: California State Parks
Planning + Design Section
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Sacramento, CA 95814

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5th District
Monterey County Board of Supervisor

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Sacramento, CA 95814

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Sincerely,

John Odello
Marie Odello
25955 S. Carmel Hills Dr
Carmel, Ca 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,



DAVID PANZIERA

25781 MORSE DR.
CARMEL, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

PANZIERA

25781 MORSE DR.

CARMEL, CA

— 93923 —

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

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Sincerely,

Katherine R. Parker
25186 Flanders Dr.
Carmel, Ca. 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

TO: California State Parks
Planning + Design Section
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Sacramento, CA 95814

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Sincerely,

Beverly R. Peltzer (Mrs. Jerome Peltzer, Sr.)

B.R. Peltzer
3770 Whitman Cir,
Carmel, Ca. 93923

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

plan.general@parks.ca.gov.

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Sincerely,

Michaela Rupp
Cleo M. Rupp



Cleo Rupp
PO Box 221519
Carmel, CA 93922

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CC:
Dave Potter
5th District
Monterey County Board of Supervisor

95814

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

5/25/16

plan.general@parks.ca.gov.

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Sincerely,

Charles Schimmel
26045 Carmel Knolls Dr.
Carmel, CA 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

Charles Schimmel
26045 Carmel Knolls Drive
Carmel, CA 93923

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

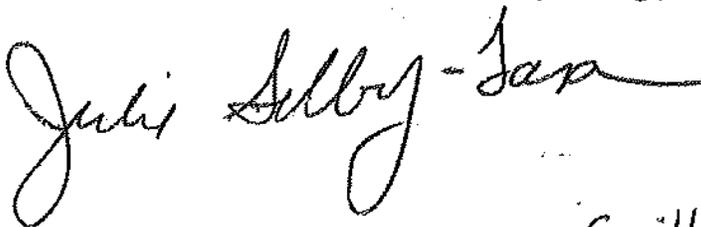
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Sincerely,



Selby-Lara
25033 Valley Pl
Carmel CA.
93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

C
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95814-

TO: California State Parks
Planning + Design Section
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Sacramento, CA 95814

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Sincerely,

Mary Lu Singer
25332 Glanders DR
Carmel CA
93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

TO: California State Parks
Planning + Design Section
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Sacramento, CA 95814

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Sincerely,

Jan Stone
25633 Morse Dr
Carmel, Ca 93923

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,

Lynda S. Strand
Robert Strand
P.O. Box 22087
Carmel, CA. 93922

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

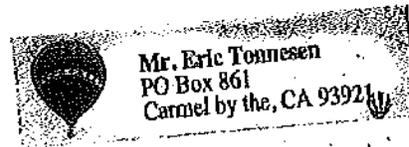
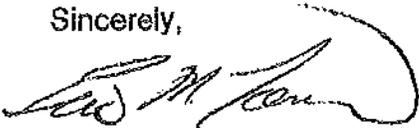
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CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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TO: California State Parks
Planning + Design Section
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Monterey County Board of Supervisor

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Sincerely,

*Jul Warner
Handers Jr.
Carmel, Ca 93923*

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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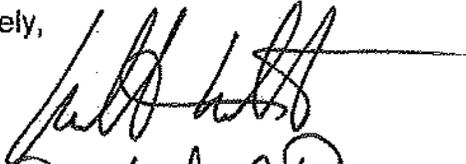
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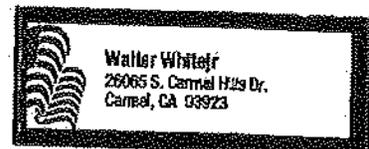
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Sincerely,


Walter White

26065 So Carmel Hills Dr
CARMEL, 93923

CC:
Dave Potter
5th District
Monterey County Bi



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

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Sincerely,


8/22/16

Xuxia Xu
2825 Carmel Knolls Dr.
Carmel CA 93523

CC:
Dave Potter
5th District
Monterey County Board of Supervisors

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

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Sincerely,

25715 Baldwin Pl, Carmel

Jiah Fan

Huihua Wu

5/20/16

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,

MOHSEN BANUAZIRI
25877 S. CARMEL HILLS DR
CARMEL, CA 95923



MM 25.2016

CC:
Dave Potter
5th District
Monterey County Board of Supervisor



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: SUSAN BARNES
 Address: 2825 Ribera Road
 City: Carmel
 State, Zip: CA 93923
 E-mail: A resident for 77 yrs.

Comments: Carmel Ribera beach, trail etc. * you need to do a traffic study
CASP - cannot take care of what you have
never now - garbage / trimming / car breakdowns
* TRAFFIC - Three new Parking Lots - All Parks
Bay School hard to get out off HWY 1
Opellos - traffic Daily Back up - Both Directions.
TRAFFIC and where are all the animals
going to go ??? There are enough trails on
* should have a study) Peninsula
ON TRAFFIC!!!! THANK YOU And they are talking about a toll Road for HWY 1 BIG SW

Please use the reverse side or attach any additional pages



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

**Preferred Alternative Public Open House
June 1, 2016**

COMMENT SHEET

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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:

Nancy Bennett

Address:

3000 Ribera Rd

City:

Carmel

State, Zip:

Ca 93923

E-mail:

whiterabbit@redshift.com

Comments:

As a resident (Ribera Rd.) of an area
between Pt Lobos and the proposed
Odello project, I would like to
register my objection to your plans.
The problem of congestion and
parking seems best handled by
limiting access rather than creating
new venues.

(over)

Please use the reverse side or attach any additional pages

Ribera Road is very busy. People drive too fast and are careless about people walking w/ or without pets and wildlife. If your parking lots fill up - they will come to Ribera Rd. One can't even park in front of one's own house now because of short-term rentals, construction and people visiting the beach due to the Beach Access sign on the Highway.

During holidays, special events like the Concours, one can hardly get out. It is often a standstill on the highway on the weekends.

We pray dearly to live here. No one here wants to be in the middle of more congestion, more attractions and more people year around.

Your plans are not preserving our natural beauty but detracting from it.



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

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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: Claire Berry
Address: 3015 Ribera Rd.
City: Carmel, CA 93923
State, Zip: CA 93923
E-mail: tenizberry@aol.com

Comments:

Do you not understand that traffic
on Hwy I is ridiculous. Its hard to go south
from Ribera Rd. Bumper to bumper south starting
at about 3 to 4p sometimes lasting until 9pm.
Can not make freeway. Hatton canyon is lost
because the state did NOT recognize that
~~traffic~~ traffic was only going to get worse with
time. You say now that you want to do all
these facilities, trails, picnic areas, etc. ~~where~~ do
How

Please use the reverse side or attach any additional pages

you think all these cars + people are going to be able to manage to get here. You people are really not too bright.

Big Sur already has said they can't absorb anymore, cars, people.

We have enough cars, people, bikes hikers, tourist. We don't need more on a two lane road.

Wake up state parks dept

Also for years we have asked that the Odello Barn's be restored. The same answer has always been no money.

Where is the money coming from now? Did you find a pot of gold at the end of the rainbow???

With all you want to do, you better keep looking for those rainbows!!!

Bike rental, car lots, buses, tours, too much.

Why not limit the # of people to Point Lobos each day. would ~~no~~ create less parking on Hwy I.

Remember people do live here. We don't want to become prisoners. Consider future
Claire Berry



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



Mr. Michael Bojorquez
41 Sunrise St
Woodland, CA 95695-2537

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JUN 13 2016
NORTHERN SERVICE CENTER

California State Park
Carmel Area State Park
1 Capitol Mall, Sacramento, Calif.

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CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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:

Donna Burych

Address:

22 Montsalas Dr

City:

Monterey

State, Zip:

CA 93940

E-mail:

dburych@comcast.net

Comments:

I am in favor of retaining some parking internal to the reserve for access during non-peak times. During heavy use periods, access needs to be restricted, either by counting the number of cars and walk-ins or by using a shuttle. For East Point Lobos Ranch, a new State Park -
- retain narrow road to protect plant habitat
- give high priority to a trail connecting the 2 inland parcels

Please use the reverse side or attach any additional pages

CASP GP Preferred Alternative

Lorna Claerbout
Guadalupe, 3NE 6th
Carmel-by-the-Sea, CA 93921
lornaclaerbout@gmail.com

As a local resident who spends well over 200 hours per year at Point Lobos and many days at Carmel River Beach I am very interested in both protecting precious resources and providing appropriate visitor access. Here are my carefully considered comments and suggestions. Thank you for considering them.

Lorna Claerbout



Point Lobos

Support:

- Limiting numbers of daily visitors to reduce degradation and protect resources
- Relocating some of the parking to AM Allan Ranch Zone and provide tram service into Point Lobos to reduce congestion in the park
- Lobbying CalTrans to prohibit parking on Hwy 1 for safety and aesthetic reasons

(that I see almost every day)

Recommend:

- Commit to filling open staff positions at Point Lobos so that your "crown jewel" can be adequately protected (subsidize housing if necessary)
- Maintain present trails before adding any new trails
- Provide inexpensive parking for visitors on limited incomes if highway parking is eliminated

AM Allan Ranch Zone

Support:

- parking, interpretive elements, tunnel, bridge, safe crosswalk to Point Lobos, tram staging

Recommend:

- re-use historic building for docent center (relocate from present location)

Carmel River Beach Area

Support:

- Added interpretive elements that are presently inadequate

Recommend:

- Removing concession staging for non-motorized boating due to your conservation goals and special-status species protection in this very sensitive and limited area

Hatton Canyon

- Recommend: -Maintain Marathon Flats for parking, bike concession with bike paths to the parks, and tram service to remove congestion from the park areas



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RE: CASP General Plan
1 Capitol Mall, Suite 410
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(Please Print)



Name:

Address:



Ms. Mary Conway
22 Cranden Dr.
Monterey, CA 93940-4144

City:

State, Zip:

E-mail:

M. CONWAY@COMCAST.NET

Comments:

see attached comments

Please use the reverse side or attach any additional pages

Re: Carmel Area State Parks General Plan and Environmental Impact Report
Comments

Submitted by

Mary Conway

22 Cramden Drive

Monterey, California 93940

As a visitor who spends at least 10-15 hours per month in the Reserve, I submit the following recommendations after reviewing the "Preferred Alternative" plan.

1. General Points

- a. Keep Marathon Flats for Parking for visitors of the complex of Parks. Shuttle visitors from the Marathon Flats area.
- b. Make an off road bicycle path to all the parks from Marathon Flats.
- c. Provide orientation to PL Reserve on the Allen Ranch side of the road and add a first priority walking path over Hwy. 1 or under Hwy 1 from Allen Ranch.
- d. Keep current parking for the general public in PL Reserve. Do not prohibit parking by the general public unless MARKED spaces are full. Give high priority ADA parking at all parking sites. Let staff use shuttles in the park.

2. Point Lobos State Natural Reserve

a. In General

- i. Allow parking for the general public after allotting appropriate number of delineated (i.e. painted lines) spots for ADA and Staff. Parking for the general public could be limited on high use days but should not be removed during low to moderate use days or times.
- ii. Use the word "transportation shuttle" NOT "tram" as tram can mean a mechanical people mover.
- iii. Make an off road bicycle path for personal bicycles to be able to ride into the reserve from Marathon Flats. Continue to have bicycle locking opportunities at the Entrance Station, Whalers Cabin

bathroom area, Information station area Piney Woods and Bird Island area. Make bathrooms, maps, water, bicycle parking/locking and picnic areas at all people hubs. Continue to allow picnicking at the reserve. Picnicking is not mentioned in the preferred alternative. Picnicking has always been a part of the Reserve.

- iv. Make the trails that people are to walk on in the PL Reserve marked by cables, fences, boardwalks or raised 4 by 4's on the outside of the paths so the public is keenly aware of where they are to walk and not walk.
 - v. Provide orientation to the rules to the public entering either by car or walking in.
- b. Coastal Bluff Zone
- i. Add tide-pooling, snorkeling, swimming to the symbols under "Park Facilities and Activities; Tide-pooling is mentioned under visitor uses on the non-map written document but snorkeling and swimming are not mentioned. Tide-pooling, Swimming and Snorkeling are currently acceptable activities at the reserve. I would like them to remain so and I would like them specifically mentioned as an acceptable activity.
 - ii. Make the Hudson House which is currently staff housing into a visitor orientation area for walk-ins.
- c. Upland Reserve-Entrance Area
- i. Make room for ADA, Staff and General Public Parking for low to moderate use days and restrict General Public Parking only on high intensity days or times.
3. Inland Area
- a. Add painting and photography to the "Park Facilities and Activities" symbol list.
 - b. Emphasize day use hiking trails which connect up to neighboring non-state park public lands. I.e. Monterey Regional Park's Palo Corona or Big Sur Land Trust's Mitteldorf property.
4. Coastal Area
- a. Do not put parking (up to 150 vehicles) in the Odello Farm area. This is too near the fresh water pond for waterfowl flyway birds. There are too few freshwater ponds for waterfowl to use in California now.

- b. In the Coastal Margin (Scenic Road) area do not allow for "Concession Staging of non-motorized boating. The marsh area is too small to allow for a concessionaire. Do allow personal non-motorized boating though.
 - c. Continue to allow tide-pooling in the Coastal Margin (Scenic Road) rocky intertidal area.
 - d. Why have a group gathering area in the Odello Farm area so close to the waterfowl migration pond?
 - e. In the Lagoon/Wetland area who is going to give the "Guided Tours"? (State Parks Ranger/Volunteers or for profit concessioners?) I would like to see for profit concessioners give tours only if a % fee was paid to State Parks.
5. Hatton Canyon
- a. Extend the bicycle path into the canyon north of Rio Road (to eventually hook up to an off road bike path to the City of Monterey and South to an off road bike path to Point Lobos).
 - b. Make bird watching a priority for a linear public state park north of Rio Road.
 - c. Allow for General Parking with Shuttle options for the Carmel Area State Parks in the Hatton Canyon south and north land.

Thank you for your consideration of my feedback.

June 18, 2016
Dear State Park Staff,

Re: Point Lobos Parks General Plan proposal

My name is Mary Conway. I am a Point Lobos Docent volunteer for the last seven years. I do not represent the docents only myself. I recommend that the state parks planners consider reservations for parking in Point Lobos to be on a reservation basis similar to the program on trial below in the National Park System at Yosemite. It would be a compromise from closing the in park parking to the general public. I shuttle system would still be needed inside the park for the visitors to use to best enjoy the park. The shuttle stops would mimic where the current parking is located.

Thank you for your consideration of this suggestion.

Mary Conway
22 Cramden Drive
Monterey, Ca 93940
m.conway@comcast.net

PS thank you for extending the input dates to the plan

Date: June 9, 2016

Parking reservations in Yosemite Valley available for two upcoming weekends

Yosemite National Park announces a pilot program where visitors will be able to reserve a guaranteed parking space on two upcoming weekends. Visitors to Yosemite National Park will be able to reserve a parking space in Yosemite Valley for the weekend of June 25-28 and July 2-4, 2016. The reserved parking program would benefit visitors by ensuring access to a parking space if they arrive before 11:00 A.M. The parking area is located adjacent to shuttle bus stops that will encourage visitors to use the park's alternative transportation system.

Reservations for 150 parking spaces each day during the upcoming weekends can be made beginning Saturday, June 11. Reservations can be made through Recreation.gov at www.recreation.gov or by calling 1-877-444-8777. There is no charge for the day-use parking reservations, but a reservation fee of \$1.50 will be required per transaction. All transactions are final and no refunds or cancellations for those arriving after 11:00 A.M. The designated parking lot is directly west of Yosemite Valley Lodge and South of Camp 4.

These reservations are for day-use parking spaces in Yosemite Valley on the above specified dates. The pilot program is intended to offer the availability of the day-use guaranteed parking spaces and does not affect visitors entering the park who do not have a parking reservation.

Yosemite National Park has been extremely busy this spring, especially on weekends. Visitors in personal vehicles arriving mid-morning through mid-day should expect extensive delays getting into and moving about the park, particularly in Yosemite Valley and Glacier Point. Visitors are urged to enter the park before 9:00 a.m. or after 6:00 p.m. in order to avoid traffic congestion and difficulty finding parking. The park also asks visitors to consider using alternative transportation, such as the Yosemite Area Regional Transportation System (YARTS) buses, which serve the park from several gateway communities.

A pilot parking reservation system was suggested under several alternatives for the Merced Wild and Scenic River Comprehensive Management Plan which became final in 2014. Additionally, the park has engaged with state and local representatives as well as gateway communities to discuss the pilot program. The park received overwhelming support for the pilot program.

The goal of the pilot day-use reservation program is to ensure that all Yosemite Valley parking spaces are utilized to provide maximum availability, encourage visitors to park once and use available free transit to enjoy Yosemite Valley, reduce visitor's frustration, and increase visitor's

satisfaction. After the pilot program is completed, the park will evaluate the effectiveness of the program as it relates to improving park operations and in improving visitor satisfaction. Based on the results, the park may extend the opportunity for day-use parking reservations throughout the remaining summer season to include Saturdays, Sundays, and holiday weekends.

Yosemite National Park celebrated its 125th Anniversary last year and is currently celebrating its Centennial Anniversary with the National Park Service. The park welcomes over four million visitors from all over the world each year and serves as a strong economic engine for the region and local communities. Yosemite National Park generates \$535 million in economic benefit to the local region and directly supports 6,261 jobs. The park is home to Yosemite Falls, the tallest waterfall in North America, iconic rock formations such as Half Dome and El Capitan, approximately 90 different mammal species, and over 1,500 plant species.

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

RECEIVED
JUN 20 2016
NORTHERN SERVICE CENTER

plan.general@parks.ca.gov.

We are current residents of Carmel, CA and live near the Hatton Canyon Property (HCP). This letter supports the **No Action Alternative**, which includes no changes to the existing condition, and operation of the Hatton Canyon Property (HCP).

The current non-motorized bike trail meets the community needs and there is no wish for any plan that includes further paving or asphalt. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We would oppose any proposal that disturbs the natural habitat in our beautiful canyon.

We hope our voice will be heard and taken into the planning process.

Sincerely,



Sandra Cocora

CC:
Dave Potter
5th District
Monterey County Board of Supervisor



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RE: CASP General Plan
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 Sacramento, CA 95814

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(Please Print)

Name: JOEL PANCER
 Address: 3850 RIO RD #83
 City: CARMEL
 State, Zip: 93923
 E-mail: MRKTSAGE@YAHOO

Comments:

The area is much too congested now
 This would add much more than this small
 community can handle also with
 the belt courses closing + new housing
 coming bringing additional traffic on Carmel
 Valley Road coming into Rio Rd + Hwy 1

[Signature] 6/7/16



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Sacramento, CA 95814

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(Please Print)

Name: Nancy Davies
Address: 2737 Pradera Rd.
City: Carmel
State, Zip: Ca 93923
E-mail: _____

Comments:

Please, we don't need
parking lots on the Obledo field!
Highway 1 is so busy both
ways! It is very hard to
get on the highway from
Carmel meadows at various

times of the day.

Also the parking
near Bay School would
not be good! Too many
cars getting on & off!

Parking on the highway
at Paint Lanes should be
improved - somehow!

Please help make this
beautiful spot better for
everyone!

June 8, 2016
Monterey, California

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

Comment
General Plan and Environmental Impact Report
"Preferred Alternatives"

Dear State Parks;

Once again, I attended the "Open House" conducted June 1 at the Rancho Cañada clubhouse to discuss the so called "Preferred Alternatives" for the proposed general plan for 4 properties falling under the jurisdiction of Carmel Area State Parks (CASP).

As I believe was fairly evident from the reaction of the 150 or so members of the public who participated in that open house, which was fairly accurately reflected in the local press, the workshop was once again, exasperating.

Once again, the organization of the workshop itself and the presentations done by the consultants, who are being paid good money by us taxpayers, was at best, *inept*. As someone whose professional career involved the organization and conduct of high level workshops on complex topics, the notion of thinking that one could organize such a workshop and schedule no time for public discussion and comment in a plenary session, is simply unacceptably poor practice.

Turning to the content of the "alternatives" presented in the workshop, while there seemed to be some sense of self-satisfaction on the part of the presenters that zip lines and certain other things had been eliminated, I once again left with the sense that the entire, expensive planning process, has thus far entirely missed doing the basic analysis which must be the foundation for the development of any rational proposals for the future of these properties.

These are a realistic assessment of: 1. the "carrying capacity" of the Pt. Lobos Reserve, and 2. the resources likely to be available for the management and maintenance of the properties in the future.

It is not rocket science. Annex 2.1 of the Economic Analysis Final Report dated March 24, 2016, shows a "projected" total visitorship to Pt. Lobos of 541,728 for 2014. Given the explosive growth of visitors to this area, that figure is likely now to be well over the 600,000 mark. (And by the way, why could the consultants not have provided more up to date information covering 2015 and a projection for 2016?)

Any planning process which does not deal with the issue that the ever expanding number of visitors to Pt. Lobos is going to destroy the very resource which State Parks is duty bound to preserve, is not worth the paper it is written on.

As I stated in my comments dated July 25, 2015 after last year's workshop,

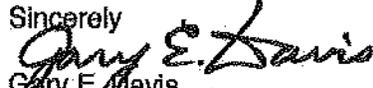
"It is the Pt Lobos Reserve which is the linchpin---...It is Pt. Lobos that is drawing visitors from across the world, not any of the other properties..."

Thus, the Pt. Lobos Reserve should be the logical starting point for developing a comprehensive and rational plan. And what are the key challenges there? ... It is readily apparent to everyone involved with Pt. Lobos that it is being overwhelmed with visitors. It is likewise self-evident that Pt. Lobos, as well as the rest of the State Park System, has suffered, and continues to suffer, from a lack of resources dedicated to it's management and upkeep from the State Park budget.

So—the starting point for any General Planning exercise for these properties should be a realistic and clear analysis of both the carrying capacity of the three contiguous properties, starting with Pt. Lobos, and a realistic projection of the resources likely to be available for any proposals about future development and use of these properties. Without providing this clear foundation...[the] methodology ha[s] little meaning. For instance, why talk about alternatives for increased parking without first addressing whether Pt. Lobos can or should handle more visitors?

"General planning" exercises are only as worthwhile as the fundamentals on which they are based. The critical phase of any such planning exercise is the early thoughtful analysis and definition of the challenges and constraints being faced. A "brainstorming" type exercise with representatives of the stakeholder communities to help identify those challenges would have been a [much more] useful workshop exercise."

Sincerely


Gary E. Davis
628 Jessie St.
Monterey, CA 93940

cc: Cynthia Vernon
President
Pt. Lobos Foundation
PO Box 221789
Carmel, CA 93922



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Sacramento, CA 95814

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(Please Print)

Name: SUSAN DU COEUR
Address: 7026 VALLEY GREENS CIR #19
City: CARMEL
State, Zip: CA 93923
E-mail: ducoeur@sbcglobal.net

Comments:

- 1) Re parking - Keep parking in Point Lobos Reserve* but add parking across the street so as to be able to eliminate parking on the highway.
- 2) Need a visitor center! Also, buildings in the Reserve should be for rangers/lifeguards only.
- 3) Need a plan to control number of people in the Reserve. Too many people endanger the habitat!
- 4) What about staffing?

*Eliminating this parking makes it difficult for people with families and those with physical concerns to visit. Also, where do docents park when doing trail watch and other activities?



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(Please Print)

Name: KAREN EGAN
 Address: 25418 Hwy 1
 City: CARMEL
 State, Zip: CA 93923
 E-mail: _____

Comments:

The Odello land & the parking area proposed for the Lagoon (beach) area should not be built up.

There is St. Johns Park nearby and adding more parking will add to the congestion. The parks dept. budget is stretched as

Please use the reverse side or attach any additional pages

it is! The traffic crossing
highway one would be a dangerous
nightmare.

We do not need more
congestion on highway one.

(Of Hatten Canyon had been
checked perhaps (this would
not be such a problem?)

If Big Sur area is thinking
of being able to limit
people - why should all the
congestion be moved there?

Thank you
J. Egan



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(Please Print)

Name: John Fleischer mail: PO Box 20154
Address: 2764 Pradera Rd San Jose, CA 95160
City: Carmel,
State, Zip: CA, 93922
E-mail: jmfiii@sbcglobal.net

Comments:

I share a lot of words in attached sheet
Bottom line - Drop the plan. Start
again with neighbors & State Employees
and then bring in the consultants.

Please use the reverse side or attach any additional pages

8 Jun 2016

From: Fleischer, John
2264 Praderia Rd
Carmel, CA 93923

FOLLOWING SEEMS LIKE FACTS TO US:

- Hwy 1 is over capacity most Saturdays and EVERY Sunday and Holidays. It is unsafe under these conditions. Without Hwy 1 modifications and considerations adding more traffic on purpose is a disservice to everyone except perhaps the revenues of the Parks (??)
- Cars parked along the road near Pt Lobos are there to see Pt Lobos. More cars seem to be there week after week. They do not come to see Monastery Beach or trails or lagoons.. ok a few do,
- Highly likely Monterey County will ban parking along the Hwy 1 for safety reasons so thinking about this is good.
- These lands are for the public so why is the public only playing a minor review role?
This General Plan Presented June 1 2016 should be discarded.

CONCLUSIONS State Parks GENERAL PLAN PRESENTED June 1, 2016

- Added Traffic and higher usage will create large safety risks and this is a fundamental issue. New parking lots for 250 +/- cars parking lot (any size parking lot) creates significantly more traffic / and more safety risks between Pt Lobos and Ribera and Rio Road. Creating a new tourist attraction /recreational center at Odello Ranch/Carmel River Beach would exacerbate the traffic already highly congested.

While visitors wait in the hardly moving traffic on Hwy 1, residents of Carmel Meadows and Highlands would be EVEN more severely impacted than they are now. The idea that a new development at Ordello and Bay School will reduce activity further down the road or spread out congestion is a pipe dream because as you observe most people want to visit Pt Lobos. Added parking will create new reasons for people and their cars to get on highway 1 and move even slower traffic. etc etc

- Fix the parking safety issues at Pt Lobos by using land across the street from PT lobos to put some central parking. Built a walking bridge over Hwy 1 with locking gates each end. Look this is where most people want to be anyway as it is the major attraction. If too many people want to visit sell tickets on line and limit the head count. We believe you may see a few more birders if you encourage Ordello Ranch but our experience after walking these areas for 27+ years is I have met a handful of birders near the ocean at Carmel River; 150 parking spots will not bring throngs of birders. More than likely we would see more trouble with drug transfers from Monastery Beach at 3am or gangs or both. NOTE: Ordello 150 parking spots is NOT needed nor will it efficiently serve as a backup parking lot for Pt Lobos

Remove Odello Ranch, Bay school and Carmel River Beach from the Preferred Alternative.

- This general plan was NOT designed with local citizen participation; instead the public has a weak limited role, not design direction as it should. A design team that includes neighboring citizen participation and State Staff not consultants should be formed to set goals before consultants start. It is obvious State Parks does not have budget to maintain the few trails and stair cases they have nor is the area cleaned up very well after throngs of visitors. By the way citizens do a lot of volunteer clean up; shouldn't they be integral to the plan? Pt Lobos is under staffed but managed better this could be a crown. Rather than paving beautiful property with cheap parking lots, State Parks should prove they can handle what exists in an excellent manner.
- Hwy 1 is over impacted as it is. Look North for newer recreation spots where Hwy 1 has overpasses, easy beach access and room for many trails through sand dunes. Solve Pt Lobos crowding another way.

8 June 2016

Peggy Grier

From: "Peggy Grier" <peggygrier@gmail.com>
Date: Monday, June 13, 2016 2:43 PM
To: <plan.general@parks.ca.gov>
Subject: comments -- preferred alternative, general plan, Carmel Area State Parks

Comments on preferred alternative, general plan, Carmel Area State Parks: (attn: Ellie Wagner)

PLRP : Awkward combination with CRSB, little connection physically or in activities. More appropriately part of PLSNR.

Most important: Access to public on single-track hiking trails. It's about time! Mountain bikes and horses not appropriate on these trails due to rare plants and irregular terrain.

Build small parking lot for hikers, don't wait until parking issues at PLSNR are resolved.

"Reserve" status looks good, appropriate for pristine area with some rare plants (Gowen cypress most conspicuous).

NAME FOR PLRP: NOT A.M.ALLAN -- that's boring, meaningless to visitors. If the unit is added to PLSNR, call it PLSNR-East or Pt. Lobos East. If a new unit is formed, CARMEL should be part of name.

PLSNR: Fine idea to get rid of most cars, and using shuttles (NOT trams, which are street cars, or rail cars for moving ore at a mine.)

Tunnel under Highway 1 and parking at PLRP sounds good long range -- another reason to combine PLRP with PLSNR.

PLSNR is overrun with visitors; erosion from too many humans on trails along shoreline is a very bad problem. Cutting # of cars will help.

HATTON CANYON; Important to maintain in undeveloped condition for locals and dog-walkers. So transfer to Waste Water Management sounds good.

CRSB: Minimal development, as its main value is as bird sanctuary. Perhaps best left just as it is.

Thank you for your consideration -- Peggy Grier, PO Box 6357, Carmel CA 93921

6/13/2016



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(Please Print)

Name: Robert Hale
Address: 39 Hacienda Carmel
City: Carmel
State, Zip: CA 93923
E-mail: hale@nps.edu

Comments:

PE Lobos SNR clearly has a peak use problem - but there also many times in mornings, weekdays - off summer holiday periods where usage is sparse - bad weather etc. The preferred alternative by closing parking and drive in access to the general non-ADA public - will greatly restrict access to point Lobos compared to today. And on those days and mornings when usage is sparse it would seem reasonable to allow normal ~~access~~ →
access

Please use the reverse side or attach any additional pages

Specifically

- 1) if 150 spaces is too many, reduce - remove a few of the coastal bluff spaces where the trail runs into parking -
Try to maintain enough ≥ 100 space to allow for use during non peak visitation. \rightarrow use a license plate reader
- 2) Small children, elderly people and people like me with foot problems - can really use some interior access to visit the reserve - closing entry to walking will limit ability of some people to explore much of the preserve.
- 3) The shuttle from Crossroads was found uneconomical so why would an internal shuttle work? Most people would just walk rather than wait - ~~low~~ And when usage is low it couldn't work - thus reducing accessibility for many people
- 4) Charge for walkins - to raise funds to rehabilitate trails and deal with erosion
- 5) Closing of trails like Sea Lion Point has concentrated use elsewhere
- 6) Use a license plate reader to better track cars in preserve and # of cars

~~San Jose~~ State Park - East Point Lobos Ranch

- 1) maintain dirt road in narrow state - sensitive plant habitat
- 2) focus on weed invasives in flower fields along San Jose Creek road.
- 3) high priority to connect 2 inland parcels via trail along ~~near~~ San Jose Creek.



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(Please Print)

Name: DAVID HART
Address: 152 CARMEL RIVIERA DR
City: CARMEL
State, Zip: CA 93923
Email: dahart@juno.com

Comments:

I concur with the comments
submitted by Michael Wisner
(copy attached).

David A. Hart

Please use the reverse side or attach any additional pages



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

**Preferred Alternative Public
Open House June 1, 2016**

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: Michael Wisner _____

Address: 29705 Peter Pan Road _____

City: Carmel (Highlands) _____

State, Zip: CA 93923 _____

E-mail: wizman@earthlink.net _____

Comments:

Congratulations on an improved "Alternative General Plan." As Vice President of The Carmel Highlands Association and a decade-old homeowner in the Highlands, I've been very active on this issue. The Carmel Highlands Association and the Mal Paso Homeowners Association's Boards met a few weeks ago at the Community Center regarding Carmel Area State Parks. I also moderated a Town Hall a week ago between County Supervisor candidates, Dave Potter and Mary Adams, where specific issues were raised on the Carmel Area State Parks. I am also covering, as editor, this in the upcoming issue of our local newspaper, *The Piper*.

My Personal Initial Comments:

- 1. All Parking on Highway 1 in this area must be banned and this enforced. Forget the finger-pointing with CalTrans – it has to be negotiated and settled before I can support any plan. While your reports indicated no fatalities it is just a matter of time. A CalTrans official reportedly made the statement, “Nothing will get done until someone dies.” This is unacceptable. I can produce two dozen, eye-witnesses from the Highlands community alone where pedestrian injury or fatalities have been narrowly avoided in the past year. The Highway 1 parking exacerbates traffic back-ups. It has also been reported by the Monterey County Sheriff as the #1 crime in the County – smash and grabs of cars parked along Highway 1 at Point Lobos. Off road, charged for, out of visual site lines parking and a pedestrian tunnel are the ONLY solutions.**
- 2. The traffic studies cited and ending in 2014 are misleading as 2015-2016 have seen marked increases in traffic and parking. The area, just two years ago, was featured on major Internet sites as a “go to” destination and we have seen an estimated 30% increase in traffic over the last two years. This year, almost every weekend and holiday, traffic backs up from Rio Road seven miles past the Highlands. This is caused by non-smart traffic signals at Rio Road, Carmel Valley Road, Ocean Avenue and Carpenter and CalTrans’ refusal to act on these. It gets even worse going by Point Lobos as referenced above. We have reports that as few as three cars make it through the Rio Road light at heavy traffic times and at very best, 13. This is with 600 cars backed up south on Highway 1. We have the report – would you like to see it? This is a traffic, health and emergency vehicle peril and disaster waiting to happen and is pure public negligence if allowed to continue. There are cost-effective “smart traffic” applications available that with just a few monitors on Highway 1 between Big Sur and Carpenter Street, and Carmel Valley Road, could automatically adjust lights to the flow and anticipated flow of traffic. While the additional lane on Highway 1 from Rio Road to Carmel Valley Road, scheduled to start construction in Fall of 2016, might improve Rio Road back-up’s a bit, it will not relieve the existing (nor future) traffic loads, if the traffic signals are not brought into the 21st Century. In addition, a “No Turn on Red” from Rio Road onto Highway 1 should be instituted at peak traffic periods immediately; as well, as broadening a very short portion of Highway 1 to provide three lanes Northbound after Carmel River Bridge (two northbound traffic and separate right turn lane). This alone could at minimum decrease traffic backups by 50% or greater.**
- 3. Shuttles and remote parking are meaningless as increased volumes of visitors to Point Lobos Reserve will and are degrading it. Point Lobos Foundation reports in the last eight years visitors have gone from a 200,000 range to a 600,000 range.**
- 4. An advanced reservation system such as required at Yosemite must be implemented**

and prominently featured on all relevant websites. When reservations exceed allotment, they are denied. This prevents people driving long distances only to find they cannot get in. Point Lobos must limit by head count – no matter how they arrive.

5. Your proposed plan, as-is, violates State statute as it does not include a full Fire Prevention plan. CA Governor proclaimed a State of Emergency in the State just this past October due to the increase of dead and dying trees from the prolonged drought. Point Lobos Park has ceased healthy forest activities and removal of dead trees over the past few years, claiming the endless rant of “no money.” The sheer volume of dead, dying trees and un-cleared brush while negligent also poses an existential risk of wildfire and endangers habitat and species. One windy day, and an errant tourist cigarette butt, could cause a catastrophic wildfire that could spread, unabated, down the coast all the way to Big Sur.
 6. “Concessions” is too broad and open. Needs to be very specifically defined and limited, if to get any support.
 7. “Paddle boats” – are you kidding? Has anyone looked at the amount of drowning deaths on these beaches over the past five years, the ripe tides, surf? This is not some placid lake or manmade pond.
-

JUNE 10, 2012

CALIFORNIA STATE PARKS
PLANNING SECTION
1 CAPITOL MALL - SUITE 410
SACRAMENTO, CA

ATTN: ELLIE WAGNER

Re: 150 Vehicle PARKING LOT
FORMER ODELLA ARTICHOKES FIELDS

I AM APPALLED THAT YOU ARE EVEN
CONSIDERING THIS PROJECT.

THIS IS SUCH A LOVELY MARSHLAND/WILDLIFE
AREA.

IS IT REALLY THAT WORTH IT TO PAVE
OVER THIS BEAUTIFUL AREA?

YOU CANT REPLICATE BEAUTY ONCE
YOU'VE DESTROYED IT.

THIS IS NOT RIGHT!

PLEASE RE-THINK THIS PROJECT!

Jc-Holman



Ms. Joan Holman
26153 Mesa Dr
Carmel CA 93923-8909



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(Please Print)

Name: Rodney Hunter
Address: 53 A Riley Ranch Road
City: Carmel
State, Zip: Ca., 93923
E-mail: rodneyhunter@sbcglobal.net

Comments:

See attached word doc with comments

Please use the reverse side or attach any additional pages

Rodney Hunter – 6/9/16
53 A Riley Ranch Road
Carmel, Ca., 93923
Email: rodneyhunter@sbcglobal.net

After attending the meeting of June 1, 2016 at Rancho Canada golf course by State Parks and their General Plan Proposal;

My comments are;

- 1) The creation of parking lots in different locations in and around the Park does not address the issue of the current overwhelming traffic and visitor attendance that is so detrimental to the Park itself. It just shifts around the same amount of parked cars, without foresight and planning for the growth of visitor population in years to come. Some of the current traffic and parking issues are, visitors who park along Highway 1 and walk into the park creating unsafe conditions, visitors who ignore private property signs, block private roads, perform illegal U-turns, mounds of litter, create human waste, vandalize, create dangerous situations for pedestrians by passing on the shoulder, stop in the middle of the road and basically create traffic gridlock.
- 2) The events (weddings) that are permitted on Monastery Beach create unsafe traffic conditions. Fewer Event permits need to be issued with restriction on the number of attendants. With these events it takes away parking for day use of this beach for public use which is what it is deemed for.
- 3) With the events and park visitors, especially on Holiday weekends there is no traffic control, or enforcement. There is a heavy strain on the Park itself, local community and emergency services.
- 4) Remove the parking lot locations from current proposed plan; create a "shuttle" parking lot for visitors in a different location, such as the Rio Road and Highway 1 (where the Big Sur Marathon is held), or at the Hudson House at Point Lobos, or Fort Ord as they do for other events on the Peninsula, bus or shuttle park visitors and create a reservation system limiting the amount of visitors and traffic on the supposedly SCENIC Highway 1.
- 5) Remove back country camping, the fire risk is too great and takes away from whatever wild life is left in this area from the changes that have already been made in the park system.
- 6) Increase park enforcement and patrols as the visitor population without oversight is having a negative impact on the eco system.
- 7) Concessionaires, visitor centers need to be removed at Odello Fields, why is the Hudson House not considered for this use, when it was considered in writing a few years ago by State Parks for this purpose?
- 8) A.M. Allen name change should not occur, either keep it Point Lobos Ranch which everyone already knows it as that, or change to a Native American name to acknowledge their existence in the area and to honor their environmental consciousness that they brought to this sacred area.



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(Please Print)

Name: TOM KORPER
Address: 3040 RIBERA RD
City: CARMEL
State, Zip: CA. 95923
E-mail: KORPER@SPCglobal.NET

Comments:

- AFTER ATTENDING THE 6/1/16 WORKSHOP, MY COMMENTS ARE:
- 1) POINT LONDOS EAST PARKING AREA WOULD SOLVE MOST OF THE CURRENT PROBLEMS AND DANGER WHEN CARS PARK ON THE ROAD SIDE.
 - 2) ODELO WEST PARKING WOULD CREATE TRAFFIC PROBLEMS IN THE ALREADY IMPACTED AREA NEXT TO THE CARMEL RIVER BRIDGE AND NO ROAD CROSSING.
 - 3) ODELO WEST (AND EAST) ARE ON THE FLOOD PLAIN AND SHOULD REMAIN AS A NATURAL HABITAT.

Please use the reverse side or attach any additional pages

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

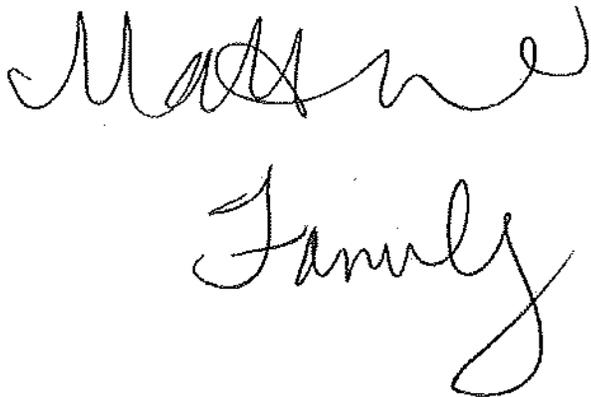
plan.general@parks.ca.gov.

We are current residents of Carmel, CA and live near the Hatton Canyon Property (HCP). This letter supports the **No Action Alternative**, which includes no changes to the existing condition, and operation of the Hatton Canyon Property (HCP).

The current non-motorized bike trail meets the community needs and there is no wish for any plan that includes further paving or asphalt. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We would oppose any proposal that disturbs the natural habitat in our beautiful canyon.

We hope our voice will be heard and taken into the planning process.

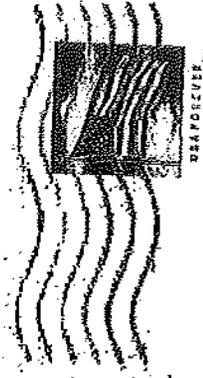
Sincerely,

The image shows a handwritten signature in cursive script. The first line reads "Matt" and the second line reads "Family".

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

3795 Whitman Circle
Chico, CA 95923

SACRAMENTO CA 95814
JUN 13 2016 PM 1 3



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

RECEIVED

JUN 13 2016

NORTHERN SERVICE CENTER

95814-327710





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(Please Print)

Name: PETER MARSEGUERRA
Address: 231 GIBSON AVE.
City: PACIFIC GROVE,
State, Zip: CA. 93950
E-mail: PIRE.7@hotmail.com

Comments:

I WALK ON THE BEACH TRAIL NEARLY
EVERY DAY. IT IS BEAUTIFUL, NOT CROWDED
AND NATURAL. ALL THESE PROPOSALS WILL
MAKE IT CROWDED AND RUIN THE NATURAL
BEAUTY. WE DO NOT NEED ANOTHER DISNEYLAND.
THERE ARE PLENTY OF PLACES TO GO FOR
CONCESSIONS AND LARGE CROWDS. PLEASE
KEEP THIS PLACE TRANQUIL AND NATURAL

Please use the reverse side or attach any additional pages

Peter Marseguerra



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(Please Print)

Name: SASCHJA MARSEGUERRA
Address: 231 GIBSON AVENUE
City: PACIFIC GROVE
State, Zip: CA 93950
E-mail: SASCHJA@YAHOO.COM

Comments:

HOW CAN YOU EVEN CONSIDER DESTROYING, KILLING AND PAVING
OVER THE BEAUTIFUL MEADOW NEAR THE BAY SCHOOL AND THE
O'HELLO RANCH; AREAS THAT ARE HOME AND SUSTINENCE TO COUNTLESS
SPECIES OF PLANTS AND SMALL ANIMALS, MANY OF WHICH ARE
RARE SPECIES? TO USE THESE SACRED PLACES FOR CONCESSIONS
AND OTHER DEVELOPMENTS IS AN ABOMINATION. MORE DEVELOPMENT,
MORE TOURISTS AND MORE PROFITS WILL END THE BEAUTY THAT IS
NOW HERE AND OUR DUTY TO PROTECT.

Please use the reverse side or attach any additional pages



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(Please Print)

Name:

DAVID MOORE

Address:



City:

State, Zip:

E-mail:

Comments:

1) YOU SHOULD NOT REMOVE PARKING
AT POINT LOBOS STATE NATURAL RESERVE

2) NO PARKING EVER ODELLO
FARM ZONE

3) NO PETS AT ALL
OWNERS NEVER KEEP PETS ON LEASH

Please use the reverse side or attach any additional pages



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Preferred Alternative Agency/Stakeholder Meeting
June 1, 2016

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(Please Print)

Name:

Nikki Nedeff

Address:

11030 McCarthy Rd.

City:

Carmel Valley, CA 93924

State, Zip:

CA 93924

E-mail:

nnedeff@csupb.edu or nikkieventanaview.net

June 13, 2016

Comments:

- I am pleased that the preservation-conservation theme has remained a top priority for the Carmel Area General Plan park units, and combining Carmel River State Beach with the ranch lands east of Point Lobos makes administrative sense. I also believe leaving Hutton Canyon undesignated at this time is prudent.

* Parking/access/roads : use the old corrals and pasture

areas east of Highway 1 in the old Allen Ranch for parking. Do not develop the old Polo Fields along the San Jose Creek floodplain or any portion of the historic Odello artichoke fields as parking. A pedestrian under pass or bridge across Highway 1 to Point Lobos and all State Park lands west of the highway makes sense. Maintain parking and access for casual visitation at Ribera Road and at the Carmel River Lagoon north of the river mouth. Do not pave the road access to Whisler/Wilson and do not grant the MPRPD an easement for increased visitor use to Whisler/Wilson that would encourage improving this roadway. Consider developing parking in the "Marathon Flats" area for general access to trails and parklands at the mouth of Carmel Valley.

Develop trails through the Point Lobos Ridge Natural Preserve to Palo Corona Regional Park. I like the concept of allowing primitive camping in the backcountry.

- * Collaboration: Please continue to collaborate and partner with agencies & organizations to develop comprehensive plans for conservation and access to park areas around the mouth of Carmel Valley.
 - * Additional Opportunities: Please maintain an active conservation land acquisition program that expands State Park holdings in this area.
 - * Shuttle service sounds appropriate to outer park areas if parking is concentrated east of Point Lobos. I think an overhead tram is not appropriate.
 - * Continue with aggressive management of weedy invasive plants & develop strategies to protect & enhance Monterey Pine forest, Gopher cypress habitat & all habitat areas supporting rare plants & animals.
- Thanks! It's a good, flexible & practical plan.



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(Please Print)

Name: Joyce Olcese
Address: P.O. Box 1534
City: Carmel
State, Zip: Ca. 93921
E-mail: olcese@ATT.net

Comments:

I heard a lot of probably nots, then why are they even in the General Plan? The General Plan property should be kept in the pristine growth that it now is with having up keep. People come from all over the world to view California's beautiful parks why must we change all?

I think the limited visits to Point Lobos Reserve
(over)

would be very good. Hearst Castle does this, and probably should have been used as an example rather than Yosemite.

There are lots of on interpretive programs elements and opportunities mentioned these should be much more defined as to what they may be.

To: California State Parks Planning and Design Section

RE: CASP General Plan

Date: June 13, 2016

From: Doug and Diana Paul

2699 Mal Paso Lane

Carmel, CA 93923



I live in Carmel Highlands. I drive past Point Lobos daily. I have experienced several close calls with visitors disembarking on the east side of Hi Way One. Open car doors, kids running out from parked cars and small groups trying to cross Hi Way One make the parking situation dangerous. It is only a matter of time before someone is seriously hurt or worse.

Please consider mitigating the danger by following the precedent at Pfeiffer Big Sur Day Park. They built a pedestrian tunnel under Hi Way One so that visitors do not need to cross the road. Alternatively, the parking at Muir Woods Visitor Center is another alternative. Parking is restricted to the entrance side and there are several parking lots screened from the road.

Please assign a high priority to mitigating the danger of visitors crossing Hi Way One. Protecting lives should take precedence.

David Picus
25013 Valley Place
Carmel, Ca. 93923

California State Parks
Planning and Design Section
1 Capitol Mall, Suite 410
Sacramento Ca. 95814

May 24, 2016

To Whom it May Concern,

I am a currently resident of Carmel, Ca. and live on the Hatton Canyon. At this time, I fully support the paving of the trail.

I think the best thing for our community is to open up the park for greater usage. Paving would bring more people in to enjoy the park. Personally, I'd be more inclined to use my bicycle to go to the Barnyard and Rancho. Especially if the trail is linked as a bike path to parks further South, (Point Lobos) and to Monterey/Seaside/Marina oceanside bike paths, it will encourage much greater usage.

What's the most important environmental concern? To maintain this as a park and never build a freeway here. The best way to do that is to get people to use it, so no one can ever argue that they that "this unused piece of land might as well be used for a highway". I disagree that paving a path is a slippery slope to a motorway. Furthermore, greater usage by Carmel residents would decrease vagrancy and "free camping".

Yes, it is important to see if there is an environmental impact. But if we keep the path unlit, as I'd recommend, then this should be minimal.

I support opening up the park for greater usage in creative ways, paving the path, and linking it to a network of bike paths.

Thanks very much for your consideration.
Best Regards,



David Picus
25013 Valley Place
Carmel, Ca. 93923



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(Please Print)

Name: Barbara Rainer
Address: 2747 Pradera Rd.
City: Carmel
State, Zip: CA 93923
E-mail: barbarb@sbeglobal.net

Comments:

The State Parks Preferred Alternative will do more harm
than good.

The two parking lots proposed on the Otello West Field (150 vehicles
plus 15 vehicles) is outrageous. The safety hazards associated with
entering and exiting Hwy. 1 from these lots will not be manageable.
Additional stop and go light signals south of the Carmel River Bridge
should not be allowed. The Carmel River and Bridge should be the
boundary between rustic landscapes and commercial/residential development.

Please use the reverse side or attach any additional pages

The parking lots must not accommodate overnight camping. Who will supervise closing and opening these parking areas?? Does State Parks have the trained personnel to see to this??

Introducing more people, additional trails, concessions and special events within Odello West will destroy habitats, disrupt wild life, and discourage bird life.

Back in the early 1970's, I worked with the SLAF (Odello Land Acquisition Fund) Committee. This group was headed by Senator Fred Farr. We raised monies to purchase these fields at a time when a large hotel and numerous private residences were being considered by the Odello family if they sold their 155 acre parcel. The monies we collected, ^{subsequently went to} purchased that land and ^{it was} turned it over to State Parks. We saved it from development and now State Parks plans to develop it. I say "No Way". Mr. Fuzie remarked at the June 1st meeting "this plan is heavily conservation oriented." I disagree.

I live in Carmel Meadows. We moved into our home in 1956. I walk to the Carmel River Lagoon almost daily. I have recently seen youngsters and adults flying drones. These drones frighten the abundant bird life. All drones should be PROHIBITED in State Parks. They frighten visitors as well as wild life.

The 60 car parking lot proposed on land adjacent to Bay School must not be allowed. Fire hazards and safety entrance and exiting this lot ^{is} already hazardous. Fires in State Parks property threatens homes in Carmel Meadows. Again I ask does State Parks have the trained personnel to open and close

these parking facilities. Without proper oversight very few of State Parks' proposals can be accomplished.

The off road ^{shoulder} parking along Hwy. 1 in the Point Lobos Reserve location must be solved. State Parks owns land east of the Reserve. Parking is proposed in that location along with interpreting elements and restrooms. This seems like a logical solution along with safe crossing to the Reserve which can be engineered in the future.

The opportunity to enjoy and learn by observation of the natural environment of the Lagoon Wetlands, the Odello West open space, the Coastal Margin trail heads, and the Ohlone Cultural Preserve must remain as is for future visitors to appreciate and enjoy.

Respectfully submitted,

Barbara Reiner



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(Please Print)

Name: Bob Reese
Address: 810 Brentwood Ct.
City: Pacific Grove
State, Zip: California 93950
E-mail: bbreese@comcast.net

Comments:

Over the last 40 years there have been numerous times when the highest and best use of the Hudson House has been discussed by park managers. "Should it be removed so that the view to the ocean is restored and not impacted by this structure?" "Should it be adapted into a Point Lobos Interpretive Center?" "Should it

be retained for employer housing?"

These discussions always ended up with, "Well, we really can't make any firm decisions until we have a General Plan."

A General Plan is now underway so please make a decision!

I vote for removing the structure and give the visiting public, from around the world, an unobstructed view of the coastline and ocean.

Sincerely,

Paul W. Rouse



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(Please Print)

Name: Barbara/Tony Ricciardi
Address: 2965 Ribera Rd.
City: Carmel
State, Zip: Ca - 93923
E-mail: bar2965@yahoo.com

Comments:

Doesn't appear the last comment sheets period
was looked @ by the Calif. State Parks Planning etc.
very carefully or at all. The "preferred
alternative" for the Odello farm zone is
not what the comments preferred.
Exactly what is the reason for the
"goals" for this property when the Palo



Corona area on the east side of the Odello property is barely used at all with so much land for people to access. There are trails for hiking, picnicking, viewing etc. that are all the time minimally used on this Palo Corona area. And now in whomever's wisdom there should be more ^{land} created and "developed" for visitors use - for what reason!!

The appropriate (ha!) facilities proposed for the Odello zone are not that. Like traffic is not bad and impacted enough in both directions on Highway 1 and now the Parks System will be responsible for adding to that and endangering lives on an already questionable stretch of highway.

After investing a lot of \$\$ in the Odello zone wetlands restoration the preferred alternative is to leave it alone -



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(Please Print)

Name: Elizabeth Robbins
 Address: 2940 Kibera
 City: Carmel
 State, Zip: CA 93973
 E-mail: _____

Comments:

The Odello West area should not be developed, it is a flood/wetlands area subject to sea level rise. It is not appropriate for new structures or resumption of OTR. No visitor center or parking lot is appropriate. Odello West is a sensitive wetlands area & cannot handle large # of visitors. Noise & pollution will affect wild life residents.

It is a scenic ^{view} shed area. It must
be preserved. The sensitive habitat
will be destroyed by parking lots
& development. ~~The~~ Food Stands
Visitor Centers or parking lots
will destroy the area.

p1062



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Name: Suellen S. Rubin Ph.D.
Address: 25579 Carmel Knolls Dr.
City: Carmel
State, Zip: CA 93923
E-mail: suellenrubin@hotmail.com

Comments:

This proposal for development (or a similar one)
was attempted by State Parks approximately 25 years ago
to much community opposition. Please check your records
and save yourselves another fruitless effort. As I recall, there
were 3 main reasons for opposition:

① Developing a parking lot and concession would increase
exposure to Monastery Beach, which is subject to SEVERE

and unpredictable rip tides. There are tourists fatalities yearly, despite warning signs posted

② There are Native American middens in the northern areas surround Point Lobos. In the previous hearing, we brought archeological testimony to this. If you persist the local Native Americans will be there to protest.

③ Traffic Problems are severe at this section of Highway One. It is impossible to turn north (left and across this 2 lane road). There is unmanaged congestion already there. It is already almost impossible to traverse this road at various times during tourist season.

And, don't forget, besides community opposition, you would have Coastal Commission opposition.

TO: California State Parks
· Planning + Design Section
1 Capitol Mall, Suite 410
Sacramento, CA 95814

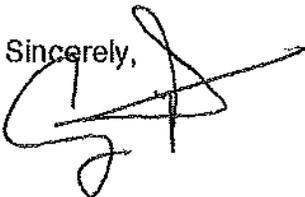
plan.general@parks.ca.gov.

We are current residents of Carmel, CA and live near the Hatton Canyon Property (HCP). This letter supports the **No Action Alternative**, which includes no changes to the existing condition, and operation of the Hatton Canyon Property (HCP).

The current non-motorized bike trail meets the community needs and there is no wish for any plan that includes further paving or asphalt. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We would oppose any proposal that disturbs the natural habitat in our beautiful canyon.

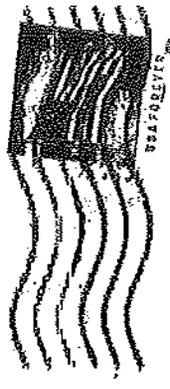
We hope our voice will be heard and taken into the planning process.

Sincerely,

A handwritten signature in black ink, appearing to be 'G. A.', written over a horizontal line.

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

26000 Camel Knives Dr
Camel, CT 03923



SAN JOSE CA 950
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RECEIVED

JUN 09 2016

NORTHERN SERVICE CENTER

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

8814-327710 

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

plan.general@parks.ca.gov

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We hope our voice will be heard and taken into the planning process.

Sincerely,

Patricia Sanders

(I have been away & just found this letter.)

If not cars, there will certainly be motorized vehicles. They can produce sparks, which, in our time of drought, would cause fires. There are not enough CA state park people to adequately patrol the area. Please retain the current existing condition.

CC:

Dave Potter

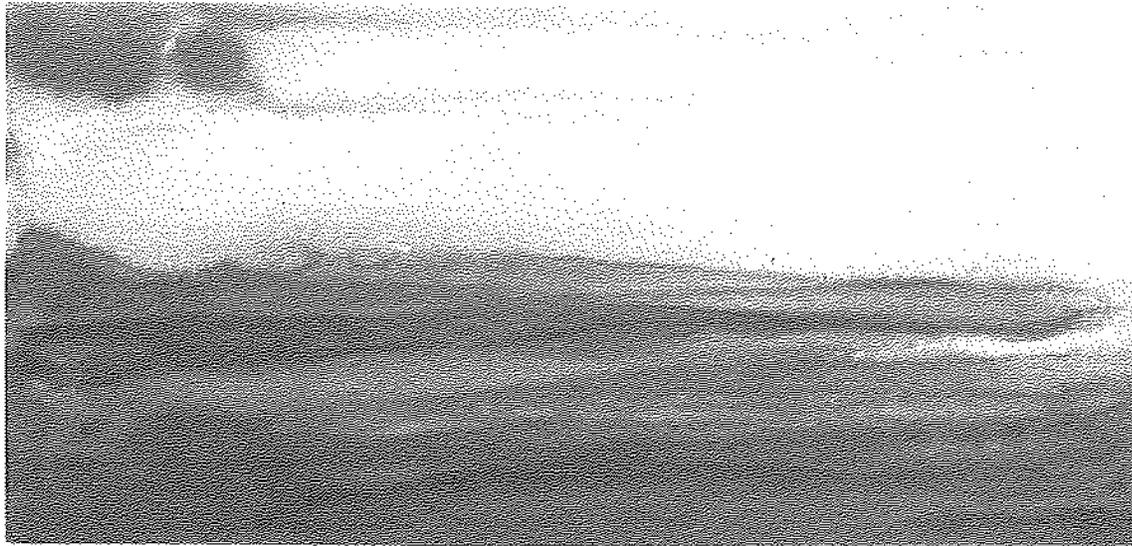
5th District

Monterey County Board of Supervisor

PS

owner 26175 S. Carmel Hills Dr.

Ms. Patricia Sanders
1004 McGregor Way
Palo Alto, CA 94306-2633



RE: plans for development for the region between Pt. Lobos State Park to Rio Rd.

To: the CA State Parks Planning Dept.

From: Meredith Stricker, Thom Cowen 3830 Whitman, Carmel CA 93923

Coalition For Wild Carmel: coalitionforwildcarmel@gmail.com

We understand you love the natural habitats of our state as much as we do, but we don't think you fully understand the unique area you are proposing to drastically alter.

There are about 500 hundred of us on just one concerned community email list alone. In this personal letter, we are asking you to manage the traffic at Pt. Lobos without expanding the congestion all the way to Rio Rd. and forever altering this beautiful region. We ask you to take excessive development off the table: no paving new parking lots/turn lane at the Bay School fields and no development/parking at Odello Ranch and paving Hatton Canyon.

This is not just a narrow, local concern: residents and travelers alike treasure this coastline. Please don't try to divide us and treat our community concerns as separate from the interests of other Californians, when you tell us we are being selfish to preserve this habitat. This is not a done deal. Our community will continue to organize locally and state-wide to work with the Parks Dept. to come up with a sustainable plan. There are many important questions you have left unanswered that we will continue to raise while we work with allies across California who also share our concerns for this region:

impact on habitat and view-sheds

- How will wetlands and wild coast sustain this influx of parking lots and transient users? What is the proportion of proposed parking to the land to be accessed? Is this proportion of intensified recreational use and paving sustainable?
- Why build greatly expanded parking and concessions in a flood zone and wetlands area?
- How will proposed boardwalks, traffic and crowds of people affect the wetlands?

- What is the effect of intensified use in the wetlands on bird-life and the steel-head project?
- Is not public access also measured in terms of view-shed in the Coastal Act? Do we want parking lots, signage, kiosks, noise and bicycle and kayak concessions to replace coastline view-sheds for River Beach, Hwy 1 and most Carmel Meadows residents?

impact on traffic and safety

- Why have you not even shown the expanded parking and use areas planned at Palo Corona Regional Park across from Odello Ranch? How will the planned parking and expanded use there impact the three parking lots proposed at Bay School and Odello Ranch across the way?
- Bottom line: do we want more crowds in parking lots to further overload Hwy 1 traffic? Your plans are treating this stretch of Hwy 1 as a private Parks access road which might be appropriate in a more remote area, but how will this stretch of Hwy 1 accommodate already overloaded traffic with your proposal to add 5 more points of auto ingress/egress in a very short span of roadway? (this in addition to an array of driveways, Pt Lobos Park itself, Monastery beach and other parking.) How would through-traffic cope with the additional cars slowing down and corssing in and out of all these new parking/recreation zones?
- Where would the many park-goers go once these parking lots quickly fill?
- Most importantly, how would emergency services cope? Have you consulted teams from Big Sur and ER units locally for their input to access with increased use and traffic?
- We know this highway intimately from Rio Rd to Big Sur. A standard traffic analysis is not appropriate here. It does not appear you taken into account the regular back-up all the way from Carmel Highlands to Rio Rd., nor the influx of major golf, car, marathon and other regional events, the pressure of on-going bicycle tour groups or even photo shoots, the gridlock in Big Sur at Pfeiffer Beach that would bring this very public access to our region to the brink of over-load. How will you assure this region and the many visitors state and nation-wide, as well as international travelers that Hwy 1 access will not be impaired?
- In relation to emergency services and traffic, have you taken into account the continual rip-tides and shelf drop-off at Monastery Beach in relation to the kayak and other boating concessions that are proposed? Novice kayaking families might well be able to negotiate the wetlands area but venturing into the ocean at River Beach is extremely risky. Wouldn't such concessions be more suitable at the State Parks on the Monterey Bay side of the coast?
- Similarly, how would safety issues be handled for families of novice bicyclists venturing out onto the quite advanced traffic of Hwy 1? There's an assumption of safety at all age and skill levels at a State Park amenity and this location for bike concessions would not appear pass these criteria and would certainly require careful scrutiny.

impact on culturally sensitive sites

- In your plans for native American learning programs, have you consulted local tribal members? We have, and there is grave concern over your plans, both over threatening habitat and wildness as well as disrupting many culturally sensitive areas -- burial and middens sites.

public access

-- at this point you assure us that the new park areas will not be fee-based, but with budget changes in the future, can you guarantee that the public will not be charged to use these areas with the amenities you plan? the current situation provides equal public access to all income levels, while future fee-charging would severely limit access and spill more congestion into the area

alternatives for a regional solution and public transportation

-- These plans do not show comprehensive a regional solution for expanding recreational activities but instead bottleneck all the traffic and development close to already overstretched Pt. Lobos. Has Parks Planning considered partnering with local community members to look into using other state parks resources already in place such Seaside and Marina State Parks to connect with the amenities at Pt. Lobos? While we do not presume to speak for other communities, these two State Park areas are readily accessible to Hwy 1, have access roads, plenty of room for parking and expansion of recreation opportunities (kayaks, bicycles, etc) which could ease the pressure off the Lobos to Rio Rd. area and perhaps provide recreational and business support desirable to local communities as well as regionally.

Parking design could be located behind the dunes so the view-shed from Hwy 1 and residents could be preserved and also accommodate much wider use, unlike the proposed parking north of Pt. Lobos. There are extensive bike trails all along Seaside/Marina to Monterey and Pacific Grove where families can bicycle safely, unlike along Hwy 1 at Odello Ranch and a much more suitable Bayside site for kayaking and even zip-lines

-- Having more access road parking and transit options allows the traffic and movement of travelers and locals to State Parks within our region to be less dependent on individual car access: it would be possible to use jitneys for moving more people among the activities at Seaside/Marina and even shuttling between Seaside/Marina and Pt. Lobos. This would address future expansion in a more pro-active, environmentally sustainable way, instead of filling parking to capacity and creating gridlock along Hwy 1. There is a new project already undertaken for extensive, comprehensive bike trails for commute and recreation infor a diversity of income levels in tbe Seaside/Marina area that could tie in with the parks.

Sincerely,

Meredith Stricker + Thom Craven

June 2016



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: Paula Tarantino
Address: 2784 Padera
City: Carmel
State, Zip: CA 93923
E-mail: ptarantino@comcast.net

Comments:

Osullo Ranch is too far away from Pt. Lobos to
visit. Allen Ranch property seems a
better alternative. - Infrastructure
is already there.

Concerned about traffic between 270 Rd &
Point Lobos.

Point Lobos should be by reservation only - limit
the number's to the amount the environment
can take.

Please use the reverse side or attach any additional pages



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

**Preferred Alternative Public Open House
June 1, 2016**

COMMENT SHEET

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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: GLENN C. TOMBLIN
Address: 2952 CUESTA WAY
City: CARMEL
State, Zip: CA 93923
E-mail: GTOMBLIN@AOL.COM

Comments:

PLEASE SEE ATTACHED SHEET

Mr. Glenn C. Tomblin
2952 Cuesta Way
Carmel, CA 93923
EMAIL: GTomblin@aol.com

Comments:

My comments concern the Preferred Alternative – New State Park Coastal Area proposed 150 vehicle parking lot on the Odello Farm Property and the proposed 50 vehicle parking lot on the Coastal Margin, (Bay School) Property.

ODELLO FARM PROPERTY

1. The daily traffic on Highway One is backed up along the proposed site from 3:30 pm to 7:30p.m. daily. Holiday weekends the traffic is backed up many miles south of Point Lobos Reserve. Increasing the traffic with an additional 150 vehicles from Odello Farm Property the will produce even more traffic grid-lock. This will require a longer time for all these vehicles to exit the proposed parking lots and merge with traffic on Highway One. This amount of increased traffic from these parking lots will require signal to control access to Highway One and keep the traffic moving.
2. California has substantially reduced the number of Park Rangers due to budget reductions which are projected to continue for many future years. Who is going to monitor the proposed parking lots? Who will insure that all vehicles have left the proposed parking lot by an approved day time?
3. This substantial increase in parking of 150 vehicles or approximately 450 – 600 individuals on the Odello Farm Property with no supervision will increase the following:
 - a. Litter and Defacing of Parking Lot and Restrooms.
 - b. Property Theft and/or Assaults of Individuals or Groups at the Restrooms of the parking lot during the day and night.
 - c. Property Theft and/or Assaults of Residents of the Carmel Meadows during the day and night.
 - d. Increase of Vehicles, Individuals, and Groups that do not leave parking lot by closing time that camp or stay overnight.

- e. Increase of road rage due to the traffic grid-lock on a daily basis trying to access Highway One from each of the proposed parking lot.

COASTAL MARGIN, (BAY SCHOOL) PROPERTY

- 4. This substantial increase in parking of 50 vehicles or approximately 150 – 200 individuals on the Coastal Margin (Bay School) with no supervision will increase the following:
 - a. Litter and Defacing of Parking Lot.
 - b. Property Theft and/or Assaults of Individuals or Groups at parking lot during the day and night.
 - c. Property Theft and/or Assaults of Residents of the Carmel Meadows during the day or night.
 - d. Increase of Vehicles, Individuals, and Groups that do not leave parking lot by closing time that camp or stay overnight.
 - e. Increase of road rage due to the traffic grid-lock on a daily basis trying to access Highway One from each of the proposed parking lot.

I believe further traffic and environmental studies should be required of The California State Department of Parks and Recreation to insure that an alternative solution that serves the public, reduces traffic congestion, and considers the needs of the residential communities of the Carmel Highlands and Carmel Meadows. The current proposed parking lots will also jeopardize the Emergency Vehicles access to these residential communities.

Ellen Turbow
1870 Hamilton Ave.
Palo Alto, CA. 94303
650-327-0987
emturbow@sbcglobal.net

June 7, 2016

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

Dear Sir or Madam:

Having attended the Public Open House for Preferred Alternative on June 1, 2016, I have the following comments:

1. No plan should be entertained without the coordination and cooperation of all the agencies with jurisdiction over the area in question. We were told that the Carmel Area State Parks General Plan will be directly impacted by decisions yet to be made by CalTrans regarding parking along Highway 1. The absence at the Public Open House by a representative of CalTrans was a serious oversight.
2. Amelioration of traffic congestion on Highway 1 between Carmel and Big Sur should be a top priority of any plan. The Preferred Alternative would exacerbate the problem.
3. The current State Parks budget is insufficient to provide Rangers and staff to properly maintain the Carmel properties as they are presently constituted. Heavy reliance on volunteers is not sustainable. Adding facilities per the General Plan makes no sense under these conditions.

Given the above considerations, the following comments relate to specific aspects of the General Plan:

1. Retain the Marathon Flats area (Hatton Canyon) for parking and staging events.
2. Develop Allen Ranch to include a visitor/orientation center, docent training space, storage areas, and off-Highway 1 parking with safe access across the highway to the Point Lobos Reserve.
3. Devise a system to control the number of visitors to Point Lobos at any one time, e.g. a reservation system, without eliminating parking spaces.
4. Refrain from any development at Odello West until traffic and parking problems have been resolved. Any development such as a boardwalk or nature center should be accessed by a route other than Highway 1, preferably by walking or

biking. Any parking being considered should be away from Highway 1 and severely limited.

Thank you for your consideration of these points.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Ellen Turbow".

Ellen Turbow
2992 Cuesta Way
Carmel, CA 93923

Myron Turbow
1870 Hamilton Ave.
Palo Alto, CA 94303
tel: (650) 327-0987
email: emturbow@mac.com

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

June 7, 2016

Dear Planning + Design Section:

The proposed plan for Carmel Area State Parks (CASP) does not directly address one of the main problems: parking and traffic on State Route 1 (SR 1). CASP has been discussed at public meetings, but representatives of the California Department of Transportation (Cal Trans) did not participate, and Cal Trans plays a pivotal role in the proposal.

SR 1 is the primary site for parking for Pt. Lobos and the nearby Monastery Beach. Several portions of the proposed general plan makes the statement: "Note: this is contingent on SR1 parking removal." However, no details are given about this possible contingency. Parking along SR 1 comes under the auspices of Cal Trans, which needs to make its plan public: How can Cal Trans improve parking along SR 1? What can be done to improve safety? How can pedestrian access along SR 1 and into Pt. Lobos be improved and made safer? For example, pedestrian crossings across SR 1 with button activated blinking yellow lights could be installed along the highway near Pt. Lobos. SR 1 could be widened and reverse diagonal parking stalls installed to increase the number of cars able to park as well as making it safer to park.

The proposal to plan parking at Odello West and at the Bay School is counter productive and will only lead to more traffic and congestion along SR 1 south of Rio Road. In addition, placing parking in these sites will adversely affect the natural beauty of these areas. These areas are designated scenic areas; keep them scenic and do not build parking lots on them.

The Hatton Canyon Property adjacent to the Crossroads and the Barnyard Shopping Centers could be used for parking with shuttle service to Pt. Lobos. As a result there will be fewer cars south of Rio Road resulting in less, not more congestion. Since the property next to the Crossroads Shopping Center, Marathon Flats, would be a parking lot, it could still be used by other organizations for special events such as the Big Sur Marathon. It is only a short walk from Marathon Flats to Odello West in the event that a small system of boardwalks are built to allow access to its wetlands.

I think other areas such as the land adjacent to the water treatment plant or property on the east side of SR 1 are preferred sites for parking and development than Odello West and the Bay School, but using these sites will increase traffic south of Rio Road.

Eliminating cars and parking within Pt. Lobos is consistent with the proposals made in the original general plan for Pt. Lobos and reiterated again in the general plan of October, 1979. Using Allan Ranch for parking and a visitor information center would be one way to accommodate the loss of parking within the reserve. A tunnel under SR 1, such as was done at Julia Pfeiffer State Park, would make crossing the highway safe.

How can California State Parks Department (SPD) commit to a plan to expand the trails and facilities when it is unable to maintain its present properties at this time. plans. Trails and stairways at both Pt. Lobos and at Carmel River State Beach have been in need of repair and restoration for many years, but SPD has not had the

funds nor staff to address these issues. There are too few rangers and lifeguards assigned to this region. Rather than invest money to make plans and build new structures, use these funds to increase the number of personnel and to maintain what already exists at these sites.

Odello West should be kept as a wetlands preserve. Establishing a visitor's center or a concessions area at this site would be detrimental to the conservation of the wetlands. The site is in a flood plain, which puts any building at risk for flooding. It is a sensitive wetlands area and cannot handle a large number of visitors. Rather than restoring the old barn at this site, which is at risk for flooding, move the building to more elevated area and at a site with increased parking such as Allan Ranch or Marathon Flats on the Hatton Canyon Property. The old barn could be refurbished and used as a visitor information center and for restrooms.

There are many difficult decisions which need to be made. I hope you consider not only my comments, but the comments of hundreds of other interested citizens.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "Myron Turbow". The signature is fluid and cursive, with a large initial "M" and "T".

Myron Turbow
Member Pt. Lobos Foundation
Member Big Sur Land Trust
Member California Native Plant Society

CASP GP Preferred Alternative Plan

Let them have a zip line in Point Lobos, then take it away and they will be happy. Typical bureaucratic B.S. The idea to remove parking from Point Lobos is crazy. The parking in Point Lobos is not the problem. The amount of people allowed into the park is the problem. Control the amount of people allowed to enter the park and the park will recover from the beating it is being subjected to. The argument is that the coastal commission insists that there must be public access. A commission that controls every other aspect of our lives, where we can build, what we can build, where we can go etc. can now sit back and watch the destruction of one of the most unique meetings of the land and sea.

Here is what needs to be done to save this national treasure for us locals and the people who are not as fortunate as us to live here on the central coast. What is happening at the Point Lobos State Park not only affects us but the quality of the experience for the people that come from all over the world.

#1 Keep the parking in the park. The ploy to remove parking is just that, a ploy. Now we need parking outside of the park for visitors?

#2 Remove all parking on Hwy 1 outside of the park. This will remove all walk-ins who don't pay and enable the park to control the amount of people at any given time. Control is the key for without it we have chaos, which is what we have now. Or will it take a few deaths before Cal Trans sees the light. Their usual way of dealing with a problem let a few people die and then we will fix it. Another state run bureaucracy.

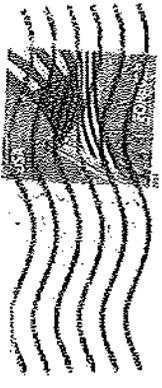
#3 Have a 5 year freeze on any new plans for Point Lobos until the state can show not just us that live here but all of our world wide visitors that they can control and manage what they have been given to protect. Before any new plans for parking lots and visitor centers or what ever, the state is saying trust us we can manage all of these new plans but don't look at how we are dealing with the mess we have already made. And please don't say these new plans are here to fix the chaos that now exists. If you think this I have a bridge to sell you.

P.S. Put your house in order bring the public's trust back and then we can move forward.

Sincerely,
Kim Weston
3 Generation Carmel Photographer



WESTON PHOTOGRAPHY
GINA & KIM WESTON
251 ROUTE 1 WILDCAT
CARMEL, CA 93923



SAN JOSE CA 950

JUN 09 2016 PM 4 L

CASP General Plan
1 Capitol Mall Suite 410
Sacramento CA 95814

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JUN 09 2016

NORTHERN SERVICE CENTER

55814-927710



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

plan.general@parks.ca.gov.

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We hope our voice will be heard and taken into the planning process.

Sincerely,

Inez Ann

I am eighty years old and often walk the Hatton Canyon trail to the Bournwood Flapping Center. It is peaceful, quiet, and a beautiful natural setting. "If you pave it, they will come"! Motorized vehicles, bikes, e-bikes etc! We don't need or want the canyon destroyed by this noise and destructive element to our serene and the animals' and birds' sanctuary. Please protect our quiet sanctuary, and our backyards will be invaded with noise. Please protect our quiet sanctuary, and protect the animals' corridors.

CC:

Dave Potter

5th District

Monterey County Board of Supervisor

[Signature]

YOUR ACTION IS NEEDED
California State Parks Proposes Asphalt and Pavement Plans
For Hatton Canyon State Park – this is Your Back Yard

**PLEASE SIGN AND MAIL THE ATTACHED LETTER IN THE ENVELOPE PROVIDED TO
ARRIVE BEFORE May 27th**

Dear Neighbor,

In 2002, CALTRANS gave up the Hatton Canyon Property to California State Parks. Since then, there have been modest improvements to a "non-motorized trail" that is respectful to the existing wildlife. But despite an agreement with us in 2009 to leave the walking and biking path through the canyon as it is now, the California State Parks continues to propose increased use of the canyon to the point of needing asphalt pavement. We want to be assured that California State Parks doesn't intend to waive requirements for proper environmental and visual studies, even though their published plan already admits "substantial environmental impact" will occur. Information including their proposed plans can be found online:

http://www.parks.ca.gov/?page_id=26868

We need your support in the following areas:

1. Sign and send the attached letter to the Parks to arrive before the end of May.
Your voice needs to be heard.
2. Copy the signed letter & send a copy to Dave Potter or even better yet – send him an e-mail:

e-mail: district5@co.monterey.ca.us and/or Dave@DavePotterForSupervisor.com

address: P.O. Box 1324
Monterey, CA 93942

phone: (831) 402-4275

3. Please join us at the public open house where California State Parks will further share their proposals:

Date: June 1, 2016

Time: 6:00-9:00 PM

Location: Wedgewood Wedding and Banquet Center, Rancho Canada Golf Club,
4860 Carmel Valley Rd., Carmel, 93923

Even after a 40-year battle with CALTRANS to preserve the beauty and nature of Hatton Canyon, it's hard to believe we have to now make our voices heard once again with California State Parks that

the current state of the non-motorized trail is sufficient for the needs of the community
and we do not want any further development that requires asphalt pavement that will disturb the wildlife in our beautiful canyon.

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

plan.general@parks.ca.gov.

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We hope our voice will be heard and taken into the planning process.

Sincerely,

Mary Higgins

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

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Sincerely,

A handwritten signature in cursive script that reads "Jeanette J. Campbell". The signature is written in black ink and is positioned below the "Sincerely," text.

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,

Catherine D. Wolf



CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,



Allen
Wilson

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

We are current residents of Carmel, CA and live near the Hatton Canyon Property (HCP). This letter supports the *No Action Alternative*, which includes no changes to the existing condition, and operation of the Hatton Canyon Property (HCP).

The current non-motorized bike trail meets the community needs and there is no wish for any plan that includes further paving or asphalt. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We would oppose any proposal that disturbs the natural habitat in our beautiful canyon.

We hope our voice will be heard and taken into the planning process.

Sincerely,

Lyn A Christensen

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

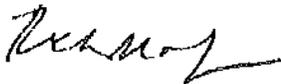
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Sincerely,

A handwritten signature in black ink, appearing to read "Kenny".

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Two handwritten signatures in black ink. The first signature is on the left and the second is on the right. Both are cursive and appear to be initials or first names.

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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A handwritten signature in black ink, consisting of several overlapping loops and lines, positioned to the right of the word "Sincerely,".

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5th District
Monterey County Board of Supervisor

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Sacramento, CA 95814

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Sincerely,

Thomas C. D'Angelo
Nancy M. D'Angelo

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

plan.general@parks.ca.gov.

We are residents of Monterey County and live near the Hatton Canyon Property (HCP). We oppose any plan that includes further paving or asphalt. HCP provides an important wetland habitat, a wildlife movement corridor, and birding opportunities. We oppose the Alternative #2 proposal that paves and disturbs the natural habitat in our beautiful canyon.

Alternative #1 includes no changes to the existing condition and operation of the canyon. However, every year, the canyon is severely eroded and flooded by the winter rains (this winter it happened in December). For the 6 months until the annual grading is done, the canyon is dangerous to walkers and bikers, and basically impassable to vehicles (e.g. fire trucks, CA-AM, and sewer district vehicles).

We propose a third alternative: Establish drainage in the canyon to prevent the annual erosion of the upper canyon and flooding of the lower canyon and maintain the existing unpaved access road.

Sincerely,

Chuck and Deane Bellotti

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,

Donna Lewis
Michael D. Lewis

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

5/21/2016

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

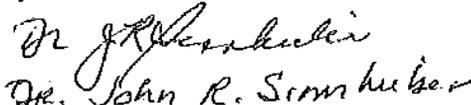
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Dr. John R. Sommerhuber

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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Sincerely,



Nora Ward

CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

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CC:
Dave Potter
5th District
Monterey County Board of Supervisor

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

5/20/16

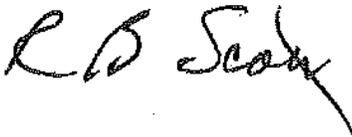
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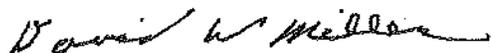
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Dave Potter
5th District
Monterey County Board of Supervisor



CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report

Preferred Alternative Public Open House
June 1, 2016

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box at the Open House, 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: Ronald + Dounce GARREN
Address: 2705 Ribera Rd
City: Carmel
State, Zip: CA 93923
E-mail: garren@redshift.com

Comments:

See attached letter
Sorry its late I sent it
by mistake to county please
Yours-
R Garren and

ron garren
2705 Ribera Road, Carmel, CA 93923

June 18, 2016

State of California (Department of Parks and recreation)

Dear Planners,

I am writing to echo the sentiments of a neighbor of mine in Carmel Meadows. The proposal for new parking as currently designed will alter the character of our area and just encourage more traffic and crowding that has already become a big problem. Below are some of the comments that I encourage you to pay attention to. Be rest assured that all the home owners in our area (Carmel Meadows) feel the same way.

"I, as well as almost every resident in this area, vehemently oppose the Odello Ranch and Carmel River beach component of the so called 'Preferred Alternative' on the grounds that it will create a dramatic increase in traffic, irrevocably damage the iconic Odello Ranch landscape and irreparably harm the quality of life for both the residents of Carmel Meadows and the locals who travel through this area every day.

While Point Lobos has legitimate parking issues to be solve, Odello Ranch and Carmel River Beach DO NOT! It is irresponsible to blatantly encourage and intensify traffic and overuse on Highway 1 at a time when Highway 1 is routinely clogged and overused.

Using Point Lobos's parking problems as a reason to jam a new State Park with all it's infrastructure into the virgin lands of Odello and Carmel River is

ridiculous.. Anyone who knows these areas, knows that the only problems there, are the ones YOU'VE INVENTED to sell this project! You are supposed to be wise caretakers of this land, not drunk with power and money looking for your next conquest. The money you seem so willing to lavish on this new 'recreational center' at Odello and River might be better spent encouraging people to go to use already developed but under-utilized parks in the area like Garland, Ft Ord National Park, Jack's Peak, Toro Park, etc, etc.

If we didn't live in a world of social media sharing perhaps this might not seem so ridiculous. But over the last 18 months our area has been hammered by global tourists who never thought of Carmel and Big Sur until social media made us the 'place to go". Now that everyone has smartphones, people from everywhere are inundating the area in search of all the special places and trails that have been 'shared, publicized, and mapped. Your traffic studies are inadequate as they do not account for the exponential growth in tourism that has been created so recently by social media . Even if you had unlimited parking that allowed everyone to come and park (lol), these beautiful lands would be trashed by the onslaught."

Yours, Ron and Donna Garren, 2705 Ribera Road, 831 915-2538

Ron & Donna Garren



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

**Preferred Alternative Public Open House
June 1, 2016**

COMMENT SHEET

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- 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 ²⁵ 25, 2016. Thank you for your input!

(Please Print)

Name: DONALD + SUZY MASTERS
Address: 81A CORONA ROAD
City: CARMEL
State, Zip: CA 93923
E-mail: CARMELION@PARTLINK.NET

Comments:

Please see attached these comments



6/19/2016

Thank you for the opportunity to comment on the June 1st meeting at Rancho Canada. The presentations were informative and the maps provided were very helpful.

However, there are a number of comments which I hope will be taken into account before final vetting of the proposed General Plan and Environmental Impact report.

1. **Fire hazards** are the number one concern for local residents who border state parks. We note that for the Carmel Area State Parks General Plan the light green *backcountry* area is shown on the maps as currently designated to include "primitive camping". This use should be very carefully reviewed since fires are a major hazard in our area, i.e. Carmel Highlands. The danger is that if this use designation is allowed; it will undoubtedly pose increased fire risk from uncontrolled campfires possibly started by overnight visitors. It would be prudent to avoid overnight use associated with "primitive camping" especially given the high elevation and exposure to strong winds in the early morning hours. Indeed, fire fighters^{er} would also find the access to backcountry fires much more difficult to contain and extinguish.
2. This brings us to the issue of limited resources available to park rangers and firefighters. The proper maintenance and preservation of wild life and their habitat should be given higher priority than say parking lots for increased numbers of visitors. The parks in this area, particularly Point Lobos Reserve are already over used especially on weekends and



holidays. The upgrading of park rangers' training and monitoring capabilities should have first claim on limited fiscal resources in order to preserve the lasting enjoyment of these facilities. Planning for the future is important and we should focus our resources on improving what already exists and managing public use to avoid degradation of our parks.

3. There is a public safety role for limiting access in order to reduce risks to park visitors. For example, more "no parking signs" along the residential side of highway 1 so as to reduce foot traffic crossing the highway to enter Point Lobos. This highway is heavily used during park hours and poses risks to visitors and their families as well as friends. In addition, we understand that California Transportation department is considering the use of sensors in our area to enhance optimal traffic flow by better coordinating traffic lights at such busy intersections as Rio road; Ocean and Carpenter.

Respectively,

Donald C Masters



From: Rechs Ann Pedersen [mailto:msrechsann@gmail.com]
Sent: Thursday, June 02, 2016 4:13 AM
To: General, Plan@Parks
Subject: Carmel state park

Dear Sirs:

I have been enjoying the natural beauty of Pt. Lobos Natural Reserve for more than 50 years. The last few years it is distressing to see the masses of people swarming over Pt. Lobos, ignoring the rules, trampling the vegetation and bringing beach chairs to sit on the bluffs. In other words, overuse and disrespect for Pt. Lobos as a **Natural Area to be enjoyed for itself.**

The Carmel State Park general plan sounds like a bad idea, more of what is going on at Pt. Lobos and even worse. Leave the area unspoiled for those visitors who come for the beauty, not for an **Amusement Park** with trees and waves.

Your truly,
Rechs Ann Pedersen