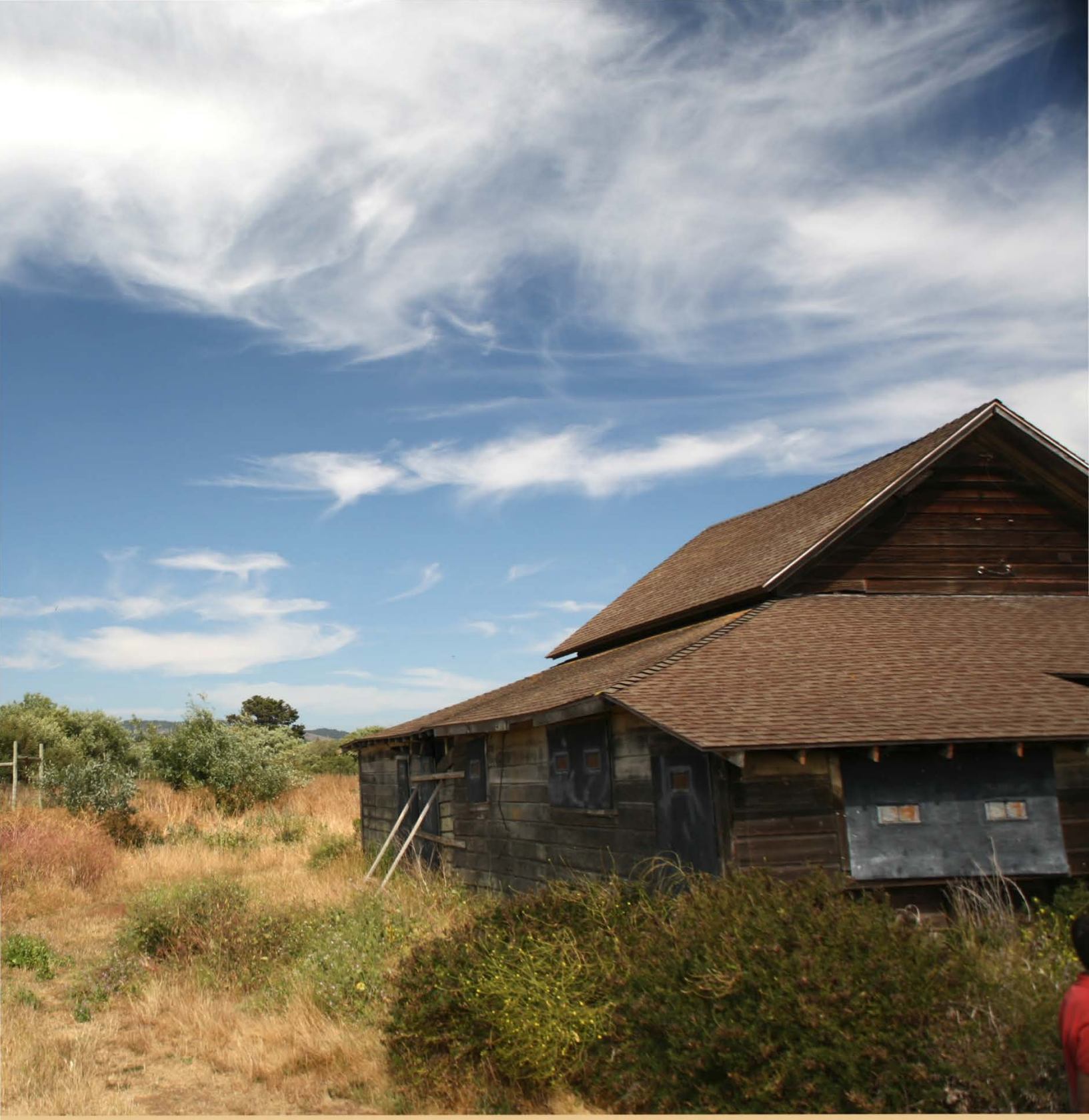


Chapter 5

ENVIRONMENTAL ANALYSIS

5 ENVIRONMENTAL ANALYSIS

5.1 Introduction

The environmental analysis in the General Plan has been prepared in conformance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines requirement to analyze and disclose the potential environmental effects of a proposed action. The environmental analysis is programmatic in scope and serves as a program EIR, pursuant to Section 15168 of the State CEQA Guidelines. The environmental analysis in this document evaluates broad environmental matters and does not contain project-specific analysis for the facilities that would implement the General Plan. The program EIR is a reference for future environmental reviews of implementation actions. If a later activity is consistent with the General Plan and program environmental impact report (EIR), in its CEQA review it may only need to demonstrate that it is "within the scope" of the EIR, and could therefore rely on this EIR for compliance. If needed, a later CEQA review can also provide more detailed information and analysis for site-specific developments and projects. The General Plan includes guidelines that direct future project-level environmental review of site-specific projects to avoid or minimize potential adverse effects to resources during construction or operation of the facilities and improvements. Because the General Plan contains guidelines that avoid or minimize potential adverse environmental effects and because Department Operations Manual (DOM) policies and Standard Project Requirements would be implemented, no significant environmental impacts were identified in this EIR.

5.1.1 Purpose

This General Plan/EIR constitutes an Environmental Impact Report, as required by the Public Resources Code (PRC; Sections 5002.2 and 21000 et seq.). The General Plan/EIR is subject to approval by the State Park and Recreation Commission, which has sole authority for the plan's approval and adoption. Following certification of the EIR and approval of the General Plan by the State Park and Recreation Commission, and as staff and funding becomes available, CSP will prepare specific management plans and development plans described herein. Future projects within the Reserve and New State Park, based on the proposals in this General Plan, are subject to further environmental reviews, permitting requirements, and approval by other agencies such as Caltrans, California Coastal Commission, California Department of Fish and Wildlife (CDFW), and the California Regional Water Quality Control Board.

The potential for significant environmental effects of all phases of the General Plan implementation, including construction and operation, are evaluated in the analysis (consistent with Guidelines Section 15126.2). A significant effect is defined in CEQA as a substantial or potentially substantial adverse change to the physical environment resulting from implementation of the project. If significant effects on the environment were identified, this document would describe all feasible mitigation measures; however, environmental analysis did not identify significant effects. Mitigation measures may avoid, minimize, or compensate for significant adverse impacts, and need to be fully enforceable through permit conditions, agreements, or other legally binding means (Guidelines Section 15126.4[a]). Mitigation measures are not required for effects that are less than significant.

5.1.2 Focus of the EIR

The Notice of Preparation (NOP) for this General Plan and EIR was circulated to the appropriate federal, state, and local agencies on April 4, 2012. Based on known issues affecting the long-term management of the parks and on comments received during the planning process, this General Plan/Draft EIR was prepared to address potential environmental impacts that may result from implementation of the Park Plan and its goals and guidelines.

5.1.3 Subsequent Environmental Review Process

The program EIR is used for evaluating the potential effects of the CASP General Plan (Section 15168 of the State CEQA Guidelines). A program EIR considers broad environmental issues at the General Plan stage. When projects implementing the General Plan are proposed at a later date (called "later activities" in the State CEQA Guidelines), a project-specific environmental review is conducted. These environmental reviews of the later activities consider environmental effects of the project in light of the analysis and findings in the program EIR. Later activities consistent with the General Plan may be "within the scope" of the program EIR if the project-specific impacts have been considered in this EIR. If so, CSP needs to demonstrate, typically using a checklist, that all potential environmental effects have been considered in the program EIR, and if needed, incorporate by reference the relevant discussions from the broader EIR in the General Plan. In some cases, a new significant environmental impact may arise at the project-specific CEQA review. In that situation, the appropriate documentation is determined following the procedures and criteria in State CEQA Guidelines Sections 15162 and 15164, and either an addendum, mitigated negative declaration, supplement to an EIR, or subsequent EIR may be required.

5.1.4 Contents of the Environmental Impact Sections

Discussion of each technical environmental topic is contained in Sections 5.6.1 through 5.6.12. Sections 5.6.1 through 5.6.12 include the evaluation of all environmental topics originally identified for review in the NOP. The Public Scoping Meeting Summary and NOP can be found in Appendices A and H, respectively.

In accordance with CEQA requirements, this environmental analysis examines 12 technical topics in detail. Technical topic areas consist of the following:

- Section 5.6.1, Aesthetics
- Section 5.6.2, Air Quality
- Section 5.6.3, Biological Resources
- Section 5.6.4, Cultural Resources
- Section 5.6.5, Geology, Soils, and Seismicity
- Section 5.6.6, Greenhouse Gas Emissions and Climate Change
- Section 5.6.7, Hazards and Hazardous Materials
- Section 5.6.8, Hydrology and Water Quality
- Section 5.6.9, Noise

- Section 5.6.10, Public Services and Utilities
- Section 5.6.11, Recreation
- Section 5.6.12, Traffic and Transportation

The technical chapters of this EIR are organized into the following major sections:

Introduction: This section provides introductory text pertaining to each technical topic. The environmental setting and regulatory setting for each topic is included in Chapter 2, which describe baseline setting information for local and regional conditions. This section refers the reader to the applicable section(s) in Chapter 2 containing setting information relevant to the resource topic.

Analysis Methodology: This section describes the methods, process, procedures, and/or assumptions used to formulate and conduct the impact analysis.

Significance Criteria: This section provides the criteria by which an impact is considered significant, in accordance with CEQA. Significance criteria used in this EIR are based on the environmental checklist in Appendix G of the State CEQA Guidelines.

Environmental Impacts: Environmental effects are listed numerically and sequentially throughout each section. Project impacts are arranged to address individual CEQA checklist questions, or multiple checklist questions that address the same topic. A summary impact statement precedes a more detailed discussion of the environmental effects of General Plan implementation. The level of significance of the impact is also defined. The discussion includes the analysis, rationale, and substantial evidence upon which conclusions are drawn. Impact conclusions are made using the significance criteria described above and include consideration of the "context" of the action and the "intensity" (severity) of its effects.

The level of impact is determined by comparing estimated effects with baseline conditions. Under CEQA, the existing setting normally constitutes the baseline point of comparison against which a significance determination is made. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant. The significance of impacts is determined after consideration of implementation of the proposed General Plan goals and guidelines and established Department Operations Manual (DOM) policies, Departmental Notice policies, and Standard Project Requirements that would avoid, minimize, or reduce the severity of the impact. Impacts identified as significant or potentially significant would require feasible mitigation to reduce the impact. A less-than-significant impact is one that would not result in a substantial adverse change in the physical environment.

Both direct and indirect effects of plan implementation are evaluated for each environmental resource area. Direct effects are those that are caused by the action and occur at the same time and place. Indirect effects are reasonably foreseeable consequences that may occur at a later time or at a distance that is removed from the Plan area, such as growth-inducing effects and other effects related to changes in land use patterns, population density, or growth rate, and related effects on the physical environment.

Mitigation Measures: Mitigation measures would be identified for significant or potentially significant impacts of the proposed project, in accordance with the State CEQA Guidelines (Section 15126.4). No significant or potentially significant environmental effects were found as a result of this environmental review.

5.2 EIR Summary

5.2.1 Summary of Impacts and Mitigation

Implementation of the General Plan would not result in significant impacts on the environment. Implementation of the guidelines contained in Chapter 4, along with compliance with DOM policies, Departmental Notices, and Standard Project Requirements, would avoid potential significant effects or maintain them at a less-than-significant level. Mitigation measures are, therefore, not necessary. Table ES-1 in the Executive Summary provides a summary of environmental impact topics, significance conclusions, and the General Plan guidelines that influence the environmental significance conclusion.

5.2.2 Summary of Alternatives Considered

Four alternatives are considered in this EIR, including the Park Plan (the proposed project, addressed in detail in Section 5.6), a No Project Alternative, and two plan alternatives. Descriptions of the No Project and two plan alternatives are provided in Section 5.8.

5.3 Project Description

Chapter 4 of this General Plan represents the project description and establishes the overall long-range purpose and vision for the parks. Management goals and supporting guidelines in Chapter 4 are designed to address the currently identified critical planning issues and to avoid or minimize the adverse environmental effects of uses, facilities, and management actions that would be permitted. This Environmental Analysis focuses on the environmental effects of the Park Plan, as described in Chapter 4 and summarized, below.

Point Lobos State Natural Reserve lands and underwater park west of State Route 1 (SR 1) will continue in this classification, because the vision and purpose of the unit are specifically to preserve the terrestrial and marine habitats, ecological processes, sensitive species, and scenic qualities exemplified by the unique land and waterscape of Point Lobos. A Declaration of Purpose was adopted for the Reserve as part of the original 1979 General Plan. In developing the current purpose statement, the themes articulated in the original plan have been updated to reflect contemporary resource conditions, management needs, and planning issues.

Carmel River State Beach and the eastern parcel of Point Lobos State Natural Reserve will be reclassified and combined with the Point Lobos Ranch Property and Hatton Canyon Property, which will together become classified as a State Park. Management zones, identified for each CASP unit, are established based on the distinct features, resources, geographic location, interpretive characteristics, and the desired visitor experiences and uses of each zone. The management zones are as follows:

Point Lobos State Natural Reserve

- Marine Zone
- Coastal Bluff Zone
- Upland Reserve Zone

Carmel River State Beach

- Coastal Margin Zone
- Ohlone Coastal Cultural Preserve Zone
- Carmel River Lagoon and Wetland Natural Preserve Zone
- Lagoon/Wetland Zone
- Caltrans Mitigation Bank Zone
- Odello Farm Zone

New State Park – Point Lobos Ranch Property

- A.M. Allan Ranch Zone
- Backcountry Zone
- Tatlun Cultural Preserve Zone
- Point Lobos Ridge Natural Preserve Zone
- San Jose Creek Natural Preserve Zone

New State Park – Hatton Canyon Property

- Upper Hatton Canyon Zone
- Lower Hatton Canyon Zone

Each management zone is described in Chapter 4, with summaries of characteristics, cultural and natural resource values, desired visitor experiences, proposed facilities and uses, and public access opportunities. Approximate size, location, and extent are also provided, along with the management intent for each zone.

5.3.1 Visitor Use Management, Sustainable Use, and Resource Protection

The appropriate visitor capacity of the Reserve has been a topic of both CSP management focus and public input for decades, because of the national and international renown of the Reserve, large number of annual visitors, and many peak-visitation days. The high level of visitor use continues to have a negative impact on sensitive natural resources in the Reserve and within Carmel River State Beach as a part of existing conditions. This high level of use needs to be balanced with the protection of natural and cultural resources. Reducing resource degradation from overuse continues to be a critical issue for agencies, stakeholders, and the public.

The strategy proposed to maintain sustainable levels of use is implementation of a day use reservation system. Day use reservation requirements will be implemented at one or more units (initially at the Reserve with others evaluated, as needed), operated continuously or at peak-use periods (seasonally), coordinated with volunteer-guided tours or self-guided visits, and implemented with digital and internet applications for convenience. Opening New State Park – Point Lobos Ranch Property to sustainable levels of public use offers another part of the solution to provide additional recreation opportunities in other areas with the opportunity to redistribute visitors away from high intensity use areas. The Park Plan proposes a follow-up evaluation to determine the most effective reservation approach and identification of appropriate outdoor recreation opportunities.

5.3.2 Traffic Congestion, Parking Issues, and Multimodal Solutions

While not an issue limited just to CASP as a destination, transportation and parking issues have become more urgent as the popularity of tourist attractions such as the Monterey Bay Aquarium, downtown Carmel and Carmel Valley, public parks, reserves, National Forest lands, and other public open space in the Monterey/Big Sur region has grown. Interrelated issues include traffic congestion, vehicle circulation, parking adequacy, and pedestrian access and safety. Currently, the vast majority of visitors rely on personal autos as the primary transportation mode to reach CASP units and other similar destinations in the region. SR 1 becomes heavily congested during periods of substantial visitation, causing mobility issues for local residents and visitors. The on-highway SR 1 parking contributes to the overuse issue by adding up to 400,000 walk-in users to the Reserve each year. Parking on the shoulders within the Caltrans right-of-way of SR 1 near the Reserve and Carmel River State Beach contributes to traffic congestion and pedestrian safety.

The addition of the Point Lobos Ranch Property and Hatton Canyon Area of New State Park to the CASP units provides opportunities to develop solutions to current vehicular access, congestion, and parking problems and, in doing so, enhance visitors' experiences. On the Point Lobos Ranch Property, sites may be suitable to redistribute parking eliminated in the Reserve through a process of evaluation and staged parking removal and replacement; however, care in locating facilities is important because the Point Lobos Ranch Property contains significant cultural and natural resources. Lower Hatton Canyon has potential to be the site of a multimodal transportation center, in partnership with local and regional transportation agencies and organizations. With such a center, transit and/or shuttle operations may be able to link to multiple park units and destination points in the region, including CASP units, providing important alternative travel modes and reducing the need for visitors to use personal autos.

5.3.3 Protection of Natural Resources

CSP takes into full account the stewardship and management of the native flora and fauna, rare and endangered species, sensitive habitats, the natural processes, and functions that support sensitive aquatic and terrestrial communities, when defining approaches to manage the recreational uses and operations of CASP. The many special natural resources of the CASP units include, but are not limited to, marine mammals and shore birds, underwater kelp forest, freshwater lagoon and wetland of the Carmel River, south-central California coast steelhead and California red-legged frog habitat of San Jose Creek, one of the world's largest native Monterey pine forests, one of only two places supporting the rare Gowen cypress, maritime chaparral habitat, and broad areas of mountain lion habitat.

Protection of these natural resources is a critical issue. Natural resource protection strategies begin with the appropriate classification of the CASP units and designation of natural preserves. The Reserve will retain its State Natural Reserve classification with a continued emphasis on resource protection. Within New State Park, existing and new natural preserve subclassifications will protect sensitive resources within this unit classified as a State Park, including the Carmel River lagoon and wetland, San Jose Creek riparian corridor, and broad expanse of coastal terrace and mountain slopes within the Point Lobos Ranch Property. In addition, a series of goals and guidelines focus on identifying, protecting, restoring, monitoring, and managing visitor use around sensitive natural resources. The

Park Plan is designed to achieve protection of these natural resources, while providing for high-quality outdoor recreation experiences, interpretation, and education for visitors.

5.4 Environmental Setting

Existing conditions that characterize CASP units, including descriptions of the important resources within the Reserve and New State Park and the regional planning context, are described in Chapter 2 of this document.

5.5 Environmental Effects Eliminated from Further Analysis

The following topics were eliminated for future analysis in the EIR because there is no potential for significant environmental effects resulting from implementation of the General Plan. A brief reason for their elimination is provided for each respective topic.

5.5.1 Agriculture and Forestry Resources

According to the California Department of Conservation (DOC), there are no lands considered to be important farmland on the project site (DOC 2017) or lands subject to Williamson Act contracts (DOC 2015). Thus, General Plan implementation would not convert important farmland, conflict with Williamson Act contracts, or otherwise affect agricultural land. There would be no impacts related to these types of agricultural resources. Plan implementation would not include changes to existing zoning or have any effect on land use designations outside the State-owned CSP properties; therefore, impacts related to conflicts with existing zoning or rezoning of forest land, or timberland are not discussed further.

While historic uses at the Carmel River State Beach (e.g., Odello Farm Zone) and Point Lobos Ranch Property (e.g., A.M. Allan Ranch Zone) included farming operations, no active farming remains on these properties and the park units are not used for agricultural purposes. Therefore, implementation of the General Plan would have no effect on existing agriculture within the parks. Land uses within the Reserve and New State Park would focus on natural and cultural resources protection and outdoor recreation uses, supported by operational activities. Plan implementation would not include changes to these primary land uses, so there would be no land use influence effect on agriculture on nearby lands. Forests in the CASP units are protected as natural habitats and are not subject to harvest. General Plan goals and guidelines describe an array of natural resources protection and management strategies that would sustain existing forest resources with the CASP units. Numerous other management zone-specific guidelines oriented to natural resources protection and management would also contribute to the protection of forest resources in the CASP units. Management strategies in the General Plan would not result in the loss or conversion of agricultural or forest land to other uses. Forests within the park units would be protected by General Plan guidelines. Therefore, no significant effect would occur and no further environmental analysis is necessary.

5.5.2 Land Use and Planning

The General Plan proposals would not result in the division of an established community or conflict with applicable land use plans, habitat conservation plans, or the policies or regulations of any agency with jurisdiction over the project. See discussions under Coordinated Planning and Partnerships in Chapter 4 and Regional Recreational Facilities in Chapter 2, for descriptions of coordination with other agencies with jurisdiction over adjacent areas and facilities. Portions of the Park interface with nearby suburban or urban uses, such as Carmel Highlands, a low-density residential development located south of the Reserve; Carmel Meadows, a medium-density residential area located adjacent to the State Beach; and the commercial, residential, and visitor-serving facilities adjacent to the Hatton Canyon property. In some CASP locations adjacent to existing development, unauthorized user-created trails have been established and private landscaping and backyard improvements have encroached onto State land. Implementation of the General Plan would not change the locations of the existing urban-park interface areas, but would result in guidelines to decrease the effects of unauthorized uses on natural resources (**Parkwide ACCESS Guideline 5.4**, Identify locations where decommissioning and restoration of unauthorized trails are needed, including but not limited to, the North Shore Trail in the Reserve and non-designated trails in the coastal areas, to decrease erosion, soil compaction, and degradation of cultural and natural resources and wildlife habitats. Prioritize actions to address first the most degraded and sensitive resource locations.). Therefore, no significant land use and planning effects would occur and no further environmental analysis on the effects on land use and planning is necessary.

5.5.3 Mineral Resources

Implementation of the General Plan would not result in the loss of availability of known mineral resources that are or would be of value to the region and residents of the State, or are a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no further environmental analysis on the effects on mineral resources is necessary.

5.5.4 Population and Housing

The administration and operation of the CASP units includes visitor services, public safety, facility maintenance, utilities and infrastructure maintenance, and visitor interaction as performed by maintenance staff, rangers, resource specialists, interpreters, and other administrative personnel. Volunteers and participating partner groups also play an important role in the park operations by providing additional services. On-site staff are needed to create safe environments, manage operations of the units, and keep facilities clean and well maintained. CASP staff primarily live throughout Monterey County. CASP has a long history of partnering with volunteers and local organizations to increase its capacity. Plan implementation would not change the availability of housing in the County. Staffing could be supplemented with volunteers (see **Parkwide MAINTAIN Guidelines 9.4, 9.5, and 9.8**). Plan implementation would not result in substantial population growth such that construction of additional housing would be required. Plan implementation would not result in direct or indirect population growth. Furthermore, the project is located on public land that contains recreation facilities and some staff housing. Plan implementation could result in adaptive reuse of historic structures that would provide for visitor orientation and park maintenance/operation support

functions, including staff housing. Thus, plan implementation would not displace any people or housing. Therefore, no significant effect would occur and no further environmental analysis is necessary.

5.6 Environmental Impacts and Mitigation

The purpose of this section is to identify potential impacts of plan implementation that may be considered significant. This analysis uses criteria from the Initial Study Checklist (Appendix G of the CEQA Guidelines) and CEQA's mandatory findings of significance (PRC sec. 21083, Guidelines sec. 15065 and sec. 15064.5) as tools for determining the potential for significant environmental effects. A significant effect on the environment is generally defined as a substantial or potentially substantial adverse change in the physical environment.

General Plan proposals include development and maintenance of day use facilities, parking areas, trails, multimodal transportation facilities, and natural resource management activities. The general plan defines the purpose, vision, and long-term goals and guidelines for park management and facility enhancement for the next 20 years or more. Typically, a general plan provides guidelines for future land management and for the facilities required to accommodate expected visitation. Because a general plan is likely to be in effect for many years, it must be flexible enough to accommodate expected future changes while clearly guiding decision-making consistent with the adopted park vision. Thus, the general plan provides broad guidelines for future operation of the CASP units, but does not prescribe specific operational strategies that may need to be adjusted over time. Construction and operation of future activities could create adverse impacts. The impacts are considered potential because the actual size, location, and design of the proposed facilities have not been determined. Throughout preparation of the General Plan, CSP assessed the existing setting, the purpose and long-range vision for the parks, and the potential impacts and refined the goals and guidelines accordingly. The resultant Park Plan (see Chapter 4) is analyzed in this chapter.

All park plans and projects are required to be in compliance with state and federal permitting and regulatory requirements. Projects would also implement the policies in the DOM, the CSP Standard Project Requirements, and Departmental Notice policies. Any potential impacts at this programmatic level would be avoided or reduced to a less-than-significant effect by implementing the General Plan guidelines, DOM policies, Standard Project Requirements, and Departmental Notices, as described in the following analysis for each topic. Following certification of the EIR and approval of the General Plan by the State Park and Recreation Commission, and as staff and funding become available, CSP will prepare specific management plans and development plans described herein. Future projects within the Reserve and New State Park, based on the proposals in this General Plan, are subject to further environmental reviews, permitting requirements, and approval by other agencies such as Caltrans, California Coastal Commission, California Department of Fish and Wildlife (CDFW), and the California Regional Water Quality Control Board.

5.6.1 Aesthetics

This section analyzes impacts related to aesthetics and scenic resources that could result from implementation of the General Plan.

Environmental Setting

Refer to Aesthetic Resources in Chapter 2 of this General Plan for descriptions of the existing conditions related to scenic resources. Scenic resources can provide a unique sense of place to an individual park or to specific areas within a park unit. As noted in Chapter 2, scenic quality is an important and valuable resource, especially on public lands. Many people value the quality of the scenery and have high expectations of scenic quality when visiting California State Parks.

Analysis Methodology

The methods of analyzing impacts on scenic resources consist of assessing visual characteristics under pre- and post-plan implementation scenarios to provide an understanding of the status of scenic quality and the visual effect of physical changes occurring in compliance with the General Plan. Scenery can be defined as the general appearance of a place and the features that contribute to the qualities of its views, landscapes, and waterscapes. Scenery consists of biophysical elements (landforms, water, and vegetation, as well as kinetic features, like crashing waves) and cultural or human-made elements (structures, water features, and managed landscapes).

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to scenic resources would be significant if the project would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- substantially degrade the existing visual character or quality of the site and its surroundings; or
- create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Environmental Impacts

AESTHETICS-1: Effect on a scenic vista, scenic resources, or the existing visual character or quality of the site and its surroundings

General Plan goals and guidelines emphasize ongoing protection of public scenic resources in the Reserve and New State Park. Strategies to manage visitor use levels and limit or restore resources degradation would assist CSP in protecting valuable resources, which have scenic quality as well as natural or cultural importance, from further damage, and preserving the quality of visitor experiences related to scenic appreciation. Plan implementation would also emphasize preservation of the most outstanding scenic qualities of the parks. For these reasons, implementation of the General Plan would have a **less-than-significant** impact related to scenic resources and the visual character of the park units.

Preservation of public scenic resources is a guiding principal for the management of the State Park System. The values of coastal views and scenic quality are important and require protection in compliance with the California Coastal Act. Within the vicinity of the parks, SR 1 is a Caltrans-designated scenic highway, and protecting public scenic corridor views from the scenic highway is important.

The value of scenic resources in the State Park System is reflected in the management intent for the units by noting the priority assigned to preserving scenic resources. Plan implementation would result in the ongoing management of park uses to preserve natural, cultural, and scenic resources. Plan implementation would also introduce recreation uses and facilities to previously inaccessible portions of the park units on the Point Lobos Ranch Property and at Carmel River State Beach. Public accessibility via new trails to higher elevation viewpoints closer to the Santa Lucia Mountains ridgeline would offer new visual access to striking coastal, ocean, and forest views that change with the seasons and over time.

The physical effects of plan implementation could include construction for the removal or introduction of parking lots and trails, restrooms, interpretive elements, and the renovation of existing buildings for use as visitor facilities, park operations, or staff residences. New facilities within the majority of the park units would be small in scale, such as restrooms or interpretive signage, or would not have a substantial vertical physical profile, so they would not be visible from mid- or long-distance viewpoints, such as trails. Plan implementation would also make land in Lower Hatton Canyon available as a multimodal transportation center. CSP would work with local and regional partners to develop the multimodal transportation center to serve the park units. The multimodal transportation center would include up to 100 parking spaces and structures to provide a transportation hub for other regional park units and comprehensive visitor information. The main viewer groups in Lower Hatton Canyon are motorists, pedestrians, and bicyclists using SR 1, Rio Road, and Carmel Valley Road; residents; and patrons of the commercial areas east of SR 1. Views from the southern portion include SR1and commercial development fringed with narrow patches of undeveloped land with native vegetation, including the riparian area along the Carmel River. The multimodal transportation center would be located within the flat linear corridor that includes a mix of undeveloped and developed areas. Lower Hatton Canyon is used as a community gathering space and for special events, such as the Big Sur International Marathon. Because the area includes existing commercial development, the transportation center would introduce structures that would be compatible with existing uses in the area and would not substantially alter the existing views from SR 1.

Infrastructure such as trails, restrooms, and interpretive elements would be designed to integrate scenic quality protection and to maintain important views, including publicly accessible coastal views, consistent with the California Coastal Act, and to minimize the visibility of facilities from SR 1 (see **Parkwide MANAGE Guidelines 10.2 and 10.4**). Additional structures associated with the transportation center would be compatible with existing commercial structures adjacent to Lower Hatton Canyon. In addition, all construction and development of facilities would comply with CSP Standard Project Requirements for aesthetics, which include the following:

- Projects will be designed to incorporate appropriate park scenic and aesthetic values including the choices for: specific building sites, scope and scale; building and fencing materials and colors; use of compatible aesthetic treatments on pathways, retaining walls or other ancillary structures; location of and materials used in parking areas, campsites and picnic areas; development of appropriate landscaping. The park scenic and aesthetic values will also consider views into the park from neighboring properties.

- All project-related materials will be stored outside of the viewshed.

- Any permanent structure will be equipped with outdoor light shields that concentrate the illumination downward to reduce direct and reflected light pollution. The direct source of the lighting (bulb, lens, filament, tube, etc.) will not be visible off site and the lighting will be installed as low as possible on poles and/or structures to minimize light pollution of the night sky. The candle power of the illumination at ground level will not exceed what is required by any safety or security regulations of any government agency with regulatory oversight.

Strategies to manage visitor use levels, such as implementing a reservation system, and limit or restore resource degradation, would assist CSP in achieving sustainable visitation levels and protecting valuable natural and cultural resources from damage. Protection of natural and cultural resources would help preserve the scenic quality of the parks and enhance visitor experiences regarding scenic appreciation, because recreation user appreciation of scenic quality is typically linked to the visible functions of natural areas, such as wildlife within view, and interpretation of known cultural resources.

The following General Plan guidelines would maintain protection of the aesthetic character of the park units and its scenic resources, including scenic views and the State-designated scenic highway: **Parkwide MANAGE Guideline 10.1** (Remove or screen from view built elements that have negative aesthetic qualities.), **Parkwide MANAGE Guideline 10.2** (Design infrastructure, use areas, and facilities to integrate scenic quality protection, to maintain important views (including publicly accessible coastal views, consistent with the California Coastal Act), and to be visually compatible with the existing natural landscape or historic character of the location. To the extent feasible, new structures will be sited in currently developed areas near other existing structures and facilities to avoid adding intrusive structural elements into important views or vistas.), **Parkwide MANAGE Guideline 10.3** (Integrate positive aesthetic features into the design of new park facilities and in appropriate renovation and maintenance programs. Integrate built facilities into the park's natural setting through the use of appropriate siting techniques and building form, scale, materials, and colors. Preserve and showcase scenic views, use native (or replicated) building materials, use muted colors that reflect the natural surroundings, and take advantage of (or screen) ephemeral conditions (weather, wind, sunlight, etc.), as appropriate.), **Parkwide MANAGE Guideline 10.4** (Minimize visibility of new structures or other facilities to travelers on SR 1, a State Scenic Highway. Use distance, buffering with existing topography and vegetation, planted vegetation screening, low-profile design, appropriate colors that blend with surroundings, and natural appearing non-reflective materials as strategies to protect scenic highway views.), **Parkwide MANAGE Guideline 10.5** (Design signs and interpretive displays to appear consistent with the surrounding natural environment, using low-profile design and natural-appearing materials that are consistent in color and texture to the natural environment.), **Parkwide MANAGE Guideline 10.6** (Where appropriate, visually screen parking lots, roads, operations facilities, and storage areas from primary public use areas. Use native vegetation, rocks, elevation change, berms, and other methods that either use or mimic natural elements to minimize negative visual impacts from these facilities.), **Parkwide MANAGE Guideline 10.9** (Coordinate with local, state, and federal agencies, and other stakeholders to preserve, protect, and enhance positive aesthetic features and viewsheds. Consider the *Carmel Area Land Use Plan/Local Coastal Program* and other applicable standards for scenic resources.), **Parkwide PLAN Guideline 1.1** (Coordinate natural, cultural, and aesthetic resource management, interpretation, operations, staff housing, emergency services, and facility development programs with other regional parks to promote healthy ecosystems, protected cultural and aesthetic resources, and operational efficiencies.).

In addition, the following guidelines would apply to the Reserve to protect and enhance existing scenic views and qualities: **COASTAL BLUFF ZONE Guideline 3.1** (Improve the coastal viewshed by removing and restoring to native habitat unpaved parking areas that deliver sediment to the ASBS and which have degraded coastal bluff habitat and scenic quality (as specified in the Parkwide ACCESS Goal 3.), **COASTAL BLUFF ZONE Guideline 3.2** (Locate and design interpretive signs and displays to minimize or avoid obstructing scenic views. Avoid locating signs/displays in areas that diminish expansive ocean views, especially from designated scenic viewpoints or vistas.), and **COASTAL BLUFF ZONE Guideline 3.3** (Review any future improvement plans to Hudson House to ensure that structural repairs/improvements or new accessory facilities do not substantially affect views from SR 1 or impair the historic integrity of the structure. Any structural repairs or new accessory facilities must not substantially increase the current height or mass of the existing structure and must use non-reflective materials and colors that blend with the surrounding natural setting.).

Conclusion

General Plan guidelines emphasize ongoing preservation of scenic resources, consistent with CSP's mission and with the California Coastal Act. Management strategies that protect natural and cultural resources would also help preserve scenic qualities of the parks, and CSP Standard Project Requirements for aesthetics would be implemented for facility development. For these reasons, implementation of the General Plan would have a **less-than-significant** impact related to scenic resources and the visual character of the CASP units. No mitigation measures are required.

AESTHETICS-2: New Sources of Light or Glare

With plan implementation, any new outdoor light sources would comply with guidelines that limit the amount, direction, wattage, and spectrum of lighting. In addition, nearby commercial and residential development already contains outdoor lighting that is more intense than lighting that would occur within the CASP units. General Plan implementation would have a **less-than-significant** effect on light and glare.

Plan implementation could include additional sources of outdoor lighting where new public access is provided or new facilities are developed. This could include exterior lighting on restrooms, staff residences, or transit stops, along with low-level pedestrian lights along walkways or new parking areas. Any new outdoor light sources would comply with guidelines that limit the amount, direction, wattage, and spectrum of lighting, including CSP Standard Project Requirements for minimizing light impacts (e.g., permanent structures would be equipped with outdoor light shields that concentrate the illumination downward). Plan implementation could also result in new sources of glare from parked vehicles in proposed parking lots. While the use of a reservation system, visitor entry management and fee system, and multimodal transportation center would reduce reliance on personal autos for arrival to the parks, new parking areas would be introduced at the Odello Farm Zone and the A.M. Allan Ranch Zone. Additionally, new structures and up to 100 parking spaces would be introduced in Lower Hatton Canyon as part of the future multimodal transportation center, as noted under Impact AESTHETICS-1. All new lighting and facilities would comply with the following General Plan guidelines, which would prohibit the use of reflective materials that could cause excessive daytime glare: **Parkwide MANAGE Guideline 10.3** (Integrate positive aesthetic features into the design of new park facilities and in appropriate renovation and maintenance programs. Integrate built facilities into the park's natural setting through the use of appropriate siting techniques and building form, scale, materials, and colors. Preserve and showcase scenic views, use native (or replicated) building materials, use muted colors that reflect the natural surroundings, and take advantage of (or screen) ephemeral conditions (weather, wind, sunlight, etc.), as appropriate.), **Parkwide MANAGE Guideline 10.7** (Limit artificial lighting to avoid brightening the dark night sky. Restrict night lighting to ground-level illumination at developed areas of

the park (e.g. buildings and parking lots). Install lighting fixtures that focus the light downward and protect against upward glare. Light levels should be as low as possible, consistent with public safety standards.), and **COASTAL BLUFF ZONE Guideline 3.3** (Review any future improvement plans to Hudson House to ensure that structural repairs/improvements or new accessory facilities do not substantially affect views from SR 1 or impair the historic integrity of the structure. Any structural repairs or new accessory facilities must not substantially increase the current height or mass of the existing structure and must use non-reflective materials and colors that blend with the surrounding natural setting.). In addition, the following guideline would be implemented to reduce potential light and glare effects from parking lots, including proposed lots in new locations. **Parkwide MANAGE Guideline 10.6 (**Where appropriate, visually screen parking lots, roads, operations facilities, and storage areas from primary public use areas. Use native vegetation, rocks, elevation change, berms, and other methods that either use or mimic natural elements to minimize negative visual impacts from these facilities.)

Conclusion

Plan implementation would not create new sources of light or glare that are more substantial than other light or glare in the area, cause exterior light to be cast off-site, or adversely affect day or nighttime views in the CASP units. General Plan goals and guidelines would provide for vegetative and natural screening of parking lots, emphasize ongoing protection of scenic resources and preservation of the quality of visitor experiences. For these reasons, implementation of the General Plan would have a **less-than-significant** impact related to light or glare. No mitigation measures are required.

5.6.2 Air Quality

This section describes whether potentially significant impacts to local and regional air quality would occur with plan implementation. The analysis includes an evaluation of construction- and operational-generated emissions of criteria air pollutants (CAPs) and toxic air contaminants (TACs) related to the General Plan.

Continuation of park management, operations, and visitor use would not create new sources of odors, and the General Plan would result in minimal additional facilities. Planned facilities would be similar to existing structures and uses in the parks, such as restrooms, transit shelters, and the renovation of existing buildings for use as a staff residence. While construction of facilities could result in temporary emissions of odorous diesel exhaust, it would not be excessive, nor would it affect a substantial number of receptors. Operational stationary sources of odors would continue to be minimal and not include new substantial sources. This issue is dismissed from additional analysis. The potential impact from operational mobile sources of pollutants is discussed below under Impact AIR-2.

Implementation of the General Plan would not result in additional new sensitive receptors, such as residential land uses, schools, hospitals, or transient lodging. Plan implementation would include continued visitation to the parks and renovation of existing buildings as staff residences (a sensitive receptor); these are both existing uses within the CASP units. For these reasons, substantial air pollutant exposure to sensitive receptors would not be an impact. This topic is dismissed from additional analysis.

Environmental Setting

Refer to the air quality and climate discussions in Section 2.3.1, Physical Resources, in Chapter 2 of this General Plan for a description of the existing conditions related to air quality.

Analysis Methodology

Construction- and operational-generated emissions of criteria air pollutants and TACs are described in relation to the existing air quality in the CASP vicinity. Construction and operational emissions would be similar in character throughout the CASP units and are, therefore, described together. Where appropriate, applicable parkwide and zone-specific guidelines are identified that serve to minimize air pollutant emissions from General Plan implementation.

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to air quality would be significant if the project would:

- conflict with or obstruct implementation of the applicable air quality plan;
- violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is in nonattainment under any applicable National or State ambient air quality standards (including releasing emissions that exceed quantitative standards for ozone precursors); or
- expose sensitive receptors to substantial pollutant concentrations (including TACs).

Environmental Impacts

AIR-1: Short-term construction-generated emissions of ROG, NO_X, and PM that could conflict with or obstruct an air quality management plan or violate an air quality standard

Construction-generated emissions of ROG, NO_X, and PM would not be substantial and would not violate air quality standards. This impact would be **less than significant**.

Implementation of the General Plan would occur over time with the development of small-scale facilities and improvement projects. Projects would require minor construction activity, such as paving of parking facilities, trail construction, restroom installation, and vegetation management. Construction activities of this small magnitude would not result in a substantial amount of criteria air pollutants or precursor emissions.

In addition, construction of projects implementing the General Plan would adhere to the CSP Standard Project Requirements for construction air quality. These include the following:

- During dry, dusty conditions, all active construction areas will be lightly sprayed with dust suppressant to reduce dust without causing runoff.
- All trucks or light equipment hauling soil, sand, or other loose materials on public roads will be covered or required to maintain at least two feet of freeboard.
- All gasoline-powered equipment will be maintained according to manufacturer's specifications, and in compliance with all State and federal requirements.
- Paved streets adjacent to the Park shall either be swept or washed at the end of each day, or as required, to remove excessive accumulations of silt and/or mud that could have resulted from project-related activities.
- Excavation and grading activities will be suspended when sustained winds exceed 15 miles per hour (mph), instantaneous gusts exceed 25 mph, or when dust occurs from remediation related activities where visible emissions (dust) cannot be controlled by watering or conventional dust abatement controls. (see also Appendix G, CSP Standard Project Requirements).

Conclusion

Plan implementation would not result in construction activities that would produce substantial amounts of air pollutant emissions. Project construction would adhere to the CSP Standard Project Requirements for construction air quality and would not result in the exceedance of an air quality standard, nor would it obstruct an air quality plan. For these reasons, air quality effects of implementation of the General Plan would be **less than significant**. No mitigation measures are required.

AIR-2: Long-term operations- and visitor-related emissions of ROG, NO_X, and PM that could conflict with or obstruct an air quality management plan or violate an air quality standard

Operations- and visitor-related emissions of ROG, NO_X, and PM would not be substantially changed and would not violate air quality standards. This impact would be **less than significant**.

Plan implementation would encourage stable levels of park visitation and would not contribute to substantial increases in vehicular traffic, because of visitor use management strategies (such as a reservation system) and opportunities for enhanced multimodal transportation access (shuttle system), which would reduce reliance on personal autos to access the parks. The innovative entry and reservation system will improve visitor experience, park operations, safety, and accessibility while also helping to protect natural and cultural resources. The performance goals of the reservation system and vehicular access and parking system are to manage access to CASP units so that reliance on personal autos is reduced for arrival at the parks and the overall vehicular trips by visitors are not increased because of Park Plan implementation. By diverting visitor access from personal auto trips to transit or shuttle trips, and by placing the Reserve on a reservation system, the total number of trips to the parks would experience an overall net decrease after the transit options are activated. Park operational activities would be expanded as New State Park – Point Lobos Ranch Property is opened to public access, but with the limited planned facilities (parking area, trails, two restrooms, interpretive features) operations would be the same type as currently conducted, and the magnitude of increased daily emissions would be minimal. Sources of emissions could include maintenance vehicles, landscaping equipment, soil disturbance from trail maintenance, and indirect energy-related sources associated with electricity use and natural gas combustion. The proposed changes to CASP units would not generate sufficient traffic to alter general traffic patterns on SR 1 such that mobile-source emissions of CAPs and precursors would contribute to a violation of an ambient air quality standard or air quality management plan. The addition of a transportation center planned to be in the New State Park – Hatton Canyon Area could result in an increase in nearby short-term driving as cars drive to and park at the transportation center. A redistribution of existing visitor use and vehicle trips would occur by opening New State Park – Point Lobos Ranch Property and developing new or relocated parking facilities there, as well as the development of new parking lot locations, but these changes would not involve a substantial change in the number of motor vehicle trips on any public roadway. As explained in section 5.6.12, Traffic and Transportation, plan implementation would not result in substantial additional delay of motor vehicle trips. Therefore, plan implementation would not result in a significant increase in pollutant emissions related to automobile use.

In addition, General Plan-related operational emissions would be reduced through the implementation of **Parkwide MAINTAIN Guideline 7.1** (Consult sustainability standards, such as Leadership in Energy and Environmental Design [LEED], for ways to reduce energy use and maximize the use of energy-efficient products and materials.) and **Parkwide MAINTAIN Guideline 7.2** (Use low- or zero-emission vehicles for park operations and maintenance, and a shuttle system to contribute to state goals for reduction of air pollutant emissions. Use low- or zero-emissions ground maintenance equipment such as electric trimmers, chain saws, and mowers.). Further, the use of low- or zero-emissions vehicles and maintenance equipment (e.g., chain saws, electric trimmers, and mowers) for park operations would also reduce emissions of CAPs and precursors from minimizing the amount of gasoline combusted during the use of these equipment. Implementation of these guidelines would reduce operational emissions of air pollutants from the area and mobile sectors and would serve to mitigate long-term operational-related emissions of air pollutants such as PM_{10} and $PM_{2.5}$ during operational activity such as trail maintenance and use.

Conclusion

Plan implementation would not result in substantial changes to operational activities and would continue stable levels of visitation, so neither source of air pollutant emissions would change substantially. Adherence to the CSP Standard Project Requirements and General Plan guidelines described above would maintain these emissions to a less-than-significant level. For this reason, implementation of the General Plan would not result in the exceedance of an air quality standard or obstruction of an air quality plan, and this impact would be **less than significant**. No mitigation measures are required.

AIR-3: Mobile source emissions of carbon monoxide

Implementation of the General Plan would not introduce substantial traffic such that a localized carbon monoxide impact would occur. Additionally, implementation of guidelines in the General Plan would mitigate emissions of carbon monoxide (CO) as compared to current conditions. As such, this impact would be **less than significant**.

Adverse change in local mobile-source CO emissions near roadway intersections is a direct function of growth in traffic volume, exacerbated congestion, slowed speeds, and increased delay. CO disperses rapidly with distance from the source under normal meteorological conditions; however, under certain specific meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels at nearby sensitive land uses, such as residential units, hospitals, schools, and childcare facilities.

As explained in Impact AIR-2, the addition of a transportation center planned to be in the New State Park – Hatton Canyon Area could result in an increase in nearby short-term driving as cars drive to and park at the transportation center. Redistribution of existing visitor use could occur by opening New State Park – Point Lobos Ranch Property and developing new parking facilities there, but these changes would not involve a substantial change in the number of vehicle trips on any public roadway. As explained in section 5.6.12, Traffic and Transportation, plan implementation would not result in substantial additional daily vehicle trips. Therefore, plan implementation would not result in a significant increase in CO emissions related to automobile use.

As discussed in Section 5.6.12, Traffic and Transportation, of this document, implementation of the General Plan would not result in substantial increases in daily vehicle trips. Furthermore, implementation of **Parkwide MAINTAIN Guideline 7.2** (Use low- or zero-emission vehicles for park operations and maintenance, and a shuttle system to contribute to state goals for reduction of air pollutant emissions. Use low- or zero-emission grounds maintenance equipment, when possible, such as electric trimmers, chain saws, and mowers.) would reduce localized emissions of CO. As such, General Plan-related emissions of CO would not be substantial.

Conclusion

Plan implementation would result in small changes to operational activities and visitation that could produce minor changes in emissions of air pollutants, including CO. Adherence to the General Plan guidelines described above would minimize these emissions. For this reason, CO emissions related to implementation of the General Plan would be **less than significant**. No mitigation measures are required.

AIR-4: Expose sensitive receptors to substantial toxic air contaminant (TAC) pollutant concentrations

Implementation of the General Plan could result in short-term construction-related TACs associated with the use of heavy-duty diesel construction equipment. Construction of projects implementing the General Plan would adhere to the CSP Standard Project Requirements for air quality, and TAC emissions would not expose sensitive receptors to substantial concentrations. This impact would be **less than significant**.

Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road, heavy-duty diesel construction equipment typically used for site preparation. For construction activities, diesel PM is the primary TAC of concern. Construction of projects implementing the General Plan would adhere to the CSP Standard Project Requirements for air quality (see Impact AIR-1, above), which would minimize TAC emissions. Construction activities would occur infrequently over the lifetime of the project and would not be substantial such that sensitive receptors would be exposed to adverse concentrations of TACs.

In accordance with available guidance from California Air Resources Board (CARB), rural roadways exceeding 50,000 vehicles per day or freeways or urban roadways experiencing 100,000 or more vehicles per day could expose sensitive receptors to adverse health risks. The General Plan is accessed via SR 1, which is a rural roadway according to CARB guidance. In 2014, the annual average daily traffic just north of Point Lobos State Natural Reserve at Carmel River State Beach was 14,200 vehicles, which is under CARB's 50,000 or more vehicles per day threshold for rural roadways (Fehr & Peers 2018). As stated above, plan implementation would not result in a substantial contribution of daily trips, because it would not contribute to an overall increase in park visitation. As such, SR 1 would not experience an increase in vehicles daily trips such that CARB's thresholds of 50,000 vehicles per day for rural roadways would be reached. Further, the project does not include any additional stationary sources of TACs and, therefore, would not contribute substantially to existing health risk levels in the area.

Conclusion

Plan implementation would involve construction that could result in the emissions of TACs; however, construction of projects implementing the General Plan would adhere to the CSP Standard Project Requirements for air quality such that it would not generate substantial emissions of TACs. Ongoing operations under the General Plan would not result in substantial emissions of TACs. For these reasons, this impact would be **less than significant**. No mitigation measures are required.

5.6.3 Biological Resources

This section analyzes whether impacts related to biological resources could result from implementation of the General Plan, recognizing that the plan includes numerous goals and guidelines designed to protect sensitive natural resources and sustain natural processes and habitat values.

The CASP units are not within the boundaries of a habitat conservation plan or natural community conservation plan. The General Plan calls for coordination with federal, state, local agencies, and open space organizations to promote effective and efficient park and regional wildlife resource management (**Parkwide MANAGE Guideline 2.5**). Therefore, implementation of the General Plan would not conflict with plans intended to protect natural resources in the region or with local policies or ordinances protecting biological resources; therefore, this topic is not addressed further in this analysis.

Environmental Setting

Refer to the Natural Resources discussions under Section 2.3, Important Resource Values, in Chapter 2 of this General Plan for a description of the existing conditions related to biological resources.

Analysis Methodology

This analysis considers existing vegetation communities, special status species, and sensitive biological resources, and evaluates whether reasonably expected physical changes to those conditions from implementation of General Plan goals and guidelines would cause significant impacts. In determining the level of significance of potential environmental impacts, the analysis recognizes that plan implementation would comply with all relevant federal and state laws and regulations. In particular, plan implementation would comply with Chapter 0300, Natural Resources, of the DOM, which includes policies relevant to management of CASP.

The following DOM policies are applicable to the management of natural resources in the CASP units:

0306.1 Water Resources Planning and Management Policy
0306.2 Watershed Management Policy
0306.3 Stream Management Policy
0306.4 Watershed and Stream Protection Policy
0306.5 Stream Restoration Policy
0306.6 Floodplain Management Policy
0306.7 Wetlands Management Policy
0306.8.1 Coastal Lagoon and Breaching Policy
0306.9.1 Water Quality and Quantity Policy
0306.10.1 Water Rights Policy
0307.3.1.1 Siting Facilities to Avoid Natural Hazards Policy
0307.3.1.2 Siting Structures in Seismic Hazard Zones
0307.3.2.1 Coastal Development Siting Policy
0308.1 Soil Protection Policy
0309.1 Site Development Policy
0309.2 Paleontological Resource Protection Policy
0310.1.1 Plant Management Policy
0310.2.1 Natural Succession Policy
0310.4.1 Genetic Integrity Policy
0310.5.1 Protection of Rare, Threatened and Endangered (RTE) Plants and Their Habitats Policy
0311.4.3.1 Habitat Restoration Policy
0311.4.4.1 Habitat Enhancement Policy
0311.5.1.1 General Animal Protection Policy
0311.5.2.1 Special Animal Policy
0311.5.3.1 Animal Feeding Policy
0311.5.3.2.1 Animal-Proof Food Storage and Garbage Management Policy
0311.5.3.3.1 Supplemental Feeding Policy
0311.5.4.1 Injured, Sick or Dead Animal Policy
0311.5.4.2.1 Stranded, Injured or Dead Marine Animal Policy
0311.5.5.1 Animal Reintroduction Policy
0311.5.5.4.1 Non-Native Animal Release Policy
0311.5.6.1 Native Animal Control Policy
0311.5.7 Non-Native Animal Control Policy
0311.6.1.1 Anadromous Fish Policy
0312.2.1 Scenic Protection Policy
0312.3.1 Lightscape Protection Policy
0312.4.1 Soundscape Protection Policy
0312.5.1 Odor Policy
0313.2.1.1.1 Wildfire Management Planning Policy

0310.5.3 Park Projects and Plant Species of Concern Policy
0310.5.3.1 Use of Plant Species of Concern Policy
0310.6 Plant Protection Policy
0310.6.1.1 Emergency Tree Felling Policy
0310.7.1 Exotic Plant Landscaping Policy
0310.8.1 Woody Plant Material and Debris Removal Policy
0310.8.2 Wood Removal Resource Protection Policy
0311.2 General Animal Management Policy
0311.3 Genetic Diversity Preservation Policy
0311.4.1 General Habitat Management Policy
0311.4.2.1 Beach Grooming Policy
03132.2.2.1 Flammable Vegetation/Fuel Modification Policy
03132.2.1 Prescribed Fire Management Policy
0313.2.2.13 Cooperative Burn Policy
0313.3.1 Information and Data Management Policy
0313.4.1.1 Scientific Information and Collection Policy
0314.2.2 Tree Appraisal Policy
0315.3.1 Habitat Conservation Plan Approval Policy
0316.1.1 Off-Site Mitigation Policy
0317.1.1 Visitor Recreational Uses Policy
0320.1 Cooperation Policy

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to biological resources would be significant if the project would:

- have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by California Department of Fish and Wildlife (CDFW) or U.S. Department of Fish and Wildlife Service (USFWS);
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS;
- have a substantial adverse effect on federally protected waters of the United States, including wetlands, as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Environmental Impacts

BIO-1: Adverse effects on special status species

While plan implementation could result in direct or indirect impacts to special status species, goals and guidelines within the General Plan and CSP Standard Project Requirements would protect these species. This impact would be **less than significant**.

Parkwide

As discussed in Chapter 2, the CASP units support different climatic, topographic, and soil conditions, resulting in a wide variety of habitats. This diversity of habitats supports many native plant and wildlife species, including many special status species. Ongoing public use within the CASP units, as well as park operations, construction of new facilities, and introduction of visitors into new locations could result in direct or indirect impacts to special status species, such as removal of or damage to habitat.

Implementation of several Parkwide MANAGE guidelines would prevent future adverse impacts to special status species. These include **Parkwide MANAGE Guidelines 1.1–1.4** that propose preparing an inventory and monitoring natural resources, including natural communities and special status plants on a periodic basis to document their abundance and distribution; protecting special status plant species to maintain or enhance populations through management actions; protecting and restoring natural areas and native plant communities; and identifying locations that are heavily degraded from past management practices and implementing appropriate vegetation and habitat restoration programs. The General Plan also includes **Parkwide MANAGE Guideline 2.1** (Inventory and monitor native wildlife, including conducting small mammal, bird, amphibian, and reptile surveys, to identify existing habitats and population trends, and to develop and implement visitor management strategies for the protection and perpetuation of wildlife.), **Parkwide MANAGE Guideline 2.2** (Identify and limit visitor access to important breeding and rearing areas, including visitor exclusion during marine mammal and shore bird breeding and rearing periods, and aquatic habitat occupied by special status fish and amphibians.), **Parkwide MANAGE Guideline 2.3** (Locate new facilities to minimize encroachment into native wildlife feeding, resting, breeding, and rearing habitats.), **Parkwide MANAGE Guideline 2.4** (Reduce and eliminate wildlife access to human food and garbage by using wildlife-proof trash containers and dumpsters and educating visitors about the detrimental effects of human food on wildlife.), **Parkwide MANAGE Guideline 2.5** (Protect common and sensitive wildlife and their habitats to establish and maintain self-sustaining populations in a natural ecological setting. Minimize human-induced disturbance and degradation of natural areas and restore wildlife habitat.), **Parkwide MANAGE Guideline 2.6** (Use sound ecological principals to protect and rehabilitate special status animal populations and their habitats, including professionally accepted methods, such as considering the needs of special status species in the timing and implementation of any activity that would result in disturbance to their habitat and minimizing trail and facility building and park maintenance activities in or near breeding and rearing areas during breeding seasons.), **Parkwide MANAGE Guideline 2.9** (Control and/or eradicate non-native animal species, such as bullfrogs and feral pigs, which may create stresses or threats to special status wildlife species. Priority for control efforts will be given to those species most detrimental to the environment.), and **Parkwide ACCESS Guideline** 5.8 (Maintain trails to minimize the introduction and spread of invasive plants. Brushing/trimming of trailside vegetation will be designed and timed to enhance native vegetation.). In addition, during construction activities, CSP and its contractors would implement the CSP Standard Project Requirements. These include the General Biological Resource Standard Project Requirements that would result in surveys for special status species, monitoring of project activities to ensure that impacts to specific species are minimized, and requirements that on-site construction activities determine the minimum area required to complete the work and define the boundaries of the work area on the project drawings with flagging or fencing on the ground, as appropriate. Additional Standard Project Requirements for Plants require that no rare or endangered species will be cut, pruned, pulled back, removed, or damaged; that protected plant species be fenced off prior to the start of on-site construction; and that BMPs are employed during construction to avoid creation of dust. Standard Project Requirements related to wildlife would require similar measures for surveying and monitoring; would require that construction work be scheduled to avoid breeding, maternity, nesting, and flight periods; would result in training for on-site construction personnel on the life history of protected species; and would require work to stop in the vicinity of an identified protected species until it moves out of the site on its own accord or is temporarily relocated by a qualified biologist (see Appendix G for the full text of the Standard Project Requirements related to special status species).

Point Lobos State Natural Reserve

Special status plant species known to occur within the Reserve include Monterey manzanita, pink Johnny-nip, Jolon clarkia, marsh microseris, Monterey cypress, Monterey pine, Hickman's cinquefoil, small-leaved

lomatium, Pacific Grove clover, and possibly Gairdner's yampah. In addition, special status wildlife known to occur in the Reserve includes black swift, southern sea otter, hoary bat, monarch butterfly, Monterey dusky-footed woodrat, and Smith's blue butterfly. As described above, ongoing use of the Reserve has the potential to directly or indirectly affect special status plant and wildlife species. However, implementation of guidelines developed for the Reserve would protect sensitive areas that provide habitat for special status species. Implementation of the following guidelines developed for the Reserve, including **MARINE ZONE Guideline 1.1** (Monitor visitor access to shoreline, beach, and tidepool areas and limit or prohibit access to locations where visitors can disturb marine mammal haul-out, seabird/shorebird nesting, and sensitive intertidal habitat areas. Limit or restrict access in areas experiencing natural and cultural resource degradation. In areas where access is prohibited, provide clear and appropriate interpretive signage explaining to the public the need and the beneficial outcome of access restrictions, and interpret the goals of habitat restoration and what the public can do to help assist in this effort by staying on designated trail systems.), **MARINE ZONE Guideline1.4** (Facilitate inter-agency coordination and collaborate with partner agencies responsible for protecting marine species and conducting scientific research to develop strategies for visitor access and management based on changing habitat requirements, including, but not limited to, marine mammal and seabird nesting and breeding seasons.), **MARINE ZONE Guideline1.5** (Collaborate with the Bureau of Land Management to develop a joint strategy for the conservation of offshore rock areas to protect marine mammals and nesting seabirds from human disturbance.), **MARINE ZONE Guideline1.6** (Allow controlled access for divers and boaters. Use an adaptive management approach to manage use and avoid disturbance to wildlife and marine resources, implementing appropriate adaptive management strategies, if needed.), **MARINE ZONE Guideline 1.7** (Promote marine mammal protection, consistent with the MMPA and NOAA's guidelines for responsible wildlife viewing, using visitor education and interpretation. Enforce regulations to keep visitors at a sufficient distance to not add stress to or alter the behavior of marine mammals or birds.), **UPLAND RESERVE ZONE Guideline 3.1** (Manage forest succession for the restoration, protection, and conservation of coastal prairie/grasslands, Monterey pine forest, and transitional habitats to maintain a diverse range of coastal plant community types and enhance a more diverse wildlife habitat mosaic. Management actions should include, but should not be limited to, invasive plant removal and control, monitoring the spread of diseases like pitch canker in the Monterey pine forest, protection from visitor intrusion into sensitive areas, and habitat restoration including native plant revegetation.), **COASTAL BLUFF ZONE Guideline 1.3** (Prepare a Forest Management Plan for the Allan Memorial Cypress Grove to monitor and evaluate forest health and tree mortality. Identify cypress revegetation needs with periodic forest assessments or as drought conditions warrant, implement revegetation efforts as needed.), would protect special status species by monitoring visitor access to shoreline, beach, tidepool, and meadow areas and then limiting or prohibiting access to locations where monitoring shows that visitors are disturbing sensitive species and habitats or areas experiencing moderate to severe natural and cultural resources degradation; managing forest succession for the restoration and conservation of coastal prairie/grasslands and transitional habitats to maintain a diverse coastal plant and wildlife mosaic; and restoring degraded areas, such as Sea Lion Point Trail.

Carmel River State Beach and New State Park

Special status plant species known to occur within the Carmel River State Beach include Monterey Indian paintbrush, branching beach aster, and Hutchinson's larkspur, and special status wildlife species known to occur within the Carmel River State Beach include south-central California coast steelhead, California red-legged frog, western snowy plover, Smith's blue butterfly, Monterey dusky-footed woodrat, western pond turtle, southern sea otter, and black legless lizard. Implementation of **CARMEL RIVER LAGOON AND WETLAND NATURAL PRESERVE ZONE Guideline 1.1** (Consider expanding the natural preserve to include the Caltrans Mitigation Bank Zone and Lagoon/Wetland Zone when partner agency adjacent construction and Caltrans mitigation projects and mitigation credits

associated with the mitigation bank are completed. See CALTRANS MITIGATION BANK ZONE Guideline 2.1.), **CARMEL RIVER LAGOON AND WETLAND NATURAL PRESERVE ZONE Guideline 1.2** (Continue to collaborate with local regional water quality agencies and nonprofit partners to monitor river and lagoon water quality through ongoing research and documentation. Implement appropriate adaptive management strategies when monitoring results show water quality degradation. Consider the effects of barrier beach berm height management on the freshwater lagoon and exposure to salt water from natural winter flows or manual breaching. Implement adaptive management strategies that retain fresh water in the lagoon during critical seasonal timeframes, including severe to moderate drought conditions. Implement lagoon protection measures, such as posting informational signs and other public outreach, to help prevent unauthorized manual breaching of the Carmel River lagoon.), **CARMEL RIVER LAGOON AND WETLAND NATURAL PRESERVE ZONE Guideline 1.4** (Preserve sensitive wetland habitat. Avoid excessive ground disturbance, vegetation removal or trampling, and erosion leading to the filling of wetlands. If wetland habitat degradation occurs, implement adaptive management strategies, such as habitat restoration with locally native plant species, and temporary reduction of public access to wetland restoration areas. Monitor south-central California coast steelhead, California red-legged frog, and western pond turtle populations in coordination with large-scale monitoring efforts throughout the range of these species.), and **CARMEL RIVER LAGOON AND WETLAND NATURAL PRESERVE ZONE Guideline 1.5** (Prohibit watercraft use to protect sensitive species and habitat. Provide public information about resource sensitivities at visitor access points around the lagoon.), which consider expanding the natural preserve to include the Caltrans Mitigation Bank Zone and Lagoon/Wetland Zone, continuing collaboration with local regional water quality agencies and nonprofit partners to monitor river and lagoon water quality, preserving sensitive wetland habitat, and prohibiting watercraft use to protect sensitive species and habitat, would avoid or minimize impacts to special status species. In addition, **LAGOON/WETLAND ZONE Guideline 1.1** (Coordinate with partner agencies on the Carmel River restoration projects occurring on adjacent lands (Carmel River FREE project) to ensure consideration of all ecological, hydrological, and visitor use-related interests and to provide CSP input into the restoration planning process (as specified in PLAN Guideline 1.2).) and **LAGOON/WETLAND ZONE Guideline 1.2** (Recognize the natural flood protection benefits of the lagoon and wetland and prohibit development of any features that would substantially impede, bisect, truncate, or redirect floodwater flow and identify strategies that respond to the potential for increased flooding frequency and severity due to sea level rise and increased storm potential associated with climate change.), would restore wetland and upland habitats and monitor water quality and avoid or minimize ground disturbance, vegetation removal or trampling, and erosion resulting in filling of wetlands, and would prevent potential impacts to special status species associated with the lagoon.

Special status plant species within the Point Lobos Ranch Property include Hutchinson's larkspur, Hooker's manzanita, sand mat manzanita, Monterey ceanothus, Douglas' spineflower, Gowen cypress, Monterey pine, Yadon's rein orchid, pine rose, and Pacific Grove clover. Critical habitat for Yadon's rein orchid has been designated by the USFWS within the Gowen cypress forest east of SR 1. Special status animal species include south-central California coast steelhead, Smith's blue butterfly, Monterey dusky-footed woodrat, and California red-legged frog. Implementation of **SAN JOSE CREEK NATURAL PRESERVE ZONE Guideline 1.1** (Prepare a Natural Resource Management Plan to provide the definitions, processes, conservation measures, and procedures that will be used to guide natural resource management. Include habitat restoration, prioritize areas to be restored, identify specific (quantitative, if feasible) water quality, habitat, and species conservation objectives, and develop location-specific implementation measures.) would protect special status species in the Point Lobos Ranch Property of the New State Park. Implementation of **SAN JOSE CREEK NATURAL PRESERVE ZONE Guideline2.1** (Monitor water quality through ongoing research and documentation, and identify

adaptive management strategies to implement when monitoring results show poor water quality. Implement measures and adaptive management strategies to observe sensitive riparian habitat, identify human-caused impacts to riparian and instream habitat, and develop conservation measures that benefit water quality and critical habitat for California red-legged frog and south-central California coast steelhead.), **SAN JOSE CREEK NATURAL PRESERVE ZONE Guideline 2.2** (Continue monitoring efforts to document population size and health for California red-legged frog and south-central California coast steelhead, and coordinate with other monitoring efforts throughout the species' ranges. Establish research partnership opportunities for ecological and habitat monitoring with local universities and research institutions to inform park managers.), **SAN JOSE CREEK NATURAL PRESERVE ZONE Guideline 2.3** (Study and preserve the rhododendron population to ensure its protection and avoid human-induced impacts to this second most southern population in California.), and **SAN JOSE CREEK NATURAL PRESERVE ZONE Guideline 2.4** (Establish an appropriate buffer area of approximately 100 feet between the natural preserve and zone boundary, roads, and any existing development to protect the existing riparian habitat.), which include preparing a natural preserve management plan to identify specific water quality, habitat, and species conservation objectives and location-specific implementation measures; and monitoring water quality and implementing measures and adaptive management strategies to preserve sensitive riparian habitat, to benefit water quality and critical habitat for California red-legged frog and south-central California coast steelhead, would protect special status species associated with the San Jose Creek portion of the Point Lobos Ranch Property. **POINT LOBOS RIDGE NATURAL PRESERVE ZONE Guideline 1.1** (Prepare a Natural Resource Management Plan for the new natural preserve to provide the definitions, processes, and procedures to guide natural resource management. The plan should include habitat protection and active forest management strategies to protect and preserve rare plant communities including maritime chaparral, Monterey pine, and Gowen cypress groves.), would result in the development of a comprehensive inventory to identify natural resources of the area including rare or endangered plant and animal species and their supporting ecosystems; and preparation of a Natural Resource Management Plan for the new natural preserve to provide the definitions, processes, and procedures to guide natural resource management. Additionally, **POINT LOBOS RIDGE NATURAL PRESERVE ZONE Guideline 2.1** (Provide self-guided and volunteer-guided nature hikes and interpretive elements to educate visitors about the unique resources in the preserve and the importance of conservation.) would implement Goal 2, to protect the globally rare native Monterey pine and Gowen cypress forests, as well as central maritime chaparral and other rare and special status plant communities). Special status plant species within the Hatton Canyon Area include Monterey pine, Monterey cypress, marsh microseris, and Hickman's onion, and special status wildlife species include California red-legged frog and Monterey dusky-footed woodrat. Implementation of **UPPER HATTON CANYON ZONE Guideline 1.1** (Continue to maintain the natural conditions of the urban open space by landscape maintenance that supports native vegetation and controls invasive vegetation.) and **UPPER HATTON CANYON ZONE Guideline 1.3** (Pursue and execute lease agreement(s) with a local or regional agency(ies) to maintain the upper canyon for public access, utility access, and natural landscape management, while fee title is retained by CSP.) would include native vegetation management and would include pursuing and executing lease agreements with other local or regional agency(ies) to manage the unit and protect natural resources. In addition to the parkwide guidelines discussed above, implementation of these guidelines would maintain protection of special status species within the New State Park.

Conclusion

With implementation of General Plan guidelines and CSP Standard Project Requirements, impacts related to special status plant and wildlife species would be **less than significant**. No mitigation measures are required.

BIO-2: Adverse effects on riparian habitat, wetlands, other waters of the United States, or other sensitive natural communities

Plan implementation could result in adverse effects to sensitive habitats including riparian areas and wetlands; however, guidelines within the General Plan would protect the integrity, habitat qualities, and natural processes of sensitive habitats. This impact would be **less than significant**.

Parkwide

As discussed in Chapter 2, the CASP units include sensitive habitats, including riparian areas and wetlands. The General Plan includes facilities and improvements that could potentially affect the shoreline, wetlands, or other waters of the United States, which are subject to jurisdiction of the U.S. Army Corps of Engineers and CDFW. Impacts to the bed and banks of tidal marsh and wetland habitat would be considered significant. CSP would obtain necessary permits, including a Section 404 permit under the Clean Water Act, for any new facilities that would result in fill of wetlands or other waters, prior to implementing park improvements that may affect wetlands or other waters of the United States. In addition, CSP would coordinate with CDFW regarding the need for a Lake or Streambed Alteration Agreement and abide by any permit conditions.

In addition to obtaining any applicable permits, implementation of **Parkwide MANAGE Guidelines 1.1**, **1.3**, **2.5**, and **2.6**, which would include preparing an inventory and monitoring natural resources on a periodic basis, including natural communities; protecting and/or restoring natural areas and native plant communities; protecting common and sensitive wildlife and their habitats; and protecting and rehabilitating special status animal populations and their habitats; would further avoid and minimize potential impacts to sensitive habitats. In addition, during construction activities, CSP and its contractors would implement the CSP Standard Project Requirements. These include the General Biological Resource Standard Project Requirements that would result in surveys for special status species or habitat, monitoring of project activities to ensure that impacts to specific species are minimized, and requirements that on-site construction activities determine the minimum area required to complete the work and define the boundaries of the work area on the project drawings with flagging or fencing on the ground, as appropriate. Additional Standard Project Requirements for Plants require that no rare or endangered species will be cut, pruned, pulled back, removed, or damaged; that protected plant species by fenced off prior to the start of on-site construction; and that BMPs are employed during construction to avoid creation of dust. Standard Project Requirements related to wildlife would require similar measures for surveying and monitoring; would require that construction work be scheduled to avoid breeding, maternity, nesting, and flight periods; would result in training for on-site construction personnel on the life history of protected species; and would require work to stop in the vicinity of an identified protected species until it moves out of the site on its own accord or is temporarily relocated by a qualified biologist (see Appendix G for the full text of the Standard Project Requirements).

Point Lobos State Natural Reserve

Sensitive communities within the Reserve include Monterey cypress forest, Monterey pine forest, coastal prairie, riparian, freshwater seeps, the giant kelp submarine forest, and submarine canyon habitat. New facilities and ongoing recreation could result in direct or indirect impacts to these sensitive natural communities. However, as discussed above, obtaining applicable permits and complying with permit conditions would avoid and minimize impacts to the sensitive habitats. In addition, the guidelines listed above for the Reserve under Impact BIO-1, as well as **MARINE ZONE Guideline 1.2** (Continue promoting research projects that study marine resources and threats. Increase effective communication with universities and research organizations to ensure researchers understand and implement best practices so that research activities do not adversely affect the marine and benthic

environments.) and **MARINE ZONE Guideline 1.3** (Identify coastal trails and beaches that may be access-restricted, identify sustainable alternative trail alignments where necessary, and identify specific trail alignments where management actions are needed to protect sensitive marine resources. Repair, close, or relocate trails that deliver sediment to Areas of Special Biological Significance.), which would continue promoting research projects that study marine resources and threats; and identify coastal trails and beaches where management actions are needed to protect sensitive marine resources; and **COASTAL BLUFF ZONE Guideline 4.2** (Prepare a habitat restoration plan for Lower Sea Lion Point to revegetate coastal bluff areas and cultural sites damaged by human-caused disturbance, protect steep bluffs from slope failure by restoring local hydrology, and to protect marine mammals that have re-occupied the site.) and **COASTAL BLUFF ZONE Guideline 4.3** (Revegetate unstable slopes adjacent to China Cove Beach. Protect underlying cultural features by revegetating the China Cove bluffs using native plants. Install a permanent and aesthetically pleasing barrier preventing visitors from walking down the natural bluff to China Cove Beach. Prevent visitors from accessing China Cove Beach to protect harbor seals and their pups during birthing and rearing season.), which would restore vegetative buffers adjacent to trails and unpaved parking areas to reduce sediment transport into surface waters, monitor visitor access to tidepool areas and implement adaptive management strategies for areas experiencing excessive visitor-related damage, and revegetate unstable slopes adjacent to China Cove Beach, would further avoid and minimize potential impacts to sensitive habitats within the Reserve.

Carmel River State Beach and New State Park

Sensitive communities within the Carmel River State Beach include riparian areas along the Carmel River and San Jose Creek, wetlands, and marine communities. In addition to the goals and guidelines listed for Carmel River State Beach under Impact BIO-1, the General Plan would also include implementation of **CARMEL RIVER LAGOON AND WETLAND NATURAL PRESERVE ZONE Guideline 1.4** (Preserve sensitive wetland habitat. Avoid excessive ground disturbance, vegetation removal or trampling, and erosion leading to the filling of wetlands. If wetland habitat degradation occurs, implement adaptive management strategies, such as habitat restoration with locally native plant species, and temporary reduction of public access to wetland restoration areas. Monitor south-central California coast steelhead, California red-legged frog, and western pond turtle populations in coordination with large-scale monitoring efforts throughout the range of these species.), **CARMEL RIVER LAGOON AND WETLAND NATURAL PRESERVE ZONE Guideline 1.6** (Prohibit development of flood control structures within the public land of the natural preserve that cause significant adverse environmental effects and are designed to benefit private parties.), which would prohibit development of flood control structures within the natural preserve that cause significant adverse environmental effects, and **LAGOON/WETLAND ZONE Guideline 1.2** (Recognize the natural flood protection benefits of the lagoon and wetland and prohibit development of any features that would substantially impede, bisect, truncate, or redirect floodwater flow and identify strategies that respond to the potential for increased flooding frequency and severity due to sea level rise and increased storm potential associated with climate change.); which would recognize the natural flood protection benefits of the lagoon and wetland and prohibit development of any features that would substantially impede or redirect floodwater flow. These guidelines would further avoid and minimize potential impacts to sensitive habitats within the coastal area.

Sensitive communities within the Point Lobos Ranch Property include central maritime chaparral, Monterey pine forest, Monterey pygmy cypress forest (Gowen cypress dwarf woodland), wetlands, and riparian habitat along San Jose and Gibson creeks. The second southernmost native population of rhododendron is also found in the eastern parcel of Point Lobos Ranch. As discussed above under Impact BIO-1, implementation of guidelines for the Point Lobos Ranch Property would avoid and

minimize potential impacts to sensitive habitats within the Point Lobos Ranch Property of the new State Park.

Sensitive communities present in the Hatton Canyon Area include Monterey pine forest, riparian forests, and wetlands. As discussed above under Impact BIO-1, implementation of guidelines for the Hatton Canyon Area would avoid and minimize potential impacts to sensitive habitats within the Hatton Canyon Area of the new State Park.

Conclusion

With implementation of CASP General Plan guidelines and CSP Standard Project Requirements, impacts related to sensitive habitats would be **less than significant**. No mitigation measures are required.

BIO-3: Interfere with movement of resident or migratory species.

While plan implementation could result in interference with movement of resident or migratory species, guidelines within the General Plan would preserve movement corridors and avoid potential impacts to species movement. This impact would be **less than significant**.

As discussed in Chapter 2, the CASP units provide important habitat linkages for wildlife. Together with other protected public lands in the area, the CASP units form an important regional network of wildland habitats. Palo Corona Regional Park provides a critical link for a wildlife corridor that now extends from the Carmel River to San Luis Obispo County. San Jose Creek is also a wildlife corridor for California red-legged frog, as well as other reptiles, amphibians, mammals, and birds. Construction of new facilities within the CASP units could affect wildlife corridors. However, plan implementation would avoid and minimze potential impacts to wildlife movement corridors. Trails would be designed and located to allow observation of bird habitat while minimizing adverse effects to sensitive habitat and species, such as migratory songbird nesting/breeding habitat. Plan implementation would include **Parkwide MANAGE Guidelines 2.7** and **2.8**; **New State Park Inland SAN JOSE CREEK NATURAL PRESERVE ZONE Guidelines 2.1** and **2.4**; and **POINT LOBOS RIDGE NATURAL PRESERVE ZONE Guideline 1.1**, which would avoid and minimize potential impacts to wildlife movement corridors, because they would identify, maintain, and protect wildlife movement corridors and habitat linkages to permit movement of wildlife and to increase species abundance and diversity; avoid placing visitor facilities in movement corridors; continue cooperation with federal, state, local agencies, and open space organizations to promote effective and efficient park and regional wildlife resource management, including coordinating efforts to identify and preserve habitat linkages; establish an appropriate buffer area of approximately 100 feet between the natural preserve and zone boundary, roads, and any existing development to protect the existing habitat; develop a natural preserve/habitat management plan for the Point Lobos Ridge Natural Preserve, including studying mountain lion movement to identify approximate home range within the preserve; and minimize potential conflicts between mountain lion and park visitors, would further avoid and minimize potential impacts to wildlife movement corridors. Creation of the San Jose Creek Natural Preserve will protect water quality, aquatic and riparian habitat, and sensitive species of San Jose Creek, including south-central California coast steelhead and California red-legged frog. Protection and ecological restoration of San Jose Creek, its associated watershed, and riparian forest are priorities for the management of the preserve. Walking access to the preserve will be via San Jose Creek Canyon Road. Visitors will learn about the importance of the preserve for native south-central California coast steelhead and the preserve's importance in the local and regional watershed through interpretive information for self-guided hikers. Plan guidelines to protect south-central California coast steelhead habitat include **CARMEL RIVER LAGOON AND WETLAND NATURAL PRESERVE ZONE Guideline 1.4** (Preserve sensitive wetland habitat. Avoid excessive ground disturbance, vegetation removal or trampling, and erosion leading to the filling of wetlands. If wetland

habitat degradation occurs, implement adaptive management strategies, such as habitat restoration with locally native plant species, and temporary reduction of public access to wetland restoration areas. Monitor south-central California coast steelhead, California red-legged frog, and western pond turtle populations in coordination with large-scale monitoring efforts throughout the range of these species.) and **SAN JOSE CREEK NATURAL PRESERVE ZONE Guideline 2.2 (**Continue monitoring efforts to document population size and health for California red-legged frog and south-central California coast steelhead, and coordinate with other monitoring efforts throughout the species' ranges. Establish research partnership opportunities for ecological and habitat monitoring with local universities and research institutions to inform park managers.).

Conclusion

With implementation of CASP General Plan guidelines, impacts related to interference with wildlife movement would be **less than significant**. No mitigation measures are required.

5.6.4 Cultural Resources

This section analyzes whether impacts related to cultural resources could result from implementation of the General Plan, recognizing that the plan includes numerous goals and guidelines designed to protect sensitive cultural resources and culturally important sites.

Assembly Bill (AB) 52 (Statutes of 2014), establishes a class of resources under CEQA called "tribal cultural resources." It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation once the lead agency determines that the application for the project is complete, before the issuance of an NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration. The procedural requirements for tribal consultation in AB 52 applies to those projects for which a lead agency has issued an NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration on or after July 1, 2015. Because the NOP for the General Plan was issued on April 4, 2012, the consultation requirements of AB 52 do not apply. Nonetheless, as described in Chapter 1, the General Plan process included comprehensive public involvement, including outreach to Native American tribes, with a goal of the planning process that facilitates respectful decision making regarding resources with cultural importance to indigenous peoples. Impact CULTURE-1, discussed below, addresses the preservation and protection of Native American archaeological resources.

Paleontological resources are discussed in Section 5.6.5, Geology, Soils, and Seismicity.

Environmental Setting

Refer to Cultural Resources discussions in Chapter 2 of this General Plan for a description of existing conditions related to cultural resources.

Analysis Methodology

The impact analysis considers the known cultural resource environmental setting in the vicinity, the potential for previously undocumented resources, including human remains, and physical effects (i.e., disturbance, material alteration, destruction) to known and previously undocumented cultural resources that could result from plan implementation. The analysis is also informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources.

CSP Departmental Notices also provide guidance on the management of natural and cultural resources. Applicable Departmental Notices include the following:

DN 2007-05	Native American Consultation Policy and Implementation Procedures
DN 2004-02	Cultural Resource Review and Related Procedures
DN 2002-04	Fuel Modification Policy
DN 1994-13	Application and Permit to Conduct Archeological Investigations/Collections

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to cultural resources would be significant if the project would:

- cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5;

- cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5; or

- disturb any human remains, including those interred outside of dedicated cemeteries.

Environmental Impacts

CULTURE-1: Disturb unique archaeological resources

Plan implementation would include excavation and other ground-disturbing activities, which could result in adverse physical effects to known and unknown archaeological resources. However, implementation of General Plan guidelines would avoid disturbance, disruption, or destruction of archaeological resources in compliance with the Public Resources Code and other relevant laws and regulations. This impact would be **less than significant**.

As discussed in Chapter 4, the parkwide vision statement for CASP is comprehensive and addresses the provision of a world-class natural environment and recreational experience in a way that is compatible with the parks' unique ecosystems and resources. Park visitation is managed to protect sensitive resources and preserve cultural resources. The vision for the Reserve includes a recognition that many aspects of the Reserve's resources are scientifically important, including sensitive archaeological sites and unique geological formations, and each will be maintained in a state of undisturbed integrity for future generations to enjoy.

Similarly, the Carmel River State Beach and New State Park declarations of purpose recognizes that important cultural resources include Native American archaeological resources and culturally important sites. The natural, cultural, and scenic resources, features, and values will be preserved, protected, interpreted, and managed, making them available to the public for their education, inspiration, and recreation. The Ohlone Coastal Cultural Preserve is located within the Carmel River State Beach. The Carmel River State Beach includes several archaeological sites. The area designated as the preserve includes the archaeological sites located entirely within the Carmel River State Beach. The vision of the Carmel River State Beach and the New State Park includes "adaptive management strategies to help protect the sensitive archaeological resources associated with Native American lifeways found in the cultural preserves. The cultural preserves will also provide a place for Native American traditional, ceremonial, and special events. These exceptional resources will be protected and preserved for future generations." In addition, the Point Lobos Ranch Property, east of SR 1, includes important Native American archaeological resources and culturally important sites. Under plan implementation, the cultural resources, features, and values will continue to be preserved, protected, interpreted, evaluated, and managed.

As described in Chapter 4, CASP units are distinctive in that they contain a diverse combination of prehistoric and historic archaeological resources and places, exemplifying the importance of the region for both its Native American heritage and historic significance. CSP has a mandate to protect the prehistoric and historic record in the State Park System, including archaeological evidence. Goals and guidelines focus on this protection, along with preservation of Native American culture, scientific study, and interpretation of resources.

With plan implementation, project construction could encounter previously undiscovered or unrecorded archaeological sites and materials during project-related preconstruction or construction-related ground-disturbing activities. In addition, ongoing use of the CASP units could lead to

disturbance of cultural resources; however, significant effects would be avoided by adherence to the CSP Standard Project Requirements for cultural resources related to construction activity. These include the following General Cultural Standard Requirements:

- If forest thinning activities are required within a culturally sensitive area, downed timber and other forest debris will be removed by aerial suspension; no portion of logs, slash or debris will be dragged across the surface.

- Prior to the start of on-site construction work, the [insert who] will notify the Cultural Resources Supervisor, unless other arrangements are made in advance, a minimum of three weeks to schedule a Cultural Resource Specialist to monitor work, as necessary, to ensure that removal and reconstruction of historic fabric will occur in a manner consistent with the Secretary of the Interior's Standards.

- Before, during, and after construction, a [Insert who] will photo-document all aspects of the project and will add the photos to the historical records (archives) for the park.

- Prior to the start of on-site construction work, and to the extent not already completed, a [insert who] will map and record all cultural features within the proposed Area of Potential Effects (APE) to a level appropriate to the Secretary of Interior Standards.

To address natural and cultural resource degradation from excessive visitor use in the Reserve, existing visitor parking would be reduced in this unit and visitor management and alternative transportation strategies would be implemented. Adaptive management strategies would help conserve and protect cultural resources in response to ongoing monitoring. Additionally, as described in Chapter 2, Section 0400 of the Department Operations Manual, currently under revision, will provide cultural resource management guidance. Until it is complete, Section 1832 of the Resource Management Directives, the Cultural Resources Management Handbook, and the Departmental Notice describing Native American consultation provide the policies, definitions, processes, and procedures to guide the management of cultural resources under the jurisdiction of CSP.

The Ohlone Coastal Cultural Preserve Zone has a management focus on protecting significant resource values related to archaeological deposits. It would be managed to protect existing subsurface archaeological resources and to provide appropriate interpretive opportunities. Specific visitor uses would include hiking (including guided tours), birding, wildlife viewing, interpretation, scientific research, photography, painting, and limited special events by permit only. Visitor facilities would be limited to trailheads, trails, and interpretive elements. The following guidelines would be implemented to continue to protect archaeological resources within the Ohlone Coastal Cultural Preserve Zone: **OHLONE COASTAL CULTURAL PRESERVE ZONE Guideline 1.1** (Monitor important cultural features and, as needed, restrict visitor access to prevent resource degradation.), **OHLONE COASTAL CULTURAL PRESERVE ZONE Guideline 1.2** (Identify resource damage and implement strategies to prevent continuing damage, such as restricted access, repair, and restoration.), and **OHLONE COASTAL CULTURAL PRESERVE ZONE Guideline 1.3** (Update the existing Cultural Preserve Management Plan to provide the policies, definitions, processes, and procedures used to guide management. Identify and evaluate all cultural resources within the preserve. Implement procedures to minimize damage to cultural resources.).

The Backcountry Zone, located in the New State Park – Point Lobos Ranch Property between the San Jose Creek Natural Preserve and Palo Corona Regional Park, would be managed primarily to preserve

natural, cultural, and scenic resources. Specific visitor uses include low-impact uses of local and regional trails, such as hiking, wildlife/scenic viewing, and photography.

The Tatlun Cultural Preserve Zone is within New State Park – Point Lobos Ranch Property; it is approximately 20 acres in size and consists of three mound-like landforms (known as the Hudson Mound) and the adjacent area known as the Polo Field. This cultural preserve is considered sacred by the local Rumsen and Esselen people, and archaeologists consider it to be one of the most important sites in the county, dating back more than 2,000 years. This zone would be managed to preserve and protect a sacred place with a diversity of prehistoric deposits and remains and the Native American cultural values in this multi-site complex and to provide limited interpretive opportunities. The following guidelines would be implemented to continue to protect archaeological resources within the Tatlun Cultural Preserve Zone: **TATLUN CULTURAL PRESERVE ZONE Guideline 1.1** (In collaboration with the Rumsen and other tribal representatives, develop a comprehensive inventory of cultural resources. Record, describe, and map existing cultural resources. Inventory and evaluate cultural resources for inclusion on the National and California registers.) and **TATLUN CULTURAL PRESERVE ZONE Guideline 1.2** (In collaboration with the Rumsen and other tribal representatives, prepare a Cultural Preserve Management Plan to provide the definitions, processes, and procedures to guide cultural resource management. This includes a plan for identification and evaluation of all cultural resources within the area and procedures to minimize damage to cultural resources through a review process and the application of standards.); **TATLUN CULTURAL PRESERVE ZONE Guideline 2.1** (In collaboration with appropriate local tribal representatives, develop a joint-use agreement to facilitate Native American traditional use, ceremonies, special events, and interpretive program activities that are consistent with the intent and purpose of the cultural preserve classification. Allow guided visitor access when the area is not being used for traditional purposes.), and **TATLUN CULTURAL PRESERVE ZONE Guideline 2.3** (Monitor and document important cultural features and, if necessary, limit or discontinue non-tribal visitor access to prevent resource degradation.).

The following parkwide guideline would maintain protection of archaeological resources: **Parkwide MANAGE Guideline 8.1** (For areas not already inventoried, conduct inventories for cultural resources where and when development or other landscape disturbance is planned. Document and map resources identified or areas with high potential to contain resources.), **Parkwide MANAGE Guideline 8.2** (Identify, document, catalogue, and curate artifacts and collections that have been recovered from cultural sites, according to the Office of Historic Preservation guidelines.), **Parkwide MANAGE Guideline 8.3** (Prepare Cultural Resource Management Plans, as necessary, to further define a framework to identify, acknowledge, assess, and create effective management procedures for cultural sites and cultural preserves.), **Parkwide MANAGE Guideline 8.4** (In coordination with local tribal representatives, monitor sensitive cultural resources to identify specific areas of degradation, inform a culturally sensitive adaptive management strategy, and determine the need for potential visitor access limitations or exclusions. In consultation with local tribal representatives, stabilize cultural sites and recover data, where feasible, at sites at risk from erosion, damage, or sea level rise. Prevent degradation and looting of cultural resources by limiting visitor access, and increasing law enforcement to specific sensitive areas.), and **Parkwide MANAGE Guideline 8.5** (Collaborate with the local tribal representatives to expand Native American interpretation themes, features, and programs related to park resources.).

Conclusion

With implementation of CASP General Plan guidelines intended to protect cultural resources and compliance with the CSP Standard Project Requirements for cultural resources, impacts related to archaeological resources would be **less than significant**. No mitigation measures are required.

CULTURE-2: Disturb, damage, or degrade significant historic resources

Construction and excavation activities associated with plan implementation could result in landscape disturbance, which can adversely affect historic resources. Implementation of General Plan guidelines would protect historic resources, because these measures would avoid disturbance, disruption, or destruction of historic structures and historic archaeological resources, in compliance with pertinent laws and regulations. This impact would be **less than significant**.

As discussed above, under Impact CULTURE-1, park visitation is managed to protect sensitive resources and preserve cultural resources. The New State Park declaration of purpose recognizes that the park area and surrounding public lands contain important cultural resources, including an early 20th century complex of ranch buildings. The natural, cultural, and scenic resources, features, and values will be preserved, protected, interpreted, and managed, making them available to the public for their education, inspiration, and recreation.

As described in Chapter 4, CASP units are distinctive in that they contain a diverse combination of prehistoric and historic archaeological resources and places, exemplifying the importance of the region for its historic significance. CSP has a mandate to protect the historic record in the State Park System, and General Plan goals and guidelines focus on this protection. The Odello Farm Zone includes the former Odello Farm complex with historic farm structures including a former residence, creamery/cookhouse, three-gabled barn, and blacksmith shed. It is characterized by non-native annual grasslands on flat terrain and riparian scrub adjacent to the Carmel River lagoon and wetlands.

Historic archaeological features may be present. Subsurface remains could represent significant historic resources, which could be disturbed by construction.

The Odello Farm Zone would be managed primarily for environmentally protective trail access, low-intensity visitor orientation and recreation, and natural and cultural resource protection. An access road intersecting SR 1 will lead to a visitor parking area of up to 25 spaces that will be set back, away from adjacent residences, and appropriately screened with native vegetation. While plan implementation would introduce low-intensity visitor orientation and recreation uses,and parking to support these uses, the additional parking would not be substantial, and the focus of the Odello Farm Zone is on protecting natural and cultural resources. The following guidelines would protect historic resources: **ODELLO FARM ZONE Guideline 1.1** (Develop a preservation plan to protect the historic buildings and landscapes of the Odello Farm complex. The plan should focus on stabilizing existing structures and protecting and preserving the historic character of the Odello Farm.), **ODELLO FARM ZONE Guideline 1.2** (Conduct research necessary to prepare a historic context focusing on farming and ranching activities and architecture.), **ODELLO FARM ZONE Guideline 1.3** (Record the Old Odello Residence, Creamery/Cookhouse, Barn, and Blacksmith Shed in accordance with the Office of Historic Preservation's March 1995 Instructions for Recording Historical Resources. Submit evaluations to the State Historic Preservation Officer (SHPO) for concurrence and inclusion on the Master List of State Owned Properties.), **ODELLO FARM ZONE Guideline 1.4** (Evaluate the Old Odello Residence, Creamery/Cookhouse, Barn, and Blacksmith Shed for inclusion in the National and California historic registers. Prepare HSRs for the Old Odello Residence,

Creamery/Cookhouse, Barn, and Blacksmith Shed if determined eligible for the NRHP or the CRHR to provide the baseline for the rehabiliation, restoration, stabilization or reconstruction of historic buildings and structures), **ODELLO FARM ZONE Guideline 1.5** (Update condition assessments for the Creamery/Cookhouse, Barn, and Blacksmith Shed. The condition assessments should provide information to help determine protection measures for rehabilitation, restoration, or preservation.), **ODELLO FARM ZONE Guideline 1.6** (Stabilize the Barn and treat for weathering, water infiltration, and pest infestation. Reconstruct the Barn's north bay and south elevation in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.), and **ODELLO FARM ZONE Guideline 1.7** (Stabilize the Blacksmith Shed to prevent it from collapsing further and treat the structure for the extensive weathering, dry rot and pest infestation in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.). In addition, the day use reservation system could be introduced to the Odello Farm Zone, if needed in the future, to reduce overuse, per **Parkwide ACCESS Guideline 1.4** (Evaluate the need to implement a day use reservation system in other areas of the parks where visitor overuse is resulting in natural and/or cultural resource degradation.).

In addition to the Odello Farm Zone guidelines, the following parkwide guidelines address ongoing protection of historic resources: **Parkwide MANAGE Guideline 9.1** (Complete an inventory and assessment of significant cultural resources that may be eligible for inclusion in the National Register of Historic Places and/or the California Register of Historic Resources to gain a better understanding of resources, and to inform management decisions.), **Parkwide MANAGE Guideline 9.2** (Complete Historic Structure Reports [HSR] for those existing historic buildings that do not have them, and update existing HSRs as needed. The HSRs should be prepared by an interdisciplinary team that should include a historian or architectural historian, historical architect, and may also require a structural engineer. Provide documentation including graphic and physical information about a property's history and existing conditions, recommend appropriate treatments, management actions and goals for preservation or rehabilitation and appropriate adaptive use of the property, and outline the scope of recommended work for current and future resource managers.), **Parkwide MANAGE Guideline 9.3** (Prepare treatment plans for historic resources. Development strategies should include cultural resource treatments, as defined by the Secretary of the Interior's Standards for the Treatment of Historic Properties, for those historic buildings, structures and features that have been identified as significant, combined with the interpretive objectives for the landscape as a whole, including the periods of significance; the integrity of the landscape and its character-defining features; and the existing condition of these individual features.), **Parkwide MANAGE Guideline 9.4** (Repair and maintain buildings identified as historical resources according to the Secretary of the Interior's Standards for the Treatment of Historic Properties.), **Parkwide MANAGE Guideline 9.5** (Identify and evaluate the historic significance of potential cultural landscapes.), **Parkwide MANAGE Guideline 9.6** (Consult with local tribal representatives who have traditional ties to resources within CASP to ensure productive and collaborative working relationships during the planning and implementation of specific development projects, and especially when considering management practices of interest and concern to them.), and **Parkwide MANAGE Guideline 9.7** (Develop interpretive programs and facilities that inform visitors about the importance of protecting historic resources.).

The A.M. Allan Ranch Zone will be managed to protect and interpret its historic value and provide visitor access and orientation, trails, and compatible transportation/parking elements. Adaptive use of historic structures will provide for visitor orientation and park maintenance/operation support functions, including staff housing. Visitors can learn about the historic ranch and Native American heritage during special events, interpretive programs, and tours of historic structures and natural areas. The location and size of parking areas would be sensitive to existing resources and would adhere to the following

guidelines: **A.M. ALLAN RANCH ZONE Guideline 1.6** (Protect the historic viewshed. Locate parking areas and other facilities to minimize adverse effects to significant historic structures and contributing features of the cultural landscape.), and **A.M. ALLAN RANCH ZONE Guideline 2.1** (Create primary visitor entry, day use parking, and visitor orientation facilities in locations that do not adversely affect natural and cultural resources.).

Conclusion

With implementation of CASP General Plan guidelines that protect historic resources, impacts related to historic resources would be **less than significant**. No mitigation measures are required.

CULTURE-3: Disturbance of human remains

It is possible that previously unknown human remains could be discovered when soils are disturbed during construction associated with development of new facilities in the Reserve and New State Park. Compliance with California Health and Safety Code Sections 7050.5 and 7052 and California Public Resources Code Section 5097 would maintain this impact at a **less-than-significant** level.

The location of grave sites and Native American remains can occur outside of dedicated cemeteries and burial sites. Ground-disturbing construction activities could uncover previously unknown human remains, which could be archaeologically or culturally significant. Plan implementation would include soil disturbance related to construction of new facilities and ongoing management practices. Therefore, it is possible that previously undiscovered human remains could be discovered when soils are disturbed.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Sections 7050.5 and 7052 and California PRC Section 5097. If human remains are discovered during any construction activity, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the project applicant shall notify the Monterey County coroner and the Native American Heritage Commission (NAHC) immediately, according to Section 5097.98 of the State PRC and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to prevent disturbance of additional human interments. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.94. In addition, construction projects would comply with CSP Standard Project Requirements for cultural resources, which requires the following:

- In the event that human remains are discovered, work will cease immediately in the area of the find and the project manager/site supervisor will notify the appropriate DPR personnel. Any human remains and/or funerary objects will be left in place or returned to the point of discovery and covered with soil. The DPR Sector Superintendent (or authorized representative) will notify the County Coroner, in accordance with §7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (or Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor will be responsible for notifying the appropriate Native American authorities. The local County Coroner will make the determination of whether the human bone is of Native American origin.

- If the Coroner determines the remains represent Native American interment, the NAHC in Sacramento and/or tribe will be consulted to identify the most likely descendants and appropriate disposition of the remains. Work will not resume in the area of the find until proper disposition is complete (PRC §5097.98). No human remains or funerary objects will be cleaned, photographed, analyzed, or removed from the site prior to determination.

- If it is determined the find indicates a sacred or religious site, the site will be avoided to the maximum extent practicable. Formal consultation with the SHPO and review by the Native American Heritage Commission/Tribal Cultural representatives will occur as necessary to define additional site mitigation or future restrictions.

Conclusion

Compliance with California Health and Safety Code Sections 7050.5 and 7052 and California PRC Section 5097, as well as CSP Standard Project Requirements, would avoid or minimize the disturbance of human remains, and would result in the appropriate treatment of any remains that are discovered. Therefore, this impact would be **less than significant**.

5.6.5 Geology, Soils, and Seismicity

This section analyzes impacts related to geology, soils, and seismicity that could result from implementation of the General Plan.

Implementation of the General Plan would not result in the construction or use of septic tanks or alternative onsite wastewater disposal systems; therefore, this topic is not addressed further in this analysis.

Environmental Setting

Refer to Geology, Seismicity, and Soils discussions under Physical Resources in Chapter 2 of this General Plan for a description of the existing conditions related to geology, soils, seismicity, and paleontology.

Analysis Methodology

This analysis considers existing geologic, seismic, and soil conditions and paleontological resources, and evaluates whether reasonably expected physical changes to those conditions from implementation of General Plan goals and guidelines would cause significant impacts. In determining the level of significance of potential environmental impacts, the analysis recognizes that plan implementation would comply with all relevant federal and state laws and regulations.

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to geology, soils, seismicity, or paleontology would be significant if the project would:

- expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
  - strong seismic ground shaking;
  - seismic-related ground failure, including liquefaction; or
  - landslides;
- result in substantial soil erosion or the loss of topsoil;
- be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or
- directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.

Environmental Impacts

GEO-1: Adverse effects from earthquake faults, seismic ground shaking, seismic ground failure, or landslides

While plan implementation could result in the exposure of people or structures to potential risks strong seismic ground shaking; seismic ground failure, including liquefaction; or landslides, the degree of risk would not change substantially and General Plan guidelines would maintain adverse effects at a **less-than-significant** level.

As explained in Chapter 2, faults in the Monterey area occur primarily in two northwest-trending zones, the Palo Colorado-San Gregorio fault zone and the Monterey Bay fault zone. There are several active or potentially active faults within these zones including: San Andreas, San Gregorio-Palo Colorado, Chupines, Navy, and Cypress Point, with the San Andreas and San Gregorio being the most dominant faults that are considered active and have evidence of historic or recent movement. In addition, the potentially active Hatton Canyon Fault consists of a group of northwest-striking faults that extend from Carmel Valley Road northwest for approximately seven miles. Small to moderate earthquakes (i.e., magnitude 5.0 and below) are common in Monterey County. Although there are several fault zones in this area, none of them are designated as an Alquist-Priolo Earthquake Fault Zone (CSP 1979, 1988; TAMC 2009). Therefore, fault ground rupture would not be expected in the CASP units. The Monterey County General Plan EIR identifies the entire Reserve as having a low potential for landslides and liquefaction. Geologic hazards at Carmel River State Beach include landslides, rockfalls, seacliff retreat, liquefaction, tsunamis, and seismic shaking. Geologic hazards at New State Park – Point Lobos Ranch Property include landslides in the steep-slope locations, seismic settlement, ground shaking, and liquefaction (in the alluvial materials adjacent to San Jose Creek). Portions of New State Park – Hatton Canyon Area are designated as having a high susceptibility to landslide and erosion.

Plan implementation would result in ongoing public use of facilities and resources within the Reserve and Carmel River State Beach and Hatton Canyon Area, as well as the addition of public use of New State Park – Point Lobos Ranch Property. Plan implementation would not increase the number of structures within the CASP units, with the exception of small structures such as bathrooms, interpretive signs, transit shelters, and the transit center. Reuse of existing structures or construction of new structures would comply with existing building codes and standards. In addition, plan implementation would comply with the following CSP Standard Project Requirements related to seismic events: (After a large earthquake event (i.e., magnitude 5.0 or greater within 50 miles of the project site), [insert who] will inspect all project structures and features for damage, as soon as is possible after the event. Any damaged structures or features will be closed to park visitors, volunteers, residents, contractors, and staff.). Because the Reserve, two areas of Carmel River State Beach, and the Hatton Canyon Area are already open to public use, the degree of geological hazard risk would not change substantially. Implementation of **Parkwide MANAGE** guidelines would maintain earthquake and other related geologic hazards at less-than-significant levels. These include **Parkwide MANAGE Guideline 3.1** (Monitor, study, and document the geologic features and processes, including geologic event such as landslides, rockfall, stream channel and coastal erosion, and sedimentation.) and **Parkwide MANAGE Guideline 3.2** (Identify areas of high risk for increased soil erosion, coastal erosion, landslides, and rockfall. Avoid locating visitor and operations facilities in areas prone to geologic hazards. Site-specific investigations shall be conducted by a registered geologist or certified engineering geologist before final siting of facilities. Redesign, take offline, or relocate facilities that exacerbate geologic problems or that might be damaged by natural events. Allow natural processes to

occur as appropriate.). These guidelines and CSP Standard Project Requirements would implement management actions to protect visitors from substantial risks of landslides or seismically induced ground failure.

Conclusion

With implementation of CASP General Plan guidelines and CSP Standard Project Requirements, impacts related to earthquake faults, seismic ground shaking, seismic-related ground failure, or landslides would be **less than significant**. No mitigation measures are required.

GEO-2: Soil erosion or loss of topsoil

The General Plan proposes resource management actions to control existing and future soil erosion. It would also include new trails, associated user facilities, parking areas, and other associated infrastructure that would result in ground disturbance. General Plan guidelines would reduce erosion from existing facilities, reduce specific sources of soil erosion, such as parking on unpaved ground, and control future erosion risks. CSP Standard Project Requirements would also prevent construction-related erosion. For these reasons, implementation of the General Plan would have a **less-than-significant** impact related to the potential for increased soil erosion or loss of topsoil.

Implementation of the General Plan would result in resource management actions intended to address and control existing soil erosion in known locations, such as heavily worn trails and along certain coastal bluffs. As discussed in Chapter 3, existing soil degradation includes erosion on slopes, trail incision and volunteer widening, vegetation trampling and loss, and soil loss and sedimentation into marine waters. The Coastal Bluff Zone in the Reserve will be managed with an emphasis on protection of sensitive bluff resources, prevention of soil erosion and compaction, and restoration of native vegetation. The General Plan recognizes that the need to reduce degradation from the excessive visitor use of the Reserve's sensitive resources. This issue is a driver of goals and guidelines for the Reserve. Also, soils on the Point Lobos Ranch Property and in the Hatton Canyon Area have high erosion potential that likely contributes sediment-laden runoff.

Planned facilities in the General Plan would include construction that could result in the disturbance to or loss of topsoil. The introduction of new parking surfaces or trails and associated infrastructure or visitor activities to New State Park could also result in the disturbance or loss of soil; however, implementation of CSP Standard Project Requirements for erosion control and General Plan guidelines would avoid significant erosion impacts associated with new construction. During construction activities, CSP and its contractors would be required to implement the Standard Project Requirements. These include the following:

- No track-mounted or heavy-wheeled vehicles will be driven through [insert work area name] areas during the rainy season or when soils are saturated to avoid compaction and/or damage to soil structure.

- [Insert who] will develop a rehabilitation plan for the decommissioned trail that includes using brush and trees removed from the new trail alignment for bio-mechanical erosion control (bundling slash and keying it in to fall of trail, filling damaged trails sections with soil and duff removed from the new trail alignment, constructing water bars, and replanting native trees and shrubs).

- [Insert who] will clearly block both ends of the trail and scatter its length with vegetative debris from new trail construction to discourage continued use and degradation of the decommissioned portion of the trail.

Implementation of the following parkwide guidelines would reduce existing erosion and control potential effects related to soil erosion or loss of topsoil. Relevant General Plan guidelines include **Parkwide MANAGE Guideline 3.1** (Monitor, document, and study the geologic features and processes, including geologic event such as landslides, rockfall, stream channel and coastal erosion, and sedimentation. Identify the cause and effect relationships and implement corrective measures as needed to protect these features.) and **Parkwide MANAGE Guideline 3.2** (Identify areas of high risk for increased soil erosion, coastal erosion, landslides, and rockfall. Avoid locating visitor and operations facilities in areas prone to geologic hazards. Site-specific investigations shall be conducted by a registered geologist or certified engineering geologist before final siting of facilities. Redesign, take offline, or relocate facilities that exacerbate geologic problems or that might be damaged by natural events. Allow natural processes to occur as appropriate.). In addition to the guidelines that address geology, additional guidelines related to hydrology would minimize soil erosion throughout the CASP units. These include **Parkwide MANAGE Guideline 4.1**(Identify causes of water quality degradation in river, stream, open ocean-intertidal and estuary waters, and associated wetlands. Quantify performance targets and pursue actions to correct degraded hydrologic and water quality conditions, if needed.), **Parkwide ACCESS Guideline 5.4** (Identify locations where decommissioning and restoration of unauthorized trails are needed, including but not limited to, the North Shore Trail in the Reserve and non-designated trails in the coastal areas, to decrease erosion, soil compaction, and degradation of cultural and natural resources, and wildlife habitats. Prioritize actions to address first the most degraded and sensitive resource locations), and **Parkwide ACCESS Guideline 5.6** (Conduct erosion assessments of roads and trails and implement adaptive management strategies to minimize erosion. Document sedimentation conveyance pathways to the ASBS and implement sediment and erosion control BMP measures to reduce sediment delivery and erosion.).

In addition to the parkwide guidelines discussed above, implementation of the General Plan would include measures to address potential soil degradation specific to the Reserve. These include **COASTAL BLUFF ZONE Guideline 1.2** (Monitor coastal bluff and coastal prairie habitats to identify degradation, including vegetation and soil loss, inform adaptive habitat management, and determine needs for temporary or permanent visitor access restrictions to conserve resources and restore degraded areas, such as the Sea Lion Point Trail and the south shore. Through monitoring, recommend areas in need of trail upgrades to reduce resource impacts and erosion, e.g. boardwalk systems at Weston Beach, or trail re-alignments, where erosion is a problem. Identify areas in need of habitat restoration.).

In New State Park, implementation of the General Plan includes measures to address potential soil erosion and resource degradation in the specified management zones. These include **CARMEL RIVER LAGOON AND WETLAND NATURAL PRESERVE ZONE Guideline 1.4** (Preserve sensitive wetland habitat. Avoid excessive ground disturbance, vegetation removal or trampling, and erosion leading to the filling of wetlands…), **Parkwide MANAGE Guideline 3.2** (Identify areas of high risk for increased soil erosion, coastal erosion, landslides, and rockfall. Avoid locating visitor and operations facilities in areas prone to geologic hazards. Site-specific investigations shall be conducted by a registered geologist or certified engineering geologist before final siting of facilities. Redesign, take offline, or relocate facilities that exacerbate geologic problems or that might be damaged by natural events. Allow natural processes to occur as appropriate.), and **Parkwide MANAGE Guideline 4.2 (**Monitor water quality and avoid or minimize ground disturbance, vegetation removal or trampling, and erosion resulting

in filling of wetlands. Install temporary or permanent sediment erosion control BMPs, restore wetland or riparian habitat, and provide temporary trail closure with informational signing.).

Conclusion

Plan guidelines emphasize reduction of existing and control of future soil erosion. Although new planned facilities would result in ground disturbance, CSP Standard Project Requirements and the proposed goals and guidelines would prevent substantial erosion. For these reasons, implementation of the General Plan would have a **less-than-significant** impact related to increased soil erosion and loss of topsoil. No mitigation measures are required.

GEO-3: Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature

Paleontological resources have the potential to be located within the CASP units and discovered during existing and future uses or construction of future facilities While the introduction of new facilities or recreation opportunities to the Reserve or New State Park could result in the discovery and inadvertent damage or destruction of paleontological resources, implementation of parkwide MANAGE guidelines would maintain this potential impact at a **less-than-significant** level.

As explained in Chapter 2, paleontological resources are located in the Reserve within the Carmelo, Chamisal, and Santa Margarita formations. Paleontological resources have the potential to be located within the CASP units and discovered from existing and future uses or construction of future facilities. The following General Plan guidelines would maintain protection of paleontological resources: **Parkwide MANAGE Guideline 6.1** (Inventory, map, and monitor paleontological resources for their protection, preservation, and interpretation.), **Parkwide MANAGE Guideline 6.2** (Coordinate with paleobiology resource specialists on protection and preservation of paleontological resources that have both natural and cultural resource value.), and **Parkwide MANAGE Guideline 6.3** (Develop interpretive programs and facilities that inform visitors about the formation, sensitivity, and importance of protecting paleontological resources.). In addition, the following Reserve guideline would be implemented: **COASTAL BLUFF ZONE Guideline 2.1** (Continue to implement best practices to protect, preserve, and interpret paleontological resources in the Carmelo, Chamisal, and Santa Margarita formations. This includes inventorying, mapping, and monitoring resources, coordinating with qualified paleontologists on specific actions for protection and preservation, and developing interpretive programs and facilities that inform visitors about the importance of protecting paleontological resources.).

Conclusion

While the introduction of new facilities or recreation opportunities to CASP units could result in the discovery and inadvertent damage or destruction of paleontological resources, implementation of parkwide MANAGE guidelines and Reserve guidelines would maintain this potential impact at a **less-than-significant** level. No mitigation measures are required.

5.6.6 Greenhouse Gas Emissions and Climate Change

This section discusses whether significant impacts to global climate change would occur with the implementation of the General Plan, as well as a discussion regarding the potential environmental effects to the CASP units related to climate change risks. The analysis includes an evaluation of construction- and operational-generated emissions of greenhouse gases (GHGs) related to General Plan implementation.

Environmental Setting

Refer to the Climate Change Predictions discussion in Section 2.3.1, Physical Resources, in Chapter 2 of this General Plan for a description of the existing conditions related to global climate change.

Analysis Methodology

Construction and operational GHG emissions would be similar in character throughout the CASP units and are therefore described together. Where appropriate, applicable parkwide guidelines are identified that serve to reduce GHG emissions from General Plan implementation, as well as specific guidelines for the Reserve and New State Park.

The physical effects of climate change will continue to manifest over the coming decades and centuries. As discussed in Section 2.3, Important Resource Values, in Chapter 2 of this document, the CASP units will be affected by sea level rise, increased temperatures, increased wildfire risk, and varied precipitation patterns, as compared to historical trends. Various sources exist that identify the magnitude of these effects based on location and physical characteristics. The California Energy Commission in partnership with the University of California at Berkeley, Geospatial Innovation Facility, has developed the Cal-Adapt tool, which can be used to predict various climate change-related effects based on a menu of climate models under two emissions scenarios: a High-Emissions Scenario that assumes emissions will continue to rise strongly through 2050 and 2100 based on the Intergovernmental Panel on Climate Change's (IPCC's) representative concentration pathway (RCP) 8.5 and a Low-Emissions Scenario that assumes emissions will peak around 2040 and then decline throughout the remainder of the century based on IPCC's RCP 4.5. Where appropriate, these impacts are identified within the CASP units using the Cal-Adapt tool.

The issue of global climate change is inherently a cumulative issue for the General Plan, as the GHG emissions of individual projects cannot be shown to have any material effect on global climate.

Significance Criteria

CEQA Guidelines Section 15064 and relevant portions of CEQA Guidelines Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans, and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. Based on Appendix G of the State CEQA Guidelines, impacts related to climate change would be significant if the project would:

- generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Plan implementation will entail natural resource management within the CASP units under changing climatic conditions due to anthropogenic climate change; therefore, this analysis includes a discussion of the anticipated physical impacts that would affect the CASP units as climate change manifests over the coming decades and century. As such, the project would have a significant impact on climate change if the project would:

- exacerbate the physical effects of global climate change within the project area and substantially increase exposure of people to climate change-related hazards.

Environmental Impacts

GHG-1: Direct and indirect short-term construction-generated and long-term operational-related emissions of GHGs

Short-term construction-generated and long-term operational-related emissions of GHGs associated with the plan implementation would not be substantial such that implementation of the General Plan would result in a considerable contribution to the cumulative effect of global climate change. Additionally, implementation of specific guidelines contained in the General Plan would further reduce emissions. As such, direct and indirect short-term construction-generated and long-term operational-related emission of GHGs would be **less than significant**.

General Plan-related construction and operational activities would generate GHG emissions. GHG-producing construction activities would include the operation of heavy-duty equipment (e.g., scrapers, forklifts), haul trucks carrying supplies and materials to and from the project site, and construction worker commute trips. Operational or long-term GHG emissions would occur over the life of the General Plan. Sources of emissions may include motor vehicles and trucks, electricity usage, natural gas combustion, water usage, wastewater and waste generation, and area sources, such as landscaping activities.

The General Plan contains the following guidelines to improve the sustainability of the CASP units and reduce the use of personal autos, both of which serve to reduce GHG emissions: **Parkwide MAINTAIN Guideline 7.1** (Consult sustainability standards, such as Leadership in Energy and Environmental Design (LEED), for ways to reduce energy use and maximize the use of energy-efficient products and materials; these standards have been developed to promote environmentally healthy design, construction, and maintenance practices.), and **Parkwide MAINTAIN Guideline 7.2** (Use low- or zero-emission vehicles for park operations and maintenance, and a shuttle system to contribute to state goals for reduction of air pollutant emissions. Use low- or zero-emission grounds maintenance equipment, such as electric trimmers, chain saws, and mowers. Substitution of lower-emission and alternative energy-source tools and vehicles will reduce air quality impacts and heat-trapping GHG emissions, and promote energy efficiency.). Consistency with the parkwide guidelines would reduce indirect emissions of GHGs from energy use (electricity use and natural gas combustion), as well as direct mobile-source emissions.

Transportation-related goals and guidelines that apply to parkwide conditions and three primary management zones (i.e., Upland Reserve Zone, A.M. Allan Ranch Zone, and Lower Hatton Canyon Zone), focus on implementing management approaches and facilities needed to effectively promote travel mode shifts from personal autos to more efficient transportation, such as transit or shuttles. The intended outcome of the suite of goals and guidelines would be to reduce total vehicle traffic related to CASP visitors by achieving, in partnership with local and regional transit and transportation agencies, greater multimodal transport opportunities, such as by public transit, dedicated park shuttle, or

concessionaire shuttle tours. A key feature of the outcome would be development of a multimodal transportation center in the Hatton Canyon Area that would serve the Reserve and other State Park areas. These multimodal transportation goals and guidelines would also reduce GHG emissions by decreasing the number of visitors using personal autos to access the parks. Please refer to impact TRAFFIC-1 in Section 5.6.12, Traffic and Transportation, for a more detailed discussion of the relevant goals and guidelines.

Because implementation of the General Plan guidelines would minimize short-term and long-term emissions of GHGs, plan implementation would not conflict with any applicable plan, policy, or regulation adopted to reduce GHG emissions. Implementation of the General Plan guidelines would keep GHG emissions at a less-than-significant level, thereby demonstrating consistency with the goals of AB 32 and SB 32 (see Chapter 2 for more a more detailed discussion of these GHG-related laws), as well as the California Air Resource Board's Scoping Plan Update. Further, the CASP units are within the regional jurisdiction of the Association of Monterey Bay Area Governments (AMBAG), which adopted its 2035 Metropolitan Transportation Plan and Sustainable Communities Strategy in 2014. Because the project would not result in increased automobile trips further coupled with the implementation of **Parkwide MAINTAIN Guideline 7.2**, plan implementation would not conflict with the regional GHG reduction goals from the transportation sector, as defined by AMBAG's plan prepared pursuant to SB 375.

Further, due to the deployment of regulatory programs such as Advanced Clean Cars and the Renewable Portfolio Standard, triennial updates to the California Green Building Standards Code, and overall improvements in the efficiency of technology, operational emissions would be expected to decrease during the life of the General Plan.

Conclusion

Adherence to the General Plan guidelines related to sustainability and encouragement of multimodal transportation options would minimize GHG emissions, maintaining them at a less-than-significant level. For this reason, the General Plan would not result in a considerable contribution to the cumulative impact of global climate change. This impact would be **less than significant**. No mitigation measures are required.

GHG- 2: Impacts of climate change risks on the CASP units

Climate change is expected to result in a variety of hazards and other risks that would influence conditions on the CASP units. These effects include increased temperatures and wildfire risk, changes to the timing and intensity of precipitation patterns, increased stormwater and flood risk, and sea level rise. Implementation of guidelines contained in the General Plan and CSP Standard Project Requirements would serve to improve the CASP units' resilience to these potential climate change risks. Further, implementation of the General Plan would not exacerbate vulnerability of the CASP units to the impacts of climate change. This impact would be **less than significant**.

Anthropogenic increases in GHG concentrations in the atmosphere have led to increased global average temperature through the intensification of the greenhouse effect, which have already caused changes in local, regional, and global average climatic conditions. Climate change effects would occur in varying degrees of severity throughout the CASP units; therefore, where appropriate, deviations in select climate change effects (i.e., sea level rise and wildfire risk) are identified for specific CASP units (i.e., the Reserve, Carmel River State Beach, Point Lobos Ranch Property, and Hatton Canyon Area).

There is a strong scientific consensus that global climate change is occurring and is influenced by human activity; however, there is less certainty as to the timing, severity, and magnitude of consequences of the climate phenomena. Scientists have identified several ways in which global climate change could alter the physical environment in California (California Natural Resources Agency 2014, California Department of Water Resources 2008, IPCC 2015). These include:

- increased average temperatures;
- modifications to the timing, amount, and form (rain vs. snow) of precipitation;
- changes in the timing and amount of runoff;
- reduced water supply;
- deterioration of water quality;
- increase in wildfire risks; and
- sea level rise.

As discussed in Section 2.3, Important Resource Values, and depicted in Figures 2-8, 2-10, 2-12, and 2-14 in Chapter 2 of this document, the CASP units and their natural resources and built assets are at high risk of sea level rise impacts over the coming decades. Because of its coastal location, the Reserve will be most vulnerable to inundation of low-lying beaches and cove edges, bluff erosion, and saltwater intrusion from sea level rise coupled with more intense coastal storms. Due to the low-lying elevation of the coastal area, including the Carmel River lagoon and Carmel River floodplain, sea level rise and more intense coastal storms will also adversely affect this area of New State Park.

The northwestern edge of the Point Lobos Ranch Property near San Jose Creek along SR 1 is at high risk of inundation from a 1.4-meter (m) rise in sea level during a 100-year flood event, because it is within a low-elevation floodplain close to the ocean. The portion of Hatton Canyon south of Rio Road near the Carmel River is also at risk of inundation from a 100-year coastal flood event with a 1.4-m rise in sea level. Much of the Marathon Flats area, including the multi-purpose trail within this area, are at risk of being inundated during a 100-year coastal storm event and with a 1.4-meter future rise in sea level. With sea level rise, a portion of the lower watershed from SR 1 to the staff housing at San Jose Creek has the potential to become inundated, making access difficult; however, the structures within Point Lobos Ranch are projected to be outside of the inundation area from a 100-year coastal storm and the 1.4-meter future sea level rise inundation area. State parks are an appropriate use for flood management. Improvements within flood prone areas will be minimal.

Primary climate change impacts such as increased temperature and changes to precipitation patterns combine to produce secondary climate change impacts such as increase wildfire risk and reduced water quality. As discussed in Section 2.3 and shown in Figure 2-17 in Chapter 2 of this document, the CASP units contain a substantial number of acres categorized as Very High, High, and Moderate Expected Fire Frequency. The Reserve and the Point Lobos Ranch Property contain the greatest percentage of Very High and High Expected Fire Frequency.

According to the Cal-Adapt tool, historically, maximum and minimum temperature in the CASP units have been 66.8 and 48.5 degrees Fahrenheit (°F), respectively. Under the Low-Emission Scenario (RCP 4.5), maximum temperatures in the CASP units are anticipated to rise by 2.7 °F (69.5 °F) by 2050 and 4.5 °F (71.3 °F) by 2099, and minimum temperatures are projected to rise by 2.8 °F (51.3 °F) by 2050 and 4.8 °F (53.3 °F) by 2099. Under the High-Emission Scenario (RCP 8.5), maximum temperatures in are projected to rise by 3.0 °F (69.8 °F) by 2050 and 8.6 °F (75.4 °F) by 2099, and minimum temperatures are expected to rise by 3.2 °F (51.7 °F) by 2050 and 9.0 °F (57.5 °F) by 2099 (California Energy Commission 2017). The projected increases could result in adverse impacts to wildlife and

vegetation within the CASP units; however, given the location of the CASP units, these increases would be less substantial than inland locations due to the marine atmospheric influences of the Pacific Ocean.

Sea level rise and related flooding, wildfire risk, and increased temperatures would be reduced through the implementation of several guidelines contained in the General Plan. Climate-change related physical impacts would be mitigated through implementation of **Parkwide MANAGE Guideline 7.1** (Follow recommendations for climate adaptation actions in relevant CSP guidance documents, prepared to address foreseeable climate change risks, with an emphasis on risks caused by sea level rise, flooding, and wildfire.).

Climate change-caused impacts would affect the New State Park similarly in character and magnitude as those discussed above in the parkwide context; however, there are specific, low-lying facilities that would be vulnerable in a shorter time period. Within the New State Park, the Coastal Margin Zone will be at high risk of erosion from sea level rise. In response to the area's vulnerability, the General Plan includes **COASTAL MARGIN ZONE Guideline 1.5** (Maintain existing facilities at the Carmel River Beach access area near Scenic Road until the facilities are considered unusable by park staff due to shifting sands, flooding, or sea level rise. Remove facilities once they are determined to be unusable.).

The General Plan would also provide protection from sea level rise and climate change-related flooding impacts through the implementation of **CALTRANS MITIGATION BANK ZONE Guideline 1.1** (Recognize the natural flood protection function of the lagoon and wetland and prohibit development of features that would substantially impede or redirect floodwater flow. Identify strategies that accommodate the potential for increased flood frequency and severity due to sea level rise and increased storm potential associated with climate change.) and **LAGOON/WETLAND ZONE Guideline 1.2** (Recognize the natural flood protection benefits of the lagoon and wetland and prohibit development of any features that would substantially impede, bisect, truncate, or redirect floodwater flow and identify strategies that respond to the potential for increased flooding frequency and severity due to sea level rise and increased storm potential associated with climate change.). Implementation of aforementioned guidelines specific to the New State Park would improve its resiliency to sea level rise and associated flooding as these phenomena develop over the course of the General Plan's implementation.

Conclusion

As the effects of climate change manifest, the CASP units will be vulnerable to sea level rise, increased flooding and wildfire risk, and higher temperatures. These impacts would be minimized through the implementation of the General Plan guidelines described above, which would enhance the CASP units' resiliency to these climate risks. For this reason, plan implementation would not exacerbate the impacts of global climate change within the CASP units or increase exposure of visitors to the climate risks. This impact would be **less than significant**. No mitigation measures are required.

5.6.7 Hazards and Hazardous Materials

This section evaluates the risk of upset associated with the routine use, storage, and transport of hazardous materials and the potential health consequences. The potential effects of General Plan implementation on wildland fire risk is also evaluated. The following discussion addresses potential impacts posed by these hazards to the environment, as well as to workers and visitors within the CASP units, and workers, visitors, and residents adjacent to CASP units.

No hazardous waste and substances (Cortese list) sites are located within the CASP units (California Department of Toxic Substances Control 2017, California Environmental Protection Agency 2017a and 2017b); therefore, no such hazards to the public or the environment would result from plan implementation, and this issue is not discussed further. Also, as explained in the analysis of noise (see Section 5.6.9), the Monterey Regional Airport is the closest airport to the CASP, located approximately 6 miles northeast of the CASP boundary. The CASP units are not located within the Monterey Regional Airport Land Use Compatibility Plan (Coffman Associates 2017), the land use plan of any other airport, or within the vicinity of a private airstrip. Plan implementation would not result in a safety hazard related to people residing or working within the vicinity of a public airport or private airstrip, and this issue is not discussed further.

Geologic hazards, including natural hazards associated with landslides, ground failure, or faulting, are discussed in Section 5.6.5, Geology, Soils, and Seismicity. Risks associated with flooding are discussed in Section 5.6.8, Hydrology and Water Quality. Impacts on fire protection services are addressed in Section 5.6.10, Public Services and Utilities.

Environmental Setting

The existing conditions related to hazards, hazardous materials, and risk of upset, such as fire protection and emergency services, are summarized in Chapter 2 of this document.

Analysis Methodology

This impact analysis includes a review of applicable laws, permits, and legal requirements pertaining to hazards and hazardous materials. Within this framework, existing on-site hazardous materials and the potential for other safety or hazardous conditions were reviewed based on publicly available hazard and hazardous materials information and other available information. The impact analysis considers potential for changes in the nature, extent, and presence of hazardous conditions to occur onsite as a result of project construction and operation, including increased potential for exposure to hazardous materials and hazardous conditions. Potential for hazards and hazardous conditions were reviewed in light of existing hazardous materials management plans and policies, emergency response plans, and applicable regulatory requirements. In particular, plan implementation would comply with Chapter 0800, Hazardous Materials, of the DOM, which includes policies relevant to management of the CASP units.

The following DOM policies are applicable to the management of hazardous materials in the CASP units:

0801.1	Recycling Hazardous Wastes	0801.5	Asbestos and Lead
0801.2	Hazard Communication Standards	0801.6	Wastewater
0801.3	Hazardous Materials	0801.7	Fuel Tanks
0801.4	Specialty Equipment	0801.8	Biohazards

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, impacts related to hazards and hazardous materials would be significant if the project would:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or
- expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Environmental Impacts

HAZ-1: Routine transport, use, or disposal of hazardous materials or creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

The use of hazardous materials in project construction and operation would be typical for recreation land uses, and plan implementation would be required to implement and comply with existing federal and state hazardous materials regulations, CSP Standard Project Requirements, and DOM policies related to hazardous materials; therefore, plan implementation would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions. This impact would be **less than significant**.

Plan implementation would result in the introduction of park facilities in existing CASP units and the renovation of existing facilities. Construction activities would require the use of common, potentially hazardous materials, such as fuels, oils, paints, and solvents. These materials would generally be used for excavation equipment and other construction equipment and would be contained within vessels engineered for safe storage. Spills during on-site fueling of equipment or upset conditions (i.e., puncture of a fuel tank through operator error or slope instability) could result in a release of hazardous materials into the environment. Storage of large quantities of these materials during construction is not anticipated. However, accidental release of these materials would be an adverse effect.

Plan implementation would not result in a substantial increase in the use of hazardous materials (e.g., propane, herbicides). Day-to-day operation by CSP and its contractors does not involve the disposal of hazardous materials. Management activities for riparian habitat could include monitoring and management of invasive weeds to protect and enhance native riparian vegetation and habitat. Activities at the Odello Farm Zone could include treatment of the barn and blacksmith shed for weathering, water

infiltration, and pest infestation. CSP would continue to contract with licensed providers of propane, herbicides and pesticides, as appropriate, who would continue to be required to use, store, and transport hazardous materials in accordance with local, state, and federal regulations, including the California Occupational Safety and Health Administration and the California Department of Toxic Substance Control requirements and manufacturer's instructions. Transportation of hazardous materials on area roadways is also regulated by the California Highway Patrol and the California Department of Transportation (Caltrans). Plan implementation would not result in facilities that would use hazardous materials for which any permits would be required. Chemicals used for landscape maintenance, such as fertilizers and pesticides, and cleaning products used for maintenance would be used in limited quantities, in accordance with instructions provided by the manufacturer. Implementation of policies in the DOM Chapter 0800, Hazardous Materials, would also be required for plan implementation. These policies focus on safe and healthful working conditions for employees, address hazardous spills, and require employee training on hazardous materials handling, spill prevention, and release reporting.

During construction activities, CSP and its contractors would implement the CSP Hazards Standard Project Requirements. The Standard Project Requirements include inspecting equipment for leaks prior to and during construction activities, containment and disposal of contaminate water or other hazardous substances, and preparation of a Spill Prevention and Response Plan as part of the Storm Water Pollution Prevention Plan. In particular, plan implementation would comply with the following Standard Project Requirements related to hazardous materials:

- Prior to the start of on-site construction activities, [insert who] will inspect all equipment for leaks and regularly inspect thereafter until equipment is removed from the project site. All contaminated water, sludge, spill residue, or other hazardous compounds will be contained and disposed of outside the boundaries of the site, at a lawfully permitted or authorized destination.

- Prior to the start of on-site construction activities, [insert who] will prepare a Spill Prevention and Response Plan (SPRP) as part of the Storm Water Pollution Prevention Plan (SWPPP) for [insert who] approval to provide protection to on-site workers, the public, and the environment from accidental leaks or spills of vehicle fluids or other potential contaminants. This plan will include (but not be limited to);

    - a map that delineates construction staging areas, where refueling, lubrication, and maintenance of equipment will occur;

    - a list of items required in a spill kit on-site that will be maintained throughout the life of the project;

    - procedures for the proper storage, use, and disposal of any solvents or other chemicals used in the restoration process;

    - and identification of lawfully permitted or authorized disposal destinations outside of the project site.

- [Insert who] will set up decontamination areas for vehicles and equipment at Park entry/exit points. The decontamination areas will be designed to completely contain all wash water generated from washing vehicles and equipment. Best management practices (BMPs) will be installed, as necessary, to prevent the dispersal of wash water beyond the boundaries of the decontamination area, including over-spray.

- Prior to the start of on-site construction activities, [insert who] will clean and repair (other than emergency repairs) all equipment outside the project site boundaries.

- [Insert who] will designate and/or locate staging and stockpile areas within the existing maintenance yard area or existing roads and campsites to prevent leakage of oil, hydraulic fluids, etc. into [insert where i.e., native vegetation, sensitive wildlife areas, creek, river, stream, etc.].

Conclusion

Because the use of hazardous materials in project construction and operation would be typical for recreation land uses, and because the project would be required to implement and comply with existing federal, state, and local hazardous materials regulations, CSP Standard Project Requirements, and DOM policies related to hazardous materials, the project would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials or from reasonably foreseeable upset and accident conditions. This impact would be **less than significant**. No mitigation measures are required.

HAZ-2: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

The use of hazardous materials in project construction and operation would be typical for recreation land uses, and plan implementation would be required to implement and comply with existing federal, state, and local hazardous materials regulations, CSP Standard Project Requirements, and DOM policies related to hazardous materials. Therefore, plan implementation would result in a **less-than-significant** impact.

Plan implementation would allow for the improvement of existing facilities and trails, and introduction of trails or other recreation facilities in newly accessible portions. Some of these areas are in the vicinity of existing schools, such as the Carmel River Elementary School. As discussed under Impact HAZ-1, potential construction activities would require the use of certain potentially hazardous materials such as fuels, oils, paints, and solvents. Plan implementation would not result in a substantial increase in the use of hazardous materials (e.g., propane, herbicides) within the Reserve or New State Park. Hazardous materials would be used, stored, and transported in accordance with local, state, and federal regulations, including the California Occupational Safety and Health Administration and the California Department of Toxic Substance Control requirements and manufacturer's instructions. Transportation of hazardous materials on area roadways is also regulated by the California Highway Patrol and Caltrans.

Conclusion

Because the use of hazardous materials in project construction and operation would be typical for recreation land uses, and because the project would be required to implement and comply with existing federal, state, and local hazardous materials regulations, CSP Standard Project Requirements, and DOM policies related to hazardous materials, plan implementation would result in a **less-than-significant** impact related to hazardous emissions from handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. No mitigation measures are required.

HAZ-3: Interfere with implementation of an emergency response plan or emergency evacuation plan

Additional or renovated facilities would be required to meet minimum necessary fire protection and safety requirements identified in the Uniform Fire Code and Uniform Building Code as well as meet requirements for emergency access. For these reasons and with implementation of General Plan guidelines related to emergency response and evacuation, operations at the Reserve and New State Park would not interfere with emergency response plan or evacuation plan. This would be a **less-than-significant** impact.

Additional or renovated facilities, such as restrooms or a site residence, would be constructed according to minimum necessary fire protection and safety requirements identified in the Uniform Fire Code and Uniform Building Code. Construction of the project amenities would require access by workers and heavy equipment, delivery and stockpiling of materials, demolition and removal of debris, and other operations that, depending on the exact timing and nature of construction activities, could restrict vehicular access to and around the project site. However, the construction activities and staging areas would be located within the CASP units and would not be substantial (e.g., would not require large earthmovers or excavators); thus, impairment of emergency routes, traffic delays, or potentially preventing access to calls for service or delays in evacuation would be minimal. Because of the short-term nature of the construction activities and because access to the CASP units would be maintained during construction, construction activities would not interfere with emergency routes. In addition, the General Plan includes implementation of the following guidelines for maintaining emergency access and providing fire protection and emergency services: **Parkwide PLAN Guideline 1.5** (Coordinate and establish mutual support arrangements or agreements with state, county, city, and local organizations to provide effective and efficient public safety programs in the parks, and to maintain emergency evacuation routes to allow safe and immediate exit from areas where people visit, work, or reside.), **Parkwide MAINTAIN Guideline 4.7** (Ensure that emergency response vehicles and/or personnel can access necessary park locations where visitors can be reached or hazard risks are present, such as cliffs or steep slopes, remote trails, and wave-exposed beaches.), and **Parkwide MAINTAIN Guideline 4.2** (Review and update emergency response plans and provide for appropriate training and equipment for personnel in all aspects of public safety, law enforcement, education, and resource management and protection.). Also see Impact UTIL-5 in Section 5.6.10, Public Services and Utilities, for a discussion of emergency response.

Conclusion

Plan implementation would not interfere with emergency response or evacuation of the project site. As discussed in Chapter 3 of this General Plan, combining the State Beach, Point Lobos Ranch, and Hatton Canyon into a single unit will improve orderly and effective management. Interjurisdictional matters, such as wildfire risk reduction and response, will be coordinated with state, regional, and local agencies. For the reasons discussed above, this would be a **less-than-significant** impact. No mitigation measures are required.

HAZ-4: Expose people or structures to wildland fire hazards

Plan implementation would not increase the total number of people and structures within the CASP units, with the exception of small structures such as restrooms, interpretive signs, transit shelters, and the transit center, which would be located adjacent to a developed area. Future projects would be subject to state regulations, General Plan guidelines, DOM policies, and Standard Project Requirements for the reduction of fire risk, which include fire resistant building materials, fire resistant landscaping, and adequate water supply and emergency access. Construction activities would be required to adhere to California Building Code standards for fire prevention. For these reasons, the exposure to very high fire hazards at the Reserve and New State Park would not be substantially increased. This impact would be **less than significant**.

Plan implementation would allow for the introduction of recreation facilities to existing CASP units and renovation of existing facilities and public access to previously inaccessible areas. Total visitation to the parks would not be substantially increased by implementation of the General Plan, and use would be redistributed with the opening of New State Park – Point Lobos Ranch Property to the public. As described in Chapter 2, fire hazard ratings in the immediate vicinity of the Reserve and New State Park – Point Lobos Ranch Property are designated as high or very high by the California Department of Forestry and Fire Protection (CAL FIRE). Fire hazard ratings in the immediate vicinity of the beach and Hatton Canyon Property are designated as moderate or undetermined by CAL FIRE. CAL FIRE provides the primary fire protection services for the CASP units; however, CSP staff, in coordination with CAL FIRE, conducts vegetation clearing for fire management to maintain defensible space for park structures and resources and reduce risks from wildland fires. Fire stations located near the CASP units include the Carmel Highlands Fire Protection District located approximately one mile southeast of the Reserve, which is operated under a cooperative agreement with CAL FIRE. Additional fire services come from the Cypress Fire Protection District, located on Rio Road, which is operated under a cooperative agreement with CAL FIRE.

In coordination with CAL FIRE, protecting the park units from wildfires is a priority, and conducting ongoing fuel reduction efforts will minimize impacts to natural and cultural resources. The following parkwide guidelines would address the potential for wildland fires in the CASP units: **Parkwide MAINTAIN Guideline 4.7** (Ensure that emergency response vehicles and/or personnel can access necessary park locations where visitors can be reached or hazard risks are present, such as cliffs or steep slopes, remote trails, and wave-exposed beaches.). Parkwide guidelines addressing wildfire prevention and suppression include the following: **Parkwide MAINTAIN Guideline 6.1** (Coordinate with appropriate agencies, such as CAL FIRE, U.S. Forest Service, and the county fire departments, to prepare and update wildfire management plans for these parks, addressing all aspects of wildfire planning.), **Parkwide MAINTAIN Guideline 6.2** (Incorporate findings of ongoing fire management research in park maintenance and operations. This may include the use of new tools, concepts, or methods.), **Parkwide MAINTAIN Guideline 6.3** (Regularly update fuel management plans and collaborate with CAL FIRE to determine effective fuel reduction methods, avoiding and protecting sensitive natural and cultural resources (including historic buildings.), and **Parkwide MAINTAIN Guideline 6.4** (Reduce fuel and conduct forest thinning measures, as appropriate and where it is beneficial to or does not negatively affect natural or cultural resource values, to prevent the rapid spread of wildland fires.). As discussed in Chapter 4, in coordination with CAL FIRE, protection from wildfires will be a priority, working collaboratively to reduce fuel loads in this area. In addition, the following guidelines address wildfire risk in the New State Park – Point Lobos Ranch Property: **POINT LOBOS RIDGE NATURAL PRESERVE ZONE Guideline 1.1** (Prepare a Natural Resource Management Plan for the new natural preserve to provide the definitions, processes, and procedures to guide natural resource

management. The plan should include habitat protection and active forest management strategies to protect and preserve rare plant communities including, maritime chaparral, Monterey pine, and Gowen cypress groves.).

Additionally, construction activities would be required to adhere to California Building Code standards for fire prevention during construction activities, which require that fire prevention practices be followed and that basic fire suppression equipment be maintained within the development area at all times. Plan implementation would also comply with the following Standard Project Requirements related to fire hazards:

- Prior to the start of construction, [insert who] will develop a Fire Safety Plan for [insert name] approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (CDF) and local fire department(s).

- All heavy equipment will be required to include spark arrestors or turbo chargers (which eliminate sparks in exhaust) and have fire extinguishers on-site.

- Construction crews will park vehicles [insert distance] from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire.

- DPR personnel will have a State Park radio at the Park, which allows direct contact with CAL FIRE and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire.

- Under dry conditions, a filled water truck and/or fire engine crew will be onsite during activities with the potential to start a fire.

All heavy equipment would be required to include spark arrestors or turbo chargers (which eliminate sparks in exhaust) and have fire extinguishers on site. Construction vehicles would park and store vehicles over a non-combustible surface to further reduce the chance of fire. Plan implementation would not increase the number people and structures within the CASP units, with the exception of small structures such as restrooms, interpretive signs, transit shelters, and the transit center, which would be located adjacent to a developed area near the Crossroads and Barnyard shopping centers.

Conclusion

Future projects would be subject to state regulations, General Plan guidelines, DOM policies, and Standard Project Requirements for the reduction of fire risk, which include fire-resistant building materials, fire resistant-landscaping, and adequate water supply and emergency access. CSP and CAL FIRE continue to coordinate regarding reduction of wildland fire risks. For these reasons, the potential exposure to very high fire hazards at the Reserve and New State Park would not be substantially increased. This impact would be **less than significant**. No mitigation measures are required.

5.6.8 Hydrology and Water Quality

This section analyzes whether environmental impacts related to hydrology and water quality would occur from implementation of the General Plan.

The General Plan does not include the placement of new housing structures within flood hazard areas, so risks resulting from placing housing within a 100-year flood zone are dismissed from this analysis and not discussed further. See Impact HYDRO-3 for a discussion of parkwide flooding effects. For a discussion of water supply and treatment, see Section 5.6.10, Public Services and Utilities. For a discussion of sea level rise, see Section 5.6.6, Greenhouse Gas Emissions and Climate Change.

Environmental Setting

Refer to the Hydrology, Water Quality, and Floodplains discussion in Chapter 2 of this General Plan for a description of the existing setting related to hydrology and water quality.

Analysis Methodology

The evaluation of potential impacts to surface and groundwater quality is based on a review of documents pertaining to the CASP units. The information obtained from these sources was reviewed and summarized to understand existing conditions and to identify potential environmental effects, based on the thresholds of significance. In determining the level of significance, the analysis recognizes that implementation of the General Plan would comply with relevant federal and state laws and regulations.

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to hydrology and water quality would be significant if the project would:

- violate any water quality standards or waste discharge requirements;
- otherwise substantially degrade water quality;
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion, siltation or flooding on- or off-site; or
- create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage, infiltration, and treatment systems or facilities resulting in increased sources of pollutants reaching surface waters or causing detrimental flooding to property or infrastructure.

Environmental Impacts

HYDRO-1: Potential for adverse impacts to water quality

All projects implementing the General Plan would be subject to existing laws and regulations requiring erosion and sediment controls; implementation and maintenance of permanent and temporary best management practices (BMPs) to capture, detain, and infiltrate or otherwise control and properly manage stormwater runoff; and facility design and management to prevent water quality degradation. Projects would also comply with CSP Standard Project Requirements for protecting water quality. This impact would be **less than significant**.

Plan implementation would result in the ongoing management of the existing uses and facilities in the Reserve and New State Park, as well as the introduction of some uses and facilities to previously inaccessible portions of the CASP units. The physical effects of plan implementation would include construction related to the removal or introduction of parking lots and for development of recreational facilities, including trails, restrooms, and interpretive elements.

The construction activities associated with implementation of the General Plan may involve vegetation removal, grading, excavation, and temporary stockpiling of soils, all of which could expose soils to wind and water erosion and potentially transport pollutants into nearby waterways. In addition, construction activities would involve on-site staging of construction equipment and vehicles, and construction-related vehicle trips. Although construction activities have the potential to adversely affect surface and groundwater quality, all projects would be required to comply with Central Coast Regional Water Quality Control Board water quality protections, as well as existing regulations addressing water quality, including the California Coastal Act and Porter-Cologne Water Quality Control Act. When necessary, future projects would identify and implement temporary construction BMPs that would be required through existing regulations. Operation of the Reserve and New State Park would continue to preserve and protect marine, surface, and ground water quality.

See Impact GEO-2 in Section 5.6.5 for a discussion of goals and guidelines to improve erosion conditions throughout the CASP units. In addition, the following guidelines would continue to protect and improve water quality throughout the CASP units: **Parkwide MANAGE Guideline 4.1** (Identify causes of water quality degradation in river, stream, open ocean-intertidal and estuary waters, and associated wetlands. Quantify performance targets and pursue actions to correct degraded hydrologic and water quality conditions, if needed.), **Parkwide MANAGE Guideline 4.2** (Monitor water quality and avoid or minimize ground disturbance, vegetation removal or trampling, and erosion resulting in filling of wetlands. Install temporary or permanent sediment erosion control BMPs, restore wetland or riparian habitat, and provide temporary trail closure with informational signing.), **Parkwide MANAGE Guideline 4.3** (Implement measures and adaptive management strategies to preserve sensitive stream and riparian habitat, which will benefit water quality, shaded aquatic resources, and critical wildlife habitat.), **Parkwide MANAGE Guideline 4.5** (Prevent water quality degradation to sensitive water features, including Carmel River and Lagoon, San Jose Creek, Gibson Creek and their tributaries, and Areas of Special Biological Significance.), **Parkwide MANAGE Guideline 4.7 (**As part of visitor interpretation and education, illustrate the importance of land use and management adjustments to reduce use of fertilizers, pesticides, herbicides, and other chemicals harmful to wetlands and waterways.), **Parkwide MANAGE Guideline 5.1** (Restore vegetative buffers adjacent to trails and unpaved parking areas to reduce sediment transport into surface waters. Close or move facilities that contribute to runoff directly into the ocean or directly to the Carmel River, San Jose Creek, and Gibson Creek.), and **Parkwide MANAGE Guideline 5.2** (Use trail design features and natural and

constructed barriers to discourage the creation of unauthorized trails that would degrade ocean or stream water quality. Decommission and restore existing unauthorized trails that contribute sediment and other pollutants to aquatic and marine environments. Restore ecologically damaged areas to improve habitat, scenic value, and water quality.). In addition, facility construction would conform to the following CSP Standard Project Requirements, which are best management practices that protect the environment, including water quality.

- Prior to the start of construction involving ground-disturbing activities, [insert who] will prepare and submit a storm water pollution prevention plan (SWPPP) for DPR approval that identifies temporary best management practices (BMPs) (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils management and a spill prevention and control plan (SPCP), as appropriate.

- All heavy equipment parking, refueling, and service will be conducted within designated areas outside of the 100-year floodplain to avoid water course contamination.

- The project will comply with all applicable water quality standards as specified in the Water Quality Control Plan for the Central Coastal Basin (Basin Plan).

- All construction activities will be suspended during heavy precipitation events (i.e., at least 1/2- inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast.

- If construction activities extend into the rainy season (October 15 – May 1) or if an un-seasonal storm is anticipated, the site will be properly winterized by covering (tarping) any stockpiled materials or soils and by constructing silt fences, straw bale barriers, fiber rolls, or other structures around stockpiles and graded areas.

- [Insert who] will install appropriate energy dissipators at water discharge points, as appropriate.

Conclusion

General Plan implementation would be subject to existing laws and regulations protecting water quality, including those requiring erosion and sediment controls; implementation and maintenance of permanent and temporary BMPs to capture, detain, and infiltrate or otherwise control and properly manage stormwater runoff; and facility design and management to prevent water quality degradation. Projects would also comply with CSP Standard Project Requirements for water quality. Because regulatory and CSP standard protections are in place to minimize erosion and transport of sediment and other pollutants and because the CASP units would be managed to protect and improve water quality, this impact would be **less than significant**. No mitigation measures are required.

HYDRO-2: Potential for increase in stormwater runoff, impacts to existing drainage systems, or alteration of drainage patterns

Plan implementation would include redevelopment of park amenities leading to an increase in impervious surfaces. However, all future projects implementing the General Plan would be required to meet existing BMP standards and CSP Standard Project Requirements and drainage design standards. These requirements would prevent increased stormwater runoff, resolve existing drainage infrastructure problems, and protect functioning drainage systems, so that this impact would be **less than significant**.

The peak flow and volume of stormwater runoff generated from an area is affected by visitor facilities through conversion of vegetated and otherwise pervious surfaces to impervious surfaces (e.g., roads, roofs, driveways, walkways) and by the development of drainage systems that connect these impervious surfaces to streams or other water bodies. The largest area conversion might be at the proposed Hatton Canyon transit center, which will be in an urban area and served by urban services. In this way, visitor facilities can increase the rate and volume of runoff and eliminate storage and infiltration that would naturally occur along drainage paths. Also, existing drainage systems may not be designed to current engineering standards or may be poorly located such that they cause soil erosion or discharge untreated runoff to sensitive water bodies.

Existing drainage problems have been identified for resolution within the Reserve and Carmel River State Beach, such as Caltrans drainage discharge under SR 1 into the Reserve and Carmel River State Beach, runoff from unpaved parking areas along the coastal bluff to marine water, and runoff from parking areas into Whalers Cove. These current issues have been the subject of consultation with the Regional Water Quality Control Board for remedial actions. The proposed General Plan includes goals and guidelines to resolve existing drainage water quality problems.

Plan implementation would not alter natural drainage patterns that support adequate water quality. Constructed facilities where drainage patterns are causing water pollutant discharges to receiving waters would be subject to modification, such as removal of unpaved parking in the Reserve near the coastal bluffs. The General Plan would support modification of facilities, as described in Chapter 4. These infrastructure modifications would include redirection of runoff away from sensitive receiving waters, removal or redesign of points of damaging runoff discharge, and removal of unpaved parking from the Reserve coastal bluffs. The following guidelines would apply to projects related to parking and drainage: **COASTAL BLUFF ZONE Guideline 5.1** (Improve the parking lot and boat launch ramp at Whalers Cove. Retain diver-support parking and implement design changes for drainage infrastructure that will improve water quality, prevent adverse water quality effects from storm water runoff discharge, and protect the ASBS. In coordination with the State Water Resources Control Board, evaluate and develop parking lot design modifications and implement them as a high-priority marine water quality protection action. Improvements will be consistent with the State Water Quality Control Board mandate to eliminate adverse water quality effects of storm water runoff entering the ocean and ASBS.), and **COASTAL BLUFF ZONE Guideline 6.1** (Remove visitor parking from unpaved areas on the coastal bluff. Restore these areas with local collected native vegetation to stabilize soils and reestablish coastal bluff habitat, improve water quality, and protect the ASBS.).

Conclusion

With implementation of General Plan guidelines to improve drainage conditions, including resolution of existing pollutant-discharging drainage, runoff, and parking conditions, this would be a **less-than-significant** impact. No mitigation measures are required.

HYDRO-3: Exposure to flood hazards

The potential for future projects to expose people or property to 100-year flood risk would be minimized through implementation of parkwide guidelines. With ongoing implementation of management intent to avoid impacts from existing floodplains, along with implementation of General Plan guidelines to avoid flooding impacts, this would be a **less-than-significant** impact.

The General Plan would include changes to facilities in the portions of CASP units that are within flood hazard areas and compatible with experiencing occasional flooding, such as trails and parking. Only the immediate coastline of the Reserve and areas offshore are within the 100-year floodplain or 100-year floodplain for coastal areas. Most of the low-lying portion of the State Beach near the Carmel River is within the 100-year floodplain, and other locations facing the ocean are within the 100-year floodplain for coastal stormwave runup. The 100-year floodplain for San Jose Creek includes the mouth of the creek and approximately 2,000 feet upstream from the mouth. This is the only area of New State Park – Point Lobos Ranch Property that is within the 100-year floodplain. Structures located within the San Jose Creek floodplain include the barn and two staff residences. The third staff residence and shed in the San Jose Creek area are adjacent to the 100-year floodplain. The southern portion of Hatton Canyon approximately 700 feet north of Rio Road to the Carmel River is designated as 100-year floodplain, and is subject to flooding during storms. (Refer to Section 5.6.6, Greenhouse Gas Emissions and Climate Change, for a discussion of how sea level rise and changes in flooding would affect future flood hazards.)

The potential for future projects to expose people or property to flood risk would be minimized through implementation of parkwide guidelines. For example, the management intent for the Odello Farm Zone will include management of the flood hazard portion of the unit to consider the flood risk (e.g., avoiding placement of permanent structures in the flood hazard part of the zone). Management of the Lagoon/Wetland Zone would be carried out to allow it to function as a buffer for floodwaters. Design and location of facilities would avoid or minimize the potential for damage from flooding,

In addition to the goals and guidelines outlined in Impact HYDRO-2, the following would be implemented to avoid flooding impacts: **Parkwide MANAGE Guideline 4.6** (Avoid placement of incompatible structures or uses within the 100-year FEMA floodplain hazard areas, which are the FEMA-mapped floodplains in the Carmel River lagoon; along the Carmel River, including the northern portion of the Odello West field; the mouth of San Jose Creek and upstream approximately 2,000 feet; and the southern portion of Hatton Canyon from approximately 700 feet north of Rio Road to the Carmel River.).

Conclusion

With the management intent to avoid impacts from existing floodplains, along with implementation of General Plan guidelines to avoid flooding impacts, this would be a **less-than-significant** impact. No mitigation measures are required.

5.6.9 Noise

This section evaluates short-term construction noise and vibration, long-term increases in traffic-generated noise, and long-term increases in noise from plan implementation.

Vibration from construction activities has the potential to damage nearby structures and disturb occupants, if vibration activities are strong and prolonged. For instance, in major construction projects (for illustration, but not proposed here), pile driving is often the greatest source of vibration (Federal Transit Administration 2006). Construction associated with plan implementation would be minimal and would not involve strong-vibration activities and, therefore, is not further addressed in this EIR. No long-term sources of vibration (e.g., fixed transit lines, major roadways) are proposed and, therefore, operational-related vibration is also not discussed further.

The Monterey Regional Airport is the closest airport to the CASP, located approximately 6 miles northeast of the CASP boundary at Carmel River State Beach and approximately 4 miles from the northern boundary of Hatton Canyon. The CASP units are not located within the Monterey Regional Airport Land Use Compatibility Plan (Coffman Associates 2017), the land use plan of any other airport, or within the vicinity of an active private airstrip where people would be exposed to excessive aircraft-generated noise levels. Therefore, noise exposure from airports is dismissed from further discussion.

Environmental Setting

Refer to Auditory Resources discussions in Chapter 2 of this General Plan for a description of the existing noise sources in the CASP units.

Analysis Methodology

This analysis includes a discussion of the potential noise effects associated with plan implementation and whether reasonably foreseeable construction and operational activities from implementation of General Plan goals and guidelines would cause significant impacts. In determining the level of significance of potential environmental impacts, the analysis assumes that plan implementation would comply with all relevant federal, state, and local laws, regulations, and ordinances regarding noise.

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, noise impacts would be significant if the project would result in:

- exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Environmental Impacts

NOISE-1: Generation of short-term construction noise that could exceed noise standards

While plan implementation would involve construction of trails, parking areas, restrooms or other small facilities, such activities would be inherently short-term and minor in magnitude. Further, CSP Standard Project Requirements and implementation of General Plan guidelines would maintain potential construction noise at a **less-than-significant** level.

Plan implementation would involve the construction of additional parking, outdoor recreation, and visitor-serving facilities (such as trails, restrooms, interpretive panels), which could require the use of noise-generating construction equipment. Plan implementation would also make land in Lower Hatton Canyon available as a site for a multimodal transportation center. Construction equipment would vary day-to-day depending on the project phase and the activities occurring, but could involve operation of all-terrain heavy-duty equipment. Typical noise levels generated by various types of construction equipment likely to be used are identified in Table 5-1 below.

Table 5 1 Typical Noise Levels from Construction Equipment

Type of Equipment	Noise Level (dBA L_{max}) at 50 feet
Excavator	85
Dozer	85
Loader	80
Backhoe	80
Paver	85
Pickup Trucks	55

Source: FHWA 2006

Site preparation typically generates the most substantial noise levels, because the on-site equipment associated with grading, compacting, and excavation are the noisiest. Existing sensitive receptors near the General Plan units include single-family residences of staff and adjacent neighbors; Carmel High School (approximately ¼ mile west of Upper Hatton Canyon); single-family residences to the west and east of the Hatton Canyon Area within the New State Park; single-family residential neighborhoods adjacent to Carmel River State Beach, including Carmel Meadows; the Carmelite Monastery north of the Point Lobos Ranch Property and directly east of Monastery Beach and SR 1; the Carmel Highlands neighborhood located south of the Reserve and Point Lobos Ranch Property; and existing residences adjacent to the Point Lobos Ranch Property, including those on Red Wolf Drive (See Figures 2-2, 2-3, 2-4, and 2-5).

Construction activities would be minor and intermittent, recognizing the small scale of potential new facilities and improvements, and would move throughout the site as individual components are constructed. Further, implementation of **Parkwide MANAGE Guideline 10.8** (Minimize vehicle and equipment noise in heavily-used areas to maintain naturally quiet conditions to the extent feasible, through screening, separation of use areas, and other appropriate techniques. Locate park administrative and maintenance functions away from public areas, if feasible, and minimize construction and maintenance noise.) would result in screening and separation of uses to minimize noise effects on

sensitive public areas and uses. This guideline is consistent with California State Parks Standard Project Requirements to locate stationary noise sources and staging areas as far from potential sensitive noise receptors as possible. Plan implementation would also adhere to additional Standard Project Requirements related to construction noise (temporary or permanent noise barriers such as berms or walls will be used, as appropriate, to reduce noise levels; internal combustion engines used for project implementation will be equipped with a muffler of a type recommended by the manufacturer; equipment and trucks used for project-related activities will utilize the best available noise control techniques (e.g., engine enclosures, acoustically attenuating shields or shrouds, intake silencers, ducts, etc.) whenever necessary; construction activities will generally be limited to the daylight hours, Monday – Friday; internal combustion engines used for any purpose at the job site will be equipped with a muffler of a type recommended by the manufacturer; and equipment and trucks used for construction will utilize the best available noise control techniques (e.g. engine enclosures, acoustically-attenuating shields, or shrouds, intake silencers, ducts, etc.) whenever necessary). These Standard Project Requirements would limit construction activities to certain daytime hours to reduce disturbance of people during sleep hours (the primary cause of noise-induced health impacts).

Compliance with applicable standards regarding the timing of construction activities and implementation of **Parkwide MANAGE Guideline 10.8** would minimize construction noise such that existing sensitive receptors would not be significantly affected.

Conclusion

With implementation of the CSP Standard Project Requirements and CASP General Plan guidelines, generation of short-term construction-generated noise would not substantially disturb sensitive receptors. This impact would be **less than significant**. No mitigation measures are required.

NOISE-2: Generation of long-term noise levels related to project operations that could exceed local noise standards

Plan implementation would not result in substantial additional daily motor vehicle trips because of visitor use management strategies and multimodal transportation goals and guidelines. A redistribution of existing trips would occur from opening New State Park – Point Lobos Ranch Property and development of new or relocated parking facilities, but this would not involve a substantial change in the number of motor vehicle trips on any public roadway. As such, long-term increases in traffic and associated noise levels would not result in audible increase in noise (i.e., 3 dBA) as compared to existing noise levels, which would be a **less-than-significant** impact.

Potential sources of noise associated with future operational activities within the park units would be comparable to current noise sources, including motor vehicle use, park administrative operations, maintenance activities, and outdoor recreational activities. Noise associated with these activities could include vehicle noise (e.g., tires, brakes, engine acceleration); heating, ventilation, and air conditioning system operations; trail maintenance equipment (e.g., hand and power tools); and visitor-related noise (e.g., opening and closing of doors, yelling, talking, music playing).

Plan implementation would allow for the improvement of existing facilities and trails and introduction of trails or other recreation facilities in newly accessible portions of Carmel River State Beach and New State Park – Point Lobos Ranch Property. Some of these areas are in the vicinity of existing schools, such as the Carmel River Elementary School, which is located one block north of the northern boundary of Carmel River State Beach. Existing sensitive receptors near the General Plan units include: Carmel High School (approximately 1/4 mile west of Upper Hatton Canyon); single-

family residences to the west and east of the Hatton Canyon Area within the New State Park; the Carmel Meadows single-family residential neighborhood adjacent to Carmel River State Beach; the Carmelite Monastery north of the Point Lobos Ranch Property and directly east of Monastery Beach and SR 1; the Carmel Highlands neighborhood located south of the Reserve; and existing residences on Red Wolf Drive. As discussed in Section 5.6.12, Traffic and Transportation, plan implementation would not generate substantial additional daily vehicle trips, because of the incorporation of visitor use management strategies (e.g., reservation system that would limit visitation) and multimodal transportation choices for visitors (i.e., coordinated at the multimodal transportation center at Lower Hatton Canyon). Rather, the influence of the General Plan goals and guidelines would allow levels of daily trips associated with the parks as a whole to remain stable; however, these trips would be redistributed to other destinations with the park units as a result of opening the Point Lobos Ranch Property to public access and from the construction and operation of new parking areas and transit/shuttle options. Without a substantial increase in vehicle traffic associated with park visitors, roadway-related sources of noise would not generate an audible increase (i.e., 3 dBA) at the location of sensitive receptors within or adjacent to the parks. Commonly, an audible increase would require an approximate doubling of traffic volumes on an existing roadway. The future development of a multimodal transportation center in Lower Hatton Canyon would include up to 100 parking spaces, and a redistribution of traffic that would not result in a substantial change in traffic volume, so existing traffic noise would not be audibly altered. Additionally, vehicle-related noise associated with visitors to CASP units would typically occur within daytime hours, which are less sensitive compared to nighttime hours. Therefore, mobile-source generated noise would not substantially change as a result of plan implementation and would not contribute to an exceedance of local ordinances standards for Community Noise Equivalent Levels (CNEL) at on-site or adjacent sensitive receptors.

Operational noise related to maintenance, equipment operations, and visitors would occur throughout the parks. Noise originating from operations and maintenance activities would be minimal and would mainly occur during less-sensitive daytime hours when the parks are open for day use. Further, implementation of **Parkwide MANAGE Guideline 10.8** (Minimize vehicle and equipment noise in heavily-used areas to maintain naturally quiet conditions to the extent feasible, through screening, separation of use areas, and other appropriate techniques. Locate park administrative and maintenance functions away from public areas, if feasible, and minimize construction and maintenance noise.) would minimize long-term maintenance-related levels of noise in CASP units. Plan implementation would also adhere to Standard Project Requirements related to operational noise (temporary or permanent noise barriers such as berms or walls will be used, as appropriate, to reduce noise levels; internal combustion engines used for project implementation will be equipped with a muffler of a type recommended by the manufacturer; equipment and trucks used for project-related activities will utilize the best available noise control techniques (e.g., engine enclosures, acoustically attenuating shields or shrouds, intake silencers, ducts, etc.) whenever necessary; and internal combustion engines used for any purpose at the job site will be equipped with a muffler of a type recommended by the manufacturer).

Conclusion

Long-term noise produced by traffic would be similar to current levels of existing traffic on local roadways. Further, General Plan-related maintenance and operational activities would be comparable to current activity levels and mostly occur during less-sensitive daytime hours. With implementation of the aforementioned CASP General Plan guideline and Standard Project Requirements, long-term noise levels related to project operations would not result in a substantial change in local noise levels nor an exceedance of an applicable local noise standard. This impact would be **less than significant**. No mitigation measures are required.

5.6.10 Public Services and Utilities

This section describes the potential for effects of the General Plan implementation on public services and utilities systems. Public services considered in the analysis include fire protection and emergency services, and law enforcement. Utilities considered include water, wastewater, solid waste, electricity, and natural gas.

The General Plan does not include construction of new community housing or other elements that would increase the permanent resident population resulting in an increased demand for school or library facilities. Therefore, no impact related to schools or libraries would occur, and these services are not evaluated further. The plan implementation could result in the need to extend telecommunications lines and service to areas not already served, such as locations not currently open to public access. Service is already available where staff housing and operational facilities are located within the parks; however, it is not located in the Odello Farm Zone, where a staff residence is proposed, or portions of the New State Park – Point Lobos Ranch Property, where land would be opened for public access. Construction of adaptive reuse for a staff residence or day use and parking areas would not increase the demand for telecommunication services such that supply sources would be affected. The effects of new construction and associated infrastructure are addressed throughout this chapter (see Impacts BIO-1, BIO-3, CULTURE-1, CULTURE-3, GEO-1, GEO-3, HAZ-3, NOISE-1, REC-1, and UTIL-3). Telecommunications services are not evaluated further in this EIR.

Stormwater drainage issues are addressed in Section 5.6.8, Hydrology and Water Quality. Impacts related to wildland fire and emergency evacuation are addressed in Section 5.6.7, Hazards and Hazardous Materials.

Environmental Setting

Refer to the Utilities discussions under Physical Resources in Chapter 2 of this General Plan for a description of the existing conditions related to utilities, including water, sewer, electricity, and solid waste. Refer to the Public Safety discussions in Chapter 2 for a description of the existing and expected future conditions related to law enforcement and police protection and fire safety and fire protection.

Analysis Methodology

This analysis considers existing public utilities infrastructure and services and evaluates whether plan implementation would result in an increase in demand for these services such that physical changes would be needed in the existing or planned infrastructure. The analysis considers the changes to park management or operations and whether these changes could result in the need for expanded fire protection or law enforcements services.

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to public services and utilities would be significant if the project would:

- exceed wastewater treatment requirements of the applicable regional water quality control board;
- require or result in the construction of new water or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

- have insufficient water supplies available to serve the project from existing entitlements and resources or require new or expanded entitlements;
- result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws;
- result in inefficient and wasteful consumption of energy during construction or operations or require new or expanded energy facilities that could cause significant environmental effects; or
- result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for any public services including fire protection and law enforcement.

Environmental Impacts

UTIL-1: Increased demand for water supply or infrastructure

Additional water demand associated with plan implementation would be minimal, because the level of visitation would remain stable and sustainable and added facilities would include a minimal number of restrooms and the reuse of existing buildings as staff residences or other visitor serving uses. Potential structures in Lower Hatton Canyon would include parking spaces and minimal structures associated with a multimodal transportation center. Water supply in the region is constrained, so goals and guidelines emphasize water conservation and efficient use. With implementation of General Plan guidelines, impacts related to water supply and infrastructure would be **less than significant**.

With plan implementation, additional water demand would occur for a few new facilities, i.e., restrooms in newly opened areas, and adaptive reuse of existing buildings for a staff residence or visitor serving uses. Plan implementation would also make land in Lower Hatton Canyon available as a multimodal transportation center. CSP would work with local and regional partners to develop the multimodal transportation center to serve the park units. The multimodal transportation center would include up to 100 parking spaces and minimal structures to provide a transportation hub for other regional park units and comprehensive visitor information. If water supply is necessary at the multimodal transportation center, a new water connection would be needed because Hatton Canyon does not currently have any water use or connections. California American Water (CalAm) waterlines are located along SR 1 and Rio Road adjacent to the southern portion of Hatton Canyon. As discussed in Chapter 2, the Reserve and New State Park areas are served by water supply infrastructure and water providers. Water is a limiting factor for new development in the Monterey Peninsula Water District Management District. CSP's facilities maintenance staff maintains the existing infrastructure within the park units and manages water use with existing supply constraints.

Implementation of General Plan goals and guidelines would manage water use levels to remain close to current demand. CSP staff would continue to maintain water infrastructure to manage water use to be able to serve the few planned additional connections without exceeding regional water supply constraints. Parkwide guidelines call for preparation of a utilities and infrastructure management plan to

define efficient water use and conservation actions, water system maintenance needs, and water supply infrastructure upgrades. These include **Parkwide MANAGE Guideline 4.4** (Minimize overall CASP water demands through conservation practices, water use reduction facilities, and visitor education.), **Parkwide MAINTAIN Guideline 1.1** (Upgrade utilities and infrastructure that are critical for park use, management, and needed to support planned operations.), and **Parkwide MAINTAIN Guideline 1.2** (Minimize water demand and wastewater generation in the planning and design of visitor facilities.). In addition, General Plan guidelines for the Reserve include **UPLAND RESERVE ZONE Guideline 5.1** (Identify and prioritize specific utility and infrastructure improvements.). Guideline 5.1 addresses restrooms, electricity, phone lines, and sewer pumping stations. Finally, a General Plan guideline for the New State Park relative to water supply and infrastructure includes **COASTAL MARGIN ZONE Guideline 1.5** (Maintain existing facilities at the Carmel River Beach access area near Scenic Road until the facilities are considered unusable by park staff due to shifting sands, flooding, or sea level rise. Remove facilities once they are determined to be unusable.).

Conclusion

Additional water demand associated with plan implementation would be minimal, because it would include a minimal number of restrooms, reuse of existing buildings as staff residences or other visitor serving uses, and a multimodal transportation center in Lower Hatton Canyon with minimal structures to provide a transportation hub for other regional park units and comprehensive visitor information. With implementation of CASP General Plan guidelines, impacts related to water supply and infrastructure would be **less than significant**. No mitigation measures are required.

UTIL-2: Increased demand for wastewater treatment or infrastructure

Additional wastewater generation associated with plan implementation would be minimal, because it would include a minimal number of restrooms and the reuse of existing buildings for use as staff residences or other visitor serving uses. Potential structures in Lower Hatton Canyon would include parking spaces and minimal structures associated with a multimodal transportation center. With implementation of CASP General Plan guidelines, impacts related to wastewater treatment and infrastructure would be **less than significant**.

As discussed in Chapter 2, the Reserve and New State Park are in the Carmel Area Wastewater District (CAWD) and are served by a combination of connections to a wastewater collection system and septic tanks. With Plan implementation, additional wastewater connections would be required for a minimal number of restrooms and for renovation or adaptive reuse of existing buildings for use as staff residences or other visitor serving use. Plan implementation would also make land in Lower Hatton Canyon available as a multimodal transportation center. CSP would work with local and regional partners to develop the multimodal transportation center to serve the park units. The multimodal transportation center would include up to 100 parking spaces and minimal structures to provide a transportation hub for other regional park units and comprehensive visitor information. The CAWD wastewater treatment plant is located adjacent to Carmel River State Beach. The CAWD provides wastewater collection, treatment, and disposal services to Carmel-by-the-Sea, Carmel Valley, and Carmel Highlands. CSP will work with CAWD on potential sewer infrastructure enhancement projects at the Reserve.

Implementation of General Plan guidelines would maintain wastewater service and wastewater infrastructure at adequate levels to serve additional uses. These include **Parkwide MAINTAIN Guideline 1.1** (Upgrade utilities and infrastructure that are critical for park use, management, and needed to support planned operations.), and **Parkwide MAINTAIN Guideline 1.2** (Minimize water demand and wastewater generation in the planning and design of visitor facilities.).

General Plan guidelines for the Reserve include **UPLAND RESERVE ZONE Guideline 5.1** (Identify and prioritize specific utility and infrastructure improvements.). Guideline 5.1 addresses restrooms, electricity, phone lines, and sewer pumping stations. Finally, General Plan guidelines for the New State Park relative to wastewater supply and infrastructure include **COASTAL MARGIN ZONE Guideline 1.5** (Maintain existing facilities at the Carmel River Beach access area near Scenic Road until the facilities are considered unusable by park staff due to shifting sands, flooding, or sea level rise. Remove facilities once they are determined to be unusable.).

Conclusion

With implementation of CASP General Plan guidelines, impacts related to wastewater treatment demand and infrastructure would be **less than significant**. No mitigation measures are required.

UTIL-3: Increased demand for solid waste collection and disposal

Plan implementation would result in an incremental increase in solid waste generation and would not result in an increase in solid waste that would cause a landfill to exceed its capacity. Therefore, it would have a **less-than-significant** impact on solid waste collection and disposal.

Solid waste is collected throughout the park units by CSP staff. Solid waste in the Monterey area is transported to the Monterey Peninsula Landfill and Recycling Facility in the City of Marina, which is operated by the Monterey Regional Waste Management District. Plan implementation could result in new trash enclosures for solid waste dumpsters to serve new publicly accessible parts of the Point Lobos Ranch Property. This would result in a small increase in the collection locations; however, the overall generation of solid waste in the parks would be similar to existing conditions, because plan implementation would not encourage an increase in visitors to the park units. As discussed in Chapter 2, the Monterey Peninsula Landfill and Recycling Facility has a remaining capacity of approximately 48 million tons or 71 million cubic yards and will continue to collect and dispose of solid waste from its service area through 2161. Construction waste would be generated during construction of new facilities and renovation of existing buildings. In accordance with Section 5.408 of the CALGreen Code, future projects would implement a Construction Waste Management Plan for recycling and/or salvaging for reuse of a minimum of 65 percent of construction and demolition debris generated during project construction.

Conclusion

Plan implementation would not result in an increase in solid waste that would cause the Monterey Peninsula Landfill to exceed its permitted capacity. The project would also comply with all federal and state statutes and regulations related to solid waste reduction and recycling. This impact would be **less than significant**. No mitigation measures are required.

UTIL-4: Result in inefficient and wasteful consumption of energy

Plan implementation could result in a small increase in electricity and natural gas consumption at the park units relative to existing conditions because it would extend electricity to serve visitor uses in New State Park – Point Lobos Ranch Property and would result in the renovation and use of one structure as a staff residence. Project-related buildings would be required to meet the California Code of Regulations Title 24 standards for building energy efficiency and General Plan goals and guidelines promote sustainable uses, including energy efficiency. Construction energy consumption would be temporary and would not require additional capacity or increased peak or base period demands for electricity or other forms of energy. This impact would be **less than significant**.

Appendix F, Energy Conservation, of the State CEQA Guidelines requires the consideration of the energy implication of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient and unnecessary" energy usages (Public Resources Code Section 21100, subdivision [b][3]). Neither the law nor the State CEQA Guidelines establish criteria that define wasteful, inefficient, or unnecessary use. Compliance with the California Code of Regulations Title 24 Energy Efficiency Standards would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. For example, energy would be required to transport people and goods to and from the project site.

Energy would be required to construct project elements and to renovate an existing building to a staff residence, as well as produce and transport construction materials. The one-time energy expenditure required to construct facilities would be nonrecoverable. Most energy consumption would result from operation of construction equipment and vehicle trips associated with commuting by construction workers and haul trucks supplying materials. The energy needs for project construction would be temporary and is not anticipated to require additional capacity or increase peak or base period demands for electricity or other forms of energy. Construction equipment use and associated energy consumption would be typical of that associated with the construction of minor non-residential projects in a rural setting.

Plan implementation would require electricity and natural gas for safety lighting and space and water heating for an additional staff residence. Indirect energy use would include wastewater treatment and solid waste removal. The increase in electricity and natural gas consumption in the park units would be small relative to existing conditions. New restrooms and the renovated staff housing would meet the California Code of Regulations Title 24 Standards for energy efficiency that are in effect at the time of construction. Because the standards are updated on a triennial basis, building energy efficiency would continue to improve throughout the plan horizon (approximately 20 years).

Plan implementation would include the following guidelines for the efficient use of energy: **Parkwide MAINTAIN Guideline 7.1** (Consult sustainability standards, such as Leadership in Energy and Environmental Design (LEED), for ways to reduce energy use and maximize the use of energy-efficient products and materials. These standards have been developed to promote environmentally healthy design, construction, and maintenance practices.), **Parkwide MAINTAIN Guideline 7.2** (Use low- or zero-emission vehicles for park operations and maintenance, and a shuttle system. Use low- or zero-emission grounds maintenance equipment, such as electric trimmers, chain saws, and mowers. Substitution of lower-emission and alternative energy-source tools and vehicles will reduce air quality impacts and heat-trapping emissions, and promote energy efficiency.), and **Parkwide MANAGE Guideline 10.7** (Limit artificial lighting to avoid brightening the dark night sky. Restrict night lighting to ground-level illumination at developed areas of the park (e.g. buildings and parking lots). Install lighting fixtures that focus the light downward and protect against upward glare. Light levels should be as low as possible, consistent with public safety standards.).

Fuel consumption associated with vehicle trips generated by plan implementation would not be inefficient, wasteful, or unnecessary, in part because of goals and guidelines calling for decreased reliance on personal autos to access the parks and establishment of a multimodal transportation center. As visitors shift from personal autos to shuttles or transit vehicles, energy efficiency of transportation to park units would improve. State and federal regulations regarding standards for vehicles in California are designed to reduce wasteful, unnecessary, and inefficient use of energy for transportation.

According to Appendix F, Energy Conservation, of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliable renewable energy sources. Implementation of General Plan guidelines related to sustainability and multimodal transportation would reduce parkwide energy consumption and would reduce per capita energy use compared to other similar projects.

The physical effects of the extension of facilities are addressed throughout this chapter (see Impacts BIO-1, BIO-3, CULTURE-1, CULTURE-3, GEO-1, GEO-3, HAZ-3, NOISE-1, REC-1, and UTIL-3).

Conclusion

The project's energy consumption through construction, operation, and transportation would not be wasteful, inefficient, or unnecessary. This impact would be **less than significant**. No mitigation measures are required.

UTIL-5: Increased demand for emergency medical services

General Plan implementation would not encourage an overall increase in visitation at the CASP units. All lands composing CASP units already receive fire risk reduction and fire response services. Plan implementation would not, therefore, result in a substantial increase in demand for emergency services. Implementation of General Plan guidelines would result in a **less-than-significant** impact on emergency services.

Beyond renovation of an existing building for a staff housing unit, plan implementation would not result in new community housing or other project elements that would increase the permanent resident population. Renovation or adaptive reuse of a residence on the park units would not substantially change the permanent resident population in the surrounding community. The introduction of visitor use of New State Park would redistribute some existing users of the parks to alleviate degradation from overuse of the Reserve. Plan implementation would introduce new trails and areas of publicly accessible land within New State Park. While this would introduce trail users into previously inaccessible areas, it would be on professionally designed trails that would also provide access for emergency response. In addition, the General Plan includes the following parkwide guidelines to address emergency services: **Parkwide MAINTAIN Guideline 4.7** (Ensure that emergency response vehicles and/or personnel can access necessary park locations where visitors can be reached or hazard risks are present, such as cliffs or steep slopes, remote trails, and wave-exposed beaches.). In addition, the following guidelines would apply to Carmel River State Beach: **COASTAL MARGIN ZONE Guideline 2.1** (Provide more visible warning signage with clear messaging at the beach.), **COASTAL MARGIN ZONE Guideline 2.2** (Provide public information online and in park interpretive displays to increase public awareness of the hazardous surf conditions on the beach.), and **COASTAL MARGIN ZONE Guideline 2.3** (Improve lifeguard staffing levels to provide adequate coverage.). New facilities or renovations at existing facilities at the park units would be constructed according to minimum necessary safety requirements identified in the Uniform Fire Code and Uniform Building Code.

Conclusion

Because new facilities would be built according to minimum necessary safety requirements, plan implementation would not result in a new population that would result in an increase in demand for emergency services, and General Plan guidelines would maintain existing services and ensure that emergency services are provided at acceptable levels, this impact would be **less than significant**. No mitigation measures are required.

UTIL-6: Increased demand for law enforcement services

CSP rangers, serving as peace officers, provide law enforcement and public safety within the park units. Implementation of the proposed plan would not encourage an overall increase in visitation at the Reserve or New State Park, because of visitor use management strategies (e.g., reservation system). The demand for law enforcement services would increase with the opening of New State Park – Point Lobos Ranch Property. With implementation of General Plan guidelines, law enforcement services would be increased. For these reasons, the impact on law enforcement services would be **less than significant**.

Plan implementation would not encourage an overall increase in visitation at the Reserve or New State Park, because of visitor use management strategies (e.g., reservation system). Therefore, substantial new demands for law enforcement would not occur. A source of increased demand for law enforcement services would be the opening of New State Park – Point Lobos Ranch Property and Carmel River State Beach/Odello Farm Zone because these areas have not been open to the public. Approximately two additional rangers and four seasonal staff would be necessary when these areas are available for visitor use. As described in Chapter 2, CSP rangers and lifeguards are trained peace officers who help operate and manage the park units. They provide public safety law enforcement and aquatic rescue services. CSP peace officers have the primary public safety and law enforcement responsibility for the park units. The Monterey County Sheriff's Office has concurrent law enforcement jurisdiction for park property in the unincorporated area of Monterey County. The California Highway Patrol has concurrent law enforcement jurisdiction for all state facilities. CSP peace officers also provide emergency medical response for all CSP properties. CSP peace officers routinely patrol the CASP units. Safety for visitors that park along SR 1 to visit the Reserve is a concern for CSP. Water, beach, and scuba diving safety are priorities for the coastal areas.

Implementation of parkwide MAINTAIN guidelines would provide law enforcement service at adequate levels. These include **Parkwide MAINTAIN Guideline 4.1** (Identify and implement enhanced visitor safety communication methods, including use of social media, signage, public information, and site-specific solutions to reduce risks. If needed, implement area or facility closures when safety risks are unacceptable.), **Parkwide MAINTAIN Guideline 4.2** (Review and update emergency response plans and provide for appropriate training and equipment for personnel in all aspects of public safety, law enforcement, education, and resource management and protection.), **Parkwide MAINTAIN Guideline4.4** (Coordinate with other public entities in response to structural and public safety emergencies, training and utilizing the expertise of all personnel.), and **Parkwide MAINTAIN Guideline 4.5** (Evaluate signage informing visitors of known hazards and install or improve signage where appropriate and necessary.). In addition, **Parkwide MAINTAIN Guideline 2.4** (Provide some staff housing in existing structures for security and surveillance of parklands.) and **Parkwide MAINTAIN Guideline 10.3** (Provide increased levels of service to include the addition of two park rangers, up to four seasonal park aids, and one permanent full-time maintenance worker when the new park areas are open to the public.) would serve a dual purpose of providing housing and services for existing park staff and on-site staff to enhance security and surveillance.

Conclusion

Because there would be not be substantial increase in demand for law enforcement services over that which could occur under existing conditions, and General Plan guidelines would maintain existing services and ensure that law enforcement needs are provided at acceptable levels, this impact would be **less than significant**. No mitigation measures are required.

5.6.11 Recreation

This section evaluates the effects of the General Plan on recreation, as defined by CEQA. As the General Plan for a State Park and State Natural Reserve, plan implementation would include many benefits related to enhancing visitors' outdoor recreation experience. Recreation effect analysis under CEQA is more focused in scope, limited to specific questions focused on environmental consequences.

Plan implementation would not include new community housing or other project elements that would increase the permanent resident population in the surrounding area, resulting in an increased demand for recreational facilities. The potential use of an existing building in the Odello Farm Zone as a staff residence would accommodate existing park staff and would not serve as housing for the general population. Therefore, no impact related to increased demand for community recreational facilities would occur, and this issue is not evaluated further. See the analysis below, under REC-1, for a discussion of management of existing and future recreation uses.

Environmental Setting

Refer to Regional Recreational Facilities and Park Land Use and Facilities in Chapter 2 of this General Plan for a description of the existing conditions related to recreational facilities. As explained in Chapter 2, the Reserve is a popular destination for visitors from all over California, as well as national and international tourists. The coastal beach areas are popular with local and regional visitors. The Point Lobos Ranch Property is currently not open to the public and is used informally by adjacent property owners. Upper Hatton Canyon is currently used by local neighbors primarily for walking or jogging, and the paved multi-purpose trail in Lower Hatton Canyon is used for walking, bicycle riding, and other trail activities.

Analysis Methodology

The following analysis assesses the environmental effects of plan implementation with respect to the existing or currently proposed recreation uses and facilities in the area. This analysis is based on review of existing documents, policies, ordinances, and other regulations pertinent to recreation.

Significance Criteria

Based on Appendix G of the State CEQA Guidelines impacts to recreation resources would be significant if the project would:

- include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

Environmental Impacts

REC-1: Include recreational facilities or require construction or expansion of recreational facilities which might have an adverse physical effect on the environment

Plan implementation would continue the ongoing management of recreational uses, as well as the introduction of new outdoor recreation facilities in the previously inaccessible Point Lobos Ranch Property. Construction of new recreation facilities, such as trails, interpretive features, and day use areas, would adhere to the CSP Standard Project Requirements, which are designed to avoid adverse environmental effects. Plan implementation would emphasize enhancement of the visitor's experience, and would include guidelines to manage visitor use in sensitive areas. This would be a **less-than-significant** impact.

Land uses within the Reserve and New State Park would include a broad range of outdoor recreational uses and interpretive and educational uses, along with CSP staff residences, park operations and maintenance facilities, and cultural and biological resource protection. Day use recreational activities at the Reserve would continue, and include walking or hiking along the shoreline and in the forest, wildlife and nature viewing, painting, and photography. The Reserve would continue to serve as an important recreational resource for scuba diving. Primary land uses at Carmel River State Beach would be swimming, and other beach-oriented recreation. New State Park – Point Lobos Ranch Property would be opened to the public, primarily for use of new trails. Recreational use in the Hatton Canyon Area would continue to be primarily walking and jogging in the upper portion, and multi-purpose trail use within the southern portion. The southern portion would also continue its special event uses and would become a multimodal transportation center.

Plan implementation would result in the ongoing management of these recreation uses, as well as the introduction of some uses and facilities to previously inaccessible portions of the park units. For example, plan implementation would introduce trail use and interpretation of historic resources into the Point Lobos Ranch Property of New State Park. The physical effects of plan implementation would include construction related to the removal or introduction of parking lots and for development of the recreational facilities, including trails, restrooms, and interpretive elements. Facility construction would conform to the CSP Standard Project Requirements (see Appendix G for the full text of previously identified requirements), which are best management practices that protect the environment.

Plan implementation would emphasize enhancement of the visitor's experience, which will include management of recreation opportunity locations for appropriate redistribution of use among the units to reduce degradation caused by overuse of sensitive resources. Also, visitor use management strategies (e.g., reservation system) would be employed to maintain the level of recreation use in areas that can sustain it without resource damage.

Overall, several components of plan implementation would have a beneficial physical effect on the environment, such as guidelines to prevent future erosion of stream channels, trails, parking areas, and roads; guidelines to encourage efficient use of energy, water, and other resources; and guidelines to manage the volume of visitors to the park units. These include **Parkwide VISIT Guideline 1.1** (In collaboration with regional partners and stakeholders, provide information to encourage visitation to nearby state parks, regional parks and open space, and National Forest land. Methods to encourage this cross-connection include providing information describing regional resources, such as location maps with park and open space access and trail connection information, and working with partners to

provide regional mass transit opportunities.), **Parkwide VISIT Guideline 1.2** (Evaluate new technologies and recreational activities and incorporate those that would cost-effectively enhance visitor experiences and benefit recreation facilities, resources, information, and programs, such as increasing the use of the Internet and mobile applications for public outreach and visitor experience, including providing wireless Internet access in the parks.), **Parkwide VISIT Guideline 1.4** (Manage visitor use in sensitive areas where resources are being negatively impacted by overuse. Limit public access to sensitive areas and provide access to less sensitive locations with outdoor recreation opportunities.), and **Parkwide VISIT Guideline 1.5** (Evaluate new recreational opportunities, trends, and activities that would bring diverse and underrepresented populations to the parks without impacting positive user experiences or degrading resources.). Also, many management zone goals and guidelines related to specific types of environmental effects or resource protection also control the environmental effects of recreation use.

Conclusion

By following the guidance provided within the General Plan to manage recreation users and maintain and provide recreation facilities in the park units, including the Parkwide VISIT guidelines and the management zone guidelines, plan implementation would result in a **less-than-significant** impact because of the provision or expansion of recreational facilities. No mitigation measures are required.

5.6.12 Traffic and Transportation

This section analyzes whether transportation-related impacts would occur from implementation of the General Plan.

The closest public airport is Monterey Regional Airport, located approximately 6 miles northeast of the CASP boundary. The park units are not located within the *Monterey Regional Airport Land Use Compatibility Plan* (see Section 5.6.9, Noise), the land use plan of any other airport, or within the vicinity of an active private airstrip. Plan implementation would not have impacts on air traffic, and would not result in incompatible uses that could affect airport operations. This issue is not discussed further.

Environmental Setting

Refer to Section 2.1, Regional Land Use and Facilities, of Chapter 2 of this General Plan for a description of the existing conditions related to regional traffic and transportation.

Analysis Methodology

This analysis considers the existing conditions of transportation, traffic, and circulation in the communities surrounding the park units, and evaluates whether reasonably foreseeable changes to transportation conditions from plan implementation would cause significant impacts. In determining the level of significance of potential environmental impacts, the analysis recognizes that plan implementation would comply with all relevant federal and state laws and regulations, and local ordinances. Where appropriate, specific goals and guidelines contained in the General Plan are identified and discussed in relation to transportation and traffic-related effects.

Significance Criteria

Based on Appendix G of the State CEQA Guidelines, impacts to traffic and transportation would be significant if the project would:

- conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- result in inadequate emergency access; or
- conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Environmental Impacts

TRAFFIC-1: Impacts to roadway operation that conflicts with a plan, ordinance, policy, or program

Implementation of the General Plan guidelines would not result in substantial additional daily motor vehicle trips, because of visitor use management strategies and multimodal transportation goals and guidelines. A redistribution of existing trips would occur, but this would not involve a substantial change in the number of motor vehicle trips on any public roadway. Additionally, implementation of a reservation system would enable the effective management of visitor access and overall levels of all visitor use. This impact would be **less than significant**.

SR 1 is the major source of access to the park units and personal vehicles are the primary mode of transport. SR 1 provides primary, and in some cases sole, access to the park units and is the major north-south regional highway. SR 1 carries high volumes of traffic on a typical day related to regular commute traffic to and from surrounding neighborhoods and/or a substantial number of visitors to the Monterey/Big Sur region. During periods of high visitation, SR 1 experiences considerable and persistent local traffic congestion in the vicinity of the CASP units.

A high priority objective of the General Plan's transportation-related goals and guidelines is to focus on implementing management approaches and facilities needed to effectively carry out visitor use management and promote travel mode shifts from personal vehicles to more efficient transportation, such as transit or shuttles. The intended outcomes of the suite of goals and guidelines are (1) to allow for stable and sustainable overall visitation to CASP units as a whole, which would be able to moderate visitation levels on peak days, and (2) to encourage vehicle traffic related to CASP visitors to be directed to a site for local and regional transit and transportation agencies to develop multimodal transport opportunities, such as by public transit, dedicated park shuttle, or concessionaire tours. A key feature of the former outcome would be implementation of a reservation system, and the main element of the latter outcome would be development of a multimodal transportation center in the Hatton Canyon Area that would serve the Reserve and New State Park areas.

Plan implementation would result in ongoing visitation to existing outdoor recreation opportunities within the Reserve and Carmel River State Beach and Hatton Canyon Area, as well as the opening of New State Park – Point Lobos Ranch Property to the public. Plan implementation would not result in substantial additional daily vehicle trips with the development of visitor use management strategies and multimodal transportation opportunities. A redistribution of existing visitor use and vehicle trips would occur by opening New State Park – Point Lobos Ranch Property and developing parking facilities there, but this would not involve a substantial change in the number of motor vehicle trips on any public roadway. Thus, while a substantial overall increase in General Plan-related traffic would be avoided, localized traffic volumes could increase at the entrance to New State Park – Point Lobos Ranch Property, coupled with a decrease in peak traffic volumes in other places. Implementation of a number of Parkwide ACCESS guidelines would result in the application of management actions that offer multimodal transportation options to reduce reliance on personal automobiles, and enable management of visitor access to the General Plan units. These include **Parkwide ACCESS Guideline 3.1** (Prepare a Parkwide Multimodal Access and Parking Management Plan to identify specific transportation improvements that would support long-term sustainability for a coordinated transit, shuttle, or other alternative public conveyance system to park areas, reduce visitor reliance on personal vehicles, and facilitate removal of parking from overused areas to help redistribute visitor use.), **Parkwide ACCESS Guideline 3.2** (Prioritize planned transportation improvements, so that the greatest mobility needs are

addressed first, as funding is secured to improve accessibility, safety, and resource protection.), and **Parkwide ACCESS Guideline 3.3** (Coordinate with local and regional transit partners, including Monterey County Public Works Department, Transportation Agency for Monterey County, Monterey-Salinas Transit, City of Carmel-by-the-Sea, and Caltrans, regarding decisions on potential traffic, transit, and circulation approaches to provide park access. This includes coordinating transit features of the Parkwide Multimodal Access and Parking Management Plan and participating in planning traffic circulation, intersection, pedestrian, and bicycle improvements serving or affecting the parks; pedestrian and bicycle trails connecting the parks to the surrounding communities; and safe SR 1 pedestrian crossings.). Through compliance with the guidelines summarized above, overall automobile traffic would not substantially increase because of plan implementation, and may decrease if multimodal transportation strategies successfully shift a substantial percentage of personal auto trips to more efficient modes. Therefore, traffic associated with the plan implementation would not contribute to worsening of traffic congestion, and optimally, would contribute to reducing it.

Additionally, visitor access managed through a reservation system would allow the number of total visitors to be controlled at the locations where it is implemented (particularly the Reserve). This would create the opportunity to reduce the current extreme visitation levels on peak days that overwhelm park entrances and off-highway parking supply by redistributing use to other days, and managing overall annual use to sustainable levels. Also, SR 1 traffic flow could be assisted by spreading personal auto trips more evenly throughout the day, such as by limiting the number of visitors during existing daily peak hours. Initial reports from the 2018 implementation of the Muir Woods National Monument parking and shuttle reservation system indicate many benefits, including decreased congestion and vehicle queuing at the park entrance, managed steady visitor levels throughout the day, and increased park/visitor experience (Golub, pers. comm., 2018).

Conclusion

With implementation of the General Plan guidelines related to visitor use management and multimodal transportation access, impacts related to roadway operation would be **less than significant**. No mitigation measures are required.

TRAFFIC-2: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses

Implementation of General Plan guidelines would ensure that any new roadway facilities, vehicular access points, and bicycle and pedestrian facilities are designed and constructed according to accepted design standards and all applicable guidelines. Additionally, the General Plan ACCESS Guidelines would ensure that new facilities are designed to minimize potential conflict points between bicycles/pedestrians and vehicular traffic. For these reasons, implementation of the General Plan would not result in a substantial increase in hazards due to project design or incompatible uses. This impact would be **less than significant**.

The General Plan would result in the construction of new access points into CASP units along SR 1, as well as bicycle and pedestrian facilities. These facilities would be designed and constructed according to accepted design standards and all applicable guidelines. Additionally, sight distances at the location of the new roadway access points along SR 1 were surveyed and confirmed to be adequate (Fehr & Peers 2018). The General Plan contains supporting guidelines to ensure that all new access roads and bicycle and pedestrian facilities would be designed and constructed to avoid hazards due to a design feature. These include **Parkwide ACCESS Guideline 3.3** (Coordinate with local and regional transit partners, including Monterey County Public Works Department, Transportation Agency for Monterey County,

Monterey-Salinas Transit, City of Carmel-by-the-Sea, and Caltrans, regarding decisions on potential traffic, transit, and circulation approaches to provide park access. This includes coordinating transit features of the Parkwide Multimodal Access and Parking Management Plan and participating in planning traffic circulation, intersection, pedestrian, and bicycle improvements serving or affecting the parks; pedestrian and bicycle trails connecting the parks to the surrounding communities; and safe SR 1 pedestrian crossings.) and **Parkwide ACCESS Guideline 4.1** (Transportation improvements needed for access to the parks from SR 1 will take into account the continued presence of on-highway parking for pertinent design issues, such as intersection sight distance, signage, and turning lanes, if needed.).

Implementation of the General Plan guidelines summarized above would ensure that any new roadway facilities, vehicular access points, and bicycle and pedestrian facilities are designed and constructed according to accepted design standards and all applicable guidelines. Additionally, the General Plan ACCESS goals and guidelines would require that new facilities be designed to minimize potential conflict points between bicycles/pedestrians and vehicular traffic. For these reasons, it is not anticipated that plan implementation would result in a substantial increase in hazards due to project design or incompatible uses.

The General Plan contains targeted guidelines to be implemented specifically for the Reserve. These include **UPLAND RESERVE ZONE Guideline 1.2** (Reconfigure the entrance area to allow for improved multimodal transport, drop-off/pick-up operations, traffic and pedestrian safety, integrated entrance intersection with the A.M. Allan Ranch (south) Zone, and fee collection. Improve walk-in entry management and access control, along with enhanced non-motor vehicle circulation (e.g., multi-purpose trails, internal shuttle), to improve the visitor experience for pedestrians, bicyclists, and mobility-limited users; design the main entrance to create opportunities for safe and convenient drop-off/pick-up facilities, walk-in visitors, bike-in visitors, and transit/shuttle stop, while also providing convenient vehicle accommodations (e.g., accessible parking at trailhead locations, shuttle for mobility-restricted visitors.) and **UPLAND RESERVE ZONE Guideline 1.3** (If visitor parking is developed in the A.M. Allan Ranch (south) Zone that generates walk-in visitors to the Reserve, design the entrance area to safely accommodate pedestrians moving across SR 1 into and out of the Reserve. Conduct a feasibility and design study of SR 1 crossing concepts for pedestrians from the Point Lobos Ranch Property, if Reserve-serving parking is developed.). Adherence to the design elements of the aforementioned guidelines would reduce human exposure to transportation-related hazards associated with project design.

Conclusion

Implementation of the General Plan would result in new safe access points to the General Plan units, designed to accepted standards, as well as enhanced pedestrian facilities. Adherence to the transportation and access-related General Plan guidelines would result in infrastructure designed to avoid transportation-related hazards. For these reasons, plan implementation would be **less than significant**. No mitigation measures are required.

TRAFFIC-3: Impacts to emergency access

Implementation of the General Plan would ensure that adequate emergency access is provided to park areas, facilities, and recreational opportunities. This impact would be **less than significant**.

The General Plan would result in the opening of New State Park – Point Lobos Ranch Property and development of additional facilities and recreational opportunities that would require the provision of adequate emergency access. As detailed in Impact Traffic-2, all access facilities would be designed and constructed according to accepted design standards and all applicable guidelines. Additionally, the General Plan contains goals and supporting guidelines to ensure that all new access facilities would be

designed and constructed to ensure adequate emergency access. These include **Parkwide PLAN Guideline 1.5** (Coordinate and establish mutual support arrangements or agreements with state, county, city, and local organizations to provide effective and efficient public safety programs in the parks, and to maintain emergency evacuation routes to allow safe and immediate exit from areas where people visit, work, or reside.), **Parkwide MAINTAIN Guideline 4.7** (Ensure that emergency response vehicles and/or personnel can access necessary park locations where visitors can be reached or hazard risks are present, such as cliffs or steep slopes, remote trails, and wave-exposed beaches.), and **Parkwide MAINTAIN Guideline 4.2** (Review and update emergency response plans and provide for appropriate training and equipment for personnel in all aspects of public safety, law enforcement, education, and resource management and protection.).

Conclusion

Implementation of General Plan guidelines would ensure that adequate emergency access is provided to new park areas, facilities, and recreational opportunities. This impact would be **less than significant**. No mitigation measures are required.

TRAFFIC-4: Impacts to transit, bicycle, and pedestrian facilities

Plan implementation would include coordination and partnership with local and regional transit agencies to provide adequate service when transit demand grows with implementation of multimodal transportation strategies. Ongoing management to accommodate transit, bicyclists, and pedestrians would be accomplished with implementation of the General Plan guidelines, which would not conflict with adopted policies, plans, or programs supporting alternative transportation. This impact would be **less than significant**.

The primary mode of access to the parks is by personal vehicle. While regional transit service is available, it is limited, and few visitors currently access the park via transit. Once visitors arrive at the parks the internal system of roads and trails allow for pedestrian and bicycle (allowed on paved roads only) movement throughout the units, and access to the various amenities within these units (beaches, coves, vistas, etc.).

A redistribution of existing trips would occur from opening the New State Park – Point Lobos Ranch Property and development of parking facilities, but this would not involve a substantial change in the number of motor vehicle trips on any public roadway. As such, long-term increases in traffic would not occur. The implementation of a number of Parkwide ACCESS guidelines would result in encouragement of additional transit ridership to the parks through development of facilities and alternative transportation systems, in partnership with local and regional transportation agencies, to implement management actions that offer multimodal transportation options and reduce reliance on personal automobiles. These include **Parkwide ACCESS Guideline 3.1** (Prepare a Parkwide Multimodal Access and Parking Management Plan to identify specific transportation improvements that would support long-term sustainability for a coordinated transit, shuttle, or other alternative public conveyance system to park areas, reduce visitor reliance on personal vehicles, and facilitate removal of parking from overused areas to help redistribute visitor use.), and **Parkwide ACCESS Guideline 3.3** (Coordinate with local and regional transit partners, including Monterey County Public Works Department, Transportation Agency for Monterey County, Monterey-Salinas Transit, City of Carmel-by-the-Sea, and Caltrans, regarding decisions on potential traffic, transit, and circulation approaches to provide park access. This includes coordinating on transit features of the Parkwide Multimodal Access and Parking Management Plan and participating in planning traffic circulation, intersection, pedestrian,

and bicycle improvements serving or affecting the parks; pedestrian and bicycle trails connecting the parks to the surrounding communities; and safe SR 1 pedestrian crossings.).

The General Plan contains targeted guidelines to be implemented specifically for the Reserve and its components (i.e., Marine Zone, Upland Reserve Zone, and Coastal Bluff Zone). Facility changes will include elimination of some general visitor parking spaces, development of an improved intersection with SR 1, development of safe pedestrian crossing of SR 1 where needed, and multimodal facilities to support transit, shuttle, and/or internal shuttles.). Ongoing management to accommodate multiple transportation modes would be accomplished through implementation of **UPLAND RESERVE ZONE Guideline 1.2** (Reconfigure the entrance area to allow for improved multimodal transport, drop-off/pick-up operations, traffic and pedestrian safety, integrated entrance intersection with the A.M. Allan Ranch (south) Zone, and fee collection. Improve walk-in entry management and access control, along with enhanced non-motor vehicle circulation (e.g., multi-purpose trails, internal shuttle), to improve the visitor experience for pedestrians, bicyclists, and mobility-limited users; design the main entrance to create opportunities for safe and convenient drop-off/pick-up facilities, walk-in visitors, bike-in visitors, and transit/shuttle stop, while also providing convenient vehicle accommodations (e.g., accessible parking at trailhead locations, shuttle for mobility-restricted visitors.) and **UPLAND RESERVE ZONE Guideline 1.3** (If visitor parking is developed in the A.M. Allan Ranch (south) Zone that generates walk-in visitors to the Reserve, design the entrance area to safely accommodate pedestrians moving across SR 1 into and out of the Reserve. Conduct a feasibility and design study of SR 1 crossing concepts for pedestrians from the Point Lobos Ranch Property if Reserve-serving parking is developed.). The aforementioned guidelines would facilitate the construction and maintenance of transit, pedestrian, and bicycle infrastructure.

Conclusion

Plan implementation would include coordination and partnership with local and regional transit agencies to provide adequate service when transit demand grows with implementation of multimodal transportation strategies. Implementation of General Plan guidelines would facilitate the development of alternative travel opportunities (i.e., transit, pedestrian, and bicycle). This impact would be **less than significant**. No mitigation measures are required.

5.7 Other CEQA Considerations

5.7.1 Unavoidable Significant Environmental Effects

CEQA Section 21100(b)(2)(A) states that an EIR shall include a detailed statement setting forth "[i]n a separate section…[a]ny significant effect on the environment that cannot be avoided if the project is implemented." State CEQA Guidelines Section 15126.2(b) requires that an EIR describe any significant impacts, including those that can be mitigated but not reduced to a less-than-significant level.

Sections 5.6.1 through 5.6.12 of this EIR address the potential environmental effects of plan implementation. Evaluation at the specificity of this program-level review indicates that the potential effects from implementation of this General Plan can be maintained at less-than-significant levels with the adherence to the proposed goals and guidelines. The analysis in this EIR concludes that plan implementation would not result in significant impacts, including no unavoidable significant impacts. All plans and projects are required to be in compliance with state and federal permitting and regulatory requirements and subject to subsequent project-specific CEQA review.

5.7.2 Irreversible and Irretrievable Commitments of Resources and Significant Irreversible Environmental Changes

A commitment of resources is irreversible and irretrievable when the use or consumption of such resources is neither renewable nor recoverable for use in the future. Section 15126.2 of the CEQA Guidelines require a discussion of such resources. The commitment of resources refers to the use of nonrenewable resources such as fossil fuels, water, and electricity, and also to changes to land use which would commit future generations to similar uses.

The irreversible and irretrievable commitment of resources is the permanent loss of resources for future or alternative purposes. Irreversible and irretrievable resources are those that cannot be recovered or recycled or those that are consumed or reduced to unrecoverable forms. This program-level environmental review indicates that no significant irreversible changes to the physical environment would occur from the implementation of this General Plan. Implementation of goals and guidelines included in this General Plan would prevent irreversible and irretrievable commitments of resources.

Facility development, including structures, roads, parking lots, underpasses, and/or trails may be considered a long-term commitment of resources; however, the impacts can be reversed through removal of the facilities and discontinued access and use. CSP does remove, replace, or realign facilities, such as trails and campsites, where impacts have become unacceptable either from excessive use or from a change in environmental conditions.

The construction and operation of facilities may require the use of nonrenewable resources. This impact is projected to be minor due to the limited amount of facilities planned and use of sustainable practices in site design, construction, maintenance, and operations, as proposed in the General Plan through various goals and guidelines. Plan implementation could result in the irreversible and irretrievable commitment of energy and material resources during construction and operation.

Energy resources would be consumed in the form of gasoline, diesel fuel, oil for equipment and transportation vehicles, and human labor. Construction activities would generate non-recyclable materials, such as solid waste and construction debris. Electricity would be expended for the construction and operation of features of the General Plan. Required building materials would include a variety of materials such as rocks, wood, concrete, glass, steel, and other materials. Using these nonrenewable resources is expected to account for a small portion of the resources in the General Plan area and their area of origin and would not affect the availability of these resources for other needs within the area.

5.7.3 Growth-Inducing Impacts

CEQA Section 21000(b)(5) specifies that growth-inducing impacts of a project must be addressed in an EIR. Section 15126.2(d) of the CEQA Guidelines states that a project is growth-inducing if it could "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Included in the definition are projects that would remove obstacles to population growth. Examples of growth-inducing actions include developing water, wastewater, fire, or other types of services in previously unserved areas; extending transportation routes into previously undeveloped areas; and establishing major new employment opportunities.

Typically, the growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Significant growth impacts could also occur if the project provides infrastructure or service capacity to accommodate growth levels beyond those permitted by local or regional plans and policies.

Growth inducement itself is not an environmental effect, but may lead to environmental effects. Such environmental effects may include increased demand on other community and public services and infrastructure, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or wildlife habitats, or conversion of agricultural and natural land to urban uses. The analysis of indirect growth-inducing impacts for the General Plan focuses on two main factors: 1) promotion of development and population growth, and 2) elimination of obstacles to growth.

Plan implementation would not foster additional population growth in the plan area. Implementation of the General Plan would not generate the need for additional facilities that could facilitate growth in local population, such as new roads, water supply, sewer, or other utilities. The park would continue to be served by existing facilities and utilities.

A high priority objective of the General Plan's transportation-related goals and guidelines is to focus on implementing management approaches and facilities needed to effectively carry out visitor use management and promote travel mode shifts from personal autos to more efficient, less impactful transportation, such as transit or shuttles. The Park Plan includes provisions for resolving the existing impacts caused by excessive visitor use of the Reserve (including implementation of a reservation system and removal of parking from key sensitive locations). One of the intended outcomes of the suite of goals and guidelines would be to allow for stable and sustainable overall visitation to CASP units as a whole that would not encourage an increase in annual visitor numbers or an increase in the level of use and number of peak-demand/peak-visitation days. A redistribution of existing visitor use and vehicle trips would occur by opening New State Park – Point Lobos Ranch Property and developing new or relocated parking facilities there, but this would not involve a substantial increase in the number of

overall visitors. Therefore, plan implementation would not promote additional development and population growth.

5.7.4 Cumulative Impacts

Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or a number of separate projects and may occur at the same place and point in time or at different locations and over extended periods of time. Cumulative impacts are defined in the CEQA Guidelines (Section 15355) as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from "the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time.

Many parks and other public lands offer recreation opportunities in the region. Approximately 14 percent of the county is devoted to parks and recreation facilities that are owned by various federal, state, and local agencies. The U.S. Bureau of Land Management manages lands in the Monterey area, including Fort Ord National Monument, which provide a variety of recreation opportunities. In the Carmel and Carmel Valley areas, the Monterey Peninsula Regional Park District (MPRPD) operates Garland Ranch Regional Park, Thomas Open Space, Joyce Stevens Monterey Pine Forest Preserve, Laguna Grande Regional Park, and Palo Corona Ranch. The Monterey County Parks Department owns several parks in the area including Jacks Peak County Park and Martin Canyon. Mission Trails Regional Park, owned by the City of Carmel, is also a well-used corridor connecting the Carmel Mission to surrounding neighborhoods.

In addition to cumulative effects on recreation facilities, past, present, and future projects would occur within the vicinity of the parks that could result in cumulative effects on other resource topics addressed in this environmental analysis. Existing or planned land use development and infrastructure improvement projects also exist within the vicinity of the parks. Construction and operation of these projects could have a cumulatively considerable effect on environmental resources either independently of or when combined with the construction and operation of the parks. These projects are discussed in Table 5-2, with a discussion of potential effects following. Future park, recreational, or infrastructure projects include the Palo Corona Regional Park General Development Plan, the Hatton Canyon and Carmel River Lagoon Sewer Line Replacement projects, and the Carmel River Floodplain Restoration and Environmental Enhancement Project, among others. The land management agencies in the region recognize the importance of natural qualities of the area that have been preserved over time and base their planning and development efforts on the importance of preserving these values into the future. The General Plan considers and emphasizes partnerships, where appropriate, with other agencies and organizations to develop the most effective and coordinated approaches for relevant management needs outside CSP jurisdiction that may affect park units, such as infrastructure improvements, multi-agency operational issues (e.g., transportation), visitor use management within the array of regional public lands, coordinated education and interpretation programs, and natural and cultural resource management integrated with surrounding regional parks, public open space, and national forests. Thus, while goals and guidelines in the General Plan focus on the facilities and resources under the authority of CSP, collaboration with Monterey County, Caltrans, California Coastal Commission, MPRPD, U.S. Forest Service, Point Lobos Foundation, Big Sur Land Trust (BSLT),

Monterey-Salinas Transit, Carmel Area Wastewater District, City of Carmel-by-the-Sea, and other agencies and organizations will continue to be important to the implementation of goals and guidelines that address mutual interests.

Planned and probable future projects that may result in a cumulatively considerable effect when combined with the effects of implementation of the General Plan are shown in Table 5-2. The parameters of these projects are identified as:

- are partially occupied or under construction,
- have received final discretionary approvals,
- have applications accepted as complete by local agencies and are currently undergoing environmental review, or
- are proposed projects that have been discussed publicly by an applicant or that otherwise become known to a local agency and have provided sufficient information about the project to allow at least a general analysis of environmental impacts.

The probable future projects summarized in Table 5-2 as part of the cumulative analysis meet the criteria listed above. They are within the project vicinity and have the possibility of interacting with the project as well as other projects resulting in a cumulatively considerable impact.

Table 5 2 Cumulative Projects List

Project Name	Location	Description	Residential Units and/or Non-Residential Area	Project Status
Plans				
Palo Corona Regional Park General Development Plan	Palo Corona Regional Park (Front Ranch Unit is east of SR 1, across from Carmel River State Beach; Back Country Unit is adjacent to New State Park – Point Lobos Ranch Property)	The Plan involves investigating the range of recreation opportunities appropriate for the Palo Corona Regional Park through site assessment, master planning, and public outreach. The Plan will serve as guidance for managing the 4,500-acre plan area for public enjoyment and the preservation of natural resources.	N/A	The Plan is currently in the Programming & Alternatives phase of planning, which involves a series of public workshops and alternatives development. Development of the Plan will occur in 2018.
Development Projects				
Rio Ranch Marketplace Project	3705 Rio Road in the Carmel Valley Master Plan (within 1/8 mile of Lower Hatton Canyon)	The project would include the construction of four retail buildings and two farm sheds totaling 42,310 square feet on a 3.8-acre site.	N/A	Early stages of the planning process. Notice of Preparation was received on August 3, 2017. Draft EIR has not yet been prepared.
Carmel Rio Road Subdivision	26500 Val Verde Drive in the Carmel Valley Master Plan area (within ½ mile of Lower Hatton Canyon)	The project would entail dividing an existing 7.9-acre lot into 25 lots composed of 24 single-family units and seven affordable housing units.	24 single-family units and seven affordable housing units	Draft EIR was released in November 2016. Final EIR has not yet been prepared/certified.
Infrastructure Improvement Projects				
Carmel Lagoon Outfall Crossing	South finger of the Carmel Lagoon at Calle La Cruz (within Carmel River State Beach)	The project entails improving the existing outfall crossing at the Carmel Lagoon.	N/A	30% designed, FEMA hazard mitigation grant application submitted; environmental document planned to be circulated in December 2017. Construction planned to commence in June-September 2018.

Table 5 2 Cumulative Projects List

		Project Name Location	Residential Units and/or Non-Residential Area	Description Project Status
Carmel Meadows Sewer Line Replacement	Parallel to Ribera Road on the Caltrans Property between the Lagoon South Finger and the Carmel Meadows neighborhood above (Adjacent to Carmel River State Beach)	The project entails upgrading and replacing the existing Carmel Meadows Sewer Line.	N/A	100% designed, environmental documentation in process. No new permanent easements are required. Construction dates have not yet been determined and are contingent upon completion of environmental review.
Hatton Canyon Sewer Line Replacement	Extends from Carmel Valley Road 4800 feet up from Hatton Canyon (within Upper Hatton Canyon)	The project entails pipe bursting an existing alignment and construction of nine new manholes in the same location of existing manholes.	N/A	FEMA hazard mitigation grant application has been submitted. Construction easements are needed but no new permanent easements are required. Environmental review commencing end of 2017/early 2018.
Sewer Service Line to Upper Hatton Canyon	Hatton Fields, Carmel Valley Master Plan (Adjacent to Upper Hatton Canyon; homes located on the west side of SR 1)	Approximately 110 homes in Hatton Fields rely on septic tanks. CAWD is investigating a plant and sewer line extension to reach these homes. Project would include changing the County septic regulations and leach fields, which run surface effluent into Hatton Canyon and require CAWD to implement additional sewer service and associated infrastructure.	N/A	Project under development. Environmental review has not yet commenced. No date of construction, however CAWD is planning a public meeting to gauge public interest.
Carmel River Floodplain Restoration and Environmental Enhancement Project (FREE)	Lower Carmel Watershed in Carmel Valley (within Carmel River State Beach; on the east and west sides of SR 1)	The project includes removal of 1,480 feet of levee on the south side of the Carmel River; replacement of 360 feet of SR 1 with an elevated causeway; grading of 100 acres of agricultural land; restoration and monitoring of 90 acres of riparian and grassland habitat; and reservation of 23 acres for agriculture above the 100-year floodplain.	N/A	Construction to begin in early 2018 and should be completed within a year.
Carmel Lagoon Ecosystem Protective Barrier and Scenic Road Protective Barrier Systems	Carmel River State Beach (within Carmel River State Beach)	The project includes establishing a 40-foot setback from local property lines with a 17.5-foot wall to protect facilities from sea-level rise.	N/A	Public draft EIR circulated in December 2016. Final EIR in development.

Source: Compiled by Ascent Environmental in 2017 through review of available plans and documents and consultation with local agencies.

Construction-related effects would be temporary and would not result in a considerable contribution to a cumulative impact. Noise levels associated with the construction of General Plan-related facilities would be temporary, intermittent, and relatively minor. Further, construction-related noise is typically considered a localized effect, impacting the land uses closest to construction activities, and local regulations are in place that would limit construction noise to less-sensitive daytime hours. Future cumulative construction-related traffic effects could occur from temporary disruptions related to the nearby projects, such as the Carmel River FREE Project. Operational-related noise from transportation, maintenance, and recreational activity would not attenuate to audible increases in ambient noise (i.e., 3 A-weighted decibels) with the park units or at nearby sensitive receptors. Furthermore, construction and maintenance activities would be subject to the General Plan guideline (**Parkwide MANAGE Guideline 10.8**) and California State Parks Standard Project Requirements (see Appendix G) aimed at reducing construction-generated and maintenance-related noise which would serve to further minimize disturbing people and nearby sensitive receptors. Construction- and operation-related emissions of reactive organic gases (ROG) and NO_X from implementation of the General Plan were determined to be less than significant because project emissions would be reduced through deployment of various goals and guidelines contained in the General Plan. As such, construction- and operational-related emissions of ROG and NO_X, other CAPs, as well as toxic air contaminants, would not have a considerable contribution to a significant cumulative-related impact with respect to ozone, PM_{10}, $PM_{2.5}$, and other air pollutants for which ambient air quality standards regulate.

As discussed throughout this chapter, future development and resource management efforts that may occur with plan implementation would not result in significant project-level environmental impacts. The goals and guidelines in the General Plan would preserve, protect, and restore resources and otherwise minimize potential adverse physical effect related to biological resources, cultural resources, scenic resources, hazards, water quality, traffic, and public utilities. The management actions reflected in the goals and guidelines of the General Plan would maintain CASP's contributions to potential cumulative impacts at a less-than-considerable level.

5.8 Alternatives to the Proposed Plan

The guiding principles for the analysis of alternatives in this EIR are provided in State CEQA Guidelines Section 15126.6, which requires that the alternatives analysis: (1) describe a range of reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project; (2) consider alternatives that could reduce or eliminate any significant environmental impacts of the proposed project, including alternatives that may be more costly or could otherwise impede the project's objectives; and (3) evaluate the comparative merits of the alternatives. State CEQA Guidelines Section 15126.6(d) permits the evaluation of alternatives to be conducted in less detail than is done for the proposed project.

Two plan alternatives were developed in detail and presented for public review and input during the course of General Plan preparation. Alternative 1 took an established success approach, focusing on current issues facing the units and how to manage them with approaches similar to established successes of the past. Alternative 2 focused more on new approaches, including new technology, revenue generation, and the creation of new types of facilities. Both alternatives identified management zones within the four units, natural and cultural resource protection strategies consistent with CSP's mission, and offered a range of visitor facilities and activities. Additional information on the alternatives is provided below.

A public workshop held on July 22, 2015, at the Rancho Cañada Golf Club introduced the two General Plan alternatives under consideration and the range of potential resource conservation approaches, visitor uses, and facilities that could be included in the parks. The primary ideas expressed in the majority of public input promoted revising the alternatives to increase the attention on natural and cultural resource protection and reduce or eliminate proposed facility development that could continue or worsen overuse or contribute more visitor trips to existing local traffic congestion.

After receiving public input on the two proposed alternatives, a draft preferred alternative was developed. The preferred alternative sought to respond to public input and balance new facilities with visitor management. It also included multimodal transportation options intended to help contribute to solutions for local traffic congestion. The draft preferred alternative emphasized the priority of resource protection and restoration in the Reserve, created more expansive Natural Preserves within the Point Lobos Ranch Property, and recommended pursuit of a multimodal transportation center in Lower Hatton Canyon. The draft preferred alternative was presented at an Open House held on June 1, 2016, at the Rancho Cañada Golf Club. Public input at the informational meeting again emphasized the importance of maximizing protection of natural and cultural resources, preventing excessive visitor use that degrades resources, and avoiding exacerbation of existing traffic congestion in the surrounding community.

5.8.1 Alternative Concepts Considered and Dismissed from Further Evaluation

During the planning process, multiple concepts were discussed when formulating the General Plan alternatives. They focused on different combinations of unit classifications and the types of management strategies that would accompany them. The alternative concepts discussed and dismissed from detailed evaluation were the following:

- One Single State Park for all Units: This alternative concept would involve reclassifying Point Lobos State Natural Reserve and Carmel River State Beach to State Park status and classifying Point Lobos Ranch and Hatton Canyon properties similarly to create a single State Park comprising all four areas. The advantage of the concept could be the full coordination and unification of management of all CSP lands in the area.

  The concept of a single, large State Park was dismissed as an alternative, because of the unique resources of the Reserve and the importance of continuing its management under the protective provisions of a State Natural Reserve classification.

- State Wilderness at Point Lobos Ranch Property: This alternative concept sought to recognize and protect the remote natural areas contained in the Point Lobos Ranch Property as having wilderness characteristics. An advantage of this approach would be strong natural resources protection goals and guidelines for the area designated as state wilderness.

  The state wilderness designation concept was dismissed, because the property was much smaller than the minimum 5,000-acre size required for a state wilderness designation and recognition that enhanced natural resources protection objectives could be achieved in other ways (e.g., by designation of natural preserves).

- Expanded State Natural Reserve Classification to the State Beach and Point Lobos Ranch: This alternative concept sought to extend the environmentally protective requirements of a State Natural Reserve designation over other sensitive resource lands in the State Beach (by reclassification) and Point Lobos Ranch (by classification). An advantage of this concept would be enhanced natural and cultural resources protection in these two areas.

  Expanding State Natural Reserve classification over the State Beach and Point Lobos Ranch was dismissed from further evaluation because continued balanced management of the State Beach for high-quality recreation opportunities and resource protection would help distribute visitor use, as would designation of Point Lobos Ranch as a State Park, rather than as a State Natural Reserve. Resource protection can be achieved through other means, such as natural and cultural preserves. Also, in Point Lobos Ranch, the level of development existing in the A.M. Allan Ranch area did not warrant the State Natural Reserve designation.

- Transfer of Ownership and Management of Hatton Canyon Property: The option was considered to designate the Hatton Canyon Property as surplus and to identify a local or regional open space or park agency for transfer of ownership and management. An advantage of this approach would be to simplify CSP management responsibilities and focus on the other areas, recognizing that current use of the Hatton Canyon Property is more oriented to local residents.

  The concept of transferring ownership of Hatton Canyon to another entity was dismissed to retain the potential to use the land for important state purposes (such as the Park Plan's proposal for supplying a site for a multimodal transportation center). The possibility of executing a lease agreement for management of the land has been retained in the preferred Park Plan.

Brief descriptions of the No Project Alternative and two plan alternatives are provided below and summarized in Table 5-3 to allow for a meaningful evaluation, analysis, and comparison of these alternatives with the preferred Park Plan, which is the proposed project evaluated in Section 5.6. The two plan alternatives developed and evaluated in detail during the planning process leading up to the identification of the preferred Park Plan are: Alternative 1- Established Success Approach, and Alternative 2-New Directions Approach.

Table 5 3 Plan Alternatives

	Preferred Plan	No Project Alternative (Existing General Plan)	Alternative 1: Established Success Approach	Alternative 2: New Directions Approach
Geography (by existing units)				
Point Lobos State Natural Reserve	Marine Zone: Remains part of State Natural Reserve. Managed to preserve and protect marine resources.	Remains part of Point Lobos State Natural Reserve and Underwater Park.	Remains part of Point Lobos State Natural Reserve and Underwater Park.	Remains part of Point Lobos State Natural Reserve and Underwater Park.
	Coastal Bluff Zone: Remains part of State Natural Reserve. Managed with an emphasis on the protection of sensitive bluff resources, prevention of soil erosion and compaction, and restoration of native habitat and vegetation.	Remains part of Point Lobos State Natural Reserve.	Remains part of Point Lobos State Natural Reserve.	Remains part of Point Lobos State Natural Reserve.
	Upland Reserve Zone: Remains part of State Natural Reserve. Managed for natural resource protection and ecological restoration, visitor orientation, passive outdoor recreation, and interpretation.	Remains part of Point Lobos State Natural Reserve.	Remains part of Point Lobos State Natural Reserve.	Remains part of Point Lobos State Natural Reserve.
	Inland eastern portion of existing Reserve (east of SR 1) would become part of New State Park.	Inland eastern parcel of existing Reserve (east of SR 1) remains part of the Reserve.	Inland eastern parcel of the existing Reserve reclassified and incorporated into the State Park.	Inland eastern parcel of the existing Reserve reclassified and incorporated into the State Park.
Carmel River State Beach	Remains State Beach, managed under existing General Plan.	Remains State Beach, managed under existing General Plan.	Remains State Beach.	Reclassified as State Park.
Point Lobos Ranch Property	New State Park – Point Lobos Ranch Property.	Remains unclassified and closed to general public use.	Reclassified as State Park.	Reclassified as State Park.
Hatton Canyon Property	New State Park – Hatton Canyon Area.	Remains unclassified and continue current uses (paved multi-purpose trail and unpaved service road).	Remains unclassified.	Reclassified as State Park.
Visitor Facilities				
Point Lobos State Natural Reserve	Interpretive elements added.	No change from existing.	Continued management with focus on natural resources.	Continued management with a focus on new transportation options and visitor-oriented use at Hudson House.
Carmel River State Beach	Trails, guided tours, and interpretive elements added. Day uses added to Lagoon/Wetland Zone and Odello Farm Zone. Special events added (by permit) to Odello Farm Zone.	No change from existing.	New visitor area would be established. Trails, day use, and special events (by permit) could be added.	New visitor center, café, and retail shop would be established.

Table 5 3 Plan Alternatives

	Preferred Plan	No Project Alternative (Existing General Plan)	Alternative 1: Established Success Approach	Alternative 2: New Directions Approach
Point Lobos Ranch Property	Visitor day use facilities added, including trails, guided tours, and interpretive elements. Special events added (by permit).	No visitor facilities. Remain closed to the general public.	Visitor day use facilities added, including a group educational center, and restrooms.	Day use facilities, interpretive elements, aerial trail, and primitive camping added. Staff housing at A.M. Allan Ranch Zone converted to rentable cabins for overnight visitor accommodations. Primitive camping in Backcountry Zone.
Hatton Canyon Property	Regional transportation center added and shuttle system added Special events, multi-purpose trail.	No visitor facilities added. Continue current use of a paved multi-purpose trail and unpaved service road/trail.	Interpretive signage and visitor information added.	No change from existing at upper canyon. Shuttle staging and shuttle stop at Lower Hatton Canyon.
Parking and Access Features				
Point Lobos State Natural Reserve	New shuttle location added. Parking reduced Reservation system Park entrance improvements.	No change from existing.	Parking retained as existing. Entrance area improved to better accommodate vehicular traffic, along with an pedestrian underpass that would extend between the Reserve and Point Lobos Ranch Property.	Parking would be reduced at the Reserve, with shuttle stops and striped bicycle lanes.
Carmel River State Beach	Up to 25 parking spaces added to Odello Farm Zone. Coastal Margin Zone near Bay School parking operates as it currently does, with a gated grass lot that is mowed and used for special events only. Parking at Scenic Road (up to 25 vehicles)	No change from existing.	New visitor staging area would be established. Up to 150 parking spaces added at Odello Farm Zone. Up to 80 spaces added in the Bay School vicinity.	New shuttle location and up to 75 parking spaces added to Odello Farm Zone. Parking decreases within the Coastal Margin Zone.
Point Lobos Ranch Property	New shuttle location added. Up to 25 parking spaces added to A.M. Allan Ranch (north) Zone and up to 200 parking spaces/staging added to A.M. Allan Ranch (south) Zone.	No change from existing.	A.M. Allan Ranch Zone would become an alternative point of arrival. Up to 60 parking spaces added.	New shuttle locations added to the A.M. Allan Ranch Zone. Up to 40 parking spaces added to A.M. Allan Ranch (north) Zone and up to 50 parking spaces added to A.M. Allan Ranch (south) Zone. New vehicle access point at A.M. Allan Ranch (south) Zone.
Hatton Canyon Property	Up to 100 parking spaces and a transportation center/shuttle system would be added.	No change from existing. No transportation center added.	No change from existing.	Up to 100 parking spaces Shuttle staging and shuttle stop.

Table 5 3 Plan Alternatives

	Preferred Plan	No Project Alternative (Existing General Plan)	Alternative 1: Established Success Approach	Alternative 2: New Directions Approach
Natural Resources Protection				
Point Lobos State Natural Reserve	Continued classification as State Natural Reserve. Additional natural resources protection from distribution of uses to New State Park and use of a reservation system.	Continues under 1979 General Plan. Natural resources degradation from overcrowding would continue.	Continued management with focus on natural resources protection.	Continued management with focus on natural resources protection. Increased visitor opportunities could increase natural resources degradation.
Carmel River State Beach	Continuation of Carmel River Lagoon and Wetland Natural Preserve and Ohlone Coastal Cultural Preserve. Ecological restoration in Caltrans Mitigation Bank Zone and Lagoon/Wetland Zone.	Continues under 1979 General Plan.	Ecological restoration in Caltrans Mitigation Bank Zone.	Ecological restoration in Caltrans Mitigation Bank Zone and parking removal and restoration near Monastery Beach.
Point Lobos Ranch Property	Two natural preserves would be established.	No change from existing. Access limitations could protect resources. No interpretation and educational resources added.	Natural preserves would be established.	Natural preserves would be established. Upper ridgeline area would be a Backcountry Zone, rather than natural preserve.
Hatton Canyon Property	Focus in Upper Hatton Canyon Zone is on maintaining wildlife habitat. Guidelines would maintain the natural conditions.	No change from existing.	No change from existing.	No change from existing.
Cultural Resources Protection				
Point Lobos State Natural Reserve	Adaptive management strategies would be applied to preserve and protect cultural resources.	No change from existing.	No change from existing.	Continued management. Increased visitor opportunities could increase cultural resources degradation.
Carmel River State Beach	Historic structures protected.	No change from existing.	Historic structures protected.	Historic structures protected.
Point Lobos Ranch Property	Cultural preserve would be established and historic structures protected.	No change from existing. Access limitations could protect resources. No interpretation and educational resources added.	Cultural preserve would be established and historic structures protected.	Cultural preserve would be established and historic structures protected.
Hatton Canyon Property	No change from existing.	No change from existing.	No change from existing.	No change from existing.

5.8.2 No Project Alternative (Existing General Plan)

Description

CEQA requires an evaluation of a "no project" alternative and its impacts (State CEQA Guidelines Section 15126.6[e][1]). The purpose of describing and analyzing the No Project Alternative is to allow decision makers to compare the impacts of approving the proposed General Plan with the reasonably expected impacts of not approving the General Plan.

In the No Project Alternative the 1979 General Plan would continue to guide management of the Reserve and State Beach. Point Lobos Ranch and Hatton Canyon would remain unclassified properties without a general plan. Because the 1979 General Plan is nearly 40 years old, it does not adequately address current resource and visitor experience issues nor take advantage of contemporary management strategies, although many similar resource protection and visitor overuse issues were important at the time that general plan was prepared. Point Lobos Ranch would be expected to stay closed to general public use, because visitor-serving facilities (e.g., entrance intersection, parking, trails, day use facilities) would not be developed. Hatton Canyon would continue supporting its current uses of an existing paved multi-purpose trail and unpaved service road/trail that primarily serve residents of the surrounding neighborhoods for casual walking and jogging and to provide access for utility maintenance. Special events on Lower Hatton Canyon would continue.

Evaluation

The No Project Alternative would allow several existing situations to continue that would be deleterious to natural and cultural resources in the Reserve and that contribute to traffic congestion. Excessive visitor use has been documented to cause degradation to both natural and cultural resources, and overcrowded conditions can diminish the quality of visitor experiences. Parking would remain at its current locations within the Reserve, including on unpaved lots on coastal bluffs, which results in water quality issues. An extensive number of walk-in visitors would be reasonably expected to continue, which exacerbates adverse overuse effects on resources. For the Reserve, the No Project Alternative would be environmentally inferior compared to the increased emphasis on resolving visitor overuse and transportation and parking issues presented in the preferred Park Plan. Also, the No Project Alternative would have substantial disadvantages related to visitor experiences because overcrowded conditions would continue.

At the State Beach, existing uses and management approaches would continue. Beach and coastal bluff access would remain unchanged without the development of off-highway parking. The Odello Farm buildings would be stabilized and preserved without additional interpretation or adaptive reuse. The Carmel River Lagoon and Wetland Natural Preserve and Ohlone Coastal Cultural Preserve would continue to protect sensitive resources. The Lagoon/Wetland Zone and Caltrans Mitigation Bank Zone would remain inaccessible to visitors and not subject to interpretation, based on current management strategies. For the State Beach, the No Project Alternative has some environmental disadvantages, compared to the preferred Park Plan, related to the condition of the Lagoon/Wetland Zone and several visitor experience disadvantages without the interpretation/education related to appreciation of the historic Odello Farm and sensitive natural resources.

In Point Lobos Ranch, CSP staff residences and existing operational uses would continue and there would not be public access. While access limitations could help protect resources, this would not necessarily translate to substantial environmental benefits, compared to well-managed and sensitively sited visitor use of an open state park in conjunction with natural and cultural preserves. Closure deprives the public from interpretation and education about important natural resources and cultural

heritage. Also, new natural and cultural preserves would not be established, which could risk resource damage and would eliminate opportunities for interpretation.

At Hatton Canyon, the environmental conditions and uses would remain unchanged, and would not present either notable environmental or visitor experience advantages or disadvantages.

5.8.3 Alternative 1: Established Success Approach

Description

Alternative 1 would establish the following classifications for the CASP units: Point Lobos State Natural Reserve, Carmel River State Beach, State Park classification for Point Lobos Ranch, and continued unclassified status for Hatton Canyon. The inland eastern parcel of the Reserve would be reclassified and incorporated into the State Park. This alternative would support continued management of the Reserve with the required focus on natural resource protection that is mandated by a state natural reserve classification. It would allow development of Point Lobos Ranch in a balanced manner with an emphasis on focused improvements for visitor experiences and recreation and protection of sensitive natural and cultural resources. A natural preserve would be established to protect the Gowen cypress and maritime chaparral habitats in the current eastern parcel of the Reserve that would be incorporated into the State Park. In other units, the classifications are intended to continue current management directions and not add uses or facilities.

Uses and management approaches in the existing classified CASP units in Alternative 1 would be similar to existing programs, with the addition of visitor-serving facilities in Point Lobos Ranch to help address current management issues in other CASP units (e.g., parking supply) and provide visitor day use facilities. In the Reserve, management strategies would continue as currently implemented, including retention of parking in the current locations to support visitor access to popular places. The entrance area would be improved to better accommodate vehicular traffic, and would include a potential pedestrian tunnel to Point Lobos Ranch (where additional parking supporting Reserve visitation would be located). The Hudson House would continue its use as a staff residence. The State Beach would become a new visitor staging area to help relieve demand on the Reserve. In the Odello Farm Zone, adaptive reuse of historic buildings and development of up to 150 parking spaces would support a visitor information facility and group education center. Trails, day use, and special events (by permit) could be added to the Lagoon/Wetland Zone next to Odello Farm. Special events and interpretive stations could be added to the Carmel River Lagoon and Wetland Natural Preserve and Coastal Margin Zone. Parking supply would be increased by the addition up to 80 spaces in the Bay School vicinity of the Coastal Margin Zone and by protecting the existing parking at Scenic Road from flooding and erosion, next to Carmel River Beach. In Point Lobos Ranch, the A.M. Allan Ranch (south) Zone would become an alternative point of arrival for visitors to the Reserve, as well as a staging and trailhead area for the State Park. Up to 280 parking spaces could be provided, along with a tunnel undercrossing to the Reserve. In addition, day use, a trail operations area, interpretive station, and visitor information could be provided. Rare native vegetation areas of Point Lobos Ranch, including the San Jose Creek corridor, would be protected as natural preserves and a cultural preserve would be established with a Native American demonstration area adjacent to San Jose Creek. Parking for up to 60 vehicles, a trailhead, restrooms, visitor information, and a park operations/storage area would be established along San Jose Creek Canyon Road for visitor access to trails in the backcountry of the State Park and connections to adjacent regional parks.

Evaluation

Alternative 1 would provide opportunities to protect resources and enhance visitor experiences in CASP units, as well as increase facility capacity, including parking supply, to accommodate visitors.

Because the emphasis of the alternative is to continue the general direction of management strategies, it would risk allowing the existing excessive visitor use of the Reserve to continue or be more challenging to manage. Existing parking supply at the Reserve would remain in its current locations, with management efforts exerted to control water quality issues (likely needing new infrastructure and treatment options). This alternative presents the risk that degradation to both natural and cultural resources and diminishment of visitor experience quality would continue. Compared to the preferred Park Plan, Alternative 1 would present environmental disadvantages for the Reserve.

In the State Beach (with a State Park classification in Alternative 1), visitor experiences would be improved related to adaptive reuse and interpretation at the Odello Farm Zone. Using this zone as a new hub of visitor information and parking would improve wayfinding and information accessibility, while potentially redistributing visitor use from the overcrowded Reserve. Substantial parking supply would be added with up to 150 spaces. Access enhancements would be provided in the Lagoon/Wetland Zone and Caltrans Mitigation Bank Zone. Also, the Lagoon/Wetland Zone would benefit from active ecosystem restoration. The environmental conditions of the State Beach under Alternative 1 would be mostly similar to the preferred Park Plan, except that use intensities would be greater in the Odello Farm Zone with its focus of providing visitor information and a larger parking supply for visitor access.

In Point Lobos Ranch, public access would be opened with visitor parking, trail development, and interpretation. Staff residences and existing operational uses would continue. Opening Point Lobos Ranch as a State Park offers the opportunity to redistribute visitor use from the Reserve, which could benefit efforts to reduce excessive visitation. Additional parking would be substantial with up to 280 new spaces in A.M. Allan Ranch (south) Zone and 60 spaces in A.M. Allan Ranch (north) Zone. New natural and cultural preserves would be established, which would enhance resource protection and opportunities for interpretation. The environmental conditions of Point Lobos Ranch under Alternative 1 would be mostly similar to the preferred Park Plan, except that use intensities would be greater with larger parking areas.

At Hatton Canyon, the environmental conditions and uses would remain unchanged.

5.8.4 Alternative 2: New Directions Approach

Description

Alternative 2 would establish the following classifications for the CASP units: Point Lobos State Natural Reserve and a consolidated State Park consisting of Carmel River State Beach, Point Lobos Ranch, and Hatton Canyon. The eastern parcel of the Reserve would be reclassified and incorporated into the State Park. This alternative would support continued management of the Reserve with a focus on resource protection that is mandated by the State Natural Reserve classification. It would promote the coordinated management of the other units as a State Park, which would continue similar management strategies already implemented in the State Beach and support development of Point Lobos Ranch in a balanced manner to protect resources in the cultural preserves and natural preserves while providing trails that connect to regional trails and other public open space, with an emphasis on focused

improvements for visitor experiences and protection of sensitive natural and cultural resources. A natural preserve would be established to protect the Gowen cypress and maritime chaparral habitats in the current eastern parcel of the Reserve that would be incorporated into the State Park in this alternative. Hatton Canyon would be available for use in developing transportation solutions for access to other units.

A variety of new types of visitor-serving uses were included in Alternative 2 to enhance recreation opportunities. Parking would be reduced in the Reserve, because of the addition of a shuttle system based in Lower Hatton Canyon of the New State Park. In both the north and south A.M. Allan Ranch zones, staff housing would be converted to rentable cabins and provide overnight visitor accommodations. This alternative also proposed primitive camping within the Backcountry Zone. A shuttle system was proposed with the Odello Farm Zone becoming the hub for the visitor center concept. The Odello Farm Zone would be slightly larger than that proposed in Alternative 1, and would also include a visitor center, café, retail shop, shuttle stop, and parking to accommodate up to 75 vehicles. The shuttle would also allow reduced parking in Alternative 2, which would provide fewer parking spaces within the Coastal Margin Zone, compared to Alternative 1. This alternative would remove event facilities, and instead would offer guided tours and a larger interpretive area for visitors. Alternative 2 featured similar activities to those proposed in Alternative 1 at Hatton Canyon, but would also include parking for up to 100 vehicles and a shuttle stop.

Evaluation

Alternative 2 would provide opportunities to protect resources and enhance visitor experiences in CASP units, as well as offer innovative new visitor-serving uses and increased facility capacity, including parking supply and shuttle stops to accommodate visitors.

Because the emphasis of this alternative is to expand innovative visitor opportunities, it would be reasonable to expect more visitors to CASP in general. A risk of unintended consequences would arise because additional visitors could also be attracted to the Reserve and continue the existing excessive visitor use, making it more challenging to manage. Existing parking supply would be reduced in the Reserve, which would help respond to resource degradation, such as in the unpaved lots near the coastal bluffs. If overuse could not be adequately controlled because of the overall increase in visitor attraction to CASP units, this alternative presents the risk that the degradation to both natural and cultural resources and diminishment of visitor experience quality could continue. Compared to the preferred Park Plan, Alternative 1 would present environmental disadvantages for the Reserve.

In the State Beach, visitor experiences could be improved related to adaptive reuse and interpretation of the Odello Farm Zone, including innovative visitor-serving uses (visitor center, café, retail shop, shuttle stop). Also, using this zone as a new hub of visitor center and shuttle stop would improve wayfinding and information accessibility while redistributing visitor use from the overcrowded Reserve. Parking supply would be less than Alternative 1, but still substantial at up to 75 spaces. Trail access would be available in the Lagoon/Wetland Zone and Caltrans Mitigation Zone, and the Lagoon/Wetland Zone would benefit from active ecosystem restoration. The environmental conditions of the State Beach under Alternative 2 would be mostly similar to the preferred Park Plan, except that use intensities would be greater in the Odello Farm Zone with a staffed visitor center, café, and store with visitor parking.

On Point Lobos Ranch, public access would be opened with additional parking, trail development, interpretation, and overnight visitor accommodations (overnight rental and primitive backcountry camping). Historic structures would be converted to rental units for park visitors. Opening Point

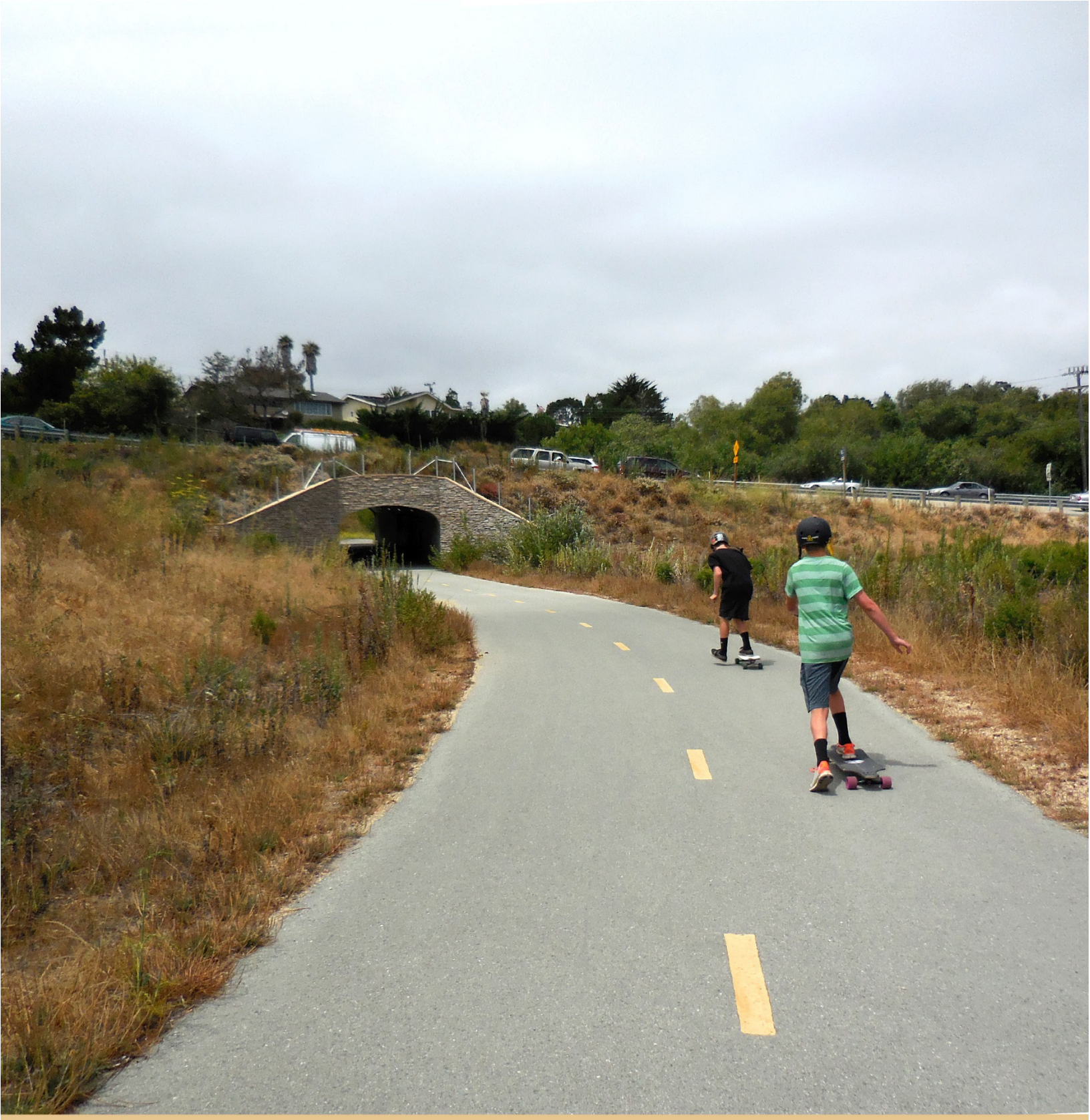
Lobos Ranch as a State Park offers the opportunity to redistribute visitor use from the Reserve, which could benefit efforts to reduce excessive visitation there. Additional parking would be minor with up to 50 new spaces in A.M. Allan Ranch (south) Zone and 40 spaces in A.M. Allan Ranch (north) Zone. Also, a new natural preserve and a cultural preserve would be established, which would enhance resource protection and opportunities for interpretation; however, compared to Alternative 1 and the preferred Park Plan, the upper ridgeline area would be less protected as a Backcountry Zone (including primitive camping), instead of a natural preserve. The environmental conditions of Point Lobos Ranch under Alternative 2 would have disadvantages compared to the preferred Park Plan.

At Hatton Canyon, the environmental conditions and uses of the upper canyon would remain unchanged and the lower canyon would be improved with a shuttle transportation stop and up to 100 parking spaces. These transportation facilities at Hatton Canyon offer visitors alternative transportation opportunities to visit the CASP units. In this way, Alternative 2 is superior to Alternative 1, but not as advantageous as the preferred Park Plan with its more extensive multimodal transportation center. This represents an environmental disadvantage, compared to the preferred Park Plan.

5.8.5 Environmentally Superior Alternative

State CEQA Guidelines Section 15126(d)(2) states that if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives. For CASP, the No Project Alternative, which would be continuation of the 1979 General Plan for the Reserve and State Beach without classification of Point Lobos Ranch or Hatton Canyon, does not include sufficient management goals and guidelines to resolve the existing deleterious conditions of excessive use in the Reserve and contribution by visitors to community traffic congestion. Also, the absence of natural and cultural preserves established to protect sensitive resources in Point Lobos Ranch would risk resource damage from existing informal activities, such as hiking. For these reasons, the No Project Alternative would not be the environmentally superior alternative. Notwithstanding the conditional statement in State CEQA Guidelines Section 15126(d)(2) that an environmentally superior alternative need only be identified when the no project alternative is the superior choice, this section designates an environmentally superior alternative as useful information for decision makers.

Among the alternatives considered during General Plan preparation, the preferred Park Plan would be the environmentally superior alternative. The Park Plan includes the strongest provisions for resolving the existing impacts caused by excessive visitor use of the Reserve (including implementation of a reservation system and removal of parking from key sensitive locations) and offers the most innovative and effective solutions for reducing reliance on personal autos and decreasing the contribution of CASP visitor trips to local traffic congestion. The proposed establishment of a multimodal transportation center at Lower Hatton Canyon, in partnership with local and regional transportation agencies, presents the opportunity to provide visitors with alternative transportation modes and, in doing so, reduce the number of visitor vehicle trips traveling to the CASP units. Also, the level of parking, operational facilities, new public access, and recreation opportunity enhancements would be modest compared to the other two alternatives, which places it in better balance with protection of natural, cultural, and visitor experience qualities in the CASP units. Therefore, the preferred Park Plan would be environmentally superior to the other alternatives.



Chapter 6

REFERENCES

6 REFERENCES

Executive Summary

No references were used.

Chapter 1, Introduction

Saunders, Rachel. Director of Conservation. Big Sur Land Trust, Monterey, CA. November 22, 2017—Email to Steve Bachman of California State Parks regarding acquisition of Point Lobos Ranch Property.

Chapter 2, Existing Conditions

Association of Monterey Bay Area Governments. 2014 (June 11). *2014 Regional Growth Forecast*. Available: http://ambag.org/sites/default/files/documents/FINAL%20Adopted%20Forecast%20and%20Documentation.pdf. Accessed May 3, 2017.

Bancroft, C. 2011. Under My Brim. *Point Lobos Magazine*. 34(2): 4.

Barbour, M.G. 2007. Closed-Cone Pine and Cypress Forests in M. G. Barbour, T. Keeler-Wolf, and A. A. Schoenherr, editors. *Terrestrial Vegetation of California*. University of California Press, Berkeley, CA.

Barbour, Michael G., Jack H. Burk and Wanna D. Pitts. 1987. *Terrestrial Plant Ecology*, 2nd Edition. The Benjamin/Cummings Publishing Company, Inc. Menlo Park, CA.

Barratt, Elizabeth. 2010. *Images of America: Carmel Valley*. Arcadia Publishing, South Carolina.

Barry, W.J., J.D. DeMartini, and L.C. Cutshall. 1977. *Point Lobos State Reserve and Carmel River State Beach Resource Inventory*.

Basin Research Associates, Inc. 2008. *Archaeological Survey Report Carmel Hill and River Bike Trail Near Route 1 from Rio Road to Canyon Drive, Monterey, County*. Prepared for California Department of Transportation, District 05.

Bean, Walton. 1973. *California: An Interpretive History*, 2nd ed. McGraw-Hill Book Company, New York.

Bean, L.J. 1994. The Ohlone Past and Present: Native Americans of the San Francisco Bay Region. *Ballena Press Anthropological Papers*, No. 42. Ramona, CA.

Beck, Warren A. and Ynez D. Haase. 1974. *Historical Atlas of California*. University of Oklahoma Press, Norman, OK.

Bischoff, Matt. 2007a. *Oral History Interview with Bruno Odello, Carmel River State Beach, Monterey County, California*.

_____. 2007b. *Residence 5 Point Lobos State Reserve Documentation and Recordation*. California State Parks, Monterey, CA.

_____. 2007c. California Department of Parks and Recreation (DPR) 523 Forms for the Shop Building. On file at the California State Parks Monterey District Office, Monterey, CA.

Bloner, Carol. 2007 (October). "A. M. Allan: The Man and His Accomplishments." *The Point Lobos Docent*. Point Lobos Foundation, Carmel, CA.

Breschini, G.S. 1983. *Models of Population Movements in Central California Prehistory*. Ph.D. dissertation, Department of Anthropology, Washington State University, WA.

Breschini, G.S. and T. Haversat. 1989. *Archaeological Investigations at CA-MNT-108, at Fisherman's Wharf, Monterey, Monterey County, California*. Coyote Press, Salinas, CA.

_____. 1992. *Baseline Archaeological Studies at Rancho San Carlos, Carmel Valley, Monterey County, California*. Report on file, Archaeological Consulting, Salinas, CA.

_____. 1993. *Archaeological Investigations for the Custom House Plaza Project, Monterey County, California.* Report prepared for the City of Monterey and California Department of Parks and Recreation by Archaeological Consulting, Salinas, CA.

_____. 2004. *The Esselen Indians of the Big Sur Country*. Coyote Press, Salinas, CA.

_____. 2011. A Revised Culture Sequence for the Monterey Peninsula Araa, California. *Pacific Coast Archaeological Society Quarterly* 44(3): 1-22.

Broadbent, S.M. 1972. The Rumsen of Monterey: An Ethnography from Historical Sources. In *Miscellaneous Papers in Archeology,* pp. 45-93. University of California Archaeological Research Facility Contributions, No. 14. Berkeley, CA.

Bromley, R.G., A. Uchman, M.R. Gregory, and A.J. Martin. 2002. Hillichnus lobosensis igen. et isp. nov., a complex trace fossil produced by tellinacean bivalves, Paleocene, Monterey, California, USA. *Palaeogeography, Palaeoclimatology, Palaeoecology* 192:157—186.

Brown, Alan K. ed. 2001. *A Description of distant roads: Original Journals of the First Expedition into California, 1769-1770 by Juan Crespi*. San Diego State University Press, San Diego, CA.

Busby, C.I. 2008 (April). *Archaeological Survey Report*. Carmel Hill and River Bike Trail near Route 1 from Rio Road to Canyon Drive, Monterey County. San Leandro, CA.

Cal EMA and CNRA. *See* California Emergency Management Agency and California Natural Resources Agency.

CARB. *See* California Air Resources Board.

California Air Resources Board. 2014. *First Update to the Climate Change Scoping Plan*. Available: https://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf. Accessed September 2017.

_____. 2017a (January). *The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhous Gas Target*. Available: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed September 2017.

_____. 2017b. Top 4 Summary: Highest 4 Daily Maximum 8-Hour Ozone Averages at Carmel Valley-Ford Road. Available: https://www.arb.ca.gov/adam/topfour/topfourdisplay.php. Accessed September 2017.

_____. 2017c. Top 4 Summary: Highest 4 Daily Maximum Hourly Ozone Measurements at Carmel Valley-Ford Road. Available: https://www.arb.ca.gov/adam/topfour/topfourdisplay.php. Accessed September 2017.

_____. 2017d. Top 4 Summary: Highest 4 Daily 24-Hour PM10 Averages at King City-415 Pearl Street. Available: https://www.arb.ca.gov/adam/topfour/topfourdisplay.php. Accessed September 2017.

_____. 2017e. Top 4 Summary: Highest 4 Daily 24-Hour PM2.5 Averages at Carmel Valley-Ford Road. Available: https://www.arb.ca.gov/adam/topfour/topfourdisplay.php. Accessed September 2017.

California Department of Finance. 2012 (May). *Interim Projections of Population for California: State and Counties 2010 – 2050.* Available: http://www.dof.ca.gov/research/demographic/reports/projections/ interim/view.php. Accessed July 31, 2012.

_____.2017. P-2: County Population by Race/Ethnicity (5-year increments). Available: http://www.dof.ca.gov/Forecasting/Demographics/Projections/. Accessed May 4, 2017.

California Department of Fish and Game. 1994. *The Monterey Ecological Staircase: The Nature of Vegetation and Soils on Different Geomorphic Surfaces of the Monterey Peninsula with an Emphasis on Monterey Pine Forest.* Prepared by Jones & Stokes Associates, Inc. Sacramento, CA.

California Department of Fish and Game and California Conservation Corps. 2006. *Stream Inventory Report San Jose Creek*. Monterey County, CA.

California Department of Transportation. 2004. *Big Sur Coast Highway Management Plan.* Monterey, CA.

California Emergency Management Agency and California Natural Resources Agency. 2012 (April). *California Climate Change Draft Adaptation Policy Guide*.

California Native Plant Society. 2012a. Vascular Plants Point Lobos State Reserve. Available: http://montereybay.cnps.org/images/pdf/plantlists/PlantList_PointLobosStateReserve_2012.pdf. Accessed November 12, 2012.

_____. 2012b. Inventory of Rare and Endangered Plants. Available: http://cnps.site.aplus.net/cgi-bin/inv/inventory.cgi/Home. Accessed June 26, 2012.

California Natural Diversity Database. 2012 (February). Results of electronic records search. Sacramento: California Department of Fish and Game, Wildlife and Habitat Data Analysis Branch.

California Natural Resources Agency. 2018 (January). *Safeguarding California Plan: 2018 Update, California's Climate Adaptation Strategy*. Available: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf. Accessed May 2018.

California Ocean Protection Council. 2017 (April). *Rising Seas in California: An Update on Sea-Level Rise Science.* California Ocean Science Trust. Available: http://www.opc.ca.gov/webmaster/ftp/pdf/docs/rising-seas-in-california-an-update-on-sea-level-rise-science.pdf. Accessed September 2017.

California Protected Areas Database. 2016 (December 15). CPAD GIS Data. Available: http://www.calands.org/. Accessed May 8, 2017.

California State Coastal Conservancy. 2017. *California Coastal Trail*. Available: http://scc.ca.gov/projects/california-coastal-trail/. Accessed July 20, 2017.

California State Lands Commission. 2015. *Public Trust Doctrine*. Available: http://www.slc.ca.gov/PublicTrust/PublicTrust.html. Accessed April 3, 2017.

California State Parks. 1969. *Point Lobos State Reserve Ownership Map*. Drawing No. 623.

_____. 1979 (October). *Point Lobos State Reserve and Carmel River State Beach General Plan*. Sacramento, CA.

_____. 1985. *Carmel River Lagoon and Wetland Resource Summary*. Prepared by Point Lobos State Reserve Citizen's Advisory Committee. Monterey, CA.

_____. 1987 (October). *Management Plan for the Ohlone Coastal Cultural Preserve in Carmel River State Beach*. Monterey District. Monterey, CA.

_____. 1988 (August). *Point Lobos State Reserve and Carmel River State Beach General Plan Amendment.* Sacramento, CA.

_____. 1989. *Carmel River State Beach Day Use and Parking Facilities Project*. Planning Studies for Coastal Permit Application to Monterey County.

_____. 1996. (March). *Point Lobos State Reserve and Carmel River State Beach General Plan Amendment.* Sacramento, CA.

_____. 2001. *Cultural Resources Management Handbook*. Cultural Resources Division. Sacramento, CA.

_____. 2002. *California Recreational Trails Plan*. Available: http://www.parks.ca.gov/?page_id=23443. Accessed July 24, 2012.

_____. 2006. The Most Frequently Sighted Whales at Point Lobos State Reserve. Brochure.

_____. 2009 (March). Guidelines for Protection of Structures from Wildland Fires.

_____. 2010a. *Vegetation Management Statement*. Point Lobos State Natural Reserve and Point Lobos Ranch.

_____. 2010b. State Park Ranger and Lifeguard Employment Opportunities Brochure. Sacramento, CA.

_____. 2011 (September). *Carmel Area State Parks General Plan and Environmental Impact Report Project Agreement*.

_____. 2013. California State Parks Total Visitor Attendance: January – December 2013.

_____. 2014a. California State Parks Total Visitor Attendance: January – December 2014.

_____. 2014b. *Complete Findings of the Survey on Public Opinions and Attitudes on Outdoor Recreation in California.* Available: http://www.parks.ca.gov/SPOA. Accessed September 2017.

_____. 2015a. *California State Parks Accessibility Guidelines*. Available: http://www.parks.ca.gov/pages/1008/files/2015_california_state_parks_accessibility_guidelines.pdf. Accessed July 20, 2017.

_____. 2015b. California State Parks Total Visitor Attendance: January – December 2015.

_____. 2016. California State Parks Total Visitor Attendance: January – December 2016.

_____. 2017 (July). *Sea Level Rise and Extreme Event Guidance for California State Parks.* Sacramento, CA.

_____. 2018. *California History Plan*. Available: https://www.parks.ca.gov/?page_id=24743. Accessed July 12, 2018.

California State Polytechnic University, Pomona. 2005 (June). *A Vision Plan for the Carmel River Parkway.* Pomona, CA.

Caltrans. *See* California Department of Transportation.

California Coastal Commission, California Department of Fish and Game, California State Parks, Monterey County Public Works Department, Monterey County Water Resources Agency, Monterey Peninsula Water Management District, NOAA Fisheries, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service. 2007. *Final Study Plan for Long Term Adaptive Management of the Carmel River State Beach and Lagoon.* Monterey, CA.

California Energy Commission. 2017. Cal-Adapt Climate Modeling Tool. Available: http://cal-adapt.org/. Accessed: September 2017. Prepared under contract by UC Berkeley Geospatial Innovations Facility. Berkeley, CA.

Carmel River Steelhead Association. 2017. Carmel River Steelhead Association website. Available: http://www.carmelriversteelheadassociation.org/. Accessed July 12, 2018.

Central and Northern California Ocean Observing System. 2012. Monterey Bay Climate and Weather. Available: https://data.cencoos.org/#module-metadata/1d6a3960-08f4-11e5-9dec-00265529168c. Accessed July 18, 2018.

City of Carmel-by-the-Sea. 2003 (June 3). *General Plan/Coastal Land Use Plan.* Carmel, CA.

Clark, D.T. 1991. *Monterey County Place Names: A Geographical Dictionary*. Kestrel Press, Carmel Valley. Cited in TAMC 2009.

Clifton, E. 2008. A Fossil Submarine Canyon. *Point Lobos Magazine*. 31(2):9–10.

Clifton, E. and J. Johnson. 2010 (December). *Marine Protected Areas of the Monterey Peninsula*.

Cloud, J.J. 1858. Plat of the Rancho Canada de la Segunda finally confirmed to Fletcher M. Haight. Surveyed under instructions from the U.S. Surveyor General by J.J. Cloud, Dep[uty] Sur[veyo]r. July 1858. Map on file, #238, Bureau of Land Management, Sacramento. Cited in TAMC 2009.

CNDDB. *See* California Natural Diversity Database.

CNPS. *See* California Native Plant Society.

CNRA. *See* California Natural Resources Agency.

CPAD. *See* California Protected Areas Database.

CSP. *See* California State Parks.

CSLC. *See* California State Lands Commission.

Culleton, J. 1950. *Indians and Pioneers of Old Monterey*. Academy of California Church History, Fresno, CA.

Cypress Fire Protection District. 2017. Fire Stations. Available: http://cypressfire.org/operations/fire-stations/. Accessed July 16, 2018.

Davis, C. 2010. Below Point Lobos: Photography in Our Nation's First Marine Ecological Reserve. *Point Lobos Magazine*. 33(4): 6–11.

Dornbusch Associates. 2010 (June 4). *Feasibility of an Aerial Trail (Zip Line) System in Point Lobos Ranch San Jose Canyon*.

Employment Development Department. 2017 (May). *Monterey County Employment by Industry - by Annual Average.* Available: http://www.labormarketinfo.edd.ca.gov/county/monterey.html#PRO. Accessed July 12, 2017.

Engbeck, Jr. Joseph H. 1980. *State Parks of California from 1864 to the Present*. Graphic Arts Center Publishing Company, Portland, OR.

_____. 2002. *By The People, For The People: The Work of the Civilian Conservation Corps in California State Parks, 1933-1941*. California State Parks, Sacramento, CA.

Engelhardt, Fr. Zephyrin. 1912. *The Missions and Missionaries of California*. The James H. Barry Company, San Francisco.

Federal Highway Administration. 1995 (May 18). *National Scenic Byways Program*. Federal Register, Vol. 60, No. 96.

Ford, L.D., and G.F. Hayes. 2007. Northern coastal scrub and coastal prairie. in M.G. Barbour, T. Keeler-Wolf, and A.A. Schoenherr, editors. *Terrestrial Vegetation of California*. University of California Press, Berkeley.

Garlinghouse, T.S., R. Brady, and S. D'Oro. 2009. *Archaeological Evaluation of CA-MNT-14 for the Carmel River Lagoon.* Report prepared for the California Department of Parks and Recreation, Monterey District.

Garavaglia Architecture, Inc. 2016. *Historic Resource Evaluation Report for the Carmel River Floodplain Restoration and Environmental Enhancement Project*. Prepared for Denise Duffy and Associates, Inc., Monterey, CA and Big Sur Land Trust, Monterey, CA. Garavaglia Architecture, Inc. San Francisco, CA.

Goddard, Ives. 1996. The Classification of the Native Languages of North America. In: *Languages*, edited by Ives Goddard, pp. 290-324. *Handbook of North American Indians,* Vol. 17. William G. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Graumlich, L.J. 1993. A 1000 Year Record of Temperature and Precipitation in the Sierra Nevada. *Quaternary Research* 39:249-255.

Green, S., M. Bischoff, J. Ramos, and R. Schwaderer. 2012. *Point Lobos Ranch (Unclassified Unit) Cultural Resource Inventory Final Summary*. Report on file with California State Parks, Monterey District.

Hackel, S.W. 2005. *Children of Coyote, Missionaries of Saint Francis, Indian-Spanish Relations in Colonial California, 1769-1850*. University of North Carolina Press, Chapel Hill, NC.

Hagar Environmental Science. 2002 (October 17). *Reconnaissance Aquatic Survey of San Jose Creek, Point Lobos State Reserve*. Letter report to Roy Woodward, Ph.D., State of California Department of Parks and Recreation. Sacramento, CA.

Harrington, J.P. 1934. The Papers of John Peabody Harrington, microfilm, Box 268, Reel 67:208, 237 and Reel 68:261. Available: https://anthropology.si.edu/naa/harrington/manuscripts_microfilm.html. Accessed July 23, 2018.

Heizer, R.F. 1967. Ethnographic Notes on California Indian Tribes. *Reports of the University of California Archaeological Survey* 68(3). University of California, Berkeley.

Hirahara, Naomi. 2003. *Distinguished Asian American Business Leaders*. Greenwood Press, Westport.

Hoover, Mildred Brooke and Douglas E. Kyle. Revised 1990. *Historic Spots in California*. Stanford University Press, Stanford, CA.

Hoover, M.B., H.E. Rensch, E.G. Rensch and W.N. Abeloe. 1966. Historic Spots in California (third edition). Stanford University Press, Palo Alto. Cited in TAMC 2009.

Howard, D. M. and S.F. Cook. 1971. The Archaeology of the Hudson Mound. *Monterey County Archaeological Society Quarterly* 1(1):1-10.

Hudson, Monica and Suzanne Wood. 2004. *Images of America: Point Lobos*. Arcadia Publishing, Charleston, SC.

Jones, T.L. and G. Waugh. 1997. Climatic Consequences or Population Pragmatism? A Middle Holocene Prehistory of the Central California Coast. In *Archaeology of the California Coast During the Middle Holocene*, edited by J. Erlandson and M.A. Glassow (4)111:128. Institute of Archaeology, University of California, Los Angeles.

Jones, T.L, G.M. Brown, L.M. Raab, J.L. McVickar, W.G. Spaulding, D.J. Kennet, A. York and P.L. Walker. 1999. Environmental Imperatives Reconsidered: Demographic Crises in Western North America During the Medieval Climatic Anomaly. *Current Anthropology* 40:137-170.

Jones, T.L., N.E. Stevens, D.A. Jones, R.T. Fitzgerald, and M.G. Hylkema. 2007. The Central Coast: A Midlatitude Milieu. In *California Prehistory: Colonization, Culture, and Complexity*, edited by T.L. Jones and K.A. Klar. Rowman & Littlefield Publishers, Inc., New York, NY.

Kelly, J.L., L. McKenzie-Pollock, and C. Young. 1976. *Statewide Survey Project of Cultural Resources: Full Unit Inventories, Report #1 Point Lobos State Reserve.* Document on file with California Department of Parks and Recreation. Monterey, CA.

Kroeber, A.L. 1925. *Handbook of the Indians of California.* Bureau of American Ethnology Bulletin 78. Smithsonian Institution, Washington, D.C. (Reprinted by Dover Publications, New York, 1976).

Levy, R.S. 1978. Costanoan. In California, edited by R.F. Heizer, pp. 485-495. *Handbook of North American Indians* Vol. 8. W.C. Sturtevant general editor. Smithsonian Institution, Washington, D.C.

Lydon, Sandy. 1985. *Chinese Gold: The Chinese in the Monterey Bay Region*. Capitola Book Company, Capitola, CA.

_____. 2006. *Point Lobos Ranch Land Use History*. Prepared for the California Department of Parks and Recreation.

Margolin, M. 1978. *The Ohlone Way: Indian Life in the San Francisco and Monterey Bay Areas.* Heyday Books, Berkeley, CA.

Meighan, C. 1955. Excavation of Isabella Meadows Cave, Monterey County, California. *Reports of the University of California Archaeological Survey* 29 (30):1-30.

Mikkelsen, P. and D. Jones. 2010. *Test and Data Recovery Excavations at Sites CA-MNT-216, -217/H, and -263, for the Point Lobos State Reserve Bird Island Trail Accessibility Improvements Project, Monterey County, California.* Report prepared for California Department of Parks and Recreation, Monterey District, Monterey, CA.

Mikkelsen, P., W. Hildebrandt and D. Jones. 2000. Prehistoric Adaptations on the Shores of Morro Bay Estuary – Excavations at Site CA-SLO-165, Morro Bay, California. *San Luis Obispo County Archaeological Society Occasional Paper* No. 14.

Milliken, Randall. 1981. Ethnohistory of the Rumsen: The Mission Period. In *Report of Archaeological Excavations at Nineteen Archaeological Sites for the Stage 1 Pacific Grove-Monterey Consolidation Project of the Regional Sewerage System*, edited by S.A. Dietz and T.L. Jackson, pp. 10-102.

_____. 1990. *Ethnogeography and Ethnohistory of the Big Sur District, California State Park System, During the 1770-1810 Time Period*. Submitted to Department of Parks and Recreation, Sacramento.

_____. 1995. *A Time of Little Choice: the disintegration of tribal culture in the San Francisco Bay Area 1769-1810*. Ballena Press, Menlo Park, CA.

Milliken, R., L.H. Schoup, and B.R. Ortiz. 2009. *Ohlone/Costanoan Indians of the San Francisco Peninsula and Their Neighbors, Yesterday and Today*. Archaeological and Historical Consultants, Oakland, CA.

Monterey Bay Aquarium. 1999. *Natural History of the Monterey Bay National Marine Sanctuary*. Monterey, CA.

Monterey County. 1983. *Carmel Area Land Use Plan*. Monterey County, CA.

_____. 2008 (September). *2007 Monterey County General Plan Environmental Impact Report*. SCH# 2007121001. Prepared by ICF Jones & Stokes. Sacramento, CA.

_____. 2010 (October 26). *Monterey County General Plan*. Monterey, CA.

Monterey County Parks Department. 2018. *Day Use Parks*. Available: http://www.co.monterey.ca.us/parks/. Accessed July 12, 2018.

Monterey County Planning Department. 1985 (January). *Environmental Impact Report Point Lobos Ranch*. Prepared by Perspective Planning. San Luis Obispo, CA.

Motz. 1987. *Archival, Archaeological, and Architectural Notes Relating to the Cottage at Point Lobos State Reserve*.

Monterey Peninsula Regional Park District, California Coastal Conservancy, and California State Parks. 1999. *Carmel River Lagoon: Enhancement and Management Plan Conceptual Design Report*. Prepared by Philip Williams & Associates, Ltd., Jones and Stokes Associates, and California State University at Monterey Bay. Corte Madera, CA.

Monterey Regional Water Management District. 1987 (October). *Phase II Point Lobos Ranch Water Supply Study*. Monterey County, CA.

_____. 1995. *Biological Assessment of Carmel River Lagoon Wetlands*. Prepared by The Habitat Restoration Group, Felton, CA.

_____. 2014. *Monterey Peninsula Landfill*. Available: http://www.mrwmd.org/programs-services/disposal/monterey-peninsula-landfill/. Accessed March 21, 2017.

Moratto, M.J. 1984. *California Archaeology*. Academic Press, Orlando, FL.

MPRPD, CSCC, and CSP. *See* Monterey Peninsula Regional Park District, California State Coastal Conservancy, and California Department of Parks and Recreation.

National Marine Fisheries Service. 2013 (December). *South-Central California Coast Steelhead Recovery Plan*. Southwest Region, Protected Resources Division, Long Beach, California.

National Weather Service. 2012 (April 26). Frequently Asked Questions about El Nino and La Nina. http://www.cpc.ncep.noaa.gov/products/analysis_monitoring/ensostuff/ensofaq.shtml#general. Accessed July 12, 2018.

Natural Resources Conservation Service. 2014 (December). Watershed boundaries for the state of California. http://atlas.ca.gov/download.html#/casil/inlandWaters. Accessed July 12, 2018.

_____. 2017. Soil Survey Geographic (SSURGO) Database for Monterey County, California. https://websoilsurvey.nrcs.usda.gov/app/. Accessed July 12, 2018.

Office of Historic Preservation. 2012. Historic Property File for the Shop Building.

Olmsted Brothers. 1935 (November). *A Master Plan for Point Lobos Reserve.*

OPC. *See* California Ocean Protection Council.

Palkovic, Amy. Environmental Scientist. California State Parks. April 3, 2012—Spreadsheet containing list of sensitive natural resources present within the Carmel area state parks.

Patterson, R. 1995. *The Rare Plant Species of Point Lobos State Reserve*. San Francisco State University, San Francisco, CA.

Perez, C.N. 1996. *Land Grants in Alta California*. Landmark Enterprises, Rancho Cordova, CA.

PLF. *See* Point Lobos Foundation.

Point Lobos Foundation. 2012. Observations. *Point Lobos* 35:5–7.

_____. 2018a. Point Lobos Foundation. Available: http://www.pointlobos.org/. Accessed July 13, 2018.

_____. 2018b. "Hollywood Discovers Point Lobos." Available: http://www.pointlobos.org/history/hollywood-and-point-lobos. Accessed November 2012.

Regents of the University of California. 2018. Consortium of California Herbaria. Available: ucjeps.berkeley.edu/consortium/. Accessed July 13, 2018.

Resource Conservation District of Monterey County, Carmel River Watershed Conservancy, and Monterey Peninsula Water Management District. 2016 (January 17). *Carmel River Watershed Assessment and Action Plan 2016 Update.* Available: https://www.rcdmonterey.org/images/docs/publications/carmel-river-watershed-assessment-action-plan-2016.pdf.

RMA. *See* Monterey County Resource Management Agency.

Roland, Carol. 2003. *Draft Park Rustic Buildings and Structures in the California State Park System Survey and Evaluation*. Prepared for Cultural Resources Division, California State Parks.

Sand-Realty. 2012. "Chapter 14: The Carmel Valley," Available: http://www.sand-realty.com/pdfs/CarmelValleyDramaticPast.pdf. Accessed January 2013.

Schwaderer, R. 2004. Site record for CA-MNT-12/H. Record on file at California State Parks, Monterey District.

_____. 2005. *Coastal Erosion-Archaeological Testing at Point Lobos SR CRMP Project, Preliminary Summary*. Report on file at the Department of Parks and Recreation, Monterey, CA.

_____. 2007. *Reexamining the Hudson Mound, CA-MNT-12.* Report on file with California State Parks, Monterey District.

_____. 2013. *2.0 Historic Overview*. Document on file with California State Parks Monterey District.

Shipley, W.F. 1978. Native Languages of California. In: California, edited by R.F. Heizer, pp. 80-90. *Handbook of North American Indians*, Vol. 8, William G. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Simpson, John Page. 1972 (March). *The Geology of Carmel Bay, California.* Thesis, Naval Postgraduate School. Monterey. CA.

Stammerjohan, George R.1980. *An Historical Sketch of Point Lobos State Reserve*. California Parks and Recreation Department. Available at California State Parks, Sacramento, CA.

Starks, Edwin. 1922. *State of California Fish and Game Commission Fish Bulletin No. 6: A History of California Shore Whaling*. California State Printing Office, Sacramento, CA. Available: http://content.cdlib.org/view?docId=kt7t1nb2f7&query=point lobos&brand=calisphere. Accessed November 2012.

Starr, R.M., D.E. Wendt, C.L. Barnes, C.I. Marks, D. Malone, G. Waltz, K.T. Schmidt, J. Chiu, A.L. Launer, N.C. Hall, N. Yochum. 2015. Variation in responses of fishes across multiple reserves within a network of marine protected areas in temperate waters. *PLOS One*. 10.1371/journal.pone.0118502

Starr, R.M. and M.M. Yoklavich. 2008. Monitoring MPAs in Deep Water off Central California: 2007 IMPACT Submersible Baseline Survey. *California Sea Grant College Program Publication* T-067. 24 pp.

Saunders, Rachel. Director of Conservation. Big Sur Land Trust, Monterey, CA. November 22, 2017—Email to Steve Bachman of California State Parks regarding acquisition of Point Lobos Ranch Property.

Swolgaard, Craig. 2003. *Monitoring Stream Macroinvertebrates at Point Lobos State Reserve*.

TAMC. *See* Transportation Agency of Monterey County.

The Monterey Pine Forest Watch. 2011. *Coastal California's Living Legacy, The Monterey Pine Forest*. Pine Nut Press, Carmel-by-the-Sea, CA.

Thomson, J. 1997. *Explore Point Lobos State Reserve. A Visitor's Guide by Jeff Thomson*. Soquel, CA.

Tibesar, A. 1956. *The Writings of Junipero Serra* (4 Volumes). Academy of American Franciscan History, Washington, D.C. Available: https://babel.hathitrust.org/cgi/pt?id=uc1.b3929750; view=1up;seq =169. Accessed July 20, 2018.

TMPFW. *See* The Monterey Pine Forest Watch.

Transportation Agency of Monterey County. 2009 (March). *Draft Environmental Impact Report Carmel Hill and River Class I Bicycle Trail Project*. Salinas, CA.

_____. 2014. *Monterey County Regional Transportation Plan.* Salinas, CA.

U.S. Census Bureau. 2015. 2015 American Community Survey 1-Year Estimate. Available: https://www.census.gov/acs/www/data/data-tables-and-tools/. Accessed July 12, 2017.

U.S. Department of Transportation, Federal Highway Administration, and California Department of Transportation. 1973. *Final Environmental Impact Statement. Route 1 in Monterey County from 0.1 mile South of the Carmel River to 0.1 mile South of the Route 1/68 Interchange, a distance of 2.8 miles*. State Clearinghouse #84022103.

USDOT, FHWA, and Caltrans. *See* U.S. Department of Transportation, Federal Highway Administration, and California Department of Transportation.

U.S. Fish and Wildlife Service. 2004 (August 19). *Recovery Plan for Five Plants in Monterey County, California*. Portland, OR.

_____. 2018. National Wetlands Inventory. Available: http://www.fws.gov/wetlands/index.html. Accessed July 13, 2018.

USGenWeb. 2013. *Monterey County Biographies Hatton, William 1849*. Available: http://files.usgwarchives.net/ca/monterey/bios/hatton496gbs.txt. Accessed March 2013.

The Watershed Institute. 2004 (November 1). *Physical and Hydrologic Assessment of Carmel River Watershed California.* Seaside, CA.

_____. 2006. *Central Coast Watershed Studies, Wetland Habitat Types of the Carmel River Lagoon*. Report No. WI-2006-05. CSU Monterey Bay. Seaside, CA.

Wedel, W.R. 1935. Archaeological Reconnaissance of Point Lobos State Park. In *Point Lobos Reserve, Report of the Point Lobos Advisory Committee to the California State Park Commission,* pp. 629-658. Issued by Save-the-Redwoods League, University of California, Berkeley.

Whistler, K.W. 1977. *Wintun Prehistory: an Interpretation Based on Linguistic Reconstruction of Plant and Animal Nomenclature*. Proceedings of the Third Annual Meeting of the Berkeley Linguistics Society, pp. 157-174.

Woodward, Jim. 1986 (October). *A Cultural Resource Inventory of Carmel River State Beach*. California Department of Parks and Recreation. Sacramento, CA.

Chapter 3, Issues and Analysis

California State Parks. 2017 (July). *Sea Level Rise and Extreme Event Guidance for California State Parks.* Sacramento, CA.

CSP. *See* California State Parks.

EPA. *See* U.S. Environmental Protection Agency.

Golub, Sally. Partnership Development, Business Management Division, Golden Gate National Recreation Area. March 30, 2018—Telephone discussion with Stephen Bachman regarding Muir Woods National Monument visitor reservation system.

Monterey Peninsula Regional Park District. 2017. *Palo Corona Regional Park Draft General Development Plan*. Available: https://mprpd.specialdistrict.org/files/f3e42f7ce/Item0617-12C_AmendDWSPCRPGDP_Attach4.pdf. Accessed August 3, 2017.

MPRPD. *See* Monterey Peninsula Regional Park District.

National Snow and Ice Data Center. 2017. *Quick Facts.* Available: https://nsidc.org/cryosphere/quick facts/icesheets.html. Accessed July 23, 2018.

Noble, Sean. 2016. (January). *Assessment of Visitor Impacts on Coastal Bluff Erosion at Point Lobos State Natural Reserve.* Report prepared for California Department of Parks and Recreation, California State University Monterey Bay, and Point Lobos Foundation. Available: https://www.pointlobos.org/sites/default/files/inline-files/Noble_PLSNR_Coastal ErosionUserImpact.pdf. Accessed July 17, 2018.

U.S. Environmental Protection Agency. 2000. *Wastewater Technology Fact Sheets: Package Plants.* Available: https://www.epa.gov/sites/production/files/2015-06/documents/package_plant.pdf. Accessed July 23, 2018.

Chapter 4, Park Plan (Preferred Alternative)

Bachman, Steve. Senior Park and Recreation Specialist. California Department of Parks and Recreation. January 29, 2016—Written material for Draft Preferred Alternative, Planning Policy and Programming Committee Meeting.

California State Parks. 2010. *Planning Handbook*. Available: http://www.parks.ca.gov/pages/795/files/PLANNING_HANDBOOK_4-29-10.pdf. Accessed December 2017.

CSP. *See* California State Parks.

Chapter 5, Environmental Analysis

Section 5.6.1, Agricultural Resources

No references were used.

Section 5.6.2, Air Quality

Fehr & Peers. 2018 (February). *Carmel Area State Parks General Plan Traffic and Parking Study*. Prepared for Ascent Environmental, Inc. and California State Parks.

Section 5.6.3, Biological Resources

No references were used.

Section 5.6.4, Cultural Resources

No references were used.

Section 5.6.5, Geology, Soils, and Seismicity

California State Parks. 1979 (October). *Point Lobos State Reserve and Carmel River State Beach General Plan*. Sacramento, CA.

_____. 1988 (August). *Point Lobos State Reserve and Carmel River State Beach General Plan Amendment.* Sacramento, CA.

Transportation Agency of Monterey County. 2009 (March). *Draft Environmental Impact Report Carmel Hill and River Class I Bicycle Trail Project.* Salinas, CA.

Section 5.6.6, Greenhouse Gas Emissions and Climate Change

California Department of Water Resources. 2008. *Managing an Uncertain Future.* Available: http://www.water.ca.gov/climatechange/docs/ClimateChangeWhitePaper.pdf. Accessed September 2107.

California Energy Commission. 2017. *Cal-Adapt Annual Averages Tool for GRID CELL (36.53125, -121.96875).* Available: http://cal-adapt.org/tools/annual-averages/#climatevar=tasmin&scenario=rcp85&lat=36.53125&lng=-121.96875&boundary=locagrid&units=fahrenheit. Accessed September 2017.

California Natural Resources Agency. 2012. *Our Changing Climate 2012: Vulnerability & Adaptation to the Increasing Risks from Climate Change in California.* Available: http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf. Accessed September 2017.

Intergovernmental Panel on Climate Change. 2015. *Climate Change 2014 Synthesis Report.* Available: https://www.ipcc.ch/report/ar5/syr/. Accessed September 2017.

IPCC. *See* Intergovernmental Panel on Climate Change.

Section 5.6.7, Hazards and Hazardous Materials

California Department of Toxic Substances Control. 2017. *EnviroStor Hazardous Waste and Substances Site List.* Available: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed September 12, 2017.

California Environmental Protection Agency. 2017a. List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit. Available: http://calepa.ca.gov/wp-content/uploads/sites/34/2016/10/Site Cleanup-CorteseList-CurrentList.pdf. Accessed September 12, 2017.

_____. 2017b. Cortese List: Section 65962.5(a), Available: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/. Accessed September 12, 2017.

Coffman Associates. 2017 (January). *Monterey Regional Airport Land Use Compatibility Plan Update.* Available: http://www.co.monterey.ca.us/home/showdocument?id=18696. Accessed September 2017.

Section 5.6.8, Hydrology and Water Quality

No references were used.

Section 5.6.9, Noise

Coffman Associates. 2017 (January). *Monterey Regional Airport Land Use Compatibility Plan Update.* Available: http://www.co.monterey.ca.us/home/showdocument?id=18696. Accessed September 2017.

Federal Transit Administration. 2006 (May). *Transit Noise and Vibration Impact Assessment.* Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed September 2017.

Section 5.6.10, Public Services and Utilities

No references were used.

Section 5.6.11, Recreation

No references were used.

Section 5.6.12, Scenic Resources

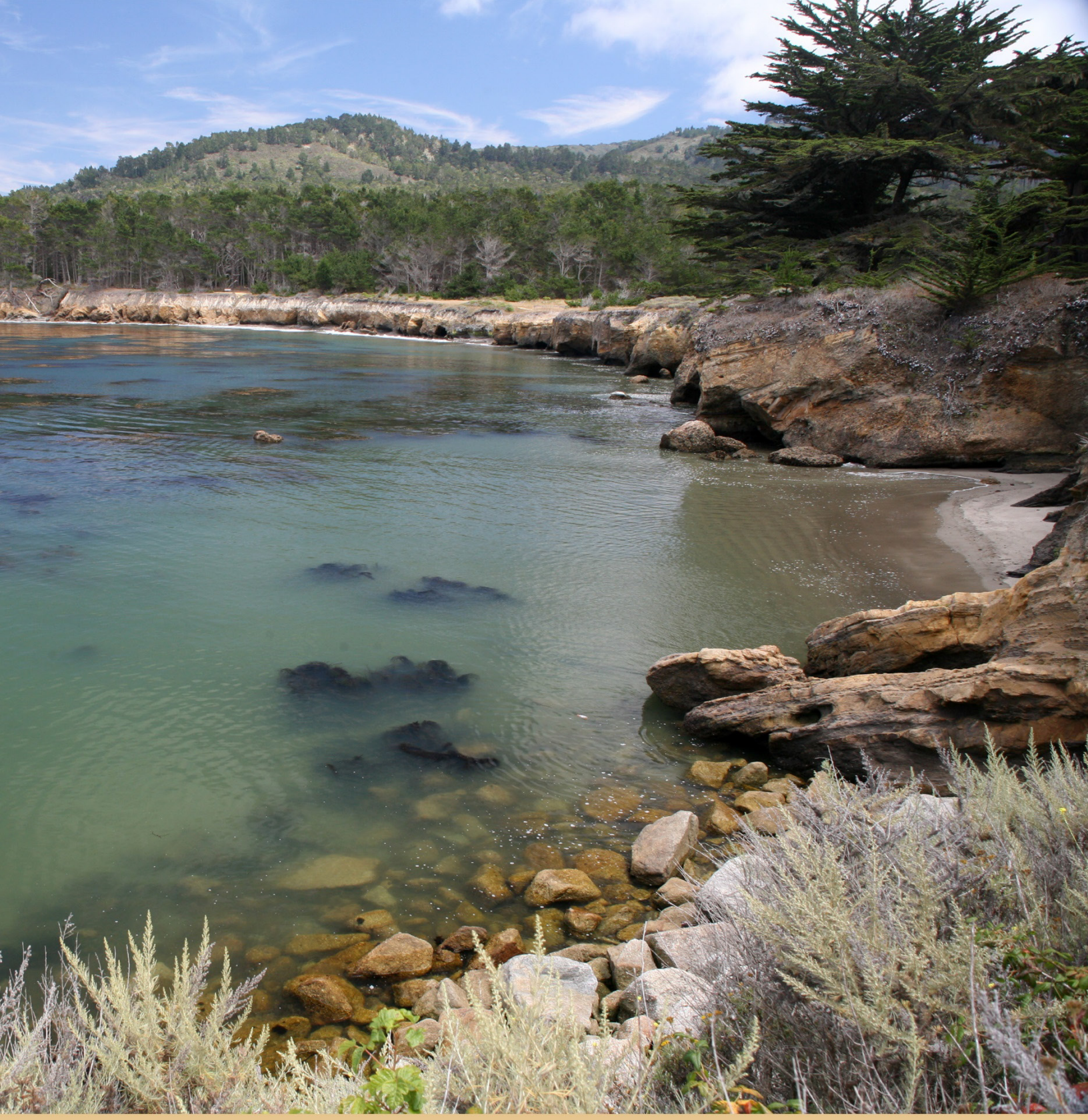
No references were used.

Section 5.6.13, Traffic and Transportation

Fehr & Peers. 2018 (February). *Carmel Area State Parks General Plan Traffic and Parking Study*. Prepared for Ascent Environmental, Inc. and California State Parks.

Golub, Sally. Partnership Development, Business Management Division, Golden Gate National Recreation Area. March 30, 2018—Telephone discussion with Stephen Bachman regarding Muir Woods National Monument visitor reservation system.

This page intentionally left blank.



Chapter 7

REPORT CONTRIBUTORS

7 REPORT CONTRIBUTORS

California State Parks (CSP) and consultant staff contributing to the preparation of the Preliminary General Plan and Draft Environmental Impact Report are listed as follows.

California State Parks

Monterey District

2211 Garden Road
Monterey, CA 93940

Brent Marshall ..... District Superintendent
Stephen Bachman (CSP Co-leader) .... Senior Park and Recreation Specialist/Senior Environmental Scientist
James Bilz ..... Sector Superintendent III
Matt Bischoff ..... State Park Historian III
Patricia Clark-Gray ..... District Interpretive Specialist
Jeff Frey ..... Environmental Scientist
John Hiles ..... State Park Maintenance Chief III
Sean James ..... State Park Superintendent II
Amy Palkovic ..... Environmental Scientist
Jill Poudrette ..... Park and Recreation Specialist
Rae Schwaderer ..... Associate State Archaeologist

Northern Service Center, Planning and Design Section

One Capitol Mall, Suite 410
Sacramento, CA 95814

Steve Musillami ..... Senior Landscape Architect; Manager, Planning and Design Section
Ellie Wagner (CSP Co-leader) ..... Associate Landscape Architect
Scott Green ..... Associate State Archaeologist

Consultant Team

Ascent Environmental

455 Capitol Mall, Suite 300
Sacramento, CA 95814

Curtis E. Alling, AICP ..... Principal Planner/Project Manager
Heidi Gen Kuong, AICP ..... Associate Planner/Assistant Project Manager
Fran Ruger ..... Senior Environmental Planner/Environmental Analysis Lead
Mike Parker, AICP ..... Senior Environmental Planner
Stephanie Rasmussen ..... Natural Resources Specialist
Elizabeth Boyd, AICP ..... Planner

Kristi Black, JD ..... Senior Environmental Planner
Chris Mundhenk ..... Senior Environmental Planner
Julia Wilson ..... Environmental Planner
Kirsten Burrowes ..... Planner
Steve Henderson ..... Senior Biologist
Allison Fuller ..... Biologist
Corey Alling ..... Graphics Specialist
Gayiety Lane ..... Production Specialist
Lisa Merry ..... GIS Specialist

Fehr & Peers, Transportation Consultants

160 W. Santa Clara Street, Suite 675
San Jose, CA 95113

Matt Haynes ..... Principal Transportation Planner
Charlie Coles ..... Transportation Planner

New Economics & Advisory

508 Gibson Drive, Suite 260
Roseville, CA 95678

Isabel Domeyko ..... Principal Economist

practiceNATURE

San Francisco, CA

Donna Plunkett ..... Landscape Architect/Planner

Bucy Associates

2921 NW Hayes Street
Corvallis, OR 97330

Dave Bucy, Ph.D ..... Senior Interpretive Specialist