

**Final Initial Study/Mitigated Negative Declaration
for the
PARKIT! SHUTTLE PROGRAM & DAY-USE RESERVATION SYSTEM
State Clearinghouse # 2021100338**

Lead Agency:



State of California
DEPARTMENT OF PARKS AND RECREATION
Monterey District
Contact: Brent Marshall
Monterey District Superintendent
(831) 649 - 2836

Prepared by:



Denise Duffy & Associates
947 Cass Street, Suite 5
Monterey, CA 93940
Contact: Tyler L. Potter, J.D., AICP

September 2022

Table of Contents

1.0	INTRODUCTION	1
1.1	Background	1
1.2	Existing State Parks Access Programs.....	3
1.3	State Parks - Standard Project Requirements	4
1.4	Public Participation	8
2.0	RESPONSE TO COMMENT	9
2.1	Introduction.....	9
2.2	List of Comment Letters	9
2.3	Master Response to Comments	12
	Master Response 1: Project Support	12
	Master Response 2: Project Opposition	13
	Master Response 3: Marathon Flats Site Opposition	13
	Master Response 4: Palo Corona Regional Park Opposition	16
	Master Response 5: Local Access.....	16
	Master Response 6: Congestion at Rio Road	17
	Master Response 7: Aesthetic Impacts	19
2.4	Response to Comments	20
3.0	REVISIONS TO THE DRAFT IS/MND	324

This page intentionally left blank.

1.0 INTRODUCTION

1.1 Background

This document, together with the Draft IS/MND, constitutes the Final Initial Study/Mitigated Negative Declaration (“Final IS/MND”) for the ParkIT! Shuttle Program & Reservation System (“Proposed Project”). The Final IS/MND consists of an introduction, comment letters received during the 30-day public review period, responses to comments, including master responses to comments, and revisions to the Draft IS/MND.

The California Department of Parks and Recreation (“State Parks” or “Parks”) is acting as the Lead Agency pursuant to CEQA Guidelines Sec. 15050(a). As the Lead Agency, State Parks prepared an Initial Study pursuant to CEQA Guidelines Sec. 15063, Sec. 15070 and Sec.15152. State Parks circulated the Draft IS/MND for agency and public review during a 30-day public review period pursuant to CEQA Guidelines Sec. 15073. State Parks prepared the Draft IS/MND to inform the public of the potential environmental effects associated with the Proposed Project and identify possible ways to minimize potential adverse environmental effects. This Final IS/MND evaluates and responds to comments received on the Draft IS/MND in accordance with CEQA Guidelines Sec. 15074.

This IS/MND is a “tiered” Mitigated Negative Declaration pursuant to CEQA Guidelines Sec. 1152(a),¹ This IS/MND tiered off previous environmental analysis conducted by State Parks in connection with the Carmel Area State Parks General Plan (“General Plan”). State Parks adopted the General Plan and certified a programmatic Environmental Impact Report (“EIR”) in 2021. The EIR contained an evaluation of potential environmental effects associated with the implementation of the General Plan at a programmatic level. The General Plan and associated EIR recognized that State Parks would potentially pursue a future shuttle program, including potential parking facilities at the Marathon Flats site. The General Plan and EIR contained a generalized analysis of potential environmental effects and identified that State Parks would conduct future project-level environmental review at the time State Parks proposed a shuttle program. This IS/MND incorporates by reference, the previous environmental analysis conducted in support of the General Plan pursuant to the requirements of CEQA Guidelines Sec. 15152(a) and Sec, 15150.

The Proposed Project consists of two (2) primary project components: 1) the ParkIT! Shuttle Program and associated subcomponents; and 2) State Park’s proposed State Parks - Day-Use

¹ Pursuant to CEQA Guidelines §15152 the analysis of general matters contained in a broader EIR may be incorporated into a later EIR or Negative Declaration on a narrower project wherein the previous analysis is incorporated by reference. This process allows future environmental analysis on narrower projects to focus on those issues that are specific to a later project. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration (CEQA Guidelines §15152(b)).

Reservation System for visitors to Point Lobos (“Point Lobos”). As discussed above, the General Plan and associated EIR identified the need to implement a reservation system to address the level of peak-demand and total visitation at Point Lobos (see General Plan and EIR at pg. ES-6, 3-4), and to improve the visitor experience (see General Plan and EIR at pg. ES-12, 3-13). The General Plan and Draft EIR identified that it is State Parks intent to implement a reservation system at Point Lobos on a continuous basis or during peak-demand periods (i.e., seasonally).

ParkIT! Shuttle Program

The ParkIT! Shuttle Program consists of three (3) elements: 1) construction of an alternative parking facility located at a portion of vacant land commonly known as Marathon Flats; 2) temporary use of the Blue Roof Office Buildings’ parking lot and/or Palo Corona Regional Park parking lot while the Marathon Flats parking facility is under construction; and 3) shuttle service between Marathon Flats (or temporarily from the Blue Roof Office Buildings’ parking lot), Palo Corona Regional Park, Point Lobos, and access for the public to San Jose Creek trailhead when it opens to the public.

The ParkIT! Shuttle Program would require reservations for visitors of Point Lobos exclusively. Furthermore, the shuttle would provide transportation from Palo Corona to Point Lobos and back. No element of the Proposed Project would change how Palo Corona Regional Park currently operates (i.e., a reservation would not be needed to access Palo Corona Regional Park – the Proposed Project would merely provide a shuttle option between Palo Corona Regional Park and Point Lobos).

Marathon Flats Facility

Day-use visitors to Point Lobos, San Jose Creek trail (once open to the public), and Palo Corona Regional Park would utilize the Marathon Flats Facility as an alternative parking location. This parking lot would: 1) serve as an access location for Point Lobos, San Jose Creek trail (once open to the public), and Palo Corona Regional Park; 2) reduce congestion on SR 1; and, 3) minimize potential pedestrian/vehicle conflicts along SR 1. Parking would continue to be available at Palo Corona Regional Park consistent with existing conditions, but visitors could elect to park at the Marathon Flats Facility as an alternative parking location. The proposed parking facility would be a gravel lot (i.e., unpaved) and would include approximately 100 parking spaces (including required accessible spaces) and restroom facilities.

State Parks - Day-Use Reservation System

State Parks would implement a reservation system to address the rapid, unsustainable visitation growth at Point Lobos. To enter Point Lobos, all visitors other than State Parks staff, Point Lobos Foundation staff, and docents on duty will need a reservation. Reservations will be made for one (1) of four (4) locations: in-reserve parking; offsite parking at the Marathon Flats Facility; Palo Corona Regional Park, or walk-in. Visitors can request a reservation for any of the four (4) locations online or in person. State Parks will implement a public outreach program to inform

visitors that a reservation will be necessary to access Point Lobos. Outreach will include updated signage, information on State Park's website, press releases, and other similar methods. If, during Park operations, State Parks observes adverse impacts because of visitor overuse, State Parks would implement adaptive management strategies to mitigate and minimize the impacts consistent with current practices.

As discussed in the IS/MND, State Parks would hire a vendor to implement and manage the reservation system (see Draft IS/MND at pg. 8). State Parks has not determined the specific operational details pertaining to the reservation system (e.g., fees, operation times) at this time. State Parks will develop these specifics in the future based on the results of a fee assessment survey and in consultation with other regulatory agencies, including the County of Monterey and California Coastal Commission as part of the Coastal Development Permit ("CDP") process. State Parks will rely on this information to determine the most effective reservation approach for Point Lobos. As CEQA Lead Agency, State Parks determined that this information is not necessary to evaluate the potential physical environmental effects associated with the proposed reservation system.

1.2 Existing State Parks Access Programs

The Proposed Project is intended to facilitate public access consistent with the goals and guidelines of the General Plan and EIR. While the Proposed Project includes a proposed Day Use Reservation System and related fees (e.g., parking fees, shuttle fees, and Park entrance fees), State Parks implements a number of programs to promote public access within park units, including Point Lobos, to ensure that parks remain available to everyone. These programs include, but are not limited to, the following:

- Free passes for fourth grade students and their families to 19 select park units.
- The Golden Bear pass provides free vehicle day use access to over 200 park units for those with limited income, including CalWORKS recipients, Supplemental Security Income recipients, and those 62 years of age and below income thresholds².
- Californians can check out a Library Pass to gain free access to every state park in California. Distinguished Veterans are also eligible for free passes and those 62 and over can purchase a \$20 annual pass for free entry into state parks during non-peak season.
- Individuals with permanent disabilities are eligible for 50% discount on day use fees.

In addition to the access programs provided by State Parks, the Point Lobos Foundation, through the financial support of several local community and private foundations, provides no cost docent led visit to elementary schools and students throughout Monterey County, including Title-One schools.

² Income thresholds for individuals 62 years or older are categorized by single individuals and married or registered domestic partnerships. If single, the income threshold is \$1,482 per month. If married or in a registered domestic partnership the income threshold is \$2,004. For more information please visit: [California State Park Passes](#)

1.3 State Parks - Standard Project Requirements

In addition to the project-specific mitigation measures identified in this IS/MND, State Parks also implements standard project design measures (referred to as “Standard Project Requirements”) as part of all projects. These measures are intended to ensure that State Parks’ projects include measures as part of project design to reduce potential adverse environmental effects. State Parks includes these measures as part of all projects (to the extent applicable to a project). **Table 1** identifies State Parks’ Standard Project Requirements applicable to the Proposed Project. These general requirements are tailored to each individual project based on the individual needs and circumstances of the project. State Parks would implement the requirements identified in **Table 1** as part of the Proposed Project. It is important to note that these measures do not constitute mitigation measures for the purposes of CEQA. Rather, these measures are project design features included as part of the Proposed Project. The mitigation measures identified in this IS/MND are adequate to ensure that all impacts would be less than significant. The following measures are additive and are intended to highlight State Parks’ efforts to proactively ensure that environmental issues are addressed through project design.

**Table 1
California Department of Parks and Recreation
Standard Project Requirements**

Environmental Topic	Requirement
Aesthetics	
Aesthetics	<ul style="list-style-type: none"> ▪ Projects will be designed to incorporate appropriate park scenic & aesthetic values including the choices for: specific building sites, scope & 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. ▪ DPR will store all project-related materials outside of the viewshed. ▪ The Contractor will equip any permanent structure 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.
Air Quality	
Dust Control	<ul style="list-style-type: none"> ▪ During dry, dusty conditions, all active construction areas will be lightly sprayed with water, a 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.

	<ul style="list-style-type: none"> ▪ Paved streets adjacent to the Park will be swept at the end of each day, or as required, to remove excessive accumulations of silt and/or mud which 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 project-related activities where visible emissions (dust) cannot be controlled by watering or conventional dust abatement controls.
Biological Resources	
Tree Protection	<ul style="list-style-type: none"> ▪ Any trenching within a “structural root zone” will be completed by hand; no roots two inches or larger in diameter will be cut or damaged. ▪ No ground-disturbing activities will be allowed within five (5) times the diameter-at-breast-height (“dbh”) of trees that are to be retained, unless approved in advance by a DPR-approved biologist, forester, or certified arborist.
Invasive Species	<ul style="list-style-type: none"> ▪ All construction equipment shall arrive free and clear of any dirt or seeds to avoid introduction of invasive plants to the project area. ▪ All project activities that could spread non-native, invasive species to new locations will be subject to Best Management Practices developed by the Cal-IPC and available online at http://www.cal-ipc.org/ip/prevention/index.php.
Wildlife	<ul style="list-style-type: none"> ▪ To prevent trapping of wildlife, all holes and trenches will be covered at the close of each working day with plywood or similar materials, or will include escape ramps constructed of earth fill or wooden planks; all pipes will be capped. ▪ A DPR-approved biologist, or other staff trained by a DPR-approved biologist will inspect trenches and pipes for wildlife at the beginning of each workday. If a trapped animal is discovered, they will be released in suitable habitat at least 100 feet from the project area.
Nesting Raptors and Other Migratory Birds	<ul style="list-style-type: none"> ▪ Contractor shall schedule construction activities between February 1 and August 31 (nesting season) only under the following conditions: <ul style="list-style-type: none"> ○ If nesting raptors are observed during DPR pre-construction breeding season surveys, the Contractor shall not work within the 200-foot buffer zone of the active nest until after the young have fledged and there is no evidence of a second attempt at nesting, as determined by a DPR-approved biologist; or ○ If active migratory bird nests are located during DPR surveys, the Contractor shall not work within a minimum 50-foot radius buffer zone of the nest tree until the nest is vacated, juveniles have fledged, and there is no evidence of a second nesting attempt as determined by a DPR biologist.
Cultural Resources	
General Cultural Standard Requirements	<ul style="list-style-type: none"> ▪ Prior to the start of construction, a DPR-approved cultural resources specialist will consult with the contractor and project manager to identify all resources that must be protected. ▪ At the discretion of the DPR-approved cultural resources specialist, mechanized vehicles on cultural resource sites will be restricted to a short term use of rubber tire tractors only. All such vehicles must enter and exit resource(s) via the same route of travel and are strictly prohibited from turning on the surface of site(s). ▪ Prior to the start of construction, a DPR-approved cultural resources specialist will train construction personnel in cultural resource identification and protection procedures.

	<ul style="list-style-type: none"> ▪ A DPR-approved cultural resources specialist will photo-document all aspects of the project before, during, and after construction and the photos will be added to historical records (archives) for the park. ▪ Prior to the start of project and to the extent not already completed, a DPR-approved cultural resources specialist 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.
Archaeologist's Standard Requirements	<ul style="list-style-type: none"> ▪ Prior to the start of construction, a DPR-approved cultural resources specialist will flag and/or fence all cultural resources not directly affected by the current project. ▪ Archaeological data recovery will accomplish all project-related earth-moving within the boundaries of the site, and a DPR-approved archaeologist will be present to monitor all construction activity. ▪ If ground disturbing activities uncover unanticipated cultural resources (including, but not limited, to dark soil containing shellfish, bone, flaked stone, ground stone, or deposits of historic ash), the Contractor will temporarily halt or divert work within the immediate vicinity of the find until a DPR-approved cultural resources specialist evaluates the find and determines the appropriate treatment and disposition of the cultural resource. ▪ The Contractor will notify the DPR Northern Service Center or District Cultural Resource Specialist a minimum of three weeks prior to the start of ground-disturbing work to schedule archaeological monitoring unless other arrangements are made in advance.
Geology and Soils	
Standard Geology and Soils	<ul style="list-style-type: none"> ▪ No track-mounted or heavy-wheeled vehicles will be driven through areas during the rainy season or when soils are saturated to avoid compaction and/or damage to soil structure.
Hazards and Hazardous Materials	
Standard Hazards 1: Spill Prevention	<ul style="list-style-type: none"> ▪ Prior to the start of on-site construction activities, the Contractor 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, the Project Engineer or contractor will prepare a Spill Prevention and Response Plan (SPRP) as part of the Storm Water Pollution Prevention Plan (SWPPP) for DPR 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); <ul style="list-style-type: none"> ○ 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. ▪ The contractor 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,

	<p>to prevent the dispersal of wash water beyond the boundaries of the decontamination area, including over-spray.</p>
<p>Fire Safety</p>	<ul style="list-style-type: none"> ▪ Prior to the start of construction, the Project Manager or Contractor will develop a Fire Safety Plan for DPR 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 away 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 CalFire and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire. ▪ Prior to the start of on-site construction activities, the Contractor will clean and repair (other than emergency repairs) all equipment outside the project site boundaries. <p>Under dry conditions, a filled water truck and/or fire engine crew will be onsite during activities with the potential to start a fire. The Contractor 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.</p>
<p>Hydrology/Water Quality</p>	
<p>Water Quality</p>	<ul style="list-style-type: none"> ▪ Prior to the start of construction involving ground-disturbing activities, the Project Engineer or Contractor 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. ▪ 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 or if an un-seasonal storm is anticipated, the Contractor will properly winterize the site 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. ▪ The Contractor will install appropriate energy dissipators at water discharge points, as appropriate
<p>Noise</p>	
<p>Noise Reduction</p>	<ul style="list-style-type: none"> ▪ Temporary or permanent noise barriers such as berms or walls will be used, as appropriate, to reduce noise levels.

	<ul style="list-style-type: none"> ▪ 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. ▪ The Contractor will locate stationary noise sources and staging areas as far from potential sensitive noise receptors, as possible. If they must be located near potential sensitive noise receptors, stationary noise sources will be muffled or shielded, and/or enclosed within temporary sheds. ▪ Construction activities will generally be limited to the daylight hours, Monday – Friday. If work during weekends or holidays is required, no work will occur on those days before 8:00 a.m. or after 5:00 p.m. ▪ Internal combustion engines used for any purpose at the job site will be equipped with a muffler of a type recommended by the manufacturer. 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.
--	--

1.4 Public Participation

Pursuant to CEQA Guidelines Sec. 15073(a), State Parks circulated the Draft IS/MND for a 30-day review period. On October 20, 2021, State Parks distributed the Draft IS/MND for public review to responsible and trustee agencies, interested groups, and individuals. The review period ended on November 19, 2021. State Parks received 109 comment letters on the Draft IS/MND. This Final IS/MND includes all comment letters received by State Parks as of January 11, 2022.

2.0 RESPONSE TO COMMENT

2.1 Introduction

This section provides responses to comments on the Draft IS/MND. This section contains all information available in the public record related to the Draft IS/MND as of January 11, 2022 and responds to comments received during the review period.

2.2 List of Comment Letters

The following is a list of comment letters received on the Draft IS/MND:

State/Federal Agencies Date

- A. California Coastal Commission..... January 11, 2022³
- B. State of California Department of Transportation.....November 09, 2021

Local Agencies/Organizations

- C. Carmel Highlands Land Use Advisory CommitteeNovember 16, 2021
- D. Carmel Valley AssociationNovember 18, 2021
- E. Carmel Valley Partners.....November 19, 2021
- F. Esselen Tribe of Monterey County.....November 19, 2021
- G. Kakoon Ta Ruk Band of OhloneNovember 19, 2021
- H. Monterey County Housing & Community Development November 19, 2021
- I. Monterey-Salinas Transit.....November 19, 2021
- J. Transportation Agency for Monterey County.....November 19, 2021

Individuals

- K. Alexanne Mills.....November 13, 2021
- L. Alicia MeheenNovember 12, 2021
- M. Amy AndersonNovember 14, 2021
- N. Ann Jensen.....November 13, 2021
- O. Arthur CookNovember 17, 2021
- P. Audrey MorrisNovember 16, 2021
- Q. Augie Louis.....November 22, 2021
- R. Bill Clancy.....November 13, 2021
- S. Bobbe CollinsNovember 14, 2021
- T. Charlotte SalomonNovember 15, 2021
- U. Cheryl SwardNovember 12, 2021

³ California Coastal Commission provided a letter dated November 15, 2021 that stated that the agency was reviewing the project and would provide a formal response at a later date.

V.	Christopher Cassidy.....	November 15, 2021
W.	Claire Gorman	November 16, 2021
X.	Clark Anderson	November 17, 2021
Y.	Dan Kieg.....	November 16, 2021
Z.	Diana Fish	November 15, 2021
AA.	Diana Guerrero	November 14, 2021
BB.	Diane Harrison.....	November 15, 2021
CC.	Dick Gorman.....	November 17, 2021
DD.	Doane Hoag	November 17, 2021
EE.	Doug Paul.....	November 17, 2021
FF.	Edith Law.....	November 17, 2021
GG.	Elaine Hustedt	November 12, 2021
HH.	Ellen Weston	November 19, 2021
II.	Fran Leve	November 17, 2021
JJ.	Garth Hall	November 12, 2021
KK.	Gwyn De Amaral.....	November 16, 2021
LL.	Helen Moritz	November 12, 2021
MM.	Helga Fellay.....	November 13, 2021
NN.	Jack Arnold.....	November 19, 2021
OO.	Jackie Pierce	November 14, 2021
PP.	Jackson Nickerson.....	November 17, 2021
QQ.	Jamelle Angelelo	November 12, 2021
RR.	Jay Cohen	November 22, 2021
SS.	Jean Rasch.....	November 13, 2021
TT.	Joan Brophy Thomas.....	November 17, 2021
UU.	Joan Wynar	November 15, 2021
VV.	John Borelli.....	November 17, 2021
WW.	John Castro	November 14, 2021
XX.	John Heyl.....	November 12, 2021
YY.	Juan Mancheno	November 12, 2021
ZZ.	Judith Burdick	November 18, 2021
AAA.	Julie Parker Barta	November 12, 2021
BBB.	Karen Sonnergren	November 14, 2021
CCC.	Karen Wood.....	November 12, 2021
DDD.	Kim Weston	November 15, 2021
EEE.	Lawrence Wallace	November 18, 2021
FFF.	Leon Silverman.....	November 17, 2021
GGG.	Linda Arroz	November 14, 2021
HHH.	Linda Mullally	November 17, 2021
III.	Linda Pallotta	November 18, 2021
JJJ.	Liz Parker	November 14, 2021
KKK.	Lynne Lewis.....	November 13, 2021
LLL.	Madeleine Delman.....	November 22, 2021

MMM.	Margaret Alvarez	November 19, 2021
NNN.	Margaret Robbins	November 12, 2021
OOO.	Mark McDonald.....	November 16, 2021
PPP.	Marta Lynch.....	November 19, 2021
QQQ.	Mary Barrett.....	November 15, 2021
RRR.	Mary Kay King	November 14, 2021
SSS.	Maya Rizzo.....	November 24, 2021
TTT.	Nanci Hubby	November 14, 2021
UUU.	Nancy Bennett	November 17, 2021
VVV.	Nancy Harray.....	November 14, 2021
WWW.	Norman Leve	November 17, 2021
XXX.	Olivia Colombo	November 12, 2021
YYY.	Pamela Chrislock.....	November 16, 2021
ZZZ.	Pamela Gallaway	November 13, 2021
AAAA.	Pat Roberts.....	November 18, 2021
BBBB.	Pat Ward.....	November 13, 2021
CCCC.	Patrick McGibney.....	November 14, 2021
DDDD.	Patrick Whisler.....	October 20, 2021
EEEE.	Patty Armstrong.....	November 14, 2021
FFFF.	Paul Reps	November 13, 2021
GGGG.	Polly Pratt	November 12, 2021
HHHH.	Robert Hale	November 18, 2021
IIII.	Robert Montgomery	November 15, 2021
JJJJ.	Robert Walker.....	November 11, 2021
KKKK.	Rodney Hunter.....	November 22, 2021
LLLL.	Sandra Cassidy	November 14, 2021
MMMM.	Sarah Wadsworth	November 17, 2021
NNNN.	Scott Gale.....	November 14, 2021
OOOO.	Stephanie Paine	November 15, 2021
PPPP.	Susan Greenbaum.....	November 12, 2021
QQQQ.	Susan Rafeiro	November 16, 2021
RRRR.	Suzanne Safar	November 14, 2021
SSSS.	Suzanne Walker	November 18, 2021
TTTT.	Tania Grant.....	November 15, 2021
UUUU.	Taylor	November 12, 2021
VVVV.	The Chambers	November 13, 2021
WWWW.	The Grosses	November 17, 2021
XXXX.	The Knapps	November 18, 2021
YYYY.	The Ords.....	November 16, 2021
ZZZZ.	The Schwartzes	November 19, 2021
AAAAA.	The Tandons	November 13, 2021
BBBBB.	The Watsons	November 12, 2021
CCCCC.	Veronica Scott	November 17, 2021

DDDDD. Virginia Robertson	November 22, 2021
EEEE. Wendy Palmer	November 18, 2021

2.3 Master Response to Comments

This section provides master responses to comments or issues that were raised in multiple comment letters (i.e., these responses address similar comments that appear in multiple letters). The intent of a master response is to provide a comprehensive response to an issue so that all aspects of the issue can be addressed in a coordinated and organized manner in one location. This ensures that each topic is thoroughly addressed and reduces the repetition of responses that raise similar issues.

When an individual comment raises an issue discussed in a master response, the response to that comment includes a reference to the appropriate master response. For example, if a comment identifies a preference that Palo Corona Regional Park not be included as part of Proposed Project, the response will include the statement, “Please see **Master Response 4: Palo Corona Regional Park Opposition.**” Individual response to each comment are included in **Section 2.4, Comments and Response on the Draft IS/MND.**

The master responses address comments related to the level of environmental analysis required under CEQA, additional information and responses regarding support of the Project, opposition for the Project, opposition to the use of the Marathon Flats Facility, the inclusion of Palo Corona Regional Park, local access, congestion at Rio Road, and aesthetics.

MASTER RESPONSE 1: PROJECT SUPPORT

Comment: Several comments expressed support for the Proposed Project. In general, these comments expressed support for the Proposed Project because it would protect the natural resources at Point Lobos, improve public safety, and improve visitor access and experience. These comments stated that the Proposed Project should be approved because the park is being “loved to death,” existing parking along SR 1 poses serious safety issues and congestion, and existing peak visitation degrades the visitor’s experience.

Response: Many of the comments demonstrated support for the merits of the Proposed Project. Pursuant to Public Resources Code Sec. 21091(d)(1), the lead agency shall consider comments received on the draft proposed mitigated negative declaration. Sec. 21091(d)(2)(A) states that the lead agency shall consider comments received on environmental issues. CEQA Guidelines Sec. 15088 further identifies that a lead agency shall respond “to comments raising significant environmental issues.” Comments that do not raise a substantive environmental issue do not warrant a detailed response under CEQA. Comments on the merits of a project, such as this comment, do not raise a substantive environmental issue related to the CEQA analysis. Because this comment does not raise an environmental issue under CEQA, no response is required. State Parks appreciates this comment. Comment acknowledged.

This response is applicable to the following comments: M-1, N-1, O-1, S-1, T-1, BB-1, DD-1, MM-1, NN-1, OO-1, UU-1, YY-1, ZZ-1, AAA-1, BBB-1, CCC-1, DDD-1, GGG-1, JJJ-1, KKK-1, MMM-1, QQQ-1, RRR-1, UUU-1, VVV-1, ZZZ-1, BBBB-1, CCCC-1, DDDD-1, FFFF-1, JJJJ-1, RRRR-1, TTTT-1, WWWW-1, ZZZZ-1, AAAAA-1, DDDDD-1, EEEEE-1

MASTER RESPONSE 2: PROJECT OPPOSITION

Comment: State Parks received several comments on the merits of the Proposed Project. Specifically, these comments opposed the Proposed Project for several reasons, including:

- It imposes broad restrictions that do not target peak periods.
- The Proposed Project would be costly.
- The reservation system would inconvenience residents.
- Proposed Project would not reduce number of visitors at Point Lobos.

These comments typically related to the merits of the Proposed Project and did not directly raise a substantive environmental issue warranting a response under CEQA. Comments opposed to the Proposed Project that raised a substantive environmental issue (e.g., aesthetics, traffic, etc.) are addressed separately.

Response: Many of the comments opposed to the Proposed Project were on the merits of the Proposed Project. Pursuant to Public Resource Code Sec. 21091(d)(1), the lead agency shall consider comments received on the draft proposed mitigated negative declaration. Sec. 21091(d)(2)(A) states with respect to the consideration of comments received, the lead agency shall evaluate any comments on environmental issues that are received. CEQA Guidelines Sec. 15088 further identifies that a lead agency shall respond “to comments raising significant environmental issues.” Comments that demonstrated opposition on the merits of the Proposed Project are not comments that raise a substantive environmental issue requiring a response under CEQA. As a result, a detailed response to these comments is not warranted. Comment acknowledged.

*This response is applicable to the following comments: P-1, PP-4, QQ-1, III-1, YYY-1, SSSS-9
BBBBB-1*

MASTER RESPONSE 3: MARATHON FLATS SITE OPPOSITION

Comment: State Parks received several comments opposed to the use of the Marathon Flats site. Reasons for opposition include:

- The elimination of the existing “open space” and walkway that residents currently utilize.
- It would increase traffic within the Crossroads Carmel shopping center and along Rio Road.
- The parking lot would be aesthetically displeasing.

These comments further suggest that the Marathon Flats site is an inappropriate location for a future parking area. Instead, these comments suggest that State Parks should utilize land across from Point Lobos to develop a new parking facility or utilize the existing lot at the Palo Corona Regional Park (previously referred to as Rancho Canada Golf Course).

Response: Comments opposed to the Proposed Project on the basis that the Marathon Flats site constitutes “open space” inaccurately characterize the site. The Marathon Flats site is currently owned and operated by State Parks and is not zoned as open space (see Draft IS/MND at pg. 92). Moreover, the Marathon Flats site is routinely used for a variety of purposes (e.g., seasonal commercial uses, special event staging and parking, etc.). State Parks also identified the Marathon Flats site as a potential location for a parking facility in the General Plan and EIR, which was adopted in 2021. State Parks previously considered the use of different locations for potential alternative parking facilities, which included the Lower Hatton Canyon Property and Marathon Flats. Furthermore, the existing Lower Hatton Multi-Use Trail would not be impacted by the proposed parking lot (see Draft IS/MND at pg. 12).

Comments also opposed the Marathon Flats site on the basis that it would create traffic at the Crossroads Carmel shopping center and along Rio Road. The IS/MND appropriately concluded that the Proposed Project would not have a significant transportation related effect based on the findings of a project-level traffic analysis that was prepared in consultation with the County of Monterey and Caltrans (see Draft IS/MND at pg. 121 and Higgins at pg. 17). Please refer to **Master Response 6** for more information regarding potential traffic related impacts.

The Draft IS/MND also addressed potential aesthetic related impacts as a result of the Proposed Project (see Draft IS/MND at pg. 26). Comments that raised concerns or opposed the Marathon Flats site on the basis of the commenters’ subjective opinion that the Proposed Project would be aesthetically unpleasing lack merit. State Parks appropriately evaluated the potential aesthetic-related impacts associated with the Proposed Project and concluded, based on substantial evidence, that the Proposed Project would not result in a significant aesthetic-related impact. Please refer to **Master Response 7** for more information.

These comments also oppose the Marathon Flats site on the basis that there are other alternative locations that could accommodate additional parking. Specifically, these commenters suggest that there is available parking at Palo Corona Regional Park or a new parking facility could be developed on the eastside of SR 1 across from Point Lobos. First, there is inadequate available parking at Palo Corona Regional Park to accommodate the proposed parking needs associated with the Proposed Project while also accommodating existing parking demand at Palo Corona Regional Park. The Proposed Project would utilize up to 25 parking spaces at Palo Corona Regional Park, but the Proposed Project would not be able to utilize all the available parking spaces. This parking lot is not owned or operated by State Parks and is for visitors of the regional park and the associated on-site uses. Second, relocating parking to Palo Corona Regional Park would also result in additional traffic related impacts beyond those associated with the Proposed

Project. Specifically, use of this site for parking would displace existing traffic traveling along SR 1 that would otherwise be traveling to Point Lobos and would distribute additional traffic along Carmel Valley Road. Finally, the proposed shuttle stop at Palo Corona Regional Park is primarily intended to provide an alternative parking location for users at Palo Corona Regional Park who intend to use San Jose Creek trail (once open). For these reasons, the use of the Palo Corona Regional Park parking lot is not feasible.

These comments further suggest that State Park's property east of SR 1 across from Point Lobos should be developed as an alternative parking facility. These comments further assert, incorrectly, that the General Plan identified this area as a feasible parking location. First, the General Plan and associated EIR identified that parking could be provided at Point Lobos Ranch, but that any facility on this property would be constrained. Specifically, State Parks identified that Point Lobos Ranch contains significant cultural and natural resources that could limit any future development (see General Plan at pg. 3-13). The General Plan identified that some limited areas may be suitable for parking purposes, but use of Point Lobos Ranch for parking would occur in connection with the removal or reduction of parking from Point Lobos (ibid.). State Parks would pursue this location for parking purposes if/when State Parks elects to reduce available parking in Point Lobos.⁴ Second, the potential use of this area for future parking purposes would not address issues associated with current levels of use/visitation or the need for a reservation system. A parking facility at this location would not reduce traffic on this segment of SR 1, would potentially create additional traffic impacts on SR 1, and would also result in additional environmental impacts beyond those associated with the Proposed Project (e.g., aesthetics, biological resources, cultural resources, etc.). The construction of new facilities would likely substantially affect existing traffic operations at the entrance of Point Lobos that could warrant the widening of SR 1 to accommodate acceleration and deceleration lanes and turning lanes. Similar improvements have been required by Caltrans for other entrances off SR 1 (see General Plan at pg. 3-13). Further, future development and use of the Point Lobos Ranch would require consultation with Caltrans, the Coastal Commission, and other relevant regulatory agencies (ibid.). Project-specific studies would also be required to support project-level environmental review.

While these commenters raise several reasons in opposition to the Proposed Project, State Parks appropriately evaluated the potential environmental effects associated with the Proposed Project. Moreover, alternative parking locations suggested by the commenters as the basis for their opposition to the Proposed Project are not feasible or would result in additional environmental impacts beyond those associated with the Proposed Project. The comments do not raise any environmental issues that are not otherwise addressed in this IS/MND. For more information regarding traffic and aesthetics see **Master Responses 6** and **Master Response 7**.

⁴ Any future decision regarding a reduction of parking in Point Lobos and the construction of parking at Point Lobos Ranch would require additional project-specific environmental review.

This response is applicable to the following comments: C-3, Y-1, CC-4, EE-1, EE-2, II-2, TT-1, VV-2, WWW-2

MASTER RESPONSE 4: PALO CORONA REGIONAL PARK OPPOSITION

Comment: State Parks received several comments that expressed concern and opposition to the inclusion of Palo Corona Regional Park as part of the proposed reservation system. These comments appear to suggest that the Proposed Project would require that Palo Corona Regional Park visitors would need to use the shuttle and reservation system to access Palo Corona Regional Park. These comments state that the use of Palo Corona Regional Park is free for visitors, is easy to access and has ample parking. Comments expressed concern that incorporating Palo Corona Regional Park into the Proposed Project would increase use and negatively impact existing user experience.

Response: These comments are largely based on a misunderstanding of the Proposed Project. The Draft IS/MND identifies that the Proposed Project includes: 1) reserving up to 25 parking spots for shuttle users at Palo Corona Regional Park, and 2) constructing a shuttle stop. The Proposed Project would not change the existing operation of Palo Corona Regional Park. Contrary to the commenters' assertions, access to Palo Corona Regional Park would not be affected by the Proposed Project. The proposed reservation system is for Point Lobos exclusively. Reservations would not be required to access Palo Corona Regional Park. Access would continue to be free.

This response is applicable to the following comments: C-3, P-1, II-3, VV-3, MMM-2, NNN-10, NNN-27, PPP-1, WWW-3, XXX-1, LLLL-1, OOOO-1, PPPP-1, QQQQ-1, ZZZZ-2

MASTER RESPONSE 5: LOCAL ACCESS

Comment: Several comments expressed concern that the Proposed Project would negatively affect existing public access for Monterey County residents who routinely access Point Lobos. These comments generally emphasize the importance of maintaining free or low-cost access for Monterey County residents.

Response: This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks, however, will consider potential options regarding local access, as well as future fee structures to address concerns about low-cost alternatives for public access. State Parks will conduct a fee assessment survey to determine appropriate fees. State Parks will also work directly with the California Coastal Commission to ensure that future fees are reasonable and appropriate and do not disproportionately effect low-income communities.

Pursuant to Public Resource Code Sec. 5010, the Department (i.e., State Parks) may collect fees, rents, and other returns for the use of any State Park system area, the amounts to be determined

by the Department. The Department shall develop an action plan to include strategies to generate new revenues and collect fees and may include; installation of modern fee collection technologies and equipment (e.g., kiosks for credit cards, automatic entry gates), and/or implement peak demand pricing, and develop an assessment of appropriate fees at all state park units (PRC Sec. 5090.92). As such, it is State Parks mission to provide for the health, inspiration and education of the people of California by helping to preserve California's extraordinary biological diversity, protecting valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation. As discussed in **Section 1.2 Existing State Park Access Programs**, State Parks will continue to provide free and discounted passes.

This response is applicable to the following comments: D-1, K-1, C-1, P-1, Q-3, S-2, V-1, V-2, AA-1, FF-2, GG-1, SS-2, FFF-1, OOO-4, SSS-1, EEEE-1, GGGG-1, HHHH-1, HHHH-4, IIII-1, MMMM-1, MMMM-2, NNNN-5, VVVV-1, XXXX-1, BBBB-2, CCCC-1

MASTER RESPONSE 6: CONGESTION AT RIO ROAD

Comment: Several comments expressed concern regarding increased traffic congestion at Rio Road, or more generally around the Crossroads area. These comments acknowledge that traffic at the intersection of SR 1 and Rio Road is already problematic. As a result, these commenters contend that the construction and use of a 100-car parking lot would exacerbate existing traffic conditions. Additionally, commenters expressed concern that the increase in parking will also negatively impact the businesses and other public services in the Crossroads Carmel Shopping Center and neighboring area.

Response: The Proposed Project would not significantly affect existing traffic levels in the project vicinity (see Draft IS/MND at pg. 121; see also Higgins at pg. 17). State Parks based this determination on substantial evidence, including the results of a project-specific traffic analysis prepared by Keith Higgins, Traffic Engineer (December 2020). The Draft IS/MND appropriately concluded that the Proposed Project would not have a significant transportation related effect based on the findings of a project-level traffic analysis that was prepared in consultation with the County of Monterey and Caltrans.

The Transportation Impact Analysis concluded that the Proposed Project would not significantly impact existing traffic operations such that there would be a significant adverse traffic-related effect. Specifically, the Traffic Impact Analysis concluded that all study intersections, including the SR 1/ Rio Road, Rio Road/Crossroads Boulevard, and Rio Road/Carmel Center Place intersections, would operate at an acceptable level of service ("LOS") under Existing + Project Conditions. The Traffic Impact Analysis concluded that the SR 1/Rio Road intersection would operate at an acceptable LOS of C during all three time periods (AM peak, PM peak, and Saturday midday peak). In fact, the Proposed Project would result in a slight improvement in average intersection delay during the weekday PM peak hour. Similarly, the Traffic Impact Analysis also concluded that virtually no increase in delay would occur at the Rio Road intersections with

Crossroads Boulevard and Carmel Center Place (*ibid.*). These intersections would operate at a LOS B during all three (3) time periods.

The Traffic Impact Analysis and IS/MND also included an evaluation of cumulative traffic conditions (see Draft IS/MND at pg. 122; see also Higgins at pg. 12). State Parks, based on substantial evidence (i.e., project-level traffic impact analysis), determined that the Proposed Project would not constitute a significant cumulative traffic impact under 2035 traffic conditions. The traffic analysis concluded that all study intersections would operate at an acceptable LOS under cumulative traffic conditions except for SR 1/Rio Road. This intersection would operate at a LOS D during the weekday PM peak hour. This LOS is acceptable under the County's General Plan LOS standards, but is below Caltrans' standard of LOS C. This intersection would, however, operate at acceptable LOS C during the weekday AM and Saturday midday peak periods. The implementation of recommended cumulative improvements (i.e., westbound Rio Road right turn overlap) would improve cumulative project conditions, but not enough to meet Caltrans LOS C. However, the Proposed Project would reduce average intersection delay under cumulative project scenario. So while the SR 1/Rio Road intersection would be below Caltrans LOS C during the PM peak, the Proposed Project would improve cumulative traffic conditions by reducing overall intersection delay during this period. This represents a net beneficial traffic related effect.

State Parks also considered potential internal access/circulation impacts associated with the operation of the Marathon Flats Facility. State Parks, based on substantial evidence, appropriately concluded that the Proposed Project would not substantially impact existing internal access/circulation (see Draft IS/MND at pg. 124 – 126). State Parks identified that exiting traffic from the Marathon Flats Facility could result in potential traffic conflicts at the intersections of the main Crossroads Carmel shopping center eastbound circulation aisles with Crossroads Boulevard. However, the Traffic Impact Analysis concluded that traffic volumes associated with the Proposed Project would not represent a noticeable increase in traffic on existing parking lot aisles (Higgins at pg. 12 – 13). Accordingly, State Parks concluded that the Proposed Project would not substantially affect Crossroads Boulevard traffic operations.

Finally, State Parks also concluded that the Proposed Project would have a net beneficial traffic related impact by reducing Vehicle Miles Traveled (“VMT”) on SR 1 from Rio Road to Point Lobos. The Traffic Impact Analysis identified that the resulting savings in VMT will be approximately “31,152 per weekday and 34,628 per weekend day” (Higgins at pg. 15). The operation of the proposed shuttle would generate a total of approximately 479 VMT per day. The traffic analysis concluded that the Proposed Project would result in a net reduction of 31,666 VMT per day (*ibid.*). Based on this finding, State Parks concluded that potential traffic related effects would be less than significant.

In summary, State Parks appropriately considered potential traffic related impacts associated with the Proposed Project. State Parks concluded that potential traffic impacts would be less than significant. State Parks based this determination on substantial evidence (i.e., a traffic impact

analysis). In addition, State Parks also coordinated with the County of Monterey and Caltrans to solicit input on the scope and breadth of the traffic analysis.

This response is applicable to the following comments: C-5, H-1, R-1, Z-1, Z-4, CC-1, EE-3, HH-2, II-5, QQ-3, VV-5, EEE-1, NNN-7, NNN-25C, WWW-5, AAAA-1, UUUU-1

MASTER RESPONSE 7: AESTHETIC IMPACTS

Comment: Several comments expressed concern regarding potential aesthetic-related impacts associated with the construction of new parking facilities and associated infrastructure at the Marathon Flats site. These comments suggested that a parking lot would negatively impact the existing viewshed by introducing parking in an area that is primarily undeveloped.

Response: State Parks considered potential aesthetic related impacts associated with the Proposed Project and concluded that impacts would be less than significant. Moreover, the Proposed Project includes landscaping and vegetative screening to ensure that aesthetic-related impacts would be minimized (see Draft IS/MND at pg. 21). Contrary to the commenters' assertions, the Proposed Project would not have a substantial adverse aesthetic-related effect.

The Proposed Project would not have a substantial adverse effect on a scenic vista, scenic resources, degrade existing visual character or quality, or create new source of substantial light or glare (see Draft IS/MND at pg. 21). As discussed in the IS/MND, the Marathon Flats site is routinely used for a variety of purposes, including parking, special events, etc. Additionally, the site is highly disturbed and adjacent to commercial facilities and parking areas (i.e., Crossroads Carmel Shopping Center). The Proposed Project would not substantially alter the existing visual character of the site or surrounding area. The site is surrounded by existing parking and commercial development to the east and SR 1 to the west. The introduction of new parking facilities in this area would not materially alter the existing visual environment such that a substantial adverse impact would occur. Moreover, it is also worth noting that the Proposed Project includes project design features (i.e., landscaping screening) to ensure that the Proposed Project would be compatible with the surrounding visual environment. The Proposed Project does not involve the paving of the Marathon Flats site. Rather, State Parks intends to use aggregate material to allow on-site parking. While the Proposed Project would entail the construction of restroom facilities, these facilities would be designed to be compatible with the surrounding area and would be visually screened. Construction of the Marathon Flats Facility would not conflict with any applicable regulations governing scenic quality. Furthermore, as discussed above, State Parks implements various Standard Project Requirements to minimize potential environmental effects, including potential aesthetic-related impacts. Therefore, the Proposed Project would not have a substantial adverse visual impact.

State Parks appropriately evaluated potential aesthetic-related impacts, identified that the Proposed Project would not result in a significant adverse impact based on site-specific circumstances (e.g., surrounding land uses, historic use of the site, disturbed nature of the site,

etc.), and identified that project design features (i.e., landscaping) would ensure that the Proposed Project would not result in a substantial aesthetic impact. While commenters contend that the Proposed Project would result in an adverse aesthetic impact, State Parks, based on substantial evidence, concluded that these impacts would be less than significant.

This response is applicable to the following comments: C-1, C-6, Y-3, Z-3, Z-5, HH-1, II-1, II-6, SS-1, VV-1, VV-6, WWW-1, WWW-6

2.4 Response to Comments

Each of the comment letters received on the Draft IS/MND is presented in this chapter, as described above. Individual comments in each letter are numbered. Correspondingly numbered responses to each comment are provided in the discussion following the comment letter. Some comments do not raise environmental issues, or do not require additional information. CEQA does not require a substantive response to such comments.

If comments raised environmental issues that required additions or deletions to the text, tables, or figures in the Draft IS/MND, a brief description of the change is provided and the reader is referred to **Section 3.0, Revisions to the Draft IS/MND**. The comments received on the Draft IS/MND did not result in a "substantial revision" of the negative declaration, as defined by CEQA Guidelines Sec. 15073.5, and the new information added to the negative declaration merely clarifies, amplifies, or makes insignificant modifications to the Draft IS/MND. No new, avoidable significant effects were identified since the commencement of the public review period that would require mitigation measures or project revisions to be added to reduce the effects to insignificant.

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT
 725 FRONT STREET, SUITE 300
 SANTA CRUZ, CA 95060
 PHONE: (831) 427-4863
 FAX: (831) 427-4877
 WEB: WWW.COASTAL.CA.GOV



January 11, 2022

Matthew Allen, Senior Environmental Scientist Supervisor
 California Department of Parks and Recreation
 2211 Garden Road
 Monterey, CA 93940

Subject: Proposed Initial Study/Mitigated Negative Declaration (IS/MND) for ParkIT! and State Parks' Shuttle Program and Point Lobos Reservation System Projects (SCH# 2021100338)

Dear Mr. Allen:

Thank you for the opportunity to comment on the above-referenced IS/MND. The proposed projects consist of two related components, ParkIT!'s proposed shuttle program and associated subcomponents, and the California Department of Parks and Recreation's (State Parks') proposed day-use reservation system for visitors to Point Lobos State Natural Reserve. As we currently understand it, the proposed shuttle program involves: 1) development and use of a parking facility with approximately 100 public parking spaces located at a portion of vacant land commonly known as Marathon Flats (on the corner of Highway 1 and Rio Road in Carmel); 2) temporary use of the Blue Roof Office Buildings' parking lot and/or the Palo Corona Regional Park parking lot while the Marathon Flats parking facility is under construction; and 3) shuttle service between such parking lots and Point Lobos Reserve. And the proposed Point Lobos reservation system involves changing the way that users access Point Lobos from the current arrangement (i.e., first-come first-serve paid parking¹ within the Reserve, and unlimited free walk-in/bike-in/non-vehicular access) to a reservation system where all visitors will be required to have a reservation and pay a fee to enter the Reserve at a pre-designated time regardless of whether they access via a vehicle or not. Both projects are intended to relieve identified stress on Point Lobos Reserve, including in terms of parking and access issues associated with users who park and access from outside the Reserve, but also in terms of potential impacts from overuse of the Reserve's facilities overall. The shuttle program is also intended to relieve pressure more generally on parking and transportation infrastructure and use between Carmel and Point Lobos and along Highway 1. Please consider the following comments.

As we know you are well aware, Point Lobos is an incredibly popular and important public coastal access destination as well as a significant natural resource area. It has deservedly been called by State Parks the 'crown jewel' of California's State Park system. Thus, we are of course supportive of thoughtful measures that can help to ensure that it is not 'overly loved' in such a way as to lead to problems and resource degradation. At the same time, it is also a significant free access resource for those who

A-1

¹ Currently a fee of \$10 per passenger vehicle.

Carmel/Point Lobos Shuttle Program and Reservation System

choose not to and/or cannot afford to pay to park in the Reserve, and can instead park outside the Reserve and walk-in/bike-in for free. This is not unlike other State Park units that provide a similar free access service to park visitors, primarily limiting fees charged to park in certain units and no need for reservations. In this regard, it appears that the proposed reservation system, while clearly well intended, will lead to an adverse impact on coastal access, especially for those least able to afford to pay.²

↑
A-1

We can understand the desire to better protect Point Lobos resources, and are supportive of that objective, but the IS/MND does not discuss what options might be available to do so absent the proposed paid reservation and access system. For example, it is not clear if there are other park management measures that might be able to serve the same purpose without leading to adverse access impacts, especially for those least able to afford access via the new system (e.g., measures to ‘spread out’ users, elimination of volunteer trails with restoration, additional restroom facilities, hop-on/hop-off electric shuttle within the park itself, additional off-site parking at Point Lobos Ranch, additional trails into the Reserve from Monastery Beach, etc.). It would appear to us that the impacts from the proposed reservation system on general public access are not properly identified in the IS/MND,³ and that there may well be other options that can address identified issues in a way with less impacts on the general public’s ability to access and enjoy the Reserve. We do not agree with the IS/MND’s conclusion that the proposed project would be consistent with the Coastal Act as proposed, and we would suggest that all of these issues be further fleshed out before the IS/MND is adopted and/or further work is completed towards project implementation.⁴

A-2

As to the complementary new parking and shuttle components, the lack of any information regarding proposed user costs in the IS/MND makes it difficult to comment much further. For example, if these services were provided to the public free of charge, there is no question that they would significantly help to enhance coastal public access. Conversely, if the fees to park and/or to use the shuttle were prohibitively high, and/or might lead to and/or be accompanied by the loss of other currently available free public parking over time (e.g., parking outside the Reserve on Highway 1), then such components are liable to actually lead to public access degradation, including from users searching for free options (e.g., such as parking along Highway 1), much of which has also been significantly reduced in recent times.⁵ Other aspects of the shuttle

A-3
↓

² On this point, the IS/MND is silent about the actual proposed cost to park in the remote lots, to use the shuttle, and/or to gain access to the Reserve via reservation, and it is difficult to comment much further on the extent of these types of impacts without that information.

³ Thus, the IS/MND also does not identify mitigations for such impacts.

⁴ And on this point, we would note that we have shared these same observations and recommendations going back multiple years through meetings with Park It! and State Parks’ representatives and other stakeholders, as well as through written comments (including in relation to State Parks’ Carmel Area General Plan (dated November 16, 2018) and the Park It! Initiative (dated July 8, 2020)).

⁵ Approximately 1,800 linear feet of free public parking on the east (inland) side of Highway 1 across from the entrance to the Reserve (approximately 100 free public parking spaces) was eliminated in 2021. This loss of public parking options was anticipated in the State Parks General Plan EIR, where State Parks concluded that “If parking is removed from SR 1, the external parking areas will enable park visitors to retain access to these park units with a shuttle service also enhancing access.” Such a conclusion cannot be supported without additional analysis of these proposed projects, including related to user costs and demands, and the other issues raised herein.

Carmel/Point Lobos Shuttle Program and Reservation System

program also lack definition making impacts evaluation more difficult for these reasons as well (e.g., it is not clear what days and times it would be available (e.g., seasonally versus 365 days a year), whether it can accommodate bicycle and disabled access, etc.), and the IS/MND needs to be supplemented in this regard as well.

↑
A-3

We agree that general public access between Carmel and the Reserve, as well as within the Reserve itself, could be enhanced by some combination of measures, including off-site parking and shuttle options, but must respectfully suggest that more analysis is necessary to understand what combination of options would actually reach the desired objectives in a manner that can enhance general public access and not lead to adverse public access impacts and outcomes, especially to those least able to afford it. The IS/MND, in our view, has not adequately explored such alternatives, and does not include the type of supporting information that will ultimately be required for coastal development permit (CDP) decision making.⁶

↑
A-4

Thank you for the opportunity to review and comment on the IS/MND. As indicated above, we believe that additional information and further fleshed out analyses are necessary before the IS/MND can be adopted and/or before more resources are put towards further development or implementation of the projects described therein. As is, it appears that the projects would lead to adverse public coastal access impacts, it is not clear that they would actually lead to achievement of project objectives related to Point Lobos Reserve, and it appears that there may be a better combination of changes that could better achieve Coastal Act, LCP, and State Park objectives here. We look forward to collaboratively working through the aforementioned issues as you finalize your CEQA document and work through subsequent CDP processes. Please do not hesitate to contact me at alexandra.mccoy@coastal.ca.gov if you have any questions or would like to further discuss these comments.

Sincerely,



Alexandra McCoy
Coastal Planner
Central Coast District Office
California Coastal Commission

cc: Marnie Waffle, City of Carmel Planning Director, P.O. Box CC, Carmel-by-the-Sea, CA 93921
Craig Spencer, Monterey County Planning Chief, 1441 Schilling Place South 2nd Floor, Salinas, CA 93901
Mary Adams, Monterey County District 5 Supervisor, 1200 Aquajito Road, Ste 1, Monterey, CA 93940

⁶ And it would appear that CDPs would be required from the City of Carmel as well as Monterey County for the projects (and possibly the Coastal Commission depending on specific components nearest the shoreline and public trust areas), both of which would appear to be appealable to the Coastal Commission. It may well make sense in such a circumstance to consider a consolidated CDP application to the Commission, which is an option should a portion of the project be located in the Commission's CDP jurisdiction, as a means of streamlining such CDP processes. Regardless, the Commission will require such enhanced analyses to be able to consider such CDPs/appeals.

LETTER A: California Coastal Commission

A-1 This comment acknowledges that Point Lobos currently provides free access for those who choose not to and/or cannot afford to pay to enter the Point Lobos (i.e., walk-ins can access the park for free). This comment expresses concern that the proposed reservation system would adversely affect coastal access.

Comment acknowledged. State Parks understands the Coastal Commission's concerns about potential impacts to coastal access due to the implementation of the proposed reservation system. As previously stated, the purpose of the reservation system is to improve access, enhance visitor experience, address existing public safety concerns due to access along SR 1, and ensure that access is managed in a sustainable manner to prevent resource degradation. State Parks firmly believes that a reservation system can achieve these goals while also ensuring that coastal access is enhanced. These goals are not mutually exclusive. State Parks is committed to working with the Coastal Commission to develop a comprehensive program that promotes access in a sustainable and manageable manner that also recognizes the existing resource limitations at Point Lobos. State Parks is uniquely charged with preserving the state's biological diversity, protecting the states most valued natural and cultural resources, and creating opportunity for high-quality outdoor recreation. State Parks firmly believes that the State Parks – Day Use Reservation System is essential to ensuring the continued use and enjoyment of Point Lobos.

State Parks looks forward to continuing to work with the Coastal Commission on addressing these important issues in a comprehensive and deliberate manner that promotes public access in a sustainable and responsible manner while ensuring that resources are preserved and protected for future generations.

A-2 This comment states that the impacts to public access from the reservation system are not properly identified in the Draft IS/MND. This comment further suggests that the Proposed Project is not consistent with the Coastal Act. Additionally, this comment states that other options may be available to address identified issues with less impacts on public access.

State Parks evaluated the potential direct and indirect environmental effects associated with the implementation of the Proposed Project, including the State Parks – Day Use Reservation System, consistent with the requirements of CEQA. While the Proposed Project would change how the public currently accesses Point Lobos, this change would not necessarily result in a direct physical effect on the environment. Moreover, State Parks appropriately identified that the reservation system could result in secondary impacts to the environment and appropriately disclosed those impacts. State Parks evaluated the potential impacts associated

with the Proposed Project consistent with the requirements of CEQA, including whether the Proposed Project would conflict with any policies adopted for the purposes of mitigating and/or avoiding a potential adverse environmental impact. While the Coastal Commission contends that a change in public access at Point Lobos could result in a potential conflict with the Coastal Act, this would not necessarily constitute a land use impact for the purposes of CEQA for several reasons.

First, a potential conflict with the public access requirements under the Coastal Act would not constitute a conflict with a policy adopted for the purposes of mitigating and/or avoiding a potential adverse environmental impact (e.g., biological resources, cultural resources, traffic, etc.). An impact to public access does not constitute an environmental impact under CEQA, although State Parks recognizes that public access may constitute an important issue to be addressed through the Coastal Development Permit (“CDP”) process. State Parks understands that maintaining and enhancing public access is an issue of statewide importance from a public policy perspective. State Parks supports measures to improve public access within the Coastal Zone and is committed to working with the Coastal Commission (and Monterey County) through the CDP process to address public access issues.

Second, State Parks specifically designed the Proposed Project to promote public access in a sustainable manner while also enhancing visitor experience. The Proposed Project would not restrict the overall amount of visitation at Point Lobos. Instead, the Proposed Project would distribute access more evenly across the day to minimize peak period demand. This will improve visitor experience, reduce secondary impacts to the environment due to overuse during peak periods, and promote public access by ensuring public access throughout the day.

Third, State Parks is committed to working with the Coastal Commission and other interested parties to identify anticipated future fees. State Parks will develop fees for the reservation system based on the results of a comprehensive fee survey. In addition, State Parks is also committed to developing measures to ensure that low-income and minority communities can continue to access Point Lobos. State Parks is charged with providing recreational opportunities for all Californians while also preserving the state’s extraordinary biological diversity and protecting valued natural and cultural resources. The reservation system would accomplish State Parks’ mission by ensuring the preservation of the biological diversity and natural and cultural resources unique to Point Lobos, while also creating high quality recreational opportunity for visitors. Any future fees developed as part of the reservation system would reflect this reality and State Parks would ensure that fees would be equitable to ensure continued public access.

Fourth, State Parks has the unique responsibility of protecting and preserving the state's extraordinary biological diversity and protecting valued natural and cultural resources, while also promoting and enhancing recreational opportunities. This requires a unique balancing act where State Parks must consider measures that promote recreation while also preserving and protecting biological and cultural resources. Here, State Parks has demonstrated a long history of sustained overuse at Point Lobos, a biologically and culturally sensitive area. In order to address these impacts State Parks identified that distributing visitation across the day would help alleviate overuse associated with peak periods of visitation. ParkIT! has examined similar programs elsewhere such as the Muir Woods National Monument and firmly believes that a similar program at Point Lobos would also be successful. A reservation system represents an equitable approach to ensuring access by allowing future visitors to reserve access at specified times.

Fifth, in addition to balancing recreation and environmental needs, State Parks also has a responsibility to ensure that public access does not result in secondary environmental impacts. In this case, State Parks has an obligation to ensure that public access at Point Lobos does not result in secondary transportation/traffic related effects. As discussed in the Draft IS/MND, Point Lobos is accessible from SR 1, a two-lane roadway. During peak periods, it is common for congestion to occur near Point Lobos for a variety of reasons. State Parks has worked with the County of Monterey and Caltrans to address issues related to the public parking along the east side of SR 1 and crossing SR 1 to access Point Lobos, but State Parks reasonably anticipates that absent a shuttle program and reservation system, traffic problems will continue to persist and thereby create a potential public safety hazard. The Proposed Project would help alleviate congestions along SR 1 while also facilitating public access.

State Parks believes that the Proposed Project represents a common sense, cost-effective, solution to this important issue. The Proposed Project is designed to enhance access by ensuring that access is managed in a sustainable manner. State Parks appropriately concluded that the Proposed Project was consistent with the relevant policies contained in the Coastal Act adopted for the purposes of avoiding or mitigating an adverse environmental impact. While the Proposed Project would affect how access would be managed at Point Lobos, the Proposed Project would not restrict, prohibit, and/or otherwise preclude public access within Point Lobos. Rather, State Parks would implement a reservation system to manage public access in a sustainable manner. This would help enhance public access by ensuring the public can access Point Lobos at specific periods to avoid resource degradation and overuse, improve visitor experience by distributing peak visitation throughout the day, and minimize adverse impacts due to overuse. State Parks looks forward to continuing to work with the Coastal Commission on the implementation of a reservation system at Point Lobos. Additionally, State Parks

will continue to work with the Coastal Commission as part of the CDP process to develop additional detail regarding the proposed reservation system and associated fees.

A-3 This comment requests additional information regarding user fees for the ParkIT! Shuttle Program and parking at the Marathon Flats Facility, in addition to operational details of the shuttle program (e.g., days, times, ADA accessibility, etc.).

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response under CEQA is not required. While the commenter requests additional specifics concerning anticipated fees, schedules, etc., this information is not necessary to determine the extent of potential direct and indirect environmental effects associated with the Proposed Project. State Parks appropriately evaluated the physical effects associated with the Proposed Project consistent with the requirements of CEQA. The level of specificity included in the IS/MND is sufficient for State Parks to make a reasonable, good faith, effort at disclosing the potential physical impacts associated with the Proposed Projects. State Parks identified that the Proposed Project could result in potential environmental effects and identified mitigation measures, where necessary, to minimize those impacts. The level of specificity requested by the commenter is not necessary to make a reasonable, good faith, effort at disclosing the potential impacts associated with the Proposed Project. No further response is necessary.

As noted above, State Parks will continue to work with the Coastal Commission (and County of Monterey) to provide additional specificity through the Coastal Development Permit process, including information about potential future user fees, shuttle schedule, etc.

A-4 This comment supports the objective of the Proposed Project but suggests that additional analysis is needed regarding public access enhancement measures to achieve the desired objectives in a manner that can enhance public access and not lead to adverse public access impacts and outcomes. Moreover, this comment states that the IS/MND has not adequately explored alternatives and does not include the type of supporting information required for Coastal Development Permit decision-making.

Comment acknowledged. State Parks previously prepared a comprehensive General Plan and associated EIR that evaluated a range of alternatives, including potential parking facilities at the Marathon Flats site. In addition, the General Plan also identified a number of Department Operations Manual policies and Standard Project Requirements intended to promote public access and also address the

secondary effects (e.g., congestion, overuse, etc.) associated with increased public access. The General Plan identified specific policies, including the future development of alternative park and ride locations and a future shuttle program, to address access at Point Lobos. The Proposed Project would implement a number of General Plan policies intended to address visitor use and management, and resource protection. The General Plan EIR included a detailed analysis of a reasonable range of alternatives consistent with the requirements of CEQA. A detailed analysis of potential alternatives is not, however, required for the Proposed Project. State Parks, as the Lead Agency, determined that an IS/MND was the appropriate level of CEQA analysis given the scope of the Project. CEQA Guidelines Section 15126.6 states “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” An alternative analysis is not required for Negative Declarations or Mitigated Negative Declarations because such projects do not pose significant environmental impacts, or mitigation can be adopted to reduce all significant impacts to a less-than-significant level. Here, the Proposed Project would not result in any significant impacts that cannot be reduced to a less than significant level. Accordingly, State Parks appropriately determined that a detailed alternatives analysis was not warranted for the Proposed Project.

Regarding public access, as discussed in comment responses A-1 through A-2, State Parks understands that maintaining and enhancing public access is an issue of statewide importance from a public policy perspective. State Parks supports measures to improve public access within the Coastal Zone and is committed to working with the Coastal Commission (and Monterey County) through the CDP process to address public access issues. State Parks will continue to work with the Coastal Commission as part of the CDP process to develop additional detail regarding public access.

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/



Making Conservation
a California Way of Life.

November 9, 2021

MON-1-72.604
SCH#2021100338

Matthew Allen
Department of Parks and Recreation
2211 Garden Road
Monterey, CA 93940

Dear Mr. Allen:

COMMENTS FOR THE MITIGATED NEGATIVE DECLARATION (MND) – PARKIT! SHUTTLE PROGRAM & DAY-USE RESERVATION SYSTEM, MONTEREY COUNTY, CA

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the ParkIT! Shuttle Program & Day-Use Reservation System. This project proposes a shuttle service, an alternative parking facility, and the implementation of a Day-Use Reservation System. Caltrans offers the following comments in response to the MND:

1. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.
2. We stand by our previous comments regarding shuttle stops for the future San Jose Creek Trail. We prefer shuttles do not stop at this site unless there are passengers waiting there or those who wish to get off. These users will include hikers on the San Jose Creek Trail which have travelled by foot

B-1

B-2

from Rancho Canada and Palo Corona Regional Park and through a portion of State Parks' Point Lobos Ranch property to SR 1 (and visa-versa).

3. Both signs and fencing should be located on State Parks property and not within the Caltrans right-of-way.

Thank you for the opportunity to review and comment on the proposed project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6543 or at Christopher.Bjornstad@dot.ca.gov.

Sincerely,

Christopher Bjornstad

Chris Bjornstad
Associate Transportation Planner
District 5 Development Review



LETTER B: Caltrans District 5

B-1 This comment identifies that the State of California Department of Transportation (“Caltrans”) supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure are supported by Caltrans and are consistent with their mission, vision, and goals.

This comment does not raise an environmental issue warranting a response under CEQA. Comment acknowledged; no further response is necessary.

B-2 This comment requests that the shuttle only stop at the future San Jose Creek trail when there are passengers waiting, or passengers wish to get off at that stop.

This comment does not raise an environmental issue warranting a response under CEQA. However, the shuttle stop at the future San Jose Creek trailhead will only be available if/when the trail becomes publicly accessible. Moreover, the shuttle will only stop if/when passengers are present or needing to be dropped off. Details pertaining to the shuttle stop at this location will be better defined if/when the trail is open to the public. Comment acknowledged; no further response is necessary.

B-3 This comment requests that signage and fencing associated with the Proposed Project be located on State Parks property and not within the Caltrans right-of-way.

This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks will locate any signage a fencing on State Parks property consistent with this comment. Comment acknowledged; no further response is necessary.

The Carmel Highlands LUAC Members:

- John Borelli
- Norm Leve
- Doug Paul
- Holli Leon
- Jack Meheen
- Dan Keig
- Clyde Freedman

We strongly oppose the construction of a 100-car parking lot at Rio Road (Marathon Flats) for six (6) primary reasons:

1. Rio Road marks the entrance to Big Sur, one of the most beautiful 90-mile stretches of road in the United States and arguably the world. We do not want this entrance to be a parking lot, this area should be landscaped as a parklike setting in an attractive and inviting way for the benefit of residents and visitors. C-1
2. The Master Plan previously stipulated public land on the east side of Highway One directly across from Point Lobos be used as a parking lot. There is adequate land to construct a parking lot equivalent in size to size of the proposed Marathon Flats parking lot and furthermore to conceal it from the view of Highway One. This solution would would provide easy walking access to visitors of the park. This solution eliminates the need for a costly and inconvenient shuttle system. For crossing Highway One safely an under-ground tunnel (or picturesque overhead bridge) accommodation for visitors can more easily and inexpensively be designed and implemented. C-2
3. There is ample parking at Palo Corona for visitors and resident already; therefore, no Shuttle Service for visitors is required. Again, eliminating further need for a costly and inconvenient shuttle system. C-3
4. The reservation system should be administered via an on-line application and required check-in can be automated, if necessary, at the Point Lobos gate. A similar system could be implemented at Palo Corona. We need to enforce a visitor capacity limit that stops Point Lobos and Palo Corona from being irreparably damaged. C-4
5. A 100-car parking lot at Rio Road (Marathon Flats) would add to the already overly congested intersection at Highway One, further inconveniencing residents of Carmel and Carmel Highlands. C-5
6. Residents of Carmel and Carmel Highlands deserve better than to be subjected to an unsightly solution on daily driving and commutation. C-6

In summary, we should implement a safe and attractive solution to the parking and overuse of Point Lobos and Palo Corona that enhances the driving experience of residents and visitors in a simple manner that complements the beauty of this land that we have been entrusted to administer.

LETTER C: Carmel Highlands Land Use Advisory Committee

C-1 This comment acknowledges the scenic qualities of Big Sur and states that Rio Road marks the entrance of Big Sur via SR 1. The comment opposes the construction of the Marathon Flats Facility and requests that the existing lot at Marathon Flats be landscaped in an attractive and inviting way to benefit residents and visitors.

As discussed in **Master Response 7**, the Proposed Project would not result in a substantial adverse aesthetic-related effect. While the commenter contends that the Marathon Flats site represents the gateway to Big Sur, the Marathon Flats site is extensively disturbed, routinely used for a variety of purposes, including parking, and is surrounded by existing development, including existing parking associated with the Crossroads Carmel Shopping Center. As a result, State Parks determined that the site would be appropriate as an unpaved parking facility (see General Plan at pg. 4-85).

The Proposed Project would not constitute a significant adverse aesthetic-related impact. The use of the site for parking purposes is consistent with the surrounding aesthetic environment and the Proposed Project includes project design measures (i.e., landscaping and screening) to minimize visibility of Proposed Project. State Parks appropriately evaluated the effects of the Proposed Project, identified measures to minimize those effects, where necessary, and included design measures to ensure that the Proposed Project would be compatible with the surrounding visual environment. Please refer to **Master Response 7** for more information.

C-2 This comment suggests that State Parks should construct additional parking facilities east of SR 1 across from Point Lobos. This comment contends that this location would not be visible from SR 1 and would provide easy walking access, eliminating the need for a costly shuttle. The comment further suggests that State Parks could construct a tunnel or bridge to provide access from this parking area to Point Lobos.

Please refer to **Master Response 3** for more information regarding the Marathon Flats site. The area across from Point Lobos, referred to as Point Lobos Ranch, is not a feasible location as discussed in **Master Response 3**. Moreover, parking at Point Lobos Ranch would serve as an alternative parking area if/when State Parks determines whether to eliminate existing parking within Point Lobos. Additionally, as identified in the General Plan and EIR there are substantial cultural and biological resources at Point Lobos Ranch that limit available parking at this site. As discussed throughout the Draft IS/MND, the Marathon Flats site is highly disturbed and used for various events throughout the year (e.g., Christmas tree

lot, Big Sur International Marathon, etc.). As a result, State Parks determined that the site would be appropriate as a future shuttle and parking location to serve Point Lobos. Furthermore, the site is located in an area already developed with similar facilities and would not result in substantial environmental impacts.

C-3 This comment states that there is ample parking at Palo Corona for visitors and residents already, therefore shuttle service for visitors to Palo Corona Regional Park is not required.

This comment does not raise a substantive environmental issue warranting a response under CEQA. However, it should be noted that the commenter appears to misunderstand the Proposed Project. The Proposed Project is not proposing a shuttle service to Palo Corona Regional Park. Rather, the Proposed Project would allow for shuttle service from Palo Corona Regional Park to Point Lobos and/or would allow for future service for return hikers using the San Jose Creek trail once it is opened. Please see **Master Response 4** above. Comment acknowledged; no further response is necessary.

C-4 This comment requests that the reservation system be administered via an on-line application and include an automated check-in for Point Lobos and Palo Corona.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. Please note that the Proposed Project does not entail a reservation system for access to Palo Corona Regional Park. The administration of the reservation system would be available online, and in-person. Details pertaining to the State Parks - Day-Use Reservation System will be determined in the future by State Parks. State Parks will conduct outreach and education to inform the public about the reservation system. No further comment is necessary.

C-5 This comment expresses concern over increased congestion at the intersection of SR 1 and Rio Road, stating that it would be an inconvenience to residents of Carmel and Carmel Highlands.

Please see **Master Response 6**, above. As discussed in that response, State Parks evaluated the potential traffic impacts associated with the Proposed Project, including potential impacts at the intersection of SR 1/Rio Road. The Proposed Project would not cause this intersection to operate at an unacceptable LOS. Comment acknowledged; no further comment necessary.

C-6 This comment states that Carmel and Carmel Highlands residents deserve better than to be subjected to an unsightly solution on their daily driving and commute.

Please see **Master Response 7**, above. As discussed above, State Parks appropriately evaluated potential aesthetic-related effect associated with the Proposed Project and concluded that impacts would be less than significant. While the commenter subjectively contends that the Proposed Project would constitute an “unsightly solution,” State Parks objectively evaluated potential aesthetic-related impacts based on the whole of the record. The Proposed Project site is surrounded by existing development and parking to the east and north and views from SR 1 of the project site consist predominately of unobstructed views of adjacent parking associated with the Crossroads Carmel Shopping Center. In addition, State Parks also identified that the site is routinely used for a variety of purposes. Finally, State Parks also included project design measures (i.e., landscaping and screening) to reduce project visibility. The implementation of these measures would also potentially obstruct views of existing parking at the Carmel Crossroads Shopping Center. Please refer to **Master Response 7** for more information.



Carmel Valley Association

Letter D

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

November 18, 2021

California Department of Parks and Recreation
2211 Garden Road Monterey, CA 93940
Attn. Matthew Allen

matthew.Allen@parks.ca.gov

Dear Mr. Allen,

More than three years ago, members of the Carmel Valley Association met with Ernest Chung for an introduction to his concept of “Park It!” Subsequent to that briefing, the full CVA Board of Directors discussed what a pilot program would involve and composed a letter supporting the efforts of “Park It!”

The current situation of such a large number of visitors parking their cars on the side of Highway 1 and then walking into the park is unsafe. The number of visitors to the park each year has harmed the quality of its environment. The proposal to create a reservation system and shuttle service offers solutions to these problems.

We acknowledge that a reservation system will add to the effort required to visit Point Lobos. We understand that people might prefer driving their own cars on their own schedules, and that consolidating parking to the Marathon Flats and Crossroads will increase activity in that area. Still, the safety of both visitors and locals and the maintenance of the health and beauty of the park should take precedence.

We would also like to have you consider the following recommendations;

- Ensure that any reservation system provides a method of assuring and protecting continuing local use of Point Lobos— perhaps something similar to the parking stickers for Carmel-by-the-Sea residents or the preferential drive-through for local residents into Pebble Beach. We wish to ensure that the residents of Carmel Valley and the rest of the Monterey Peninsula (if not all of Monterey County) will not be shut out entirely from visiting a coastal area which we have historically worked to maintain and protect in its natural state.

D-1

- Include those who use bicycles in the over-all plan. People riding bicycles should receive some special consideration. For example, bicyclists do not pay to go through Pebble Beach. Bicyclists reduce vehicle miles travelled and set a good example of helping to reduce carbon.

D-2

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

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

- Utilize the Monterey-Salinas Transit system and provide service to other stops like downtown Carmel- by- the-Sea, Carmel River Beach, Monastery Beach, and Ribera Road. Consider the parking lot as a Park-Mobile or a similar concept to help defray costs of building the Marathon Flats parking and subsidize shuttle service.

D-3

Park It!! is an excellent beginning plan and easily scalable to help with traffic control to the many tourist activity centers located in the area. It is our hope that you will consider these recommendations as potential additional improvements to the plan.

The CVA Board is in favor of “Park It!” and hopes its features can be implemented soon.

Sincerely,

Pris Walton, President, Carmel Valley Association

LETTER D: Carmel Valley Association

D-1 This comment requests that the reservation system provide a method of assuring and protecting local use of Point Lobos. The comment suggests several methods to identify and differentiate local residents from visiting park users and reiterates the importance of maintaining access for local residents.

Comment acknowledged. This comment does not raise an environmental issue warranting a response under CEQA. State Parks will consider this comment as State Parks further refines and develops the reservation system.

D-2 This comment request that the Proposed Project consider those who utilize bicycles and develop an incentive for bicycle use as a means of transportation.

Comment acknowledged. This comment does not raise an environmental issue warranting a response under CEQA. State Parks will consider this comment as State Parks further refines and develops the reservation system.

D-3 This comment requests that the Monterey-Salinas Transit (“MST”) system is utilized and that service stops include downtown Carmel-by-the-Sea, Carmel River Beach, Monastery Beach, and Rivera Road. Additionally, this comment suggests the Project consider a parking lot that is a Park-mobile, or a similar concept, to help subsidize costs of building Marathon Flats and the shuttle service.

Comment acknowledged. This comment does not raise an environmental issue warranting a response under CEQA. State Parks will consider this comment as State Parks further refines and develops the reservation system.

The
CROSSROADS
CARMEL

November 18, 2021

State of California Department of Park and Recreation
Attn: Mr. Matthew Allen
2211 Garden Road
Monterey, CA 93940

RE: Initial Study on the Mitigated Negative Declaration - Proposed ParkIT! Program

Dear Mr. Allen:

Regarding the Initial Study/Mitigated Negative Declaration submitted for the ParkIT! Program, we would like to offer our comments as it pertains to what we know to date about the proposed program.

Several months ago, I met with members of Big Sur Land Trust, State Parks and TAMC to discuss the proposed ParkIT! shuttle program. As owners of The Crossroads Carmel, it is important that we are included in discussions or plans for any activity that occurs on the parcel of land directly adjacent to us. The meeting was quite informative, the representatives presented the various aspects of the proposed project. Following their presentation, I was asked what issues The Crossroads Carmel would expect the project representatives to address as they continue through the planning process. The following are those items that which I conveyed should be addressed appropriately and pro-actively as part of this or any other similar proposed project;

1. Access to the proposed ParkIT! Lot from Rio Road requires access through our property so formal discussions would need to take place to determine if acceptable easement terms and an agreement could be reached between The Crossroads Carmel and ParkIT!. The ParkIT! program group would be responsible for drafting proposed easement language for our review. Similarly, I mentioned to the group that there is a separate property owner of the parcel that currently leases to Bank of America and Starbucks as well as separate owners of the parcel that leases to Wells Fargo Bank so they would also need to agree to easement terms and should this program move forward, we would require contingency language to that affect in an easement document.
2. The proposed location of the access road to the ParkIT! entrance starts along the roadway at Rio Road to the driveway that runs to the Bank of America drive up teller and along the west side of the Crossroads' parking lot. I informed the group that this roadway is used daily by large delivery trucks who delivery goods to all tenants here at the shopping center, as well as customers, so any entrance to the ParkIT! lot should be far enough down this roadway to allow for continued flow of trucks and vehicles. We definitely recommend that the entrance to the ParkIT! parking lot be placed at the current opening to that parcel of land which the Big Sur Marathon and Christmas tree lot merchants currently use or the secondary opening located just further down from there. ParkIT! should also speak directly with the property owners of the parcel where Bank of America is located to make sure they are comfortable with this arrangement as well.

E-1

E-2

3. We understand this program will be limited to no more than one hundred cars and will require a reservation system. We agree both of these components must be part of any final project that may be approved in order to ensure that 1) the program runs smoothly and effectively and 2) the program does not create overflow parking by ParkIT! riders into the Crossroads' parking lots. As we explained to the ParkIT! representatives, our parking lots are for customers of The Crossroads Carmel primarily and our leases with those tenants located on the West side of the property ensures that Landlord will provide ample parking for our shoppers. In addition, we would like to see a defined and on-going processes not only to keep overflow incidents to a minimal amount, but also to keep it from growing into a much larger issue if/when the ParkIT! program becomes better known. Attention to proper locations for signage should also be addressed to make sure current traffic flow is not disrupted.

E-3

4. We also understand that the ParkIT! program will have possibly have restrooms on site so it will be important for the ParkIT! group to establish appropriate cleaning and maintenance duties for those facilities as well as regular and on-going trash pick-up and landscape maintenance.

E-4

The ParkIT! representatives also mentioned a proposed pilot program to assess the effectiveness of this service and to determine what other features would be needed to make the program more effective. This seems to be a logical approach. We also understood from the meeting that this proposed ParkIT! shuttle program proposes to include other potential parking areas such as Palo Corona Regional Park (once it reopens) and parking in the lots at the Blue Roof Buildings along Carmel Center Place. This is the piece of the proposed ParkIT! program that we feel is most important. The combination of the reservation system along with more than one location for parking seems to be the most effective and the fairest approach.

E-5

We understand the need for the community to work together to try and identify reasonable and viable solutions to the traffic issues currently seen on Highway 1, both North and South. We look forward to learning more about the program and we hope to be included in future discussions, meeting and reviews of the proposed program to determine if and how appropriately we can assist.

Sincerely,

CARMEL VALLEY PARTNERS


Cynthia M. Buhl
General Manager

LETTER E: Carmel Valley Partners

E-1 This comment acknowledges that access to the Marathon Flats Facility requires access through the Crossroads Carmel property, as well as private property that Bank of America and Starbucks lease. This comment requests that formal discussions are held and an agreement is reached should the Proposed Project move forward.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA, no further response is necessary. State Parks and ParkIT! will enter into formal discussions and agreement with the Crossroads Carmel to negotiate agreeable easement terms, to include contingency language regarding a separate agreement with the property owner of the parcel that is currently leased to the Bank of America and Starbucks.

E-2 This comment requests that the design of the Marathon Flats Facility be reviewed to ensure that use does not disrupt delivery services for businesses at the Crossroads Carmel Shopping Center. The comment recommends that the entrance to the facility be placed at the current opening of the parcel or at the secondary opening, both currently used by the Big Sur Marathon and Christmas tree lot merchants.

Comment acknowledged. The Proposed Project would utilize the entrance to the Crossroads Carmel Shopping Center and driveways to the Marathon Flats Facility behind the Bank of America and Starbucks (see Draft IS/MND at pg. 11). State Parks will consider the suggestion and will coordinate with the commenter on the final location of the entrances.

E-3 This comment requests that a defined and on-going process for maintaining overflow of parking within the Crossroads Carmel Shopping Center be developed. This comment acknowledges that the existing parking at the Crossroads Carmel Shopping Center is for tenants and customers, and overflow incidents need to be minimized. The comment suggests that signage and signage location be addressed to ensure traffic flow is not disrupted.

Comment acknowledged. State Parks will work with the commenter to develop a monitoring mechanism to ensure that overflow parking does not occur. Examples to manage overflow parking may include signage, regular patrol by State Parks Rangers, citations, etc. Comment acknowledged; no further response is necessary.

E-4 This comment requests that the Proposed Project establish a routine maintenance schedule for the restroom facilities proposed for the Marathon Flats Facility.

State Parks would be responsible for the regular maintenance of the Marathon Flats Facility, including regular trash pickup and landscape upkeep. Comment acknowledged; no further response is necessary.

E-5

This comment acknowledges and supports the concept of a pilot program to assess the effectiveness of the Proposed Project. This comment also acknowledges that the Proposed Project intends to utilize other parking areas (e.g., Blue Roof Buildings, Palo Corona Regional Park), and supports this design approach.

Comment acknowledged; no further response is necessary.



ESSELEN TRIBE OF MONTEREY COUNTY
P.O. Box 95. Carmel Valley, Ca. 93924
831-214-5345 - Fax: 831-659-0111
Tribalchair@EsselenTribe.org

A California Native American 501-C-3 Non-Profit Organization

November 19, 2021

Matthew Allen
2211 Garden Road
Monterey, California 93940

Dear Matthew,

I hope you are well and in good spirits as we celebrate Native American Heritage Month.

The Esselen Tribe of Monterey County is writing in response to the letter sent out a few weeks ago. It is undated and more of a notice of the plans for the Park!It shuttle and the drop off locations.

We have submitted over a dozen concerns over the past several years since the Carmel Area General Plan Update was first announced. We have met on site in consultation with Monterey Peninsula Regional Park district director, Rafael Payen, as well as California State Park representatives, Rae Schwarzer and Brett Marshall, both on site and on zoom. We hope you understand that all of our concerns have not been met or mitigated except for the fence.

Although we appreciate the investment made by California State Parks for the fence I designed to protect the Polo Field area, we still have serious concerns about the human impact at the San Jose Creek trail. There is a Native American cemetery in that location and we strongly urge that the number of visitors is reduced--at all three parks actually--but especially San Jose Creek Canyon Road that leads back to the old rangers housing. There needs to be more instructions on staying on the main trails and a way to keep hikers from venture outside of those trails. Especially from the bus stop at San Jose Creek.

F-1

We are very concerned with the amount of general public that will be just dropped off and let free to roam. We are asking for further consultation with you and with the other parties involved in drafting these proposed plans. Please contact us to set up a meeting, in person or on a zoom meeting, so we can develop a solution or solutions to avoid impacts to our sacred sites. We look forward to hearing from you soon as time grows short to formulate plans to protect these resources.

F-2

Thank you sincerely.
Respectfully,

Tom Nason

Tom Little Bear Nason
Tribal Chairperson
Esselen Tribe of Monterey County
(831) 214-5345/Tribalchairperson@esselentribe.org

The Esselen Tribe is dedicated to preserving our ancient indigenous connection to our ancestral cultural heritage, language and traditional ceremonial practices while protecting and preserving our sacred homelands along the Santa Lucia Mountains of Big Sur, Carmel Valley and Monterey County.

LETTER F: Esselen Tribe of Monterey County

F-1 This comment expresses concerns regarding potential impacts associated with future use of San Jose Creek trail. This comment identifies that Tribal Cultural Resources, including a known Native American cemetery, are in proximity of the San Jose Creek trail. As a result, the commenter requests that the number of visitors be limited and suggests that instructions for staying on the main trails be utilized.

As identified in the Draft IS/MND, the Proposed Project includes a future shuttle stop at the San Jose Creek trail. The Proposed Project does not, however, entail the future opening of the San Jose Creek trail for public use. Moreover, the future San Jose Creek trail shuttle stop would not operate until such time that State Parks opens the San Jose Creek trail.

State Parks identified that the shuttle stop at San Jose Creek would not directly impact significant and sensitive cultural resources. i.e., the use of the shuttle stop would not, in and of itself, result in an impact (see Draft IS/MND on pg. 57). However, indirect impacts due to increased use could occur in connection with the opening of the San Jose Creek trail. While the Proposed Project would not directly impact cultural resources, State Parks identified Mitigation Measure 4.5-2, which requires the development of a Cultural Resource Management Plan, to ensure that indirect (or secondary) impacts associated with the future use of San Jose Creek trail and the proposed shuttle stop would be reduced to a less-than-significant level. The plan would identify resource protective measures to address potential secondary effects. Resource protective measures could include docent-led tours, signing closed areas, law enforcement contacts and citations. Additionally, State Parks would implement management actions as identified under the General Plan and continue to implement adaptive management strategies to minimize adverse effects as part of existing operations. The implementation of these measures would ensure that potential impacts would be less-than-significant.

State Parks appreciates the commenters' concerns regarding potential impacts to tribal cultural resources and is committed to working with the affected tribes to develop a Cultural Resource Management Plan to address potential secondary impacts. Comment acknowledged; no further response is necessary.

F-2 This comment request further consultation as the Proposed Project is further planned.

Comment acknowledged. It is the policy of State Parks to engage in open, respectful, ongoing consultation with all appropriate Native California Indian Tribes in the proper management of lands within the State Parks system. State Parks will

continue to coordinate with the affected Native American Tribes as part of developing the shuttle program and reservation system. Moreover, as noted above, State Parks will coordinate with affected Native American Tribes as part of the Cultural Resource Management Plan to be developed as outlines in Mitigation Measure 4.5-2. Furthermore, State Parks will conduct additional outreach and coordination with the affected Native American Tribes as part of the future opening of San Jose Creek trail.



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



November 17, 2021

Matthew Allen
Senior Environmental Scientist Supervisor Monterey District
State of California Department of Parks and Recreation
2211 Garden Road
Monterey, CA 93940

RE: Parkit Shuttle Program and Day-Use Reservation System Project (“Proposed Project”) Notice of Availability (NOA) / Notice of Intent (NOI) To Adopt an Initial Study / Mitigated Negative Declaration

Thank you for your project notification email dated, October 20, 2021, regarding cultural information on or near the proposed San Jose Creek Trail, shuttle stop along Highway 1, Monterey County. We appreciate your effort to contact us and wish to respond.

The Tribe’s Cultural Specialist has reviewed the project and concluded that it is within the aboriginal territories of the KaKoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria. Therefore, we have a cultural interest and authority in the proposed project area.

Based on the information provided, the Tribe is aware of known cultural resources near this project site and a cultural monitor will be needed for any and all ground disturbing activities within the area. The Tribe also does recommend cultural sensitivity training for any pre-project personnel. We also request that you incorporate KaKoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria’s Treatment Protocol into the mitigation measures for this project. We also request the following verbiage be updated:

MM 4.5-2: Prior to the operation of the San Jose Creek shuttle stop, State Parks shall develop a Cultural Resource Management Plan with the approval of the local Tribes. The plan shall address the use of the shuttle stop, as well as potential indirect effects associated with future public use of the San Jose Creek Trail. The plan shall identify resource protective measures to address potential secondary effects due to increased visitation and associated use. Applicable resource protective measures may include:

- Trail delineation in high trafficked areas using rod & cable and other types of fencing with signs;
- Regular patrols by staff and volunteers;
- Docent-led tours and educational contacts;
- Signing closed areas;
- Law Enforcement contacts and citations;
- On-going monitoring; and
- Adaptive management strategies to minimize resource related impacts.

State Parks shall coordinate with local Tribal representatives during the preparation of the Cultural Resource Management Plan to solicit input, comment and approval on appropriate resource protective measures. As part of the Cultural Resource Management Plan, State Parks will implement Best Management Practices and adaptive management strategies to minimize resource related effects.

Please submit the updated mitigation measures to the Cultural Specialist once completed.

G-1

G-2

G-3

Please contact the individual listed below to schedule the cultural sensitivity training, prior to the start of the project.

Isaac Bojorquez
Chairman
Cell: (530) 723-2380
Email: chairman@kakoontaruk.org

Lydia Bojorquez
Vice-Chairperson
Cell: (530) 650-5943
Email: vicechair@kakoontaruk.org

Please refer to identification number KKTR-02182021-01 in any correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Shurruru,



Tribal Chairperson



Vice-Chairperson



Treasurer

Secretary



Councilmember

LETTER G: KaKoon Ta Ruk Band of Ohlone

G-1 This comment states that the Tribe’s Cultural Specialist reviewed the project and concluded that it is within the territories of the KaKoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria.

Comment acknowledged; no further response is necessary.

G-2 This comment acknowledges that known cultural resources exist near the Project site and a cultural monitor will be needed for any and all ground disturbing activities within the area. Furthermore, the comment recommends cultural sensitivity training for any pre-project personnel and ask that the KaKoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria’s Treatment Protocol be incorporated into the mitigation measures for the Project.

Comment acknowledged. State Parks will include cultural monitoring during all ground disturbing actions as a standard project requirement.

G-3 This comment requests that the updated mitigation measures are submitted to the Cultural Specialist once complete.

State Parks will coordinate with the Tribe as part of the development of the Cultural Resource Management Plan identified in Mitigation Measure 4.5-2 (see Draft IS/MND at pg. 58). Comment acknowledged; no further response necessary.

MONTEREY COUNTY

HOUSING AND COMMUNITY DEVELOPMENT

Erik V. Lundquist, AICP, Director



HOUSING | PLANNING | BUILDING | ENGINEERING | ENVIRONMENTAL SERVICES
1441 Schilling Place South, 2nd Floor (831)755-5025
Salinas, California 93901-4527 www.co.monterey.ca.us

November 19, 2021

SENT VIA EMAIL

Matthew Allen
State of California Department of Parks and Recreation
2211 Garden Road
Monterey, CA 93940

Subject: Draft Initial Study/Mitigated Negative Declaration (IS/MND) for ParkIT! Shuttle Program and Reservation System Project

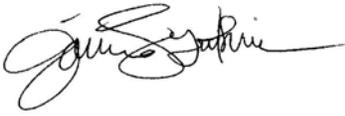
Dear Mr. Allen,

Monterey County Housing and Community Development (HCD) is grateful for the opportunity to provide comments on the Draft IS/MND for the ParkIT! Shuttle Program and Reservation System Project. Comments on the document are as follows:

- 1.4.1.2 Shuttle Service between the Marathon Flats Facility, Palo Corona, Point Lobos, and San Jose Creek Trailhead – Consider the parking fee be “included” as part of the shuttle fee. A secondary impact of a separate parking fee is that visitors may want to reserve only the shuttle with the park entrance fee for cost savings from not parking at the Marathon Flats Facility. Those vehicles that avoid payment of Marathon Flats Facility parking fees would potentially be parking in the adjoining neighborhoods or in nearby free parking lots, which could have unintended consequences that are not analyzed. If the assumption remains that all Day-Use Reservations through the Reservation System would be parking at the Marathon Flats Facility, the potential for impacts related to new pedestrian and traffic patterns in the vicinity should be analyzed. H-1
- Elevate Aesthetics 4.2.4(a) to less than significant with mitigation incorporated to include a mitigation that strengthens consistency of the project with California Coastal Act Section 30251 to ensure the parking lot at Marathon Flats is subordinate to the mountain vista and big sky that characterizes the visual setting to the south and east. H-2
- Air Quality – 4.3.2 Environmental Setting should analyze not only sensitive receptors near the proposed parking lot, but also those near proposed stops. H-3
- MM 4.5-2 is a deferred mitigation. As such, MM 4.5-1 provides that all ground-disturbing work shall be monitored by a qualified archaeologist to protect uncovered potential resources. A mitigation measure should also be added for a tribal consultant, particularly for developing programming of the stop near CA-MNT-12/H. H-4
- The traffic engineer shall include in section 4.15.5 Impact Analysis, Significance Criteria a qualitative analysis per the Office of Planning and Research (OPR) and the CEQA Guidelines. H-5

Thank you again for the opportunity to provide comments from Monterey County HCD. Please feel free to contact me with any questions at 831.796.6414 or email guthriejs@co.monterey.ca.us

Sincerely,

A handwritten signature in black ink, appearing to read "Jaime Guthrie". The signature is fluid and cursive, with the first name "Jaime" written in a larger, more prominent script than the last name "Guthrie".

Jaime Scott Guthrie, AICP, Planner
Housing and Community Development

cc: File REF210030
County Clearinghouse

LETTER H: Monterey County Housing & Community Development

H-1 This comment suggests the parking fee be “included” as part of the shuttle fee to eliminate secondary impacts from the Proposed Project having a separate fee for parking and visitors parking within the adjoining neighborhoods or in nearby free parking lots. Furthermore, this comment suggests that there could be spillover parking due to fee avoidance. Specifically, this comment suggests that people may elect to park outside of the Marathon Flats facility and would choose to walk to the shuttle stop to avoid paying a parking fee.

Comment acknowledged. The Proposed Project would include a fee for parking, a fee for the shuttle, and a fee for the day-use reservation system. State Parks will be conducting a fee assessment study (see Draft IS/MND at pg. 7) and will coordinate with the California Coastal Commission and County of Monterey as part of that process (see **Response A-1**, above). State Parks will consider this comment as part of future deliberations regarding potential fees.

Furthermore, parking for Point Lobos will not be limited to the Marathon Flats Facility. Parking will remain available within Point Lobos and along the west side of SR 1. Moreover, State Parks evaluated traffic related impacts associated with the Proposed Project. While the Proposed Project could result in some incidental spillover traffic in adjacent areas due to fee avoidance, State Parks does not anticipate that spillover traffic would be significant. Any incidental spillover traffic would likely be below perceptible levels and State Parks would design the shuttle and fee service to include enforcement actions to discourage fee avoiding behavior, including potentially including parking fees as part of the shuttle fee. The Draft IS/MND and supporting Traffic Impact Analysis (see Draft IS/MND on pg. 121 and Higgins on pg. 17), found that the Proposed Project would not generate new traffic (i.e., these trips are already occurring), and traffic related impacts would remain less than significant. Furthermore, please refer to **Master Response 6** for more information.

H-2 This comment requests that the impact statement and analysis for Section 4.2(a), Aesthetics, be changed to a *less than significant with mitigation*. The comment requests that the mitigation be included to ensure consistency with the California Coastal Act Section 30251 to ensure the parking lot at Marathon Flats is subordinate to the mountain vista and big sky that characterizes the visual setting to the south and east.

State Parks appropriately determined that the Proposed Project would not result in a significant aesthetic-related impact based on substantial evidence. The Proposed Project site consists of an existing disturbed, albeit undeveloped lot, that is routinely used for a variety of purposes, including parking, special events, and

commercial purposes (e.g., Christmas tree lot, pumpkin patch, etc.). The Proposed Project site is surrounded by existing development, including parking and commercial facilities associated with the Crossroads Carmel Shopping Center. The use of the Marathon Flats site as an unpaved parking area would not substantially alter the existing visual character of the area. The Project would not obstruct and/or otherwise restrict views of any scenic vistas, including distant mountains. The Proposed Project would not materially alter the existing visual character of the surrounding area. Use of the Marathon Flats site as an unpaved parking area is consistent with the existing visual environment – existing parking is immediately adjacent to the site. Additionally, the Proposed Project also includes vegetative screening and landscaping as part of the Proposed Project to ensure that aesthetic-related impacts would be less-than-significant. Finally, as discussed above, State Parks implements Standard Project Requirements as part of all projects to ensure that potential environmental effects are addressed as part of project design. The Proposed Project would implement the standard project requirements identified in **Table 1**, in addition to project-specific design items, including vegetative screening and landscaping, to ensure that potential impacts would remain less than significant.

State Parks concluded that the Proposed Project would result in a less than significant aesthetic-related effect. Moreover, State Parks considered the scenic visual qualities and character of the site as part of the IS/MND, identified relevant project design features to ensure impacts were avoided, and the Proposed Project would be visually compatible with the surrounding visual environment. Comment acknowledged; no further comment necessary.

H-3 This comment suggests that the air quality analysis evaluate sensitive receptors both near the Proposed Project, as well as near the proposed stops.

The IS/MND considered potential impacts to sensitive receptors. Pursuant to the California Health and Safety Code Section 42705.5(a)(5), “sensitive receptors” includes hospitals, schools, and day care centers, and such other locations as the district or state board may determine. No sensitive receptors are located in the proximity to the proposed shuttle stops. Moreover, it is also worth noting that any minor air quality effects associated with the operation of the proposed shuttles would be negligible in comparison to existing background air quality levels associated with the vehicular traffic on SR 1. Similarly, it is also worth noting that the Proposed Project would reduce VMT along the segment of SR 1/Rio Road intersection and Point Lobos – this would result in a corresponding reduction in vehicle emissions due to reduced vehicles on this segment. Overall, the Proposed Project would have a net beneficial impact on air quality by reducing vehicular traffic along SR 1.

H-4

This comment states that Mitigation Measure 4.5.2, constitutes deferred mitigation measure under CEQA. This comment also requests that Mitigation Measure 4.5-1 reflects the inclusion of a Tribal consultant for the development and implementation of a monitoring program.

Mitigation Measure 4.5-2 does not constitute deferred mitigation under CEQA. Relevant case law defines deferred mitigation as the practice of putting off the precise determination of whether an impact is significant, or precisely defining required mitigation measures, until a future date. Case law further identifies that the deferral of a specific mitigation measure may be appropriate under specific circumstances. Specifically, an agency may elect to defer the specific mitigation approach if; a) the agency commits itself to the mitigation by identifying and adopting one or more measures for the identified impact and the measures include performance standards, or b) the agency provides a menu of feasible mitigation options from which the applicant or agency may choose to achieve the stated performance standards. Further, “when a public agency has evaluated the potentially significant impacts of a project and has identified measures that will mitigate those impacts, and has committed to mitigating those impacts, the agency may defer precisely how mitigation will be achieved under the identified measure pending further study.” (Oakland Heritage Alliance v. City of Oakland (2011) 195 Cal.App.4th 884, citing California Native Plant Society v. City of Rancho Cordova (2010) 172 Cal.App.4th 603.)

Here, State Parks identified that the Proposed Project could result in potential indirect impacts associated with the future operation of the San Jose Creek trail. State Parks further reasonably identified that mitigation would be appropriate to ensure that impacts would be less than significant. And State Parks identified specific measures to be included as part of a future plan to address potential secondary impacts associated with the use of San Jose Creek trail. Specifically, State Parks identified that the plan should include resource protection measures to address potential effects due to increased visitation. Those measures included delineating trails in high trafficked areas using rod and cable and other fencing techniques, regular patrols by staff and volunteers, docent led tours and educational contacts, signing closure areas, law enforcement actions by State Park rangers, on-going monitoring, and other adaptive management strategies implemented by State Parks as part of routine park management. Furthermore, it is also important to note that this measure is in addition to the Standard Project Requirements that State Parks implements in connection with all State Parks projects.

State Parks committed themselves to implement a specific plan to address potential indirect impacts consistent with the General Plan. State Parks identified that the Cultural Resource Management Plan would be developed in consultation

with affected Native American representatives. In addition, State Parks also identified specific measures to be included as part of the plan to ensure that indirect impacts would be minimized to a less than significant level. Mitigation 4.5-2 does not constitute deferred mitigation under CEQA. Instead, it represents a comprehensive strategy to ensure that State Parks will implement appropriate actions to minimize potential secondary project impacts.

The commenter further requests that a tribal consultant shall be included as part of Mitigation Measure 4.5-2 due to the proximity of the San Jose Creek trail shuttle stop to CA-MNT-12/H. As identified in Mitigation Measure 4.5-2, this measure will be developed in consultation with Native American representatives. This measure has been modified to clarify that the plan shall be prepared by a qualified professional. Please refer to **Section 3.0, Revisions to the Draft IS/MND**, for more information.

H-5

This comment requests that the IS/MND include a qualitative analysis of VMT per the Office of Planning and Research (“OPR”) and the CEQA Guidelines.

State Parks evaluated transportation related impacts pursuant to OPRs Technical Advisory on Evaluating Transportation Impacts in CEQA and CEQA Guidelines (see Draft IS/MND pg.121). CEQA Guidelines Sec. 15064.3 states that a lead agency use Vehicle Miles Traveled (“VMT”) to evaluate a project’s transportation impacts. CEQA Guidelines Sec. 15064.3(b) discusses criteria for analyzing transportation impacts on both land use projects and transportation projects. Projects that reduce VMT in the project area compared to existing conditions should be presumed to have a less than significant impact.

As identified in the IS/MND and supporting Traffic Impact Analysis, the Proposed Project would not result in a potential VMT related impact (see Draft IS/MND at pg. 127). The Proposed Project would reduce regional VMT compared to existing conditions. As identified in the Draft IS/MND, the Project would implement a shuttle system that would reduce vehicles traveling on SR 1 between Rio Road and Point Lobos, a distance of 2.2 miles in each direction. The operation of the shuttle will result in 708 visitor vehicles per weekday and 787 visitor vehicles per weekend day, saving 31,152 VMT per weekday and 34,628 VMT per weekend day (Draft IS/MND at pg. 127 – 128). Accordingly, State Parks concluded that the Proposed Project would reduce existing VMT and would have a net beneficial impact as compared to existing conditions. State Parks evaluated the Proposed Project’s VMT related impacts consistent with the requirements of CEQA.



November 18, 2021

California Department of Parks and Recreation
Attn: Matthew Allen
Matthew.Allen@parks.ca.gov

**RE: Comments on Proposed ParkIT!
Shuttle Program and Reservation
System Project Draft IS/MND**

Dear Mr. Allen:

This letter provides Monterey-Salinas Transit (MST) comments on the proposed ParkIT! Shuttle Program located adjacent to City of Carmel-by-the-Sea. The Draft Initial Study/Mitigated Negative Declaration (IS/MND) identifies the two primary project components being 1) the ParkIT! Shuttle Program and associated subcomponents, and 2) State Park’s proposed Day-Use Reservation System for visitors to Point Lobos.

- 1. The project description should be updated to the final proposed project. Page 7 identifies the proposed shuttle project as operating 10am-5pm in 20 to 30-minute intervals via two or three 24-passenger minibuses. The project includes a fee for parking, a fee for the shuttle, and a fee for park entrance. The description does not indicate whether the shuttle will operate daily and on holidays. Section 4.15 Transportation/Traffic (page 118) describes the shuttle operation as 20-minute headways with three buses. The Transportation/Traffic section appears to have a more concrete description of potential shuttle operations than is explained in the main project description. I-1
- 2. Figure 3C: The routing of the proposed shuttle extends past two MST bus stops- one on Rio Road and one within the Carmel Crossroads Center. While the project description indicates the shuttle will only stop within the future proposed Marathon Flats parking lot, MST would like to ensure the concession contractor does not use the MST bus stops without a prior Memorandum of Understanding (MOU) in place. I-2
- 3. Page 115: Please indicate the date of transit information. In addition to Line 24, MST also operates Lines 91 and 92 along Rio Road and in Carmel Crossroads Shopping Center. I-3

Advocating and delivering quality public transportation as a leader within our community and industry.

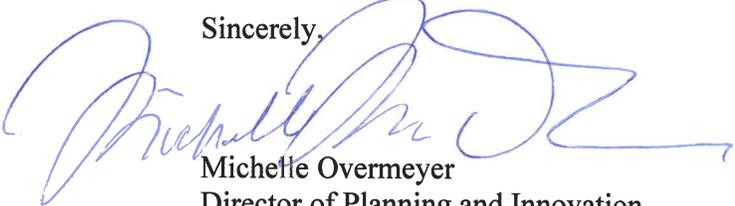
Transit District Members Monterey County • Carmel-by-the-Sea • Del Rey Oaks • Gonzales • Greenfield • King City • Marina • Monterey Pacific Grove • Salinas • Sand City • Seaside • Soledad **Administrative Offices** 19 Upper Ragsdale Drive, Suite 200 Monterey, CA 93940

PH 1-888-MST-BUS1 (1-888-678-2871) • FAX (831) 899-3954 • WEB mst.org

4. Page 126 Project Recommendations: MST recommends that the shuttle fee be waived for patrons transferring from MST transit service. This action will help remove barriers to riding transit, and further benefit vehicle miles travelled (VMT) reduction.

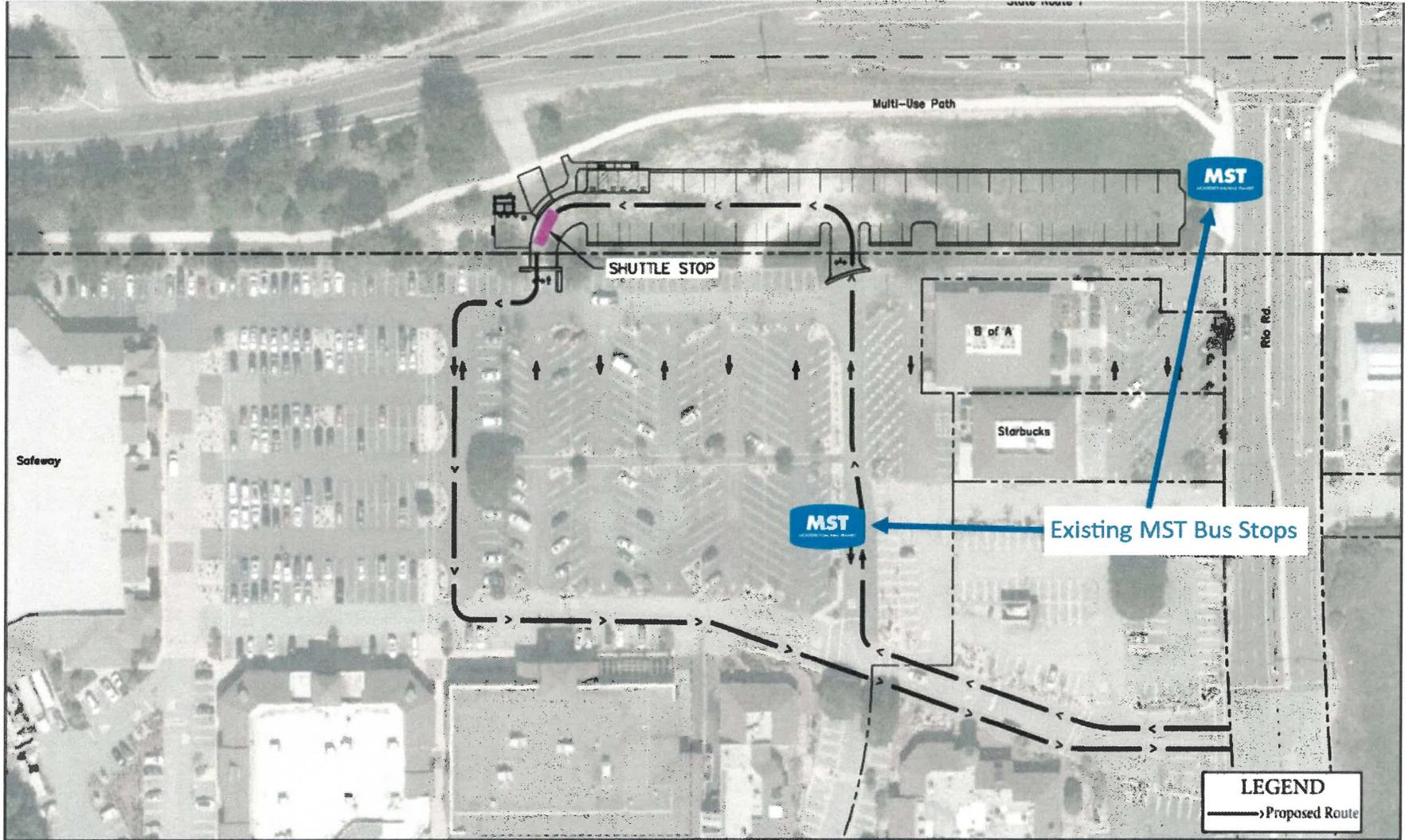
MST is very supportive of reducing VMT and improving safety and access to State Parks as proposed in the *ParkIT! Shuttle Program and Day-Use Reservation System*. If you have any questions about the above comments, please do not hesitate to contact me at movermeyer@mst.org or 831-264-5877.

Sincerely,



Michelle Overmeyer
Director of Planning and Innovation

Attachment: Figure 3C Shuttle Stops/Route- Carmel Crossroads Center



Title:
Shuttle Stops/ Route - Carmel Crossroads Center

Date: 1/15/2021
 Scale: N/A
 Project: 2020-01


Denise Duffy and Associates, Inc.
 Environmental Consultants Resource Planners
 947 Cass Street, Suite 5
 Monterey, CA 93940
 (831) 373-4341

Monterey | San Jose
 Figure
3c

LETTER I: Monterey-Salinas Transit

I-1 This comment requests that State Parks update the project description to include more detailed information concerning potential shuttle operations to be consistent with the information contained in Section 4.15, Transportation/Traffic, of the Draft IS/MND.

Comment acknowledged. Please refer to **Section 3.0, Revisions to the Draft IS/MND**, for more information.

I-2 This comment requests that the concession contractor does not use the MST bus stops located on Rio Road and within the Carmel Crossroads Center without a prior Memorandum of Understanding (“MOU”) in place.

Comment acknowledged. State Parks will not use the MST bus stops located at Rio Road and within the Carmel Crossroads Center without a prior MOU. This comment does not raise a substantive environmental issue warranting a response under CEQA; no further response is necessary.

I-3 This comment requests the date of transit information found on pg. 115. This comment identifies additional MST lines that operate in the proximity of the Proposed Project. More specifically, MST Lines 91 and 92 operate along Rio Road and in the Crossroads Carmel Shopping Center.

The comment regarding the request for the date of the transit information is unclear. The information contained in the IS/MND is based on the Traffic Impact Analysis, which was prepared in December 2020. Please refer to **Section 3.0, Revisions to the Draft IS/MND**, for minor revisions to clarify that MST Lines 91 and 92 operate along Rio Road and in the Crossroads Carmel Shopping Center.

I-4 This comment recommends that the shuttle fee be waived for MST patrons transferring from MST transit service.

Comment acknowledged. State Parks will consider this comment as part of establishing fees for future shuttle service. This comment does not raise a substantive environmental issue warranting a response under CEQA.; no further response is necessary.

November 16, 2021

California Department of Parks and Recreation
Attn: Matthew Allen, Senior Environmental Scientist Supervisor
2211 Garden Road
Monterey, CA 93940

Via email: matthew.allen@parks.ca.gov

SUBJECT: Comments on Mitigated Negative Declaration for ParkIT! Shuttle Program and Reservation System Project

Dear Mr. Allen:

The Transportation Agency for Monterey County (TAMC) is the Regional Transportation Planning and Congestion Management Agency for Monterey County. Agency staff has reviewed the Notice of Intent of a Mitigated Negative Declaration for the ParkIT! Shuttle Program and Reserve System Project.

The proposed project consists of usage of the Palo Corona Regional Park parking lot, temporary use of the Blue Roof Office Buildings parking lot, and construction of the Marathon Flats Alternative Parking Facility located in the Carmel Crossroads Shopping Center. In addition, the shuttle program proposes a Day-Use Reservation system with 30-minute headways for visitors going to and from Point Lobos.

Agency staff offer the following comments for your consideration:

TAMC requests to be included in future notifications regarding the project. Future notices can be sent to Aaron Hernandez of my staff at aaron@tamcmonterey.org

J-1

TAMC supports the integration of bicycle and pedestrian elements in the project area to promote comfortable and safe travel of bicyclists and pedestrians. Please identify the nearby bicycle and pedestrian routes that link the parking facilities and nearby land uses. Our Agency further encourages the installation of high visibility features for pedestrians in addition to clear wayfinding signage to the shuttle stops.

J-2

The Agency strongly encourages coordination with Monterey-Salinas Transit on current, planned, and future transit connections to the shuttle stops. We encourage that wayfinding for users departing the Line 24 bus stop at the Marathon Flats Facility is clearly visible to make connections to the shuttle stop.

J-3

The Agency encourages an incentive program for shuttle users that arrive to the shuttle stops using alternative transportation modes.

J-4

Mitigation measures should include coordination with appropriate entities in charge of special events to ensure traffic impacts in the project site are minimized.

J-5

Thank you for the opportunity to comment on the proposed project. If you have any questions, please contact Aaron Hernandez of my staff at aaron@tamcmonterey.org or 831-775-4412.

Sincerely,



Todd Muck
Executive Director

LETTER J: Transportation Agency of Monterey County

J-1 This comment requests that the Transportation Agency of Monterey County (“TAMC”) be included in future notifications regarding the Proposed Project.

Comment acknowledged. State Parks will notify TAMC regarding future updates on the Proposed Project. This comment does not raise a substantive environmental issue warranting a response under CEQA; no further response is necessary.

J-2 This comment acknowledges that TAMC supports the integration of bicycle and pedestrian elements in the project area to promote comfortable and safe travel of bicyclist and pedestrians. This comment requests that nearby bicycle and pedestrian routes that link the parking facilities and nearby land uses are identified. Furthermore, the comment encourages the installation of high visibility features for pedestrians in addition to clear wayfinding signage to the shuttle stops.

The Draft IS/MND describes both bicycle and pedestrian routes that are a part of the Proposed Project Property, and adjacent to the Proposed Project site (see Draft IS/MND at pg. 114). The Proposed Project would include 10 bicycle parking spots per the recommendations of the Traffic Impact Analysis and Monterey County Code Sec. 20.58.00. The Proposed Project would also include wayfinding signage at the shuttle stops consistent with this comment. Comment acknowledged; no further response is necessary.

J-3 This comment encourages coordination with MST on current planned, and future connections to the shuttle stops. This comment suggests clear wayfinding for users departing from MST routes be clear and visible.

Comment acknowledged. State Parks will coordinate with MST on current planned and future connections to the proposed shuttle stops. This comment does not raise a substantive environmental issue warranting a response under CEQA; no further response is necessary.

J-4 This comment encourages an incentive program for shuttle users to arrive to the shuttle stops using alternative transportation modes.

Comment acknowledged. State Parks will consider potential incentive programs for shuttle users arriving via alternative transportation modes. This comment does not raise a substantive environmental issue warranting a response under CEQA; no further response is necessary.

J- 5

This comment requests that mitigation measures should include coordination with appropriate entities in charge of special events to ensure traffic impacts in the Project site are minimized.

State Parks evaluated the Proposed Project and determined that the Project would have a net beneficial VMT impact (i.e., it would reduce the number of vehicles traveling between Rio Road and the entrance to Point Lobos) and therefore would not result in an impact warranting mitigation under CEQA (see Draft IS/MND at pg. 127 for more information). CEQA Guidelines Sec. 15126.4 requires the identification of mitigation to reduce potentially significant impacts. Here, the Proposed Project would not have a significant traffic-related impact. As a result, mitigation is not warranted. However, State Parks will continue to coordinate with the appropriate entities during special events. State Parks appreciates the comment and will take all steps necessary to ensure that communication and coordination is maintained with the appropriate entities.

Comment acknowledged; no further response is necessary.

Letter K

From: [Mills Alexanne](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Reservations and Shuttle
Date: Saturday, November 13, 2021 2:50:26 PM

You don't often get email from alexannemills@gmail.com. [Learn why this is important](#)

Dear Mr. Allen,

Since State Parks started the research for solving our parking dilemma at Point Lobos, I have consistently made one request regarding access and fees for Monterey County Residents. Once again, I strongly recommend that you make special rate and reservation protocol for our county residents.

The docent program at Point Lobos has always been focused on creating ways to help underserved county children and adults access our programs and learn to care for our environment.

Thanks to State Parks and the Point Lobos Foundation, we have a wonderful school program for children from Title I schools, where docents give presentations at their schools, then have sponsored class trips to visit our Reserve and learn on small group guided walks. The students are then given one free entry pass to bring their parents and “give them a tour”! We also have an Easy Access Adventure program for people of all abilities to enjoy.

Please consider our residents in your plans. Thank you

Alexanne Mills
“Pass it on with wonder” - Sister Anna Voss, who helped establish the Point Lobos Docent Program.

K-1

LETTER K: Alexanne Mills

K-1 This comment requests that State Parks consider a special rate and reservation protocol for County residents.

Comment acknowledged; State Parks will consider potential options for local residents as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise an environmental issue; no further response is necessary.

Letter L

From: [alicia meheen](mailto:alicia.meheen)
To: Matthew.Allen@parks.ca.gov
Subject: Response to Shuttle proposal article in the Pine Cone
Date: Friday, November 12, 2021 4:43:48 PM

[You don't often get email from ajmeheen@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Would people (mostly locals) who have annual passes or the Limited Use Golden Bear Pass be allowed to drive in?

Perhaps people with these passes could drive in and park during the first hour in the morning. I am 85 years old and an artist and have enjoyed driving in with my equipment to paint on location.

I think the shuttle system would greatly help with tourists, but not for me. Alicia Meheen

Sent from my iPad

L-1

LETTER L: Alicia Meheen

L-1 This comment requests clarification regarding the existing use of annual State Park passes such as the Limited Use Golden Bear Pass. This comment further suggests that people with passes be able to access Point Lobos in the early morning hours.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise an environmental issue; no further response is necessary.

Letter M

From: [Amy Anderson](#)
To: Matthew.Allen@parks.ca.gov
Subject: Shuttle to Point Lobos
Date: Sunday, November 14, 2021 1:36:46 PM

You don't often get email from carmelcellogal@comcast.net. [Learn why this is important](#)

Hello Mr Allen,
I'm responding to the article in the Pine Cone about the plan for a shuttle to Point Lobis and other destinations.

Wonderful idea! Could save traffic hazards, lives, and help enforce a limit on some of our parks that are "loved to death".

I totally support the plan.

Best regards,
Amy Anderson
Carmel

Get [Outlook for iOS](#)

|

M-1

LETTER M: Amy Anderson

M-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise an environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter N

From: [Ann Jensen](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle Plan
Date: Saturday, November 13, 2021 4:49:44 PM

You don't often get email from annjensen@comcast.net. [Learn why this is important](#)

Attention: Matthew Allen

I read with interest this quote in the Carmel Pine Cone: "The quality of the visitor experience at Point Lobos has degraded due to traffic, resource destruction, and overcrowding.."

I have lived 2 miles south of Point Lobos for 42 years. I have watched the traffic increase, the parking become more difficult and dangerous over the years. It was an immense improvement to allow parking on only one side of the road. I whole heartedly support the idea of a shuttle, limiting the number of visitors, and requiring reservations."

As we have aged, Point Lobos is no longer accessible to us, as we cannot walk the long distances along a dangerous highway, from distant parking places. Having a shuttle, with the required reservations, and more limited number of visitors would be advantageous to everyone. No longer would we be subject to cars doing unsafe u-turns, and causing traffic delays while visitors search for places to park their cars. Someday, someone is going to be seriously injured if this issue is not addressed. This beautiful area is being ruined by over-tourism, and highway safety concerns.

YES TO THE SHUTTLE,

Ann Jensen
206 B Upper Walden
Carmel Highlands, CA

N-1

LETTER N: Ann Jensen

N-1 This comment expresses support of the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter O

From: [Arthur Cook](#)
To: Matthew.Allen@parks.co.gov
Subject: Parking, Shuttle and Reservations to Point Lobos and Palo Colorado
Date: Wednesday, November 17, 2021 3:29:18 PM

I support the plan as described in the Carmel Pine Cone, November 12-18, 2021 edition, Page 1A.

There are many benefits to the proposal beyond the important purpose of preserving Point Lobos against damage caused by excessive human visitation.

These include pedestrian and vehicular safety along Highway 1 and restoring the ability of local residents (and others) to enjoy Point Lobos when it is not overcrowded, by obtaining a reservation in advance.

Sincerely,
Arthur Cook
25625 Via Malpaso
Carmel, CA 93923

O-1

LETTER O: Arthur Cook

O-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter P

From: [Yerdua Mz](#)
To: Allen, Matthew@Parks
Subject: ParkIT! shuttle plan for Pt. Lobos and Palo Corona (as reported in Carmel Pine Cone Nov. 12, 2021)
Date: Tuesday, November 16, 2021 1:40:27 PM

You don't often get email from yerduamz@gmail.com. [Learn why this is important](#)

Dear Mr. Allen,

I am writing in response to the article referenced in the subject line. Before writing I brought myself up to speed by reading the Monterey Peninsula Regional Park District's (MPRPD) Strategic plan for 2021-2025, as well as the ParkIT! Initiative (2018).

I have lived at my home on Carmel Valley Rd, located 2 miles from Hwy.1, since 1975, where my late husband and I raised our two sons. I'm now very concerned about the future, and not just because I have 3 grandsons for whom I wish I had some hope and answers. The area has been developed considerably over the past 46 years, as has everywhere. Given the topography of mountains, the coast, and the Carmel river, road access here will always be limited. I fear that the beauty, peacefulness, and clean air that I discovered here in 1972 at the age of 21, is being destroyed by the core problem of too many cars and people - due to social media, among other reasons of course. With more cars crowding the roads there is the ever increasing concern of hampered access for emergency vehicles - whether fighting fires or dealing with medical emergencies. More people result in more careless human behaviors. Carmel Valley is basically a one way in and out valley that can't sustain more traffic. Our local, all volunteer Carmel Valley Association keeps a close watch on the impact of development. There will soon be construction of a long contested housing development adjacent to Palo Corona that will bring more cars to the mouth of the valley. The MRPD's Strategic Plan envisions opening up the park to as many people as possible for education and recreation, and is seemingly directed at local residents, many of whom come from the north and would turn east on CV Rd, to which I don't object. But please don't add Hwy 1 visitors to this mix. Keep our local park district serving local needs first.

Point Lobos is a state reserve, under the authority of the state. In 1979 a cap on visitors was set but never enforced. Now I read the cap has been removed. The ParkIT! Initiative as it pertains to Point Lobos aims to reduce parking problems on Hwy, 1. But without capping visitors, the number of cars on the road to destination parks will not change, unless the reservation system caps the number of cars.

Our regional park district was created, and voted on as a measure, by local residents of this community, was approved, and is partly funded by a fee on our property tax bills.

I strongly oppose involving the state in control of local access to Palo Corona.

I strongly oppose any limitation on free and open access for local residents parking at Palo Corona at any time that the park is open.

I strongly oppose a reservation system for local access to any local park, whether one be a dog owner to the future dog park, a hiker to the hills, or a walker on the accessible flats.. An unscheduled, spontaneous visit to the park, or any park in this district - according to capacity - must be a benefit of living in, and supporting, the MRPD.

I am opposed to the state's needs for Point Lobos' problems resulting in a restriction on our

P-1

P-2

local park. Our community has had a strong voice in determining what we want for Palo Corona. The general manager did a fine job of holding open public meetings (before COVID restrictions), and of gathering opinions through surveys. Communication through the pandemic has been difficult. A one week deadline for submitting opinions is too short. Please allow more time.



If we keep developing access to everything, we'll never solve the human causes of climate change and environmental and ecological destruction.

Thankyou for what you do and your time and attention,

Audrey Morris
93923

LETTER P: Audrey Morris

P-1 This comment opposes State Parks controlling local access.

Comment acknowledged. Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise an environmental issue. Please refer to **Master Response 2** which addresses comments opposed to the Proposed Project. Similarly, State Parks received several comments regarding the use of Palo Corona Regional Park. The existing use of Palo Corona Regional Park would not be changed by the implementation of the Proposed Project. Please see **Master Response 4** which addresses comments related to Palo Corona Regional Park. Lastly, State Parks has and will continue to consider local access to Point Lobos. While access is not an environmental issue under CEQA, State Parks has addressed this concern in **Master Response 5**.

P-2 This comment expresses dissatisfaction regarding the public comment period. This comment states that a one week deadline for submitting opinions is too short.

Comment acknowledged. Pursuant to CEQA Guidelines Sec. 15073, Sec. 15075, and Sec. 15105, State Parks released the Draft IS/MND for public review on October 20th, 2021. State Parks circulated the Draft IS/MND for public comment for 30 days consistent with the requirements of CEQA Guidelines Section 15073. Contrary to the commenters' assertion, the Draft IS/MND was circulated for more than one week. State Parks provided adequate notice for the Proposed Project.

Additionally, pursuant to CEQA Guidelines Sec. 15072(b), State Parks provided notification via direct mailing to individuals/agencies/organizations that previously requested such notice. State Parks also posted a Notice to Adopt at the Regional Park Office at Palo Corona, at the Marathon Flats Facility Site, and at the State Parks District Office in Monterey, CA. Email notifications were also sent out to neighboring associations. State Parks sent direct notices to approximately 30 individuals, groups, and governmental organizations notifying these groups that the Draft IS/MND was available for public review.

Letter Q

From: [August Louis](#)
To: Allen, Matthew@Parks
Subject: RE: Point Lobos
Date: Monday, November 22, 2021 9:07:04 AM

You don't often get email from ajlouis@sonic.net. [Learn why this is important](#)

Dear Matthew,

Thank you for your email answers. I feared State Parks would not set visitor capacity limits. State Parks cannot proceed with additional facilities without completing the carrying capacity study for Point Lobos Reserve. Public Resource Code 5019.5 requires this step. By proceeding with additional parking facilities and a shuttle system located at Marathon Flats will simply increase the number of visitors at Point Lobos. This is crazy.

Q-1

From 1979 until May of 2021 the visitor capacity at Point Lobos was 1,350 people per day. There have been many years that State Parks chose not to enforce this limit. Over the last several years the number of daily visitors (particularly on weekends or holidays) has been estimated at 5,000 people per day. This number of visitors is beyond the capacity of Point Lobos. It is as simple as the bathrooms cannot handle those numbers. That number of visitors causes resource degradation, erosion, trail widening, wildlife negative impacts and a general degradation of each visitor's experience.

Q-2

I started a petition using the site Change.org. My petition was titled "Visitors are loving Point Lobos State Natural Reserve to death". This petition was directed to State Parks and the State Parks Commission during their review of the new general plan. 1723 signors have now joined me with this petition. Our request was to maintain the visitor limit of 1,350 visitors per day.

Implementing a reservation system has the potential for being a great benefit for Point Lobos. However, the visitor limits need to be clearly established and vetted with public input and scrutiny. Using the approach of adaptive management is simply a fancy way of saying State Parks will do what they want to. The first criteria must be, what visitor capacity can Point Lobos handle without degradation to its vast resources. Once that number of visitors is established (it was fine a 1,350 visitors per day) then a plan to meet where those visitors are coming from can be considered. Proceeding with more visitor facilities at this stage just brings more visitors to Point Lobos.

Q-3

The "Park It" proposal is not the solution. This only adds additional visitors to those who already access Point Lobos by using the parking within the reserve and those who use the shoulder of Highway 1 to walk into the reserve. That number of visitors is already degrading the landscape. Proceeding with parking at Marathon Flats and a shuttle system will only make the degradation worse.

Sincerely,
Augie Louis

From: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>

LETTER Q: Augie Louis

Q-1 This comment expresses concern regarding the implementation of the Proposed Project without first conducting a carrying capacity study pursuant to Public Resource Code 5019.5.

Comment acknowledged. Public Resource Code 5019.5 states “Before any park or recreational area development plan is made, the department shall cause to be made a land carrying capacity survey of the proposed park or recreational area, including in such survey such factors as soil, moisture, and natural cover.” The Draft IS/MND evaluates the potential environmental effects of the Proposed Project. State Parks has considered potential environmental factors affecting site development and concluded that the Proposed Project would not result in a substantial adverse environmental effect – where necessary, State Parks has identified mitigation measures to reduce those impacts to a less than significant level. In addition, State Parks previously determined that the Marathon Flats site was suitable as an alternative transportation facility as part of the General Plan and EIR.

Q-2 This comment acknowledges visitor use is negatively impacting natural resources and visitor facilities at Point Lobos. This comment requests that State Parks maintain the visitor limit of 1,350 visitors per day.

Comment acknowledged. State Parks is aware that visitation at Point Lobos often exceeds the daily visitor limit defined by the 1979 General Plan. The Proposed Project would not increase the number of visitors, but rather maintain current visitation and disperse visitor use throughout the day. State Parks is committed to protecting existing resources while providing quality recreational opportunities at Point Lobos. State Parks believes that the Proposed Project would help facilitate public access in a manner that is sustainable and also recognizes resource limitations by dispersing access across the day to minimize periods of peak visitation. As identified in the IS/MND, State Parks will implement additional measures, as necessary, to minimize potential resource related impacts, including trail closures, increased enforcements, etc.

Q-3 This comment supports the implementation of a reservation system but emphasizes the need to establish daily visitor limits before implementation. Additionally, this comment requests that public input is obtained during this process.

Comment acknowledged. The Proposed Project would not increase visitation at Point Lobos. The Proposed Project would disperse use throughout the day to reduce impacts to natural resources and park facilities during current daily peak

hour visitation. Please refer to **Master Response 5** for additional information. State Parks will conduct public outreach and education during the development of the reservation system and associated fees to solicit additional public input.

Letter R

From: [Bill Clancy](#)
To: Matthew.allen@parks.ca.gov
Subject: Point Lobos shuttle plan
Date: Saturday, November 13, 2021 10:23:16 AM

You don't often get email from oneclancy@gmail.com. [Learn why this is important](#)

Matthew

I read your article in the Carmel Pine Cone, and had a very simple alternative solution. Post and enforce a no parking zone on Route 1 near Point Lobos, and make MST Route 22 available year round. [MST_BRO_BigSur_web](#) . Done, no extra shuttle services to build and maintain, no increased traffic congestion on Rio Road.

Bill Clancy
Monterey Resident

R-1

LETTER R: Bill Clancy

R-1 This comment suggests posting and enforcing a “No Parking” zone on SR 1 near Point Lobos and extending the Monterey Salinas Transit route 22 year-round. This comment states that these options would eliminate the need for a shuttle service and would not increase traffic congestion on Rio Road.

Comment acknowledged. State Parks has worked with the County of Monterey and Caltrans to limit parking along SR 1. As identified in the Draft IS/MND, the County of Monterey Board of Supervisors approved a permanent ban on parking on the east side of SR 1 from a point 1,800 feet north of the Point Lobos entrance to a point 1,800 feet south of the Point Lobos entrance. The prohibition of parking along the west side of SR 1 would further increase the need for a shuttle program and additional parking facilities. State Parks does not believe that eliminating parking on the west side of SR 1 would meet the objectives of the Proposed Project. Moreover, State Parks also believes that prohibiting parking on the west side of SR 1 would have secondary impacts related to public access and would require additional regulatory approval from the County of Monterey, Coastal Commission, and Caltrans. State Parks will continue to coordinate with MST regarding other public transportation options, but firmly believes that a shuttle program is necessary to accommodate the volume of park visitors.

The commenter incorrectly assumes that the Proposed Project would increase congestion on Rio Road. As discussed in **Master Response 6**, the Proposed Project would not cause existing intersections to operate at an unacceptable LOS. State Parks found that potential traffic impacts would be less than significant and that the Proposed Project would have a net beneficial VMT impact by reducing traffic along the SR segment between SR 1/Rio Road and Point Lobos. Traffic related impacts at Rio Road would be minimal and would not result in a significant impact.

Letter S

From: bobbedambrosio@gmail.com
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos shuttle plan
Date: Sunday, November 14, 2021 11:14:39 AM

You don't often get email from bobbedambrosio@gmail.com. [Learn why this is important](#)

Matthew,

I believe the plan has merit, particularly for weekend traffic. I like the idea of staging the parking/shuttle in Marathon Flats.

S-1

However, I think that on weekdays, particularly during times of the year when the visitor traffic is not heavy, that a certain number of visitors ought to be allowed to drive into the park. This will make it more accessible and convenient for locals (and others) who value access to the park for periodic visits.

S-2

I do think signs should be posted along Hwy. 1 that no parking will be allowed along the shoulder. This has definitely posed traffic hazards. Of course, there will still be cars parking at Monastery Beach, with folks walking into the park, unless you no longer allow walk-in's.

S-3

Thanks for your consideration.

Bobbe Collins
Carmel Valley resident

Sent from [Mail](#) for Windows

LETTER S: Bobbe Collins

S-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

S-2 This comment suggests that during the weekdays and during non-peak seasons visitors are allowed to drive into Point Lobos.

Comment acknowledged. State Parks will consider this comment as State Parks further refines the reservation system. This comment does not raise a substantive environmental issue warranting a response under CEQA; no further response required.

S-3 This comment suggests eliminating existing parking along SR 1.

Comment acknowledged. State Parks does not have the authority to prohibit parking along SR 1. Parking along SR 1 is within the Caltrans right-of-way. Therefore, eliminating parking along SR 1 is not an action that State Parks can take. However, as identified above, State Parks has worked with the County of Monterey and Caltrans to limit parking along SR 1. For instance, the County of Monterey Board of Supervisors approved a permanent ban on parking on the east side of SR 1 from a point 1,800 feet north of the Point Lobos entrance to a point 1,800 feet south of the Point Lobos entrance. Eliminating parking along the west side of SR 1 could potentially create additional constraints to public access, which State Parks believes the Coastal Commission would oppose. State Parks, however, is committed to working with all affected stakeholders to evaluate feasible measures to address traffic concerns along this segment of SR 1 while also ensuring that there is available parking to accommodate existing access. State Parks believes that the Proposed Project is an important component of State Parks strategy to promote sustainable access, provide additional parking amenities, and help minimize potential traffic conflicts on SR 1, while also addressing potential resource related concerns due to the overuse of Point Lobos.

Letter T

From: [Charlotte Salomon](#)
To: Allen, Matthew@Parks
Subject: Proposed Point Lobos shuttle
Date: Monday, November 15, 2021 9:36:55 AM

You don't often get email from csalomon@lwtech.com. [Learn why this is important](#)

Dear Mr. Allen:

My husband and I live in the Carmel Highlands and drive by Point Lobos almost every day—we have consistently supported the institution of a shuttle service as well as other proposed traffic and access mitigation measures.

T-1

Over the past few years, the deteriorating situation at Point Lobos has accelerated and a shuttle cannot come soon enough. We urge the California Dept. of Parks and Rec to both implement this service and continue to examine other ways to protect Point Lobos and the surrounding community, ensure the safety of all who travel Highway 1, and maintain and expand access to this treasured natural resource.

T-2

Thank you,

Charlotte Salomon
30740 Aurora del Mar
Carmel, CA 93923
Cell: 925-519-4477
Email: csalomon@lwtech.com

LETTER T: Charlotte Salomon

T-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

T-2 This comment encourages State Parks to accelerate the implementation of the ParkIT! Shuttle Program and examine other ways to protect Point Lobos.

Comment acknowledged. State Parks will continue to examine methods to protect natural resources while sustainably managing visitation at Point Lobos.

LETTER U: Cheryl Sward

U-1 This comment requests clarification as to why the Proposed Project continues to move forward when it was opposed by the public several years ago.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. Therefore, a detailed response is not required.

A reservation system for Point Lobos, and the development of a shuttle program was included in the Carmel Area State Parks General Plan, which received public support and was approved and adopted in 2021. Public comments in response to the General Plan were addressed by State Parks and can be reviewed on State Parks website.⁵

⁵ Carmel Area State Parks General Plan, available at: http://parks.ca.gov/?page_id=26868.

Letter V

From: chris cassidy <getintotheoutdoors@gmail.com>
Sent: Monday, November 15, 2021 2:24 PM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Subject: Point Lobos Shuttle Plan

Matthew,

This issue is wholly due to the influx of tourism. People visiting this area will only increase, but it should not impact the local use of outdoor resources. Locals should be allowed to park near and

access the park without a reservation. Some locals, including my family, use the various parks on a daily basis and have done so since the 1950's. I don't see why locals should be inconvenienced by others, who don't live here, that are causing the problem.

Maybe a sticker for the car and a pass for local use could be given. We already have to come by during the week to Point Lobos to avoid the crowds, please don't make it so inconvenient that we end up not being able to come at all.

V-1

V-2

Thanks,

Christopher Cassidy

LETTER V: Christopher Cassidy

V-1 This comment express concern regarding local access, and requests State Parks allow local visitors to enter without a reservation.

Comment acknowledged. Please refer to **Master Response 5** as it relates to this comment. State Parks will consider this suggestion in the development of the reservation system.

V-2 This comment suggests utilizing stickers or a pass for local residents to use upon entrance.

Comment acknowledged. Please refer to **Master Response 5** as it relates to this comment. State Parks will consider this suggestion in the development of the reservation system.

From: claire.gorman
To: Allen.Matthew@Parks
Subject: CH-LUAC-PtLobos-Letter-R1.docx
Date: Tuesday, November 16, 2021 4:24:07 PM
Attachments: [CH-LUAC-PtLobos-Letter-R1.docx](#)

You don't often get email from clairegorman@att.net. [Learn why this is important](#)

RE: Parking solution for Point Lobos.

I am on the board of the Mal Paso Creek Property Association, one of the neighborhood associations in Carmel Highlands. I agree with the attached letter, written by my neighbor in LUAC.

W-1

Claire Gorman
17 Yankee Point Drive, Carmel Highlands
831-595-7733

Claire
Sent from my iPad

LETTER W: Claire Gorman

W-1 This comment expresses support for the comment letter submitted by the Carmel Highlands Land Use Advisory Committee.

Comment acknowledged. Please refer to **Response C-1** through **C-6** for a detailed response to the Carmel Highlands Land Use Advisory Committee letter.

Letter X

From: [Clark Anderson](#)
To: Allen, Matthew@Parks
Subject: Re: Pt. Lobos shuttle
Date: Wednesday, November 17, 2021 4:57:57 AM

[You don't often get email from diveinfo@aquaimages.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

“The quality of the visitor experience at Point Lobos has degraded due to traffic, resource destruction and overcrowding,” state parks officials say.

True. But I think you guys may be missing the point. Most people walk in to avoid paying the entrance fee and when the "lot full" sign is up.

Take a look at Highway 1 to the north and south of the park entrance, especially on weekends. It's very unsafe - I have seen small children running across and along the highway as the family herd strolls to the park entrance. I read somewhere that the county was going to restrict parking along the highway, but if they have it's been, shall we say, ineffective.

Does your plan include some way of dealing with all the walk-ins?

I assume that divers and kayakers aren't going to be required to take the shuttle, yes?

--clark

|

X-1

LETTER X: Clark Anderson

X-1 This comment requests clarification regarding walk-ins and how the ParkIT! Shuttle Program will impact divers and kayakers visiting Point Lobos and asks if these specific Park users will be required to take the shuttle.

The Proposed Project does not include the removal of parking along SR 1, therefore walk-in visitors would still be able to access Point Lobos. Moreover, the Proposed Project does not include the removal of parking within Point Lobos. Therefore, visitors utilizing Point Lobos to dive or kayak would still be able to drive in and park as space permits. Comment acknowledged.

From: [Dan & Dasha Keig](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle plan
Date: Tuesday, November 16, 2021 8:34:58 AM

You don't often get email from dankeig@aol.com. [Learn why this is important](#)

November 16, 2021

To: California State Parks
From: Dan Keig, Carmel Highlands

Re: Shuttle service from Point Lobos

The first question I have is, would the proposed parking lot planned for across from the Pt. Lobos Park entrance serve without the need for a shuttle?

Y-1

Could a new parking area/restrooms near the entrance along with the reservation system as outlined in the Pine Cone satisfy the goals of shuttle system with fewer moving parts?

Y-2

One of my concerns is the 100 car parking lot at Marathon Flats. Parking lots of that size are not attractive and could interfere with a possible round-a-bout intersection at Highway 1/ Rio Rd., which could be an aesthetic answer to the design atrocity that was recently perpetrated on our community at that location.

Y-3

I understand the Park's master plan including the parking across from the entrance was recently approved, what is the time line for this project? Could prioritizing this project along with the reservation system satisfy the problems we are facing?

Could all of the remote parking be placed in the lot in the Carmel Valley?

Dan Keig
200 Crest Rd.
Carmel, CA 93923
831-595-0900

LETTER Y: Dan Keig

Y-1 This comment asks if the proposed parking lot planned to be constructed across from Point Lobos could eliminate the need for a shuttle.

Comment acknowledged. Please refer to **Master Response 3** for a detailed response to this comment. As discussed above, State Parks identified future parking east of SR 1 at Point Lobos Ranch as a possible location for future replacement parking if/when State Parks elects to eliminate parking within Point Lobos. State Parks further identified that there are few locations at Point Lobos Ranch where alternative parking could be located. State Parks identified that there are significant cultural and biological resource constraints at Point Lobos Ranch that limit where State Parks can locate replacement parking. This area is not sufficient to accommodate parking proposed as part of this project. Again, State Parks identified this area as a possible location for parking to replace any parking areas removed from within Point Lobos. As a result, the Marathon Flats Facility and associated shuttle service would still be necessary. This area is not a viable location for parking proposed at Marathon Flats.

Y-2 This comment asks if implementing a reservation system, a new parking area, and restroom at the entrance of Point Lobos could satisfy the goals of the shuttle system.

Comment acknowledged. As discussed in **Master Response 3**, State Parks identified that future replacement parking for parking removed within Point Lobos could potentially be located east of SR 1 at Point Lobos Ranch. However, State Parks also identified that this location is significantly constrained by biological and cultural resources and there is limited capacity to accommodate additional parking at Point Lobos. In addition, locating parking facilities at Point Lobos Ranch would not address transportation issues related to pedestrian/vehicle conflicts, congestion, and other related issues. In fact, it is reasonable to anticipate that additional improvements to SR 1 would like be necessary to allow the safe egress and ingress of vehicles entering and leaving Point Lobos Ranch. As a result, locating parking associated with the Proposed Project at Point Lobos Ranch is not feasible. Moreover, the Proposed Project is a product of management efforts discussed in the General Plan (see General Plan at page 4-27). State Parks has determined that a parking lot at the Marathon Flats Facility site is appropriate for reasons discussed in **Master Response 3**. The ParkIT! Shuttle Program, as a component of the Proposed Project, creates a sustainable and safe way for visitors to enter the park, reducing visitor parking and walking along SR 1.

Y-3

This comment expresses concern regarding the potential visual impacts associated with the Marathon Flats Facility. This comment further suggests that the parking lot would interfere with a possible roundabout intersection at SR 1 and Rio Road.

Comment acknowledged. The Proposed Project would not constitute a significant adverse aesthetic-related impact. The use of the site for parking purposes is consistent with the surrounding aesthetic environment and the Proposed Project includes project design measures (i.e., landscaping and screening) to minimize visibility of the Proposed Project. State Parks appropriately evaluated the effects of the Proposed Project, identified measures to minimize those effects, where necessary, and included design measures to ensure that the Proposed Project would be compatible with the surrounding visual environment. Please refer to **Master Response 7** for more information.

State Parks is unaware of any future plans for a roundabout at the intersection of SR 1 and Rio Road. Regardless, the Proposed Project is located exclusively within State Parks property. Future improvements at the intersection of Rio Road and SR 1 would need to be planned to occur off State Parks' property and would need to consider any site improvements at Marathon Flats. State Parks is unaware of any potential conflicts with planned regional transportation improvements. State Parks will continue to coordinate with Caltrans as part of on-going facility operations.

Letter Z

From: dfpescado@aol.com
To: Matthew.Allen@parks.ca.gov
Cc: dfpescado@aol.com
Subject: Pt. Lobos State Natural Reserve Comment
Date: Monday, November 15, 2021 8:26:39 AM

You don't often get email from dfpescado@aol.com. [Learn why this is important](#)

Matthew.Allen@parks.ca.gov

Attn. Matthew Allen

California Dept. of Parks and Recreation

2211 Garden Rd., Monterey, CA 93940

Dear Mr. Allen,

As a resident of the Monterey Peninsula and a resident in close proximity to Pt. Lobos, I can appreciate you have a problem with parking along Highway One and over-use by visitors of Pt. Lobos State Natural Reserve.

However, you are not fixing the problem—just moving it northward to Marathon Flats where you propose a 100-space parking lot and restroom. Highway One often has a D traffic rating for traffic flow. The traffic congestion near the entrance to Pt. Lobos is only one element in the traffic problem. Congestion can be all along the coastal route from Big Sur up. A 100-space parking lot at Marathon Flats will exacerbate the congestion at the Rio Rd. and Crossroads area, where parking lots and parking spaces can be full with active use by people coming and going in vehicles. There are already narrow lanes that are often congested in the Safeway/Starbucks/Rio Grill area.

z-1

Why did the California State Parks and the Pt. Lobos State Natural Reserve not regulate and enforce the number of people using Pt. Lobos before this, as per the 1979 cap on visitors adopted in the general plan for Pt. Lobos?

z-2

In addition, while Marathon Flats is not a pristine natural area, it is usually open space for most of the year. To fill in the existing space—in a prominent position--with a State Parks parking lot, combined with existing commercial buildings and their parking facilities will impact the total viewshed negatively. It will be incredibly ugly.

z-3

Have you had outside studies done of the existing traffic at Highway One and Rio Rd. at peak periods along with traffic impact studies of the effect of your plan on the Crossroads area? Do you have an outside professional analysis of the cumulative visual impacts of your parking facility on the Crossroad area? If not, these need to be done.

z-4
z-5

Sincerely,

Diana Fish

Box 222095, Carmel, CA 93922

LETTER Z: Diana Fish

Z-1 This comment expresses concern regarding congestion at Rio Road because of the construction of the Marathon Flats Facility.

Comment acknowledged. State Parks evaluated the Proposed Project. Pursuant to CEQA, State Parks evaluated traffic related impacts as a result of construction and implementation of the Proposed Project. State Parks, based on substantial evidence (i.e., project-specific Traffic Impact Analysis - see Draft IS/MND at pg. 113 and Higgins at pg. 17), State Parks concluded that the Proposed Project would reduce congestion along SR 1. Specific concerns regarding congestion along Rio Road are addressed in **Master Response 6**.

Z-2 This comment requests clarification regarding State Parks efforts to enforce the 1979 General Plan visitor capacity at Point Lobos. More specifically, this comment asks why State Parks did not regulate and enforce the number of visitors based on the 1979 General Plan.

Comment acknowledged. The 1979 General Plan established a carrying capacity based on the number of parking spaces available for visitors (see General Plan at pg. 3-1). The daily facility carrying capacity did not attempt to correlate the parking lot capacity to resource impacts but did note the importance of monitoring resource degradation and adapting management accordingly. Conceptually, a General Plan is a management document for park units of the California State Park System. A General Plan establishes the parks vision, purpose, and management direction for the future. Moreover, a General Plan provides goals and guidelines for fulfilling the purpose of the park (see California State Parks Planning Handbook, pg. 17). As such, the carrying capacity as defined in the 1979 General Plan was a guideline for that time. As visitation has increased State Parks has developed and implemented adaptive management strategies to protect natural resources and enhance the visitor experience. State Parks approved and adopted an updated General Plan in 2021 which addresses management efforts to address the increase in visitor use (see General Plan at page 4-119).

Z-3 This comment expresses concern regarding the aesthetics of the Marathon Flats Facility stating that combined with existing commercial buildings the facility will negatively impact the total viewshed.

Comment acknowledged. The Proposed Project would not constitute a significant adverse aesthetic-related impact. The use of the site for parking purposes is consistent with the surrounding aesthetic environment and the Proposed Project includes project design measures (i.e., landscaping and screening) to minimize visibility of Proposed Project. State Parks appropriately evaluated the effects of the

Proposed Project, identified measures to minimize those effects, where necessary, and included design measures to ensure that the Proposed Project would be compatible with the surrounding visual environment. Please refer to **Master Response 7** for more information.

Z-4 This comment requests clarification as to whether a traffic study was conducted to evaluate the impacts at SR 1 and Rio Road.

Comment acknowledged. State Parks evaluated the potential traffic-related impacts associated with the Proposed Project based on the findings a project-level traffic impact analysis (see Draft IS/MND at pg. 113 and Higgins at pg. 17). State Parks concluded that the Proposed Project would not have an adverse traffic-related impact. In fact, the Proposed Project would have a net beneficial impact on existing traffic levels and would reduce congestion along SR 1. Specific concerns regarding congestion along Rio Road are addressed in **Master Response 6**.

Z-5 This comment requests clarification as to whether an outside visual impact analysis was conducted to evaluate the visual impacts related to the parking facility in the crossroads area.

Comment acknowledged. State Parks evaluated potential visual impacts associated with the Proposed Project consistent with the requirements of CEQA. State Parks concluded that the Proposed Project would not result in a substantial aesthetic-related impact. State Parks based this conclusion on substantial evidence – the site is highly disturbed, albeit undeveloped, is immediately adjacent to commercial facilities and parking areas, is routinely used for special events, seasonal commercial uses, and other incidental uses, and the Proposed Project includes design features to minimize potential aesthetic-related impacts. The Proposed Project is compatible with the existing visual environment would be visually screened. Construction of the Marathon Flats Facility would not conflict with applicable zoning regulations or regulations governing scenic quality. Furthermore, as discussed above, State Parks implements various Standard Project Requirements to minimize potential environmental effects, including potential aesthetic-related impacts. Therefore, the Proposed Project would not have a substantial adverse visual impact.

State Parks appropriately evaluated potential aesthetic-related impacts, identified that the Proposed Project would not result in a significant adverse impact based on site-specific circumstances (e.g., surrounding land uses, historic use of the site, disturbed nature of the site, etc.), and identified that project design features (i.e., landscaping) would ensure that the Proposed Project would not result in a substantial aesthetic impact. While the commenter contends that the Proposed Project would result in an adverse aesthetic impact, State Parks, based on

substantial evidence, concluded that these impacts would be less than significant. Please refer to **Master Response 7** for more information.

Letter AA

From: [ARKlady | Diana L Guerrero](#)
To: matthew.allen@parks.ca.gov
Subject: Point Lobos Parking Shuttle
Date: Sunday, November 14, 2021 9:24:09 AM

You don't often get email from diana@thearklady.com.

Hi Matthew,

The current situation at Point Lobos has been a very difficult one in when it comes to parking and safety.

While I agree that some sort of reservation service is a good idea and like the Shuttle Service idea at the Crossroads, a large number of locals utilize the park.

As a CalParks Annual Pass holder, I am wondering how locals and passholders will be impacted and what work arounds you have considered.

AA-1

The park does not appear to have an adequate system at the gate when it comes to vehicle counts in and out. If there one? If not, might be something else to monitor or systemize when it comes to access and management. It would also help to get some sort of idea on the numbers of vehicles and change over on the highway shoulders adjacent to the park but outside of park boundaries.

AA-2
AA-3

Diana L Guerrero (aka [ARKlady](#) - [DGinPG](#))

Founder, ARKanimals & AdvenTOURess



Contact me: ark_lady

California | Big Bear Lake 909.781.4275 | Monterey 831.256.4275 |

[Appointments](#) & [Time Zone Differences](#)



LETTER AA: Diana Guerrero

AA-1 This comment request clarification regarding how CalParks Annual Pass holders and local will be impacted by the proposed Project.

Comment acknowledged. Please refer to **Master Response 5** which addresses concerns regarding local access.

AA-2 This comment suggests that the park does not have an adequate system when it comes to vehicles counts in and out of Point Lobos. This comment suggests that a system for monitoring vehicles be put in place to address access and management.

Comment acknowledged. State Parks does have a system for monitoring vehicles entering and exiting Point Lobos. The entrance to the park is staffed and State Parks monitors vehicle traffic entering and exiting Point Lobos to determine whether parking is available.

AA-3 This comment suggests State Parks conduct vehicle counts to better determine how many vehicles are parking along the highway.

Comment acknowledged. State Parks works closely with Caltrans to understand parking within the Caltrans right-of-way. State Parks will continue to coordinate with Caltrans and other interested parties to understanding the parking needs associated with Point Lobos, including visitors parking outside of Point Lobos.

Letter BB

From: diane.martin
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle Plan
Date: Sunday, November 14, 2021 2:58:47 PM

You don't often get email from dianeincarmel@yahoo.com. [Learn why this is important](#)

On behalf of we who no longer drive, please make a shuttle plan.

The Monterey-Salinas Transit had a Line 22 that went from Monterey to Carmel to Point Lobos then Big Sur, but they are discontinuing it.

I have been going to Point Lobos for 41 years, ever since even before I moved here in 1980.

The bus will still go to the proposed Shuttle location at the Crossroads.

Make it happen!!!
Thank you for your consideration.

Sincerely,
Diane Harrison
P.O. Box 1893
Carmel-by-the-Sea, 93921
dianeincarmel@yahoo.com

BB-1

LETTER BB: Diana Harrison

BB-1 This comment expresses support for the Proposed Project, particularly the shuttle component.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter CC

From: [Dick Gorman](#)
To: [Allen, Matthew@Parks](#)
Cc: [Claire](#)
Subject: Marathon Flats proposal for Point Lobos
Date: Wednesday, November 17, 2021 6:18:44 AM

You don't often get email from dickofistanbul@gmail.com. [Learn why this is important](#)

I strongly oppose the parking/shuttle provision for Point Lobos outlined in the currently circulating LULAC letter for the reasons stated therein.

We see that solution as creating more problems than it solves. Traffic at the Rio Road/Highway 1 intersection, already heavy, will grow. Safety along Highway 1 will suffer with the regular entrance into traffic of the shuttles.

CC-1

Seemingly overlooked is the effect overflow parking will have on the Safeway/Crossroads parking areas.

CC-2

Far better is the proposal to create a parking lot in the vacant area across Highway 1 from the Reserve and connect them with a pedestrian tunnel.

CC-3

Please reject the Marathon Flats proposal

CC-4

Dick Gorman

LETTER CC: Dick Gorman

CC-1 This comment expresses concern regarding increased traffic at the Rio Road/SR 1 intersection and suggests that safety along SR 1 will suffer as a result of the shuttle traffic.

The Proposed Project would not adversely affect existing traffic at the Rio Road/SR 1 intersection. All study intersections would continue to operate at an acceptable LOS. Moreover, State Parks also concluded that the Proposed Project would have a net beneficial impact by reducing regional VMT along the segment of SR 1 between Rio Road/SR 1 and the Point Lobos entrance. Please refer to **Master Response 6** for more information.

CC-2 This comment expresses concern regarding how overflow parking will impact the Safeway and broader Crossroads Carmel Shopping Center parking areas.

Comment acknowledged. Overflow parking adjacent to the Marathon Flats site is not anticipated to result in a significant impact under CEQA. State Parks would monitor parking at Marathon Flats as part of the Proposed Project. If necessary, State Parks would implement additional measures (e.g., citations, educational campaign, etc.) to avoid potential issues associated with overflow parking. Additionally, it is worth noting that State Parks will work with the adjacent property owner to ensure that operation of the Marathon Flats Facility does not affect existing commercial uses at the Crossroads Carmel Shopping Center, including existing parking areas.

State Parks would continue to work with the Crossroads Carmel Shopping Center management to ensure that their concerns are reflected in any future Request for Proposal (“RFP”) for concessionaires. Furthermore, State Parks will incorporate parking restrictions as part of the operation of the Marathon Flats facility to ensure that parking will occur only on the Marathon Flats site.

CC-3 This comment suggests the use of the vacant area across from Point Lobos for the parking lot.

Comment acknowledged. The area across from Point Lobos, referred to as Point Lobos Ranch, is not a feasible location for the reasons discussed in **Master Response 3**. Moreover, parking at Point Lobos Ranch would serve as an alternative parking area if/when State Parks determines whether to eliminate existing parking within Point Lobos. Additionally, as identified in the General Plan and EIR, there are substantial cultural and biological resources at Point Lobos Ranch that limit available parking at this site. As discussed throughout the Draft IS/MND, the Marathon Flats site is highly disturbed and used for various events

throughout the year (e.g., Christmas tree lot, Big Sur International Marathon, etc.). As a result, State Parks determined that the site would be appropriate as a future shuttle and parking location to serve Point Lobos. Furthermore, the site is located in an area already developed with similar facilities and would not result in substantial environmental impacts.

CC-4 This comment requests that the Marathon Flats proposal is rejected.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. State Parks will consider this comment as part of the deliberative process. Please refer to **Master Response** for more information.

From: [Doane Hoag](#)
To: [Allen, Matthew@Parks](#)
Subject: Pt Lobos congestion
Date: Wednesday, November 17, 2021 1:42:38 PM

[You don't often get email from doane@doanehoag.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

DD-1

I'm totally in favor of the shuttle idea and reservations.
Thank you,
Doane Hoag
Carmel

Sent from my iPhone

LETTER DD: Diane Hoag

DD-1 This comment expresses support for the project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [Doug Paul](#)
To: Allen, Matthew@Parks
Cc: [John Borelli](#)
Subject: Point Lobos Solution
Date: Wednesday, November 17, 2021 1:56:12 PM

You don't often get email from dap1947@gmail.com. [Learn why this is important](#)

Oppose the construction of a 100-car parking lot at Rio Road (Marathon Flats). Instead follow [the Master Plan](#) which stipulated public land on the east side of Highway One directly across from Point Lobos be used as a parking lot. There is adequate land to construct a parking lot equivalent in size to the proposed Marathon Flats parking lot. In addition to convenience the off street lot would be concealed from view of Highway One. This solution would provide easy walking access to visitors of the park. This solution eliminates the need for a costly and inconvenient shuttle system. For crossing Highway One safely an underground tunnel (or picturesque overhead bridge) can more easily and inexpensively be designed and built.

EE-1

Rio Road marks the entrance to Big Sur, one of the most beautiful 90-mile stretches of road in the United States and arguably the world. We do not want this entrance to be a parking lot. Instead this area should be landscaped as a parklike setting in an attractive and inviting way for the benefit of residents and visitors.

EE-2

The proposed 100-car parking lot at Rio Road (Marathon Flats) would add to the already overly congested intersection at Highway One.

EE-3

In regard to the reservation system I am in favor of a system administered via an on-line application with required automated check-in, if necessary, at the Point Lobos gate. We need to enforce a visitor capacity limit in order to stop Point Lobos from being irreparably damaged.

EE-4

In summary, please implement a safe and attractive solution to the parking and overuse of Point Lobos that enhances the driving experience of residents and visitors in a simple manner that complements the beauty of this land.

--
Doug Paul
2699 Mal Paso Lane
Carmel Highlands, CA 93923
831.624.2264

CONFIDENTIALITY NOTICE: The information contained in this communication may be confidential, and is intended only for the use of the recipients named above.

LETTER EE: Doug Paul

EE-1 This comment expresses opposition to the construction of the Marathon Flats Facility and suggests that State Parks use the land across from Point Lobos for parking purposes.

Comment acknowledged. Please refer to **Master Response 3** for more information regarding the Marathon Flats site. The area across from Point Lobos, referred to as Point Lobos Ranch, is not a feasible location for the reasons discussed in **Master Response 3**. Moreover, parking at Point Lobos Ranch would serve as an alternative parking area if/when State Parks determines whether to eliminate existing parking within Point Lobos. Additionally, as identified in the General Plan and EIR, there are substantial cultural and biological resources at Point Lobos Ranch that limit available parking at this site. As discussed throughout the Draft IS/MND, the Marathon Flats site is highly disturbed and used for various events throughout the year (e.g., Christmas tree lot, Big Sur International Marathon, etc.). As a result, State Parks determined that the site would be appropriate as a future shuttle and parking location to serve Point Lobos. Furthermore, the site is located in an area already developed with similar facilities and would not result in substantial environmental impacts.

EE-2 This comment expresses opposition to the Marathon Flats Facility being utilized as a parking lot.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. State Parks will consider this comment as part of the deliberative process. Please refer to **Master Response 3** and **EE-1 above** for more information.

EE-3 This comment expresses concern regarding congestion at Rio Road.

Comment acknowledged. Please see **Master Response 6**, above. As discussed in that response, State Parks evaluated the potential traffic impacts associated with the Proposed Project, including potential impacts at the intersection of SR 1/Rio Road. The Proposed Project would not cause this intersection to operate at an unacceptable LOS. Comment acknowledged; no further comment necessary.

EE-4 This comment expresses support for the State Parks - Day-Use Reservation System.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. State Parks will consider this comment as part of the deliberative process.

From: Edith Strehlitz edithstrehlitz@yahoo.com
Subject: Point Lobos Shuttle...Carmel CA
Date: Nov 17, 2021 at 6:35:40 AM
To: Law-Meek Eydie edithstrehlitz@yahoo.com

Re: Point Lobos

Dear Mr. Allen,

I agree the parking is a problem at at Point Lobos especially on weekends and summer.

I would prefer a shuttle only on weekends, holidays and during summer.

FF-1

I am a local, live in Carmel. I hope you might give some consideration to local residents that have supported the park for years over tourists during the week and off season....I buy Annual State Parks Pass and have for years just to get into Point Lobos.

FF-2

I hope you will give some consideration to local residents to get into park without the appointment and shuttle hassle....obviously drivers license or ID card to be shown as proof of Monterey county resident...

Please consider this approach.... A MORE MODIFIED.
Thank you.

Edith Law

Edith Law - 831-649-1950

LETTER FF: Edith Strehlitz

FF-1 This comment suggests that the shuttle only operate on weekends, holidays and during the summer.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. State Parks will consider this comment as part of the deliberative process.

FF-2 This comment suggests State Parks give some consideration to locals and allow them to enter the park without a reservation or use of the shuttle.

Comment acknowledged; State Parks will consider potential options for local residents as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

831-801-6501 cell

From: Elaine Hustedt <Elaine.Hustedt@Wellpath.us>
Sent: Friday, November 12, 2021 9:49 AM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Subject: Point Lobos

You don't often get email from elaine.hustedt@wellpath.us. [Learn why this is important](#)

Thank you for the opportunity for allowing the public to voice their opinion regarding the Point Lobos parking situation.

We applaud the Committee’s work regarding this issue. As locals, living less than a couple of miles from Point Lobos, we drive through this stretch on a daily basis and know how crowded it can get especially on the weekends. I think what is proposed in terms of designating a parking spot near the Crossroads and shuttling people to Point Lobos is a good idea. However, I do have a problem with a reservation system. As locals, we enjoy having the opportunity to hike there and do so 2-3 times per week at different times of the day. It would be a shame if we could no longer do that but instead be required to make a reservation. We typically do not hike there on weekends as it is the busiest time of the week.

GG-1

Is there an option to allow locals the opportunity to hike during the week without reservations? Or perhaps designating a time each day, ie, 8-10 or 3-5 for locals?

The one thing that will no doubt happen with a reservation system is that many people will make reservations and not show up. What will happen under these circumstances? Will there be a process for others to take their spot? If not, this will limit many from enjoying this beautiful area.

GG-2

Regarding safety, one thing that can be done is to repair the small bridge to the north side of the park entrance so that pedestrians can use it instead of walking on the highway. This has been down for years and I quite honestly don’t know why this hasn’t been repaired as it is a safety issue.

GG-3

Thanks again for the opportunity to provide comments regarding this issue.

Elaine Hustedt

LETTER GG: Elaine Hustedt

GG-1 This comment expresses concern regarding the reservation system and how it will impact locals who regularly use Point Lobos. This comment suggests an option to allow locals to access Point Lobos without a reservation. This comment suggests that State Parks provide a designated time reserved for locals.

Comment acknowledged; State Parks will consider potential options for local residents as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

GG-2 This comment requests clarification regarding how State Parks will address 'no-show' reservations.

Comment acknowledged. State Parks will consider methods to address no-show reservations as part of the design of the reservation system. This comment does not raise a substantive environmental issue, no further response necessary.

GG-3 This comment suggests State Parks repair the foot bridge on the north side of the park entrance for use by pedestrians.

Comment acknowledged. Improvements to infrastructure within Point Lobos are not a component of the Proposed Project. State Parks will consider such improvements during future park maintenance and facility use planning efforts.

Letter HH

From: [Ellen Weston](#)
To: Matthew.Allen@parks.ca.gov
Subject: Re: Failure Notice
Date: Friday, November 19, 2021 1:49:16 PM

You don't often get email from ellenweston@sbcglobal.net. [Learn why this is important](#)

On Friday, November 19, 2021, 1:34:40 PM PST, <mailer-daemon@yahoo.com> wrote:

Sorry, we were unable to deliver your message to the following address.

<Matthew.Allen@parks.ca.gov>:
550: 5.4.1 Recipient address rejected: Access denied. AS(201806281) [DM3GCC02FT009.eop-gcc02.prod.protection.outlook.com]

----- Forwarded message -----

Hello Matthew,
I am writing with my feedback on the shuttle idea. I think 100 cars lined up on Highway One would be hideous. Also that shopping center is very busy with local serving necessity businesses and the additional traffic would make it harder for us to access. I live in Carmel. Recently due to the pandemic, the Aquarium had a reservation system that I used. You made a reservation online and then arrived at the Aquarium at the assigned time. Why can't Point Lobos use a similar system AT the park?. If the park cannot accommodate the overflow crowds, which are degrading the environment anyway, then too bad. Let it serve what is a reasonable number of visitors.
yours truly,
Ellen Weston, long time resident

I HH-1
I HH-2
I HH-3

LETTER HH: Ellen Weston

HH-1 This comment expresses concern regarding the potential aesthetic related impacts associated with the Marathon Flats Facility.

Comment acknowledged. The Proposed Project would not constitute a significant adverse aesthetic-related impact. The use of the site for parking purposes is consistent with the surrounding aesthetic environment and the Proposed Project includes project design measures (i.e., landscaping and screening) to minimize visibility of Proposed Project. State Parks appropriately evaluated the effects of the Proposed Project, identified measures to minimize those effects, where necessary, and included design measures to ensure that the Proposed Project would be compatible with the surrounding visual environment. Please refer to **Master Response 7** for more information.

HH-2 This comment expresses concern that the Marathon Flats Facility would create traffic that would make access to the Crossroads Carmel Shopping Center challenging.

Comment acknowledged. Please see **Master Response 6**, above. As discussed in that response, State Parks evaluated the potential traffic impacts associated with the Proposed Project, including potential internal access/circulation impacts associated with the Proposed Project. State Parks, based on substantial evidence, appropriately concluded that the Proposed Project would not substantially impact existing internal access/circulation (see Draft IS/MND at pg. 124 – 126). The Traffic Impact Analysis concluded that traffic volumes associated with the Proposed Project would not represent a noticeable increase in traffic on existing parking lot aisles (Higgins at pg. 12 – 13). Accordingly, State Parks concluded that the Proposed Project would not substantially affect Crossroads Boulevard traffic operations.

HH-3 This comment requests clarification regarding why State Parks cannot implement a reservation system similar to that used at the Monterey Bay Aquarium.

Comment acknowledged. The Proposed Project consists of a reservation system. State Parks will consider this comment as part of the design of the proposed reservation system. No further response warranted.

Letter II

From: [Fran Leve](#)
To: Allen, Matthew@Parks
Subject: Fwd: Comment on Shuttle Service Proposal to Point Lobos
Date: Wednesday, November 17, 2021 10:37:16 AM

You don't often get email from franleve@icloud.com. [Learn why this is important](#)

Dear Mr. Allen,

As a resident of the Highlands and a board member of the home owners association I would like to state my views on the

proposed shuttle system to serve Point Lobos.

I strongly oppose the construction of a 100-car parking lot at Rio Road (Marathon Flats) for five (5) primary reasons:

1. Rio Road marks the entrance to Big Sur, one of the most beautiful 90-mile stretches of road in the United States and arguably the world. We do not want this entrance to be a parking lot, this area should be landscaped as a parklike setting in an attractive and inviting way for the benefit of residents and visitors.

II-1

2. The Master Plan previously stipulated public land on the east side of Highway One directly across from Point Lobos be used as a parking lot. There is adequate land to construct a parking lot equivalent in size to the proposed Marathon Flats parking lot and furthermore it would be concealed from the view of Highway One. This solution would provide easy walking access to visitors of the park. This solution eliminates the need for a costly and inconvenient shuttle system. For crossing Highway One safely an under-ground tunnel (or picturesque overhead bridge) accommodation for visitors can more easily and inexpensively be designed and implemented.

II-2

3. There is ample parking at Palo Corona for visitors and resident already; therefore, no Shuttle Service for visitors is required. Again, eliminating further need for a costly and inconvenient shuttle system.

II-3

4. A 100-car parking lot at Rio Road (Marathon Flats) would add to the already overly congested intersection at Highway One, further inconveniencing travelers and residents.

II-4

5. Residents of Carmel and Carmel Highlands deserve better than to be subjected to an unsightly solution on daily driving and commuting.

II-5

In regard to the reservation system we are in favor of a system administered via an on-line application with required automated check-in, if necessary, at the Point Lobos gate. We need to enforce a visitor capacity limits that stops Point Lobos from being irreparably damaged.

I

II-6

In summary, we should implement a safe and attractive solution to the parking and overuse of Point Lobos that enhances the driving experience of residents and visitors in a simple manner that complements the beauty of this land that we have been entrusted to administer.

Thank you for your consideration

Fran Leve

LETTER II: Fran Leve

II-1 This comment acknowledges the scenic qualities of Big Sur and states that Rio Road marks the entrance of Big Sur via SR 1. The comment opposes the construction of the Marathon Flats Facility and requests that the existing lot at Marathon Flats be landscaped.

As discussed in **Master Response 7**, the Proposed Project would not result in a substantial adverse aesthetic-related effect. While the commenter contends that the Marathon Flats site represents the gateway to Big Sur, the Marathon Flats site is extensively disturbed, routinely used for a variety of purposes (e.g., parking) and is surrounded by existing development, including existing parking associated with the Crossroads Carmel Shopping Center. As a result, State Parks previously determined that the site would be appropriate for future unpaved parking facilities (see General Plan at pg. 4-85).

The Proposed Project would not constitute a significant adverse aesthetic-related impact. The use of the site for parking purposes is consistent with the surrounding aesthetic environment and the Proposed Project includes project design measures (i.e., landscaping and screening) to minimize visibility of Proposed Project. State Parks appropriately evaluated the effects of the Proposed Project, identified measures to minimize those effects, where necessary, and included design measures to ensure that the Proposed Project would be compatible with the surrounding visual environment. Please refer to **Master Response 7** for more information.

II-2 This comment suggests that State Parks should construct additional parking facilities east of SR 1 across from Point Lobos. This comment contends that this location would not be visible from SR 1 and would provide easy walking access, eliminating the need for a costly shuttle. The comment further suggests that State Parks could construct a tunnel or bridge to provide access from this parking area to Point Lobos.

Please refer to **Master Response 3** for more information regarding the Marathon Flats site. The area across from Point Lobos, referred to as Point Lobos Ranch, would is not a feasible location for the reasons discussed in **Master Response 3**. Moreover, parking at Point Lobos Ranch would serve as an alternative parking area if/when State Parks determines whether to eliminate existing parking within Point Lobos. Additionally, as identified in the General Plan and EIR there are substantial cultural and biological resources at Point Lobos Ranch that limit available parking at this site. As discussed throughout the Draft IS/MND, the Marathon Flats site is highly disturbed and used for various events throughout the year (e.g., Christmas tree lot, Big Sur International Marathon, etc.). As a result,

State Parks determined that the site would be appropriate as a future shuttle and parking location to serve Point Lobos. Furthermore, the site is located in an area already developed with similar facilities and would not result in substantial adverse environmental impacts.

II-3 This comment states that there is ample parking at Palo Corona for visitors and residents already, therefore shuttle service for visitors to Palo Corona Regional Park is not required.

This comment does not raise a substantive environmental issue warranting a response under CEQA. However, it should be noted that the commenter appears to misunderstand the Proposed Project. The Proposed Project is not proposing a shuttle service to Palo Corona Regional Park. Rather, the Proposed Project would allow for shuttle service from Palo Corona Regional Park to Point Lobos and/or would allow for future service for return hikers using the San Jose Creek trail once it is opened. Please see **Master Response 4** above. Comment acknowledged; no further response is necessary.

II-4 This comment requests that the reservation system be administered via an on-line application and include an automated check-in for Point Lobos and Palo Corona.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. Please note that the Proposed Project does not entail a reservation system for access to Palo Corona Regional Park. The administration of the reservation system would be available online, and in-person. State Parks will conduct public outreach to inform the public about the reservation system. No further comment is necessary.

II-5 This comment expresses concern over increased congestion at the intersection of SR 1 and Rio Road, stating that it would be an inconvenience to residents of Carmel and Carmel Highlands.

Please see **Master Response 6**, above. As discussed in that response, State Parks evaluated the potential traffic impacts associated with the Proposed Project, including potential impacts at the intersection of SR 1/Rio Road. The Proposed Project would not cause this intersection to operate at an unacceptable LOS. Comment acknowledged; no further comment necessary.

II-6 This comment states that Carmel and Carmel Highlands residents deserve better than to be subjected to an unsightly solution on their daily driving and commute.

Please see **Master Response 7**, above. As discussed above, State Parks appropriately evaluated potential aesthetic-related effects associated with the

Proposed Project and concluded that impacts would be less than significant. While the commenter subjectively contends that the Proposed Project would constitute an “unsightly solution,” State Parks objectively evaluated potential aesthetic-related impacts based on the whole of the record. The Proposed Project site is surrounded by existing development and parking to the east and north and views from SR 1 of the project site consist predominately of adjacent parking associated with the Crossroads Carmel Shopping Center. In addition, State Parks also identified that the site is routinely used for a variety of purposes. Finally, State Parks also included project design measures (i.e., landscaping and screening) to reduce project visibility. The implementation of these measures would also minimize views of existing parking at the Crossroads Carmel Shopping Center. Please refer to **Master Response 7** for more information.

Letter JJ

831-801-6501 cell

From: Garth earthlink <garth.hall@earthlink.net>
Sent: Friday, November 12, 2021 9:20 AM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Cc: Deborah <deborah_ritchey@sbcglobal.net>
Subject: Pt. Lobos access

[You don't often get email from garth.hall@earthlink.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification.>]

> Hi Matthew -
>

> I understand you are receiving public comments ...
>

> I visit Pt Lobos several times each year. It is an incredible natural resource and, as implied by California Parks' initiative, is currently being over-used and parking is a often a source of visitor frustration.

>

> 1. An online reservation system is a good idea. The web tool should show, for each hour, the number of car entrance slots available and, as people reserve, there should be an immediate update in the system. Booking up to 90 days ahead should be allowed, not longer. Consider that someone signing up must pay the entrance fee online in order to complete the booking; that will streamline the flow of inbound vehicles at the entrance and also minimize the possibility that the system gets flooded with phony bookings or by people making bookings (just in case) with low certainty of personal schedules. Notice should be clear that reservations do not assure visitors that they have assured parking spaces at any particular location.

JJ-1

>

> 2. All pathway entrances on Highway 1 other than the main entrance should be closed off with barriers. Will fences be required?

JJ-2

>

> 3. California Parks should work with the County and CalTrans to expand signage and patrol violations for parking along Highway 1 by intentional walk-in visitors.

JJ-3

>

> 4. A shuttle system as proposed is a good idea. At the shuttle location there should be clear notices about the departure times and other rules. See also my point #6.

JJ-4

>

> 5. An expanded turn-around area should be constructed/provided at the entrance for vehicles that show up without reservation and need to be directed back to the shuttle on-boarding site. Notice boards that can be read from the vehicle (large enough letters/numbers) should be provided at the entrance and turn-around area.

JJ-5

>

> 6. Consider what would be the physical control on the number of people who enter the park via shuttle (and hikers/bikers at the entrance) without reservation. Is the 100-space parking area at the shuttle site, or number of seats on the shuttle buses, part of a control system? There should be a

JJ-6

target limit of entrants each day to avoid overuse.

>

> Thanks for considering public input.

>

> Garth Hall

> 650-704-0353

>

>

> Sent from my iPhone



LETTER JJ: Garth Hall

JJ-1 This comment expresses support for proposed reservation system. Additionally, this comment also includes additional suggests for the operation of the reservation system.

Comment acknowledged. State Parks will consider the commenters' suggestions as part of the final design of the proposed reservation system.

JJ-2 This comment suggests that all pathway entrances along SR 1, other than the main entrance, should be closed off with barriers. This comment requests clarification regarding fencing along the park boundary.

Comment acknowledged. The Proposed Project does not specifically include the construction of fencing as a barrier for entry within Point Lobos. State Parks will consider future adaptive management strategies, including closure of trails and informal entrances to manage resource impacts, as part of on-going operations.

JJ-3 This comment suggests that State Parks work with the County and Caltrans to expand signage and patrol violations of parking along SR 1 by walk-in visitors.

Comment acknowledged. State Parks will continue to work with the County and Caltrans to address parking impacts along SR 1.

JJ-4 This comment expresses support for the shuttle system and suggests there be clear notices at each shuttle location that includes departure times and other relevant rules.

Comment acknowledged. The Proposed Project will include signage identifying shuttle times and other relevant information consistent with the intent of this comment.

JJ-5 This comment suggests that a turn-around area be constructed at the entrance to Point Lobos for vehicles that show up without a reservation and need to be redirected to the Marathon Flats site. This comment suggests notice boards be provided at the turn-around area.

Comment acknowledged. State Parks currently allows for vehicles to turn around at the entrance of the Park. Furthermore, State Parks utilizes signage to indicate when the parking lot within the Park is full. Construction of additional space to accommodate vehicles turning around is not a component of the Proposed Project but State Parks may consider additional actions in the future to address traffic related issues.

JJ-6

This comment requests clarification regarding the physical control for the number of people who enter the park via shuttle without a reservation. This comment asks if the 100-space parking area at the shuttle site or number of seats on the shuttle buses are part of the control system.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted. State Parks will, however, consider various methods to manage access sustainably through the reservation system. As identified elsewhere in this IS/MND, the purpose of the reservation system is to disperse parks users through the day. State Parks will identify the number of park users able to access the park at any given time, but reasonably assumes that the reservation system will reduce periods of peak demand by distributing users more evenly across the day.

Letter KK

From: [Gwyn De Amaral](#)
To: Allen, Matthew@Parks
Date: Tuesday, November 16, 2021 1:02:10 PM

You don't often get email from califwayoflife@aol.com. [Learn why this is important](#)

Mathew,

Thank you for allowing everyone to "weigh in" on the Point Lobos parking shuttle. I suggest we utilize the space already at Rancho Canada as a Parking site for reserved shuttles to and from Point Lobos.

KK-1

The suggestion for a tunnel or a bridge is not feasible. It would involve EIR, Intensifying traffic during construction, and engineering. Excavating a tunnel in a known archaeological sensitive area also presents unforeseen problems.

KK-2

Terminate the free walk-ins to Point Lobos. Suppose state parks would begin to charge properly for the use of visiting Point Lobos. In that case, the revenue could pay rangers' salaries and help absorb some expenses to make the above recommendation feasible.

KK-3

Thank you
Mr Gwyn De Amaral
Carmel Highlands ,Ca.

CONFIDENTIALITY NOTICE: This communication and any accompanying document(s) are confidential and privileged. They are intended for the sole use of the addressee. If you are not the intended recipient, you are hereby notified that any use or disclosure of this information is strictly prohibited. If you have received this message in error, please notify the sender immediately by reply e-mail and permanently delete the original message and any attachments. Your compliance is appreciated.

LETTER KK: Gwyn De Amaral

KK-1 This comment suggests using the existing space at Palo Corona Regional Park as the parking site for the Proposed Project.

This comment does not raise a substantive environmental issue warranting a response under CEQA. However, it should be noted that the commenter appears to misunderstand the Proposed Project. Please see **Master Response 4** above. Comment acknowledged; no further response is necessary.

KK-2 This comment acknowledges that construction of a pedestrian footbridge/tunnel would require an Environmental Impact Report and would intensify traffic during construction and engineering.

Comment acknowledged.

KK-3 This comment suggests State Parks terminates free walk-ins. The commenter suggests that the revenue from charging visitors could be used to pay State Park salaries and expenses to implement the recommendations included in the comment letter.

Comment acknowledged. A reservation would be required for walk-ins.

Letter LL

From: [Helen Moritz](#)
To: Matthew.Allen@parks.ca.gov
Subject: Shuttle to Point Lobos
Date: Friday, November 12, 2021 1:39:37 PM

[You don't often get email from moritz-caldwell@sbcglobal.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

As someone with a vacation property in Pebble Beach who has enjoyed hiking in Point Lobos in the past but has been deterred more recently by the parking problems in the park and on Highway 1, I strongly support the notion of a parking lot adjacent to the Crossroads shopping center and bus transportation to Point Lobos. I hope this project succeeds.

LL-1

Helen Moritz
Moritz-Caldwell@sbcglobal.net

Sent from my iPad

LETTER LL: Helen Moritz

LL-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter MM

From: [Helga Fellay](#)
To: Matthew.Allen@parks.ca.gov
Subject: Shuttle from Crossroads to Point Lobos
Date: Saturday, November 13, 2021 10:08:08 AM

You don't often get email from michaelkuspert@gmail.com. [Learn why this is important](#)

Dear Mr. Allen,

I strongly urge you to approve of the shuttle bus, for two reasons:

1. I have lived on the Monterey Peninsula since 1976 and Point Lobos has been my favorite park to visit for many decades. I have stopped going there because every week, I read in the Sheriff's Log that cars parked along Highway 1 in front of the park have been broken into, and I can't afford that risk. I miss the park and the joy and pleasure it gave me.

My second reason is that all the parked cars by park visitors piling up in that area present a possible danger to highway traffic, with cars hitting their brakes, backing in and pulling out of parking spaces, some making U-turns.

The Crossroads parking lot is big and safe, and it would rid visitors of anxiety, along with reducing traffic congestion on Highway 1 between Crossroads and the park entrance. I see it as a win-win situation.

Sincerely,
Helga Fellay
15 Paso Hondo
Carmel Valley, CA 93924

MM-1

LETTER MM: Helga Fellay

MM-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter NN

From: [Jack Arnold](#)
To: Allen, Matthew@Parks
Subject: Shuttle
Date: Friday, November 19, 2021 9:55:17 AM

[You don't often get email from omaejopa@comcast.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Matthew

I am inspired to read about the proposed shuttle. As a peninsula resident of 45 years and more recently a docent, I have witnessed the wear and tear on Point Lobos State Natural Reserve.

Having a shuttle is a great idea!!! During the five minute ride to the park entrance would provide a great opportunity to present a narration about park rules which some people don't know or understand.

How will entrance by reservation only be enforced? It seems as if people could sneak in through Gibson Creek or Monastery Beach.

Thank you for your work on this project!!!

Jack Arnold

PS. Your girlfriend is cute!

Sent from my iPhone

NN-1

NN-2

LETTER NN: Jack Arnold

NN-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

NN-2 This comment requests clarification as to how State Parks will enforce entrance by reservation, when visitors could potentially access the park via Gibson Creek or Monastery Beach.

Comment acknowledged; this comment does not raise a substantive environmental issue warranting a response under CEQA. Please note that State Parks would monitor access and issue citations for anyone entering Point Lobos without a reservation. Additionally, State Parks will improve boundary fencing and implement adaptive management strategies.

Letter OO

From: jpierce@mandellgisnetcenter.org
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle
Date: Sunday, November 14, 2021 9:49:04 PM

You don't often get email from jpierce@mandellgisnetcenter.org. [Learn why this is important](#)

Dear Mr. Allen,

I am writing in support of the Point Lobos shuttle. I am a retired civil trial attorney, and every time I drive down Hwy 1 I am concerned about the pedestrian traffic. The potential for a terrible accident exists. This week, I saw a father with a young boy walking south on the east side of the road, preparing to cross. This very little boy was way ahead of the father and the father was distracted on his cell phone, not watching the boy who was very close to the fog line. A car could have swerved and hit him, or if the boy had started to cross ahead of the father, it could have been a disaster. This incident was just one of many I have witnessed, but the most recent.

OO-1

The shadows from the trees make it very difficult to see pedestrians, and they often dart out or try to cross the road while trying to beat traffic. I have seen people do this with baby carriages or carrying small children.

People from out of town do not realize that Hwy 1 is a major artery, and I have seen traffic abruptly have to stop for a driver who is trying to park along Hwy 1.

I am sure that you are aware of all of these scenarios, but I did want to add my voice and lend support to the idea of a shuttle. Frankly, parking should be prohibited along Hwy 1 in the area of Point Lobos.

OO-2

Thank you,

Jackie Pierce
Jacqueline M. Pierce, Esq.
Executive Director | Mandell Gisnet Center
2620 Colonel Durham St.
Seaside, CA 93955
Office: (831)582-5234
Cell: (831)224-3819



LETTER OO: Jacqueline Pierce

OO-1 This comment expresses support for the Proposed Project, particularly the shuttle component.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

OO-2 This comment suggests that parking along SR 1 near Point Lobos be prohibited.

Comment acknowledged. State Parks does not have the authority to prohibit parking along SR 1. Parking along SR 1 is within the Caltrans right-of-way. Therefore, eliminating parking along SR 1 is not an action that State Parks can take. However, as identified above, State Parks has worked with the County of Monterey and Caltrans to limit parking along SR 1. For instance, the County of Monterey Board of Supervisors approved a permanent ban on parking on the east side of SR 1 from a point 1,800 feet north of the Point Lobos entrance to a point 1,800 feet south of the Point Lobos entrance.

Eliminating parking along the west side of SR 1 could potentially create additional constraints to public access, which State Parks believes the Coastal Commission would oppose. State Parks, however, is committed to working with all affected stakeholders to evaluate feasible measures to address traffic concerns along this segment of SR 1 while also ensuring that there is available parking to accommodate existing access. State Parks believes that the Proposed Project is an important component of State Parks strategy to promote sustainable access, provide additional parking amenities, and help minimize potential traffic conflicts on SR 1, while also addressing potential resource related concerns due to the overuse of Point Lobos.

Letter PP

From: [Nickerson, Jackson](#)
To: Allen, Matthew@Parks
Subject: Comments on Point Lobos Shuttle Proposal
Date: Wednesday, November 17, 2021 5:55:16 PM
Attachments: [image001.png](#)

You don't often get email from nickerson@wustl.edu. [Learn why this is important](#)

Hello Mr. Allen,

Thank you for taking on the onerous task of receiving comments about the Point Lobos Shuttle proposal. I would like to offer a few comments.

My wife and I moved from St. Louis to Carmel, in part, because of easy access to Point Lobos. We enjoy the easy access and the ability to visit without hassle. Sometimes we drive and enter the park, which is especially true when we drop in our kayak. Other times we part along route 1 and walk in. I also bike over sometimes in the morning and go to China Cove.

Requiring distant parking and a shuttle will substantially decrease park accessibility, which appears to be one of the goals of this policy (“resource destruction and overcrowding”). In essence, requiring a shuttle is a way to RATION entry into the park based on the scarcest resource of all -- people’s time.

PP-1

As it is now, the park requires fees for vehicle entry. Price offers a different way to ration – charge a higher price for vehicles or charge a price per person for walkers. Pricing can accomplish rationing AND generate resources for the park to mitigate destruction.

I understand that automobile traffic is a concern, especially along route 1. Yet, here too, if safety is a concern then other solutions are possible and much less costly. No turn around presently exists so sometimes drives take risks. As a frequent reader of the police log I am unaware of substantial accidents along route 1. And even if accidents do occur I am convinced that a few changes in signage and a turn around area and resolve this issue.

PP-2

Also, the parking lot and shuttle services are costly. For instance, besides land costs and preparation, an organization is needed to purchase or lease and maintain shuttles, hire drivers, serve all of the bureaucratic administrative functions needed for such an organization. Thus, a shuttle service is locking in costs for a long time, probably decades.

PP-3

In sum, I am against the proposed solution. It is costly, will get locked in for a long time, and does little to provide the park with more resources to mitigate resource destruction. It rations entry based on people’s time, which is the most precious resource of all. I urge you and others to reconsider and choose a different means of rationing because, from a public policy standpoint, rationing based on citizen time and raising costs is not creating value for citizens, it is only imposing costs with not returns. Charging prices also is a rationing mechanisms but with different outcomes. Fees can be spent on mitigating resource destruction thereby creating value for everyone. A shuttle does not create value for anyone because resource destruction will still occur. Safety concerns about parking along route 1 also can be resolved with a turn around and signage.

PP-4

Even if my comments are not received well, I hope that my ability to launch a kayak or bicycle in will be curtailed.

Fingers crossed,
Jackson Nickerson

Jackson Nickerson

Frahm Family Professor of Organization and Strategy (Emeritus)

signature_340580966



Campus Box 1156, One Brookings Dr.

St. Louis, MO 63130-4899

Phone: (314) 935-6374

nickerson@wustl.edu

LETTER PP: Jackson Nickerson

PP-1 This comment expresses concern about loss of public access.

Comment acknowledged. The Proposed Project would not decrease access but would disperse visitor use more evenly throughout the day to minimize periods of peak demand. Parking would still be available within Point Lobos, as well as along the west side of SR 1. The Proposed Project is intended to facilitate access in a sustainable manner that promotes recreational use while recognizing resource constraints.

PP-2 This comment argues that signage and a turn-around area could resolve the issues and concerns regarding traffic along SR 1.

Comment acknowledged. State Parks currently allows for vehicles to turn around at the entrance of the Park. Furthermore, State Parks utilizes signage to indicate when the parking lot within the Park is full. Construction of additional space to accommodate vehicles turning around is not a component of the Proposed Project but State Parks may consider additional actions in the future to address traffic related issues.

PP-3 This comment states that construction of a parking lot and shuttle service are costly, and the expense for operation of the parking lot and shuttle will lock in costs for decades.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA.

PP-4 This comment opposes the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 2**. No further response necessary. .

Letter QQ

From: [Jamelle Angelelo](#)
To: Matthew.Allen@parks.ca.gov
Subject: Shuttle/Pt.Lobos
Date: Friday, November 12, 2021 8:19:56 PM

You don't often get email from angelelo_jm@yahoo.com. [Learn why this is important](#)

Please, do not put in a shuttle bus system for visitors to Pt. Lobos. I do not see how it could possible be advantageous. Also, I do not want to see a "permit-style" entrance enacted either. Neither of these plans will lead to happy visitors.

QQ-1

I am a frequent (2-3-4 times/week) visitor to the park who lives in Carmel. I have the advantage of being selective in my days to hike/run the park trails (which I must say are very well kept; thank you). I park on Hwy 1, as do many other visitors. There are always others in the park, although often I see very few people, depending on the weather and day of the week. Parking was already decreased when you deleted the ability to park on the east side of the highway. However, now with only one side, and even on the busiest of days, parking can still be found available on the highway and the walk to the entrance is minimal for the average person. Drop off is available should someone have a disability. And there are numerous visitors who only drive through the park without stopping or parking, or possibly a quick stop for a photo. How would those people visit the park?

QQ-2

Many visitors would not appreciate the shuttle bus system as they would have to get to the shuttle bus area (Rio Road? How much traffic congestion would be at that intersection? And the parking for all of those cars?) This presents multiple problems: First, time is an issue. Visitors would have to plan more time to drive to the staging area, and then wait for a bus, and then while at the park would they have to shuttle to each viewpoint? and then they would have to wait for a shuttle back to their car. This would clearly take much more time out of their day then if they had just driven to the park themselves.

QQ-3

The other issue is "permit" visitation. Vacationers often don't even know about the park until they are here. Or, they don't know which day they wish to visit (often depends on weather and other vacation plans). And if they are only here a limited couple of days, as are most visitors I believe, the park permits may already be booked.

QQ-4

Many people enjoy the Big Sur parks, and Point Lobos is the gateway to the area for Monterey Peninsula residents and visitors. Please don't take away what is so important and special to those residents and visitors. Such a beautiful and spiritual place should be available and enjoyed by all.

I appreciate the opportunity to express my thoughts and would be happy to discuss the issue further.

Thank you.
Jamelle Angelelo
925-360-3249

JA

LETTER QQ: Janelle Angelelo

QQ-1 This comment opposes the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 2**. No further response necessary.

QQ-2 This comment requests clarification regarding how visitors who only drive through the park without stopping or parking will continue to utilize Point Lobos.

Comment acknowledged. The Proposed Project would not restrict visitors from entering the park by personal vehicle. Nor would the Proposed Project eliminate visitors being able to drive through the park. Rather, the Proposed Project would provide additional parking via the Marathon Flats Facility, and add a safe and sustainable transportation option for visitors to get from the parking area to Point Lobos. Once implemented, State Parks would require visitors regardless of how they choose to enter the park (i.e., shuttle, walk-in, drive-in) to make a reservation via the reservation system.

QQ-3 This comment suggest that the Proposed Project would be inconvenient.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. The commenter expresses an opinion concerning the Proposed Project and whether it would be convenient for park patrons. This represents the commenter's subjective opinion and it is not substantiated by evidence. ParkIT! has successfully studied similar programs at other park units, including Muir Woods National Monument. As discussed elsewhere, State Parks will implement a public outreach program to inform the public of the reservation and shuttle program to help streamline the process. No further response is necessary.

QQ-4 This comment expresses concern about the reservation system and limitations to visitors who are not aware that State Parks has implemented a reservation system prior to making travel plans.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. However, as identified elsewhere in this IS/MND, State Parks will implement a public outreach program to inform visitors that a reservation will be required for access to Point Lobos. This will include, but not be limited to, signage, updates on the Park's website, and press releases (see Draft IS/MND at pg. 8).

11/19/21

Dear Mr Allen,

NOV 22 2021 PM 3:41

The idea of having people sit on a Pt Lobos shuttle with strangers during this pandemic is a bad idea. It will lead to serious health risks. Many who visit this area are not vaccinated.

RR-1

Secondly many older people who park at Pt. Lobos and Palo Corona do not have internet. If reservations become necessary, they should be able to make them by phone.

RR-2

Please do not support this illconceived plan

Jay Cohen
659-5562

LETTER RR: Jay Cohen

RR-1 This comment expresses concern regarding implementing a shuttle program during a pandemic, suggesting it would lead to serious health risks.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response under CEQA is not warranted. Visitor and employee health and safety is important to State Parks. Throughout the pandemic State Parks has monitored and developed management strategies to address park use and COVID-19. State Parks will continue to monitor and adapt strategies to meet any new guidance it may receive from local or state public health officials. Interested parties can visit State Parks COVID-19 Resource Center to learn more about park safety procedures.⁶ Safety procedures will be developed for the ParkIT! Shuttle Program and enforced by State Parks.

RR-2 This comment expresses concern regarding reservation accessibility for those who do not have access to internet. This comment suggests State Parks allows for phone reservations to accommodate these people.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks will consider this comment as State Park further refines the reservation system.

⁶ State Parks COVID-19 Resource Center. Available at: [State Parks COVID-19 Resource Center \(ca.gov\)](#).

Letter SS

From: [Jean Rasch](#)
To: matthew.allen@parks.ca.gov; [Jean](#)
Subject: Point Lobos Shuttle Plan
Date: Saturday, November 13, 2021 7:48:15 AM

You don't often get email from jeanrasch@gmail.com. [Learn why this is important](#)

I oppose the shuttle plan. The shuttle plan creates its own huge problem in that having the Marathon Flats be a parking lot will be ugly; it takes the open space buffer around the Crossroads area and turns it into a full time parking lot. For not a good enough reason. The way to reduce the number of people using Pt Lobos is to require reservations. (I would like to see you have one day per week, say Wednesday, open with no reservations, with limited numbers alloed entrance. So local people could come without a reservation.) I would start with one exception: bicyclists should not need reservations (and see what happens. You need to encourage alternate transportation APART from all car sources.) Have the speed limit be 25 mph from Rio Road to the Pt. Lobos entrance. Continue to ban parking on the east side of Rt 1. The number of cars on the west side will reduce if people are turned away when they don't have reservations.

SS-1
SS-2
SS-3

The reservation system should give lots of priority to buses. Especially local MST buses. So that jumping on the bus from town is an automatic "reservation"; bus loads from town are figured into the daily count, in other words. Encourage bus use by having this be a means of an automatic reservation. I may not be able to drive my own car and enter without a reservation, but I can catch the MST to Pt Lobos at many points and be assured entrance. Then you don't need a parking lot.

SS-4

Degrading Carmel at Rio Road doesn't make sense just to reach your goals when a reservation system can do that. Moving the parking lot to Rio road, which is all this idea is doing, does not increase access or enhance the visitor experience (it's really just one more impediment; they are STILL COMING BY CAR!).

SS-5

Thanks for your efforts on this. Jean Rasch

LETTER SS Jean Rasch

SS-1 This comment opposes the Proposed Project. More specifically, this comment expresses concern that the parking lot and shuttle stop at Marathon Flats will be unattractive.

Comment acknowledged. The Proposed Project would not constitute a significant adverse aesthetic-related impact. The use of the site for parking purposes is consistent with the surrounding aesthetic environment and the Proposed Project includes project design measures (i.e., landscaping and screening) to minimize visibility of Proposed Project. State Parks appropriately evaluated the effects of the Proposed Project, identified measures to minimize those effects, where necessary, and included design measures to ensure that the Proposed Project would be compatible with the surrounding visual environment. Please refer to **Master Response 7** for more information.

SS-2 This comment suggests reservations be required to reduce the number of visitors at Point Lobos, but requests that State Parks provide time during the week to allow locals residents to access the Park without a reservation.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks will consider the commenters' suggestions as State Parks works to further refine the operational specifics of the reservation system. Please refer to **Master Response 5** which addresses comments regarding local access.

SS-3 This comment provides suggestions for implementing the Proposed Project, including recommendations that State Parks: a) does not require reservations for cyclists, b) reduces the speed limit to 25 MPH between Rio Road and the Park entrance, c) continues to ban parking along the east side of SR 1.

Comment acknowledged. State Parks will consider these suggestions moving forward. However, it should be reiterated that, State Parks does not own or operate SR 1 and/or parking along SR 1. This area is within the Caltrans right-of-way. Moreover, as discussed elsewhere in this IS/MND, parking on the east side of SR 1 was permanently banned as of June 4th, 2021. Finally, State Parks does not have authority to reduce the speed limit along SR 1, nor would a reduction in speed resolve the need for the Proposed Project.

SS-4 This comment suggests State Parks reservation system give priority to local MST buses. This comment suggests that an automatic reservation be given to visitors that catch an MST bus instead of driving their own vehicle. The commenter suggests that this would eliminate the need for the Marathon Flats Facility.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. While a detailed response is not warranted, State Parks is working with regional groups to identify alternative transportation services, including the Proposed Project. State Parks will continue to coordinate with interested stakeholders to develop regional solutions to address traffic impacts at Point Lobos. State Parks will consider this suggestion as they further refine the shuttle program and reservation system. However, implementation of these additional measures would not address the need for the Proposed Project. Additional parking is necessary to accommodate existing demand and the Proposed Project would provide additional facilities to accommodate existing need. Therefore, while these comments may be helpful in alleviating some demand, the suggestions would not eliminate the need for the Proposed Project.

For additional information regarding State Parks efforts to address vehicular access and parking, please see the General Plan at page 4-30.

SS-5

This comment suggests that construction a parking lot at Rio Road degrades Carmel and does not increase access or enhance the visitor experience.

The commenter statement is not supported by evidence. State Parks evaluated the potential aesthetic related impacts associated with the Proposed Project and appropriately concluded that impacts would be less than significant. Please refer to **Master Response 7**. Contrary to the commenters' assertion, the Proposed Project would improve visitor experience and enhance public access by providing additional parking facilities to accommodate existing demand, distribute public access more evenly across the day to avoid periods of peak demand, and ensure that resource degradation due to overuse is minimized.

From: [joan brophy](#)
To: Allen, Matthew@Parks
Subject: Marathon Flats/ Pt. Lobos parking
Date: Wednesday, November 17, 2021 1:40:35 PM

You don't often get email from jbro7726@att.net. [Learn why this is important](#)

Dear Mr. Allen,

It would be an irreversible disaster to turn the welcoming green area of Marathon Flats to a sea of cars for the Point Lobos parking. The Peninsula is overrun with cars due to the beauty here. This small green belt should remain that way not only for the tourists, but for those of us who moved here for its beauty. The State put in a walk parallel to Marathon Flats a short number of years ago for locals to enjoy a small green belt for their walk. That would be taken away from us who use it for the pleasure of a green belt; under your plan it would be used by tourists to get to the buses that take them to Pt. Lobos.

TT-1

NO ON MARATHON FLATS PARKING!!

Sincerely,

Joan Brophy Thomas
Carmel Resident for 53 years

LETTER TT: Joan Brophy Thomas

TT-1 This comment expresses opposition to the Marathon Flats Facility. This comment requests that this green belt should remain open and available for all to use. Furthermore, this comment suggests that the Proposed Project would remove the walkway (i.e., Lower Hatton Multi-Use Trail).

Comment acknowledged. This comment expresses an opinion on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 3** for more information. As discussed in that response, the Proposed Project would not impact the Lower Hatton Multi-Use Trail.

Letter UU

From: Joan's mail <joanwynar@comcast.net>
Sent: Monday, November 15, 2021 9:48 AM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Subject: Point lobos shuttle- YES!

[You don't often get email from joanwynar@comcast.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Good morning. I read in the Pine Cone this weekend that you are interested in comments about the proposed shuttle/reservation plan. I feel that this is long overdue and extremely necessary for both the environment and human safety. I would also suggest continuing the service south, to Big Sur. A continuous shuttle van with a few drop off points would make highway one safer. Allowing no more (scenic point) pull outs for automobiles and their photo opportunities will alleviate many of the problems motorists now face. And please- no restrooms to accommodate the Bixby Bridge "photographers"! Services at Rio Rd. at the shuttle parking lot - good plan. Thanks for your time.
Joan Wynar

UU-1

LETTER UU: Joan Wynar

UU-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [John Borelli](#)
To: Allen, Matthew@Parks
Subject: Point Lobos Parking
Date: Wednesday, November 17, 2021 4:28:23 PM

[You don't often get email from johnjborelli@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Matthew,

My wife Ann-Marie and I are residents of the Carmel Highlands.

We oppose the construction of a 100-car parking lot at Rio Road (Marathon Flats) for five (5) primary reasons:

1. Rio Road marks the entrance to Big Sur, one of the most beautiful 90-mile stretches of road in the United States and arguably the world. We do not want this entrance to feature a parking lot, this area should be landscaped as a parklike setting in an attractive and inviting way for the benefit of residents and visitors.

|| VV-1

2. The Master Plan previously stipulated public land on the east side of Highway One directly across from Point Lobos be used as a parking lot. There is adequate land to construct a parking lot equivalent in size to the proposed Marathon Flats parking lot and furthermore it would be concealed from the view of Highway One. This solution would provide easy walking access to park visitors. This solution eliminates the need for a costly and inconvenient shuttle system. For crossing Highway One safely an under-ground tunnel (or picturesque overhead bridge) accommodation for visitors can more easily and inexpensively be designed and implemented.

|| VV-2

3. There is ample parking at Palo Corona for visitors and resident already; therefore, no Shuttle Service for visitors is required. Again, eliminating further need for a costly and inconvenient shuttle system.

|| VV-3

4. A 100-car parking lot at Rio Road (Marathon Flats) would add to the already overly congested intersection at Highway One, further inconveniencing travelers and residents.

|| VV-4

5. Residents deserve better than to be subjected to an unsightly solution on daily driving and commuting.

|| VV-5

In regard to the reservation system we are in favor of a system administered via an on-line application with required automated check-in, if necessary, at the Point Lobos gate. We need to enforce visitor capacity limits that stops Point Lobos from being irreparably damaged.

|| VV-6

In summary, we should implement a safe, long-term and attractive solution to the parking and overuse of Point Lobos that enhances the driving experience of residents and visitors in a simple manner that complements the beauty of this land that we have been entrusted to administer

Thank you

John Borelli
43 Mount Devon Road
Carmel, CA 93923
M 914-645-6434
johnjborelli@gmail.com

LETTER VV: John Borelli

VV-1 This comment acknowledges the scenic qualities of Big Sur and states that Rio Road marks the entrance of Big Sur via SR 1. The comment opposes the Marathon Flats Facility and requests that the existing lot at Marathon Flats be landscaped in an attractive and inviting way to benefit residents and visitors.

As discussed in **Master Response 7**, the Proposed Project would not result in a substantial adverse aesthetic-related effect. While the commenter contends that the Marathon Flats site represents the gateway to Big Sur, the Marathon Flats site is extensively disturbed, routinely used for a variety of purposes, including parking, and is surrounded by existing development, including existing parking associated with the Crossroads Carmel Shopping Center. As a result, State Parks determined that the site would be appropriate for future unpaved parking facilities (see General Plan at pg. 4-85) as part of the Proposed Project.

The Proposed Project would not constitute a significant adverse aesthetic-related impact. The use of the site for parking purposes is consistent with the surrounding aesthetic environment and the Proposed Project includes project design measures (i.e., landscaping and screening) to minimize visibility of Proposed Project. State Parks appropriately evaluated the effects of the Proposed Project, identified measures to minimize those effects, where necessary, and included design measures to ensure that the Proposed Project would be compatible with the surrounding visual environment. Please refer to **Master Response 7** for more information.

VV-2 This comment suggests that State Parks should construct additional parking facilities east of SR 1 across from Point Lobos. This comment contends that this location would not be visible from SR 1 and would provide easy walking access, eliminating the need for a costly shuttle. The comment further suggests that State Parks could construct a tunnel or bridge to provide access from this parking area to Point Lobos.

Please refer to **Master Response 3** for more information regarding the Marathon Flats site. The area across from Point Lobos, referred to as Point Lobos Ranch, is not a feasible location as discussed in **Master Response 3**. Moreover, parking at Point Lobos Ranch would serve as an alternative parking area if/when State Parks determines whether to eliminate existing parking within Point Lobos. Additionally, as identified in the General Plan and EIR there are substantial cultural and biological resources at Point Lobos Ranch that limit available parking at this site. As discussed throughout the Draft IS/MND, the Marathon Flats site is highly disturbed and used for various events throughout the year (e.g., Christmas tree lot, Big Sur International Marathon). As a result, State Parks determined that the

site would be appropriate as a future shuttle and parking location to serve Point Lobos. Furthermore, the site is located in an area already developed with similar facilities and would not result in substantial environmental impacts.

VV-3 This comment states that there is ample parking at Palo Corona for visitors and residents already, therefore shuttle service for visitors to Palo Corona Regional Park is not required.

Comment acknowledged. It appears that the commenter misunderstands the Proposed Project. The Proposed Project is not proposing a shuttle service to Palo Corona Regional Park. Rather, the Proposed Project would allow for shuttle service from Palo Corona Regional Park to Point Lobos and/or would allow for future service for return hikers using the San Jose Creek trail once it is opened. Please see **Master Response 4** above. Comment acknowledged; no further response is necessary.

VV-4 This comment requests that the reservation system be administered via an on-line application and include an automated check-in for Point Lobos and Palo Corona.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. Please note that the Proposed Project does not entail a reservation system for access to Palo Corona Regional Park. The administration of the reservation system would be available online, and in-person. Details pertaining to the State Parks - Day-Use Reservation System will be determined in the future by State Parks. State Parks will conduct outreach and education to inform the public about the reservation system. No further comment is necessary.

VV-5 This comment expresses concern over increased congestion at the intersection of SR 1 and Rio Road, stating that it would be an inconvenience to residents of Carmel and Carmel Highlands.

Please see **Master Response 6**, above. As discussed in that response, State Parks evaluated the potential traffic impacts associated with the Proposed Project, including potential impacts at the intersection of SR 1/Rio Road. The Proposed Project would not cause this intersection to operate at an unacceptable LOS. Comment acknowledged; no further comment necessary.

VV-6 This comment states that Carmel and Carmel Highlands residents deserve better than to be subjected to an unsightly solution on their daily driving and commute.

Please see **Master Response 7**, above. As discussed above, State Parks appropriately evaluated potential aesthetic-related effect associated with the

Proposed Project and concluded that impacts would be less than significant. While the commenter subjectively contends that the Proposed Project would constitute an “unsightly solution,” State Parks objectively evaluated potential aesthetic-related impacts based on the whole of the record. The Proposed Project site is surrounded by existing development and parking to the east and north and views from SR 1 of the project site consist predominately of unobstructed views of adjacent parking associated with the Carmel Crossroads Shopping Center. In addition, State Parks also identified that the site is routinely used for a variety of purposes. Finally, State Parks also included project design measures (i.e., landscaping and screening) to reduce project visibility. The implementation of these measures would also potentially obstruct views of existing parking at the Carmel Crossroads Shopping Center. Please refer to **Master Response 7** for more information.

Letter WW

From: [John Castro](#)
To: matthew.allen@parks.ca.gov
Subject: Point Lobos shuttle
Date: Sunday, November 14, 2021 1:54:18 PM

[You don't often get email from johncastro1940@hotmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

The time has come to control the amount of people walking along the side of Route 1 entering Point Lobos park. Having driven by many times-not only on weekends, worried about hitting someone walking along the side of the road and reckless drivers doing u- turns, pulling out in front of you, stopping on the road to let people off. A very unsafe area at present. Not to mention the destruction of the park.
Sincerely yours, John Castro

Sent from my iPad

WW-1

LETTER WW: John Castro

WW-1 This comment requests that State Parks implement measures to address SR 1 parking issues.

Comment acknowledged. This comment is related to the merits of the Proposed Project and identifies additional management actions that would address potential issues related to safety along SR 1. State Parks will continue to engage stakeholders and develop measures to improve safety along SR 1. As noted above, the County of Monterey recently adopted an ordinance prohibiting parking along the eastside of SR 1 in the immediate vicinity of the Point Lobos entrance.

From: John T. Heyl <johntheyl@gmail.com>
Sent: Friday, November 12, 2021 7:06 AM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Subject: Comments on Point Lobos ParkIt

[You don't often get email from johntheyl@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification.>]

What a great idea!

Missing are some devilish details, e.g.

1. How will Pt Lobos visitors get from the parking lot to the park? | XX-1

2. Will there be additional costs beyond the entry fee, and how will entry fee schedule change (formerly charge per car)? | XX-2

3. Who will pay for Marathon Flats parking lot construction? | XX-3

4. How will priority be given to Palo Corona Park patrons for that parking area, or will reservations become required for that, too? | XX-4

5. There is not mention of shuttle buses in the proposal. Who will operate them? How frequently will they operate? | XX-5

6. Is there any cooperative inclusion of the Monterey-Salinas transit system? | XX-6

Thx for the chance to comment.

John Heyl
iPhone

LETTER XX: John Heyl

XX-1 This comment requests clarification regarding how visitors will get from the parking lot to Point Lobos.

Comment acknowledged. The Proposed Project includes a shuttle service from the Marathon Flats Facility to Point Lobos. Please refer to **Section 1.1, Background**, above for more information.

XX-2 This comment requests clarification regarding anticipated fees.

Comment acknowledged. As discussed in **Section 1.1, Background**, there would be a fee for parking at Marathon Flats, a fee for the shuttle, in addition to a fee for entering the park. These fees will be developed based on the results of a fee assessment study prior to the implementation of the reservation system.

XX-3 This comment requests information regarding the funding for the construction of the Marathon Flats Facility.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not required under CEQA.

XX-4 This comment requests clarification regarding access for Palo Corona Regional Park visitors.

The Proposed Project anticipates using approximately 25 parking spaces at Palo Corona Regional Park (see Draft IS/MND at pg.8; see also **Section 1.1, Background** above). There is sufficient existing parking to accommodate existing visitors and the proposed parking spaces associated with the Proposed Project. Moreover, several of these parking spaces will likely be used for visitors accessing Palo Corona Regional Park to access the San Jose Creek trail. In other words, some parking may be used by visitors intending to use the shuttle service as a return trip. No element of the Proposed Project would change how Palo Corona Regional Park currently operates. No reservation would be required to access Palo Corona Regional Park.

XX-5 This comment states that shuttle buses are not included in the proposal, and requests clarification regarding who will operate the shuttle and how frequently they will operate.

This comment does not raise a substantive environmental issue; therefore, a detailed response is not required under CEQA. However, for more information please refer to **Section 1.1, Background**, above (see also Draft IS/MND at pg. 6).

As described above, the Proposed Project includes a shuttle program. State Parks would be responsible for the operation of the Proposed Project and would contract with a vendor to operate the shuttle. State Parks has not identified a vendor at this time, but State Parks will solicit bids through a formal Request for Proposal (“RFP”) process.

XX-6 This comment requests clarification regarding the inclusion of the MST system with the Proposed Project.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted. State Parks will coordinate with regional transportation agencies, including MST, to include existing transit options as part of the shuttle program.

From: Juan Mancheno <mancheno.juan@gmail.com>
Sent: Friday, November 12, 2021 5:36 AM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Subject: Shuttle system for Point Lobos

You don't often get email from mancheno.juan@gmail.com. [Learn why this is important](#)

Also, Point Lobos is worthy of a reservation system.

YY-1

Best Regards,

Juan C. Mancheno
Broker/Owner
BRE# 01101363
Carmel By The Sea Realty
Mission Ave. #3B,
Between 4th & 5th St.
Carmel By The Sea
www.carmelbysearealty.com



Email is covered by the Electronics Privacy Act, 18 U.S.C. Sections 2510-2521, and is legally privileged. This email may contain confidential and privileged material for the sole use of the intended recipient(s). Any review, use, distribution, or disclosure by others is strictly prohibited. If you are not the intended recipient (or authorized to receive for the recipient), please contact the sender by reply email and delete all copies of this message.

LETTER YY: Juan Mancheno

YY-1 This comment expresses support for the reservation system at Point Lobos.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter ZZ

From: [Judith Burdick](#)
To: Allen, Matthew@Parks
Subject: Point Lobos shuttle
Date: Thursday, November 18, 2021 5:19:13 PM

[You don't often get email from judyb72136@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Mr. Allen, I think that the Point Lobos shuttle is a super idea. We could not enter the park when my sister from Ohio came to visit, due to the closure at the entrance because of the huge crowds.

ZZ-1

Point Lobos Shuttle - YES!

Judith Burdick

LETTER ZZ: Judith Burdick

ZZ-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [Julie Barta](#)
To: Matthew.Allen@parks.ca.gov
Subject: Pt. Lobos Shuttle Plan
Date: Friday, November 12, 2021 1:35:31 PM

You don't often get email from jbart10@hotmail.com. [Learn why this is important](#)

All I have to say is:

YES!!!!!!!!!!!!!!

Thank you,
Julie Parker Barta
Pebble Beach, CA

AAA-1

LETTER AAA: Julie Parker Barta

AAA-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter BBB

From: [Karen Sonnergren](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle
Date: Sunday, November 14, 2021 6:43:43 PM

[You don't often get email from kscarmel70@att.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

As a long-time resident of the Monterey Peninsula I abhor the idea of having to make a reservation to enjoy our local natural amenities, but YES for a shuttle service if it surely will reduce the number of visitors. But how will we compensate for the loss of space for the Big Sur Marathon?

This entire area, with inadequate parking and even less water, is overrun with tourists and our numbers are steadily destroying what people came here for in the first place. Perhaps you might also find a way to stop the costly and totally unnecessary advertising for more and more visitors expended by the City of Carmel and others.

Thank you for the opportunity to respond. Karen Sonnergren
P. O. Box 943
Carmel, CA 93921
(831) 625-1731

BBB-1

LETTER BBB: Karen Sonnergren

BBB-1a This comment opposes the reservation system.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 2** which addresses comments opposed to the Proposed Project. No further response necessary.

BBB-1b This comment expresses support for the shuttle program, but requests clarification regarding how State Parks will compensate the Big Sur Marathon for the loss of that space.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise an environmental issue. Please refer to **Master Response 1**. No further response necessary. The Marathon Flats site is State Parks property. State Parks will work with the Big Sur Marathon to coordinate special events.

From: [kathy west](#)
To: Allen, Matthew@Parks
Subject: pt lobos shuttle
Date: Friday, November 12, 2021 8:08:10 PM

You don't often get email from tasker928@hotmail.com. [Learn why this is important](#)

Dear Matthew Allen

I applaud the idea of the shuttle taking visitors to Pt Lobos as well as the location of the shuttle and new parking lot. That area is so dangerous on Hwy 1 and many times I've had to slam on my brakes to avoid either a person walking out into the road along the tight walking area or to avoid hitting a car that pulls out oblivious to the higher speed traffic whizzing by. I also think it will help alleviate some of the erosion, garbage and other detrimental issues arising from the massive amount of visitors to our beloved park. Thank you.

Karen Wood
Carmel Valley

CCC-1

LETTER CCC: Karen Wood

CCC-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter DDD

From: [Kim Weston](#)
To: matthew.allen@parks.ca.gov
Subject: Shuttle for Point Lobos State Park
Date: Monday, November 15, 2021 5:51:08 PM

You don't often get email from kimwestonphoto@gmail.com. [Learn why this is important](#)

This proposal for the shuttle and a reservation system is way overdue. The quality of the visitors' experience has been trumped by the powers that be. Bring as many people as you can jam them into one of the true wonders of the world, regardless of the habitat, the destruction and erosion of the park. My grandfather Edward Weson would be turning over in his grave if he could witness the degradation of his beloved Point Lobos, whose mobs must be controlled for the benefit of all who wish to visit this magical place.

Since we can't find another solution to control the amount of cars and people who visit the park every year, then I am for the reservation and shuttle service.

Kim Weston

--

Kim Weston Photography
251 Highway 1
Wildcat Hill
Carmel CA 93923
831.624.8111
www.kimweston.com

DDD-1

LETTER DDD: Kim Weston

DDD-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [Lawrence Wallace](#)
To: Allen, Matthew@Parks
Subject: Point Lobos parking
Date: Thursday, November 18, 2021 8:11:52 PM
Attachments: [image001.png](#)

You don't often get email from larry@larell.com. [Learn why this is important](#)

Please do not put a parking lot on marathon flats. It will create too much congestion in the area. The state already has land opposite the park and should use that. It will be better for all. We have too many visitors already and the pressures from visitors for the shuttles and chaos that will happen (SF bay area visitors are overwhelming our area) will destroy the unique area we have and enjoy year round. I also have a house in the bay area and it is too crowded, people are too rude and pushy and they are coming to our area way too much. Limiting access to pt lobos is good but doing it by controlling parking is not the way.

Thank you
Dr Lawrence Wallace

Lawrence N Wallace DDS
The Larell One Step Denture
Phone: 831.659.9300
www.larelldentures.com



EEE-1

LETTER EEE: Lawrence Wallace

EEE-1 This comment expresses support for the reservation system but also expresses concern regarding congestion at Rio Road because of constructing the Marathon Flats Facility.

Comment acknowledged. Please refer to **Master Response 6** for more information regarding potential traffic impacts along Rio Road. As identified in that response, State Parks evaluated the potential traffic impacts associated with the Proposed Project and concluded, based on substantial evidence, that the Proposed Project would not result in a significant traffic-related impact.

From: [Leon Silverman](#)
To: [Allen, Matthew@Parks](mailto:Allen.Matthew@Parks)
Cc: [Suzanne Stevens](#)
Subject: Public Comment on Point Lobos Shuttle
Date: Wednesday, November 17, 2021 9:08:23 AM

You don't often get email from leon.d.silverman@gmail.com. [Learn why this is important](#)

Dear Mr. Allen,

We are residents of the Carmel Highlands, members of the Carmel Highlands Association and of the Point Lobos Foundation. We applaud the State of California's Department of Parks and Recreation efforts to establish a reservation and shuttle service to help make the Point Lobos experience for tourists and residents alike safer and more predictable. As neighbors of Point Lobos, we are absolutely impacted by the traffic and unsafe conditions on Highway 1 during times of Point Lobos heavy use.

As this new system is contemplated, we request that there be a recognition and accommodation to ensure that residents of the communities that surround Point Lobos are not adversely impacted by new regulations. Many of our neighbors, local residents and divers frequent Point Lobos during the early morning opening hours before the mad crush of folks who are "loving this park to death". We agree that eliminating the ability to park on Highway 1 is an important step, but we request that Carmel Highlands residents and all early entrants would still be allowed access to parking within the park until internal spaces are filled or adjacent to the park, off Highway 1. In addition, we are requesting that any reservations system does not limit or restrict use of the park by neighboring residents.

Ensuring the ability of the small Carmel Highlands community to continue reasonable early and unrestricted access to the park makes sense from not only a neighborly perspective, but from an environmental one as well. It would be a shame and wasteful for Carmel Highland residents to drive an additional 3 miles past the park to the Shuttle lot, only to be driven on a Shuttle an additional 3 miles back to the park, 3 additional miles from the park back to the Shuttle location and an additional 3 miles to the park to then drive to return to our Carmel Highlands neighborhoods.

We appreciate the consideration of this request as a small accommodation to the local residents who have had to accommodate the conditions which have made this mitigation to the disruption to our community necessary.

Please contact us to clarify any of these topics or for additional questions which would help to accomplish the best outcomes for our Carmel Highlands community, Point Lobos and the many who enjoy this beautiful resource.

Respectfully,

Leon D. Silverman
Suzanne E. Stevens
115 Pine Way, Carmel Highlands CA 93923
(831) 574-2022

FFF-1

LETTER FFF: Leon Silverman

FFF-1 This comment expresses concern regarding local access to Point Lobos, particularly for residents that live in the Carmel Highlands. This comment suggests that Carmel Highland residents and all early entry visitors still be allowed to park within Point Lobos. The comment further suggests that the reservation system not limit or restrict the use of Point Lobos by these neighbors.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not required under CEQA. Please refer to **Master Response 5** for more information concerning local access. State Parks will consider this comment as it further refines the reservation systems.

Letter GGG

From: [Linda Arroz](#)
To: matthew.allen@parks.ca.gov
Subject: In Support of the Point Lobos Shuttle
Date: Sunday, November 14, 2021 3:57:23 PM

You don't often get email from linda.arroz@gmail.com. [Learn why this is important](#)

Hi Matthew, I read about the unsustainable situation of traffic, etc. re arriving at Point Lobos in the recent issue of the Pine Cone newspaper. I'm a proponent of public transportation and this shuttle is something that can easily be promoted and managed online, so visitors know it exists. Wishing the best of luck getting this in place and I'm always available to share information on my social channels to get the word out.

GGG-1

Cheers,

Linda Arroz
Author, Speaker, Advisor
[Amazon](#)
Mobile 818.635.8753
makeovermedia.com
[@lindaarroz](#)

LETTER GGG: Linda Arroz

GGG-1 This comment expresses support of the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter HHH

From: [Linda Mullally](#)
To: Allen, Matthew@Parks
Subject: Point Lobos shuttle
Date: Wednesday, November 17, 2021 5:50:31 PM

[You don't often get email from lindabmullally@yahoo.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Hi Matthew,

I don't agree with a shuttle service. It makes sense to use the state park land on the east side of Point Lobos for parking (paid parking) and build a pedestrian/cycle tunnel into Point Lobos. That would be the logical long term solution.

Also, I think it's time for Point Lobos to charge at least a minimal walk-in fee.

Walk-ins and bike-ins use the roads and the amenities in the park too.

Thank you,

Linda Mullally

Sent from my iPhone

HHH-1

HHH-2

LETTER HHH: Linda Mullally

HHH-1 This comment opposes the shuttle program and requests that the land across from Point Lobos be used as a parking lot. Additionally, this comment suggests that State Parks construct a pedestrian tunnel to connect the parking lot to Point Lobos.

Please refer to **Master Response 3** for a detailed response to this comment. As discussed above, State Parks identified future parking east of SR 1 at Point Lobos Ranch as a possible location for future replacement parking if/when State Parks elects to eliminate parking within Point Lobos. State Parks further identified that there are a few locations at Point Lobos Ranch where alternative parking could be located. State Parks identified that there are significant cultural and biological resource constraints at Point Lobos Ranch that limit where State Parks can locate replacement parking. This area is not sufficient to accommodate parking proposed as part of this project. Again, State Parks identified this area as a possible location for parking to replace any parking areas removed from within Point Lobos. As a result, the Marathon Flats Facility and associated shuttle service would still be necessary. This area is not a viable location for parking proposed at Marathon Flats.

HHH-2 This comment suggests that all visitors be required to pay a fee, including walk-ins and cyclists.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not required under CEQA. However, as discussed above, all users would require a reservation to enter Point Lobos (see Draft IS/MND at pg. 7) and would be required to pay a fee, which will be determined by State Parks as part of a future fee assessment survey.

Letter III

From: [Linda Pallotta](#)
To: Allen, Matthew@Parks
Subject: No to Pt Lobos Shuttle
Date: Thursday, November 18, 2021 10:33:55 AM

[You don't often get email from artslp2001@yahoo.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

- > Dear Mr. Allen and CA Parks Department,
- >
- > A shuttle to Pt Lobos would destroy the peaceful and immaculate atmosphere . The whole point of Pt Lobos is its sparse, zen-like, healthy environment. Shuttles would destroy its unique character—a place to go for solitude and quiet. It would lead to crowds and litter. I say a resounding N O !!
- >
- > Thank you,
- > Linda P.
- >
- > Sent from my iPhone

|
| III-1
|

LETTER III: Linda Pallotta

III-1 This comment opposes the proposed shuttle program. This comment states that a shuttle would destroy the peaceful and immaculate atmosphere and result in crowds and litter.

This comment expresses the subjective opinion of the commenter. As stated previously, State Parks considered the potential aesthetic related impacts associated with the Proposed Project and appropriately concluded, based on substantial evidence, that the Proposed Project would not result in a substantial adverse aesthetic-related impact. Moreover, the commenter's assertion that the use of a shuttle would destroy the peaceful and immaculate atmosphere and result in crowds and litter lacks merit and is not supported by evidence. For instance, the proposed Marathon Flats Facility would be located on a previously disturbed site that is adjacent to existing parking facilities, SR 1, and has been routinely used for a variety of seasonal commercial uses, as well as special events. The development of an unpaved parking facility with landscaped screening would not destroy the peaceful and immaculate atmosphere and result in crowds and litter. State Parks would actively maintain the site.

Additionally, the Proposed Project is necessary to reduce peak periods of use at Point Lobos to avoid/reduce crowds and reduce potential secondary impacts due to public access. The Proposed Project would have the exact opposite effect asserted by the commenter – the Proposed Project would reduce crowding and would improve visitor experience at Point Lobos. State Parks appropriately evaluated the potential impacts associated with the Proposed Project based on substantial evidence. Please refer to **Master Response 2, Master Response 6, and Master Response 7** for more information.

Letter JJJ

From: [Liz Parker](#)
To: matthew.allen@parks.ca.gov
Subject: Point Lobos Shuttle
Date: Sunday, November 14, 2021 8:06:04 AM

[You don't often get email from elizabethmaryparker@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Hello!

I'm emailing to voice my support for the shuttle program for Point Lobos. I'm a resident of Pacific Grove.

Thanks!

Liz Parker

JJJ-1

LETTER JJJ: Liz Parker

JJJ-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter KKK

From: [Lynne Lewis](#)
To: Matthew.Allen@parks.ca.gov
Subject: Shuttle
Date: Saturday, November 13, 2021 10:47:33 AM

[You don't often get email from lynnepeb05@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

I think this is a must do service if we want to keep Pt Lobos the national treasure that it is. The present parking on Hwy 1 is an accident waiting to happen and the overcrowding at the park is ruining the experience. I sincerely hope this idea becomes a reality.

Sent from my iPhone

KKK-1

LETTER KKK: Lynne Lewis

KKK-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

P.O. Box 221577
Carmel, CA 93922

18 November 2021

NOV 22 2021 PM 3:43

California Department of Parks & Recreation
2211 Garden Road
Monterey, California 93940

Attention: Matthew Allen

Dear Mr. Allen:

Visiting Point Lobos frequently -- at different times of the year and different times of the day -- has provided me and my family a major pleasure of living on the Monterey Peninsula for thirty years. We enjoy our annual State Parks pass.

While I appreciate the need for some improvement regarding visitor access, excessive regulation could be seriously detrimental. Here is my view:

Provide an optional shuttle system for those who want it.

LLL-1

I prefer using my own vehicle.

If reserved times of entry are truly necessary, make arrangements available by PHONE as well as Internet. Not everyone has access.

LLL-2

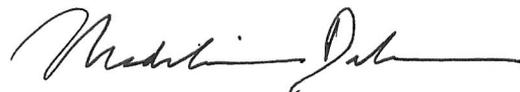
Consider truly reasonable time limitations, if they will be part of your reservation system. What about older visitors who take much longer to walk or hike? What about artists who sketch or paint? What about naturalists/biologists who need time for observation?

LLL-3

Extend your comment/discussion deadline, please. I just found out about this plan two days ago.

LLL-4

Sincerely,



Madeleine Delman

LETTER LLL: Madeleine Delman

LLL-1 This comment suggests that the shuttle be optional.

Comment acknowledged. The shuttle service (and parking at Marathon Flats) would be optional, although recommended. The Proposed Project would not remove parking within Point Lobos or along SR 1. Therefore, visitors may select to drive their own vehicle. However, trip planning would be advised after the implementation of the reservation system as visitors would make a reservation for one (1) of the four (4) locations; in-reserve parking, offsite parking at Marathon Flats Facility, Palo Corona parking lot, or walk-in from parking alongside SR 1 (see Draft IS/MND at pg. 8).

LLL-2 This comment suggests making reservation available by phone as well as internet.

Comment acknowledged. State Parks will consider this suggestion as part of the reservation system design. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA.

LLL-3 This comment requests that consideration be given to implementing time limitations that are reasonable for those who require more time (e.g., elderly, artists, naturalists).

Comment acknowledged. State Parks will consider this suggestion as part of the reservation system design. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA.

LLL-4 This comment suggests extending the comment deadline, and states that the commenter only found out about the plan two days prior to submitting their comment.

Comment acknowledged. Pursuant to CEQA Guidelines Sec. 15073, Sec. 15075, and Sec. 15105, State Parks released the Draft IS/MND for public review on October 20th, 2021. State Parks circulated the Draft IS/MND for public comment for 30 days consistent with the requirements of CEQA Guidelines Sec. 15073. State Parks provided adequate notice for the Proposed Project.

Additionally, pursuant to CEQA Guidelines Sec. 15072(b), State Parks provided notification via direct mailing to individuals/agencies/organizations that previously requested such notice. State Parks also posted a Notice to Adopt at the Regional Park Office at Palo Corona Regional Park, at the Marathon Flats Facility Site, and at the State Parks District Office in Monterey, CA. Email notifications were also sent out to neighboring associations. State Parks sent direct notices to

approximately 30 individuals, groups, and governmental organizations notifying these groups that the Draft IS/MND was available for public review.

From: [Sergio Alvarez](#)
To: Allen, Matthew@Parks
Subject: Comments on the Point Lobos shuttle plan
Date: Friday, November 19, 2021 7:20:21 AM

You don't often get email from pebble3215@gmail.com. [Learn why this is important](#)

Dear Mr. Allen,

My husband and I regularly hike both Point Lobos and Palo Corona. These are our thoughts:

Point Lobos Shuttle:

This sounds like a good idea. Permission for cars that enter the park should be reserved for those with mobility issues. We currently park on the highway and walk into the park, and if this is still allowed, we may continue to do so. It depends on how long one needs to wait for the shuttle.

MMM-1

Palo Corona Shuttle:

Not necessary at all. There is plenty of parking there. We do not want to need to make a reservation in order to hike there. The shuttle would take a long wait and could possibly add to the wait time for those taking it to Point Lobos. A waste of money. Leave it alone.

MMM-2

Thank you for taking our comments into consideration.

Sincerely,

Margaret Alvarez

Pebble Beach

LETTER MMM: Margaret Alvarez

MMM-1 This comment expresses support for the ParkIT! Shuttle Program and suggests that parking within Point Lobos be reserved for those with mobility issues.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. State Parks will consider this suggestion moving forward. No further response necessary.

MMM-2 This comment opposes the shuttle at Palo Corona Regional Park. Additionally, this comment opposes requiring a reservation to visit Palo Corona Regional Park.

Please refer to **Master Response 4**. The Proposed Project consists of a shuttle stop located at Palo Corona Regional Park. A reservation would not be required to access Palo Corona Regional Park.

Letter NNN

To: matthew.allen@parks.ca.gov

Subject: PARKIT COMMENTS from Margaret Robbins

14 pages marked c-1 to c-14

Please confirm that you received this === margaret
robbins 11/5/2021 phone: 831-624-1153

Apologize me for spelling your name incorrectly

MR

*Margaret Robbins
11/5/2021*

PARKIT COMMENTS

NNN-1

1. As written on page 1: The lead agency prepares a written statement.... Where is that statement – what page?

NNN-2

2. Page 2. Marathon Flats Alternative Parking Facility and the parking at the Blue Roof Office Buildings is also mentioned as an alternative parking area that may be used as part of the shuttle program. When and how long will parking be available at the Blue Roof Buildings? How many parking spaces will be located at Blue Roof Parking? What ^{time} of the day? What days of the week? Where will the shuttle park? Please provide the same details for parking at Palo Corona.

NNN-3

3. Figure 1 has no page number on the actual page. Checking the Table of Contents, it is listed as page 4.

NNN-4

4. On page 3. The report notes that the land called Marathon flats is regularly used for a variety of purposes. Please list how many days a years that Marathon Flats is used and how many hours each day. What time use starts and ends each day. Details please. Include name of event—ie. Big Sur Marathon.

NNN-5

5. Please explain why the PARKIT Initial Study and Mitigated Ned Dec was not provided to the 92

Comments 1

NNN-5

owners and residents of Arroyo Carmel? Details please. Provide the same information for the Carmel Valley Association. Details please. I walked over to the week of Cypress Fire Station on October 25. The fireman I spoke with had never heard of PARKIT. After I told him about the project and the 100 cars being parked daily at the vacant lot next to Safeway and hand him details on the project and where to get the complete PARKIT report, he said "My Chief needs to see this". Please explain why PARKIT was not provided to Cypress Fire Department. Details please. Please send me a copy of the distribution list for the PARKIT MND.

NNN-6

6. At the October 28 Zoom meeting of the Carmel Valley Advisory Road Committee, Montra Potter – PARKIT representative-- said the Blue Roof parking portion of PARKIT would only be used on weekend and holidays. From the MND, I understand this parking will be used every day of the week construction of Marathon flats. Explain this discrepancy!

NNN-7

7. Montra also said that PARKIT will reduce the regional miles traveled substantially but also said PARKIT will have no effect on traffic at the Crossroads entrance

NNN-7



to Marathon flats. I live steps from this entrance and can report that traffic often backs up on Rio Road between Carmel Rancho Boulevard and Highway One during peak traffic periods at noon and at 5pm. Please provide facts that support Montra's no effect on traffic statement. Details, please.

NNN-8

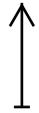


8. At the parking areas, Blue Roof, Palo Corona, and Marathon Flats who will be checking to make sure that everyone who arrives to Park has a valid reservation? Details, please. Who will be looking over these parking areas while they are in use to make sure no cars are broken into nor any gas siphoned? Details.

PARKIT COMMENTS continued

- NNN-9a | 9. page 2 under 1.2.1. Refers State Parks General plan but gives no indication of where to find this documents and no page numbers for the various guidelines. Please supply same. Blue Roof office Buildings: may be used as
- NNN-9b | part of the shuttle program. Isn't this parking a permanent part of PARKIT? Explanation. Figure 1 no Page
- NNN-9c | number on the page. Ditto Figure 2 Why? Also no page numbers on 3a, 3b,3c and figure 4. If pages get mixed up, there is no easy way to get the material bank in order. This wastes time and make trying to write comments more difficult. Explain why the comment period is only
- NNN-9d | 30 days. What is the justification?
- NNN-10 | 10. Page 7. How many permanent parking spaces at Palo Corona? This says at least 25. Will they be marked for PARKIT only? Who will monitor? Please explain the first complete sentence on page 8. No reservations – why not? Details, please.
- NNN-11 | 11. Print on the flowing exhibits is too small for aging eyes to read –3a and Figure 4. No response needed.
- NNN-12 | 12. Page 13. Please explain what Law Enforcement contacts and citations means. Does this mean a sheriff or deputy at all the parking areas as well as Point Lobos?

NNN-12



Who pays? We are already short of deputies at the mouth of Carmel Valley.

NNN-13a



13. Page 20 point 6 – last sentence. No pages are given and should be. Why not? Page 21. No page numbers are

NNN-13b



given for Figures 5A and 5B and no listing in table of contents for 5B. Please provide the time of day all 8 photos were taken – 5A and 5B

NNN-14a



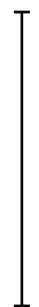
14. Page 26. Describe in details the landscaping that will be used to screen the restroom. The adaptive

NNN-14b



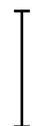
management measures appear to have been used at Point Lobos before with no great success. Why will they be better with PARKIT? Details, please.

NNN-15



15. Page 38. How many days will construction of the parking lot—Marathon Flats take? How many truckloads of material will be delivered. What size trucks? Length? What about air quality on Carmel Valley Road? What are the MBARD thresholds and where do I find them?

NNN-16



16. Page 43. What page number is Appendix A? No mention in table of contents. Why not?

PARKIT comments continued

NNN-17 | 17. 2 page notice—3rd sentence. Please explain what “in-reserve” parking means. Explain what “walk-in” means. Rather driving to Marathon Flats, Blue Roof parking or Palo Corona parking, You can just walk in? Who checks at the parking site that you have a paid reservation? Walk-in means no parking fee, right? Details needed.

NNN-18 | 18. Page 62. Please provide construction details—3 months to construct Marathon Flat seems overly long.

NNN-19 | 19. Page 68, second complete paragraph. Where does the water come from for “watering”? Is it trucked in? Details, please.

NNN-20 | 20. Page 69. Second paragraph under e). Please send a diagram that shows where the restroom, when permanent, would tie into CAWD.

NNN-21 | 21. Green House Gas Emissions. Please compare the emissions from a shuttle compared to the average newer car. The area I am concerned about is from Palo Corona. Down Carmel Valley Road to Carmel Rancho Boulevard to where Rio Road ends at Highway One. Is there any reduction in emissions? It seems like an increase with the many shuttles running every day from 8am to 5pm. Details, please.

Continue PARKIT

NNN-22

22. Page 79—4th paragraph, last sentence. What does “infiltrated” mean in regard to the landscaping? Details.

NNN-23

23. Page 83, first sentence of second complete paragraph. Both shuttle traffic and cars driving to and from Palo Corona to Marathon Flats and Shuttles and cars driving to and from the Blue Roof parking will impact the 92 residents and 87 residents of Arroyo Carmel and Riverwood in the event of all emergency evacuations. This is mostly new traffic. And this “new traffic” will directly interfere with the emergency operation of Cypress Fire. Please explain why the report states that PARKIT will not interfere with emergency response. Details, please.

NNN-24

24. Page 89. 4th complete paragraph. “Surface runoff – addressed through on-site drainage improvements. Define and describe these new improvements.

NNN-25a

25. Page 92. 4.11.2 Last paragraph page numbers for Figures 1 and 2? Last sentence of 3rd complete paragraph

NNN-25b

does not make sense. San Jose Creek trail is not along Carmel Valley Road. Explain. PARKIT MOVES Point Lobos

NNN-25c

traffic to the mouth of Carmel Valley with its traffic problems. This is not fair! Comments, please.

More PARKIT comments

NNN-26

26. Page 110. Last sentence of 4th complete paragraph. Please explain why Palo Corona Regional Park, largely because of traffic issues, is not accessible to the public.

NNN-27

27. With increased access, who will monitor the potential new effects at Palo Corona? Page 111. Please explain why increased public access (shuttle and reserved parking) will not increase the Palo Corona use.

NNN-28

28. Page 116. First sentence under table 6. ...Raw traffic counts were balanced. Explain what this means. Project is expected to add minimal trips to Carmel Valley Road between Carmel Rancho and Rio Road. Details please. The shuttle is adding all new traffic to Carmel Valley Road.

NNN-29

29. page 117 under TRIP GENERATION. At the previously mentioned Road Committee, Ms Potter said the reservation system to be used in PARKIT is now being used at another state park. Why can't those figures be used for trip generation? Details. Page 119, first paragraph. Please explain how the number in the last sentence were obtained. Please break out the number of cars arriving and leaving marathon Flats on a daily basis. Details on the number in peak hour, please.

Additional comments PARKIT

NNN-30

30. Page 120. End of first complete paragraph. "Toll roads being considered as funding source. Location of roads being considered—details. Why are these specific roads being considered? When would the tolls start? Who collects and what new machinery is needed?"

NNN-31

31. Page 120. The project will not generate new trips
Details to support this statement.

NNN-32a

32. Page 121. Explain in detail how the project will reduce VMT—numbers, please. Explain the statement

NNN-32b

"all study intersections are projected to operate under acceptable levels of service. Details and numbers. Is the statement true during peak traffic hours before and after noon and at rush hours before and after 5pm?"

NNN-33

33. Page 122. Virtually no increase on Rio Road at Carmel Center place and the Crossroads—I live here and I never shop at Safeway at noon or 4:30 due to heavy traffic. The shuttle and cars leaving PARKIT at those hours will create a traffic nightmare. Prove me wrong.

NNN-34a

34. Bike parking at Marathon Flats. Who oversees and makes sure that Bikes are not stolen from the Lot? What

NNN-34b

are the standards for determining how many bike spaces?

More PARKIT.

NNN-35

35. Page 123, transit access. What page number is Exhibit 3B? I finally found the exhibit but it does not show the route through the Crossroads center. The type is so small it's unreadable. Please provide the correct map and one that's readable.

NNN-36

36. What length are the shuttle buses? Number of feet. How do the buses compare with the average car size—how many feet do the buses take up on the roads? Explain why 6 buses per hour even during peak traffic hours will not cause gridlock on Rio Road.

NNN-37

37. Construction impacts. Please explain why construction trucks arriving until 3pm is not a significant impact. People start picking up children before 3. Details.

NNN-38

38. 3rd Paragraph "exit rate 1 vehicle every 2 minutes"--while the driveway can easily accommodate this traffic, explain how the number of vehicles – and what number is that?—how these vehicles will affect Rio Road. Details.

NNN-39

39 .Page 124, Figure 7. Please explain what figures 4 and 2 represent on the project location Parking Lot. 1 is Highway One. 5 is the main entrance to the Crossroads Shopping Center. And 5 is clearly marked.

C-10

Comments plus

NNN-40

40. Page 126. Please provide a chart like Table 8 for Rio Road heading both west and east. And indicate the time of day measured for both am, pm, and Sat. What do these letters represent MD? Explain why 2 and 5 were not included on the various maps.

NNN-41

41. Page 134, 3rd complete paragraph. Define the ongoing adaptive management measures that State parks routinely implements. Details, please.

NNN-42

42. Page 135. Where are Mitigation measures found? What pages? Page 136. Docent-led tours, fencing, increased ranger patrols – why are these elements not being used right now at Point Lobos?

NNN-43

43. Page 138, last 2 sentences of third complete paragraph. The project will increase water demand in the future when water credits are available and a permanent restroom is built. Why pretend no increase in water?

NNN-44

44. When the permanent restroom is built, it must be hooked up to CAWD. Why no mention of CAWD?

NNN-45

45. Where is the water for construction coming from – location please. How much water will be used during construction? How many truck loads? Details, please;

More Comments

NNN-46

46. Page 141. Explain why the Shuttle program would not create any barriers....! Details. I see any more traffic as making it more difficult for ambulances to reach our aging population at Arroyo Carmel quickly. Any more traffic also slows fire engines. We have recently talked about having fire hoses permanently hooked up at our three hydrants and manning them ourselves if firemen are at fires in other areas! We are that worried with the current traffic levels.

NNN-47

47. Page 142. Explain how Shuttle operations would not occur during fires. Fires start quickly and there is no advance notice.

NNN-48

48. Page 143. Like fires, floods reach the mouth of Carmel Valley quickly. The river is a "flashy" river. To avoid floods, you would have to suspend shuttle service for several days at a time during the rainy season. Due to climate change, floods will occur more frequently,

NNN-49

49. Appendix A Special Species. Un-numbered pages make difficult to find specific species if pages get out of order. Again, explain why no page numbers.

PARKIT APPENDIX B COMMENTS.

NNN-50

50. Appendix Page 1. Why only 25 parking spaces at Palo Corona? What about people from adjoining property owners who drive in? This will possibly increase the number of parking spaces needed. Your comment?

NNN-51

51. Page numbers are needed for Exhibit 1, 2, 3A, 3B, and 3C.

NNN-52a

52. Page 2 , last sentence is first paragraph. Where is this discussed? Scope of work. I totally agree with the traffic

NNN-52b

analysis in this paragraph. Page 3. Point 5. I totally agree with the analysis presented here. Page 4. Page number

NNN-52c

for Appendix A. page 4. Please explain how the average

NNN-52d

delay is correlated to the level of service. Provide an example, please. Why are Caltrans and Monterey County thresholds no longer considered?

NNN-53a

53. Page 7. Appendix B, what page? Page 8. Why are

NNN-53b

there no traffic figures in Table 1 for North and South of Rio Road, and Rio Road to Carmel Rancho? Rio Road does no reach Carmel Valley Road.

NNN-54

54. Page 8. 4.4 Where is section 4.3? Text says analyzed in detail above. Page number, please.

The End!

NNN-55

With the lack of page numbers for exhibits, charts, and tables, this traffic report is not readable in a reasonable amount of time. I humbly ask that this report (Appendix B) be reorganized with page numbers provided and re-circulated. Thank you!

Margaret Robbins

Margaret Robbins, 3850 Rio Road #26, Carmel, CA 93923.

11/5/2021

Phone 831-624-1153

e-mail mm_robbins@comcast.net

C-14

LETTER NNN: Margaret Robbins

NNN-1 This comment requests that State Parks identify the location of the lead agency's written statement referenced in **Section 1.1, Introduction**, of the Draft IS/MND.

The Draft IS/MND consists of State Parks written statement describing the reasons why the Proposed Project would not have a significant effect on the environment. State Parks evaluated the potential environmental effects associated with the Proposed Project as required by CEQA. The Draft IS/MND evaluates the Proposed Project's environmental effects, identifies mitigation where appropriate, and includes a determination of significance. The Initial Study represents State Park's independent analysis that the Proposed Project would not have a significant impact on the environment and why an EIR is not necessary. Comment acknowledged; no further response necessary.

NNN-2 This comment request additional information regarding parking at the Blue Roof Office Buildings, including when and how long parking at this location will be available. In addition, this comment also requests similar information for parking at Palo Corona Regional Park.

During the construction of the Marathon Flats Facility, the equivalent number of spaces will be utilized on Saturdays, Sundays, and holidays at the Blue Roof Office Buildings (see Draft IS/MND at pg. 6). Temporary parking will also be available during the construction of the Marathon Flats Facility at the Palo Corona Regional Park (Ibid.). Once construction of the Marathon Flats Facility is complete, 25 parking spaces will remain available at Palo Corona Regional Park (see Draft IS/MND at pg. 8). Parking at both locations will be available from 9am – 5pm and shuttles would be stored offsite.

NNN-3 This comment requests revisions to the Draft IS/MND to include page numbers on figures.

This comment does not raise a substantive environmental issue warranting a response under CEQA. Comment acknowledged; no further response necessary.

NNN-4 This comment requests additional information regarding the existing use of the Marathon Flats Facility.

Existing uses of the Marathon Flats Facility site include the Big Sur International Marathon, seasonal commercial uses (e.g., pumpkin patch, Christmas tree lots, etc.), and temporary parking. The use of the Marathon Flats Facility is permitted for special events. There are approximately 20-60 days per year for special events

at the site. These events operate between 9 am -10 pm. Comment acknowledged; no additional response necessary.

NNN-5

This comment states that the residents of Arroyo Carmel were not notified of the Proposed Project, nor was the Cypress Fire Department or Carmel Valley Association.

State Parks appropriately noticed the Proposed Project consistent with the requirements of CEQA. Pursuant to CEQA Guidelines Sec. 15073, Sec. 15075, and Sec. 15105, State Parks released the Draft IS/MND for public review on October 20th, 2021. State Parks circulated the Draft IS/MND for public comment for 30 days consistent with the requirements of CEQA Guidelines Sec. 15073.

Pursuant to CEQA Guidelines Sec. 15072(b), State Parks provided adequate public notice. CEQA Guidelines Sec. 15072(b) identifies that a lead agency shall give notice of an intent to adopt a mitigated negative declaration by at least one of the following methods: 1) publication in a newspaper of general circulation; 2) posting by the lead agency on and off site; and, 3) direct mailing to the owners and occupants of property contiguous to the project. Here, State Parks provided notification via several means. First, State Parks provided notification via direct mailing to individuals/agencies/organizations that previously requested notice and property owners contiguous to the Proposed Project site. State Parks also posted a Notice to Adopt at the Regional Park Office at Palo Corona, at the Marathon Flats Facility Site, and at the State Parks District Office in Monterey, CA. Email notifications were also sent out to neighboring associations. State Parks sent direct notices to approximately 30 individuals, groups, and governmental organizations notifying these groups that the Draft IS/MND was available for public review.

State Parks appropriately noticed the availability of the Draft IS/MND for public review consistent with the requirements of CEQA Guidelines Sec. 15072(b). Comment acknowledged; no further response needed.

NNN-6

This comment requests clarification regarding the use of the Blue Roof Office Buildings. This comment states that the Draft IS/MND states the parking lot would be used temporarily during construction of the Marathon Flats Facility. However, during a Carmel Valley Advisory Road Committee Meeting, parking at the Blue Roof Office Building would only occur on weekends.

State Parks conservatively assumed the Blue Roof Office Building would be used throughout the duration of the construction of the Marathon Flats Facility (see Draft IS/MND at pg. 6). State Parks relied on a conservative approach during the preparation of the Draft IS/MND to identify anticipated environmental effects and mitigation (if needed). Actual use may be less depending on the specifics of the

shuttle program which will be further refined by State Parks. Nevertheless, State Parks adequately evaluated the anticipated future impacts based on these conservative assumptions. Please see comment response **NNN-2** as it also addresses the use of the Blue Roof Office Buildings.

NNN-7 This comment requests clarification regarding the statement that the Proposed Project would have no effect on traffic at the Crossroads entrance.

The Draft IS/MND includes a comprehensive evaluation of potential traffic impacts associated with the Proposed Project. The analysis contained in the Draft IS/MND is based on substantial evidence (i.e., a project-level Transportation Impact Analysis). The Proposed Project would reduce VMT on the segment of SR 1 between Rio Road and Point Lobos by removing traffic trips that would otherwise travel on this segment to access Point Lobos (see Draft IS/MND at pg. 121). Specifically, the Proposed Project would reduce VMT by 31,152 on weekdays, and 34,628 per weekend day (see Draft IS/MND at pg. 128, see also Higgins pg. 16). State Parks appropriately determined that the Proposed Project would reduce regional VMT based on substantial evidence.

State Parks also appropriately determined that the Proposed Project would not substantially impact existing traffic operations at the entrance to the Marathon Flats site. The Proposed Project would generate 16 AM and 22 PM peak hour trips at the intersection of Rio Road and SR 1. These trips would not constitute a significant traffic-related impact (see Draft IS/MND at pg. 124). The Marathon Flats Facility is proposed to have two (2) driveways that would serve both entering and exiting vehicles. Even during peak hours the exiting rate would be about one (1) vehicles every two (2) minutes at the northern driveway, and one (1) vehicles every four (4) minutes. These traffic flows would easily be accommodated by the northern driveway and Crossroads Carmel shopping center parking aisles (see Draft IS/MND at pg. 124). State Parks concluded that the Proposed Project would not result in a significant adverse traffic-related impact.

For more information regarding potential traffic related effects, please refer to **Master Response 6**.

NNN-8 This comment requests clarification regarding the operation of the ParkIT! Shuttle Program. Specifically, this comment requests additional information concerning site security as part of on-going operation.

State Parks will work with a vendor to implement the Proposed Project. The vendor will be responsible for developing, implementing, and maintaining the ParkIT! Shuttle Program, providing site security (as needed), and monitoring program implementation. In addition, the Marathon Flats site will also be periodically

monitored by State Parks as part of on-going park management. The level of detailed requested by the commenter is beyond the scope of the environmental review process and does not relate to a substantive environmental issue under CEQA. State Parks will further refine site procedures and operations, including measures to provide site security, in the future as part of on-going coordination with a future vendor. This level of detail is not necessary at this stage to evaluate the potential environmental effects associated with the Proposed Project under CEQA. The analysis contained in the Draft IS/MND contains sufficient information to allow State Parks to make an informed decision concerning the Proposed Project's potential environmental effects. Comment acknowledged; no further response necessary.

NNN-9a This comment requests that the Carmel Area State Parks General Plan be referenced within the document and page numbers for the various guidelines be included.

The approved Carmel Area State Parks General Plan and EIR is incorporated by reference pursuant to CEQA Guidelines Sec. 15152(a). CEQA Guidelines Sec. 15152(a) refers to the use of the analysis of general matters contained in a broader EIR (e.g., a General Plan) with later EIRs and negative declarations on narrower projects incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project. The Draft IS/MND provides reference to the CEQA Guidelines and the General Plan and EIR, including appropriate citations (see Draft IS/MND at pg. 1).

NNN-9b This comment also inquired about the Blue Roof Office buildings as being a component of the ParkIT! Shuttle Program.

Comment acknowledged. This comment is addressed in **Response NNN-2** above.

NNN-9c This comment requests that page numbers be included on all pages of the Draft IS/MND.

Comment acknowledged. The Draft IS/MND complies with California's Accessibility Standards.

NNN-9d This comment requests justification regarding the 30-day public comment period.

Comment acknowledged. Please refer to the response under **Response NNN-5** above, which addresses the public notification and comment period. State Parks provided an adequate public comment period pursuant to CEQA Guidelines Sec. 15073.

NNN-10 This comment requests that State Parks identify the total number of permanent parking spaces at Palo Corona Regional and whether they will be clearly marked for visitors. This comment asks who will monitor this parking area and why reservations are not anticipated to be needed.

The Draft IS/MND conservatively assumed 25 parking spaces would be available to serve the Proposed Project. The actual number of spaces may be less depending on the needs of the Proposed Project. These parking areas will be clearly delineated and used exclusively for the Proposed Project. State Parks would work with the Monterey Peninsula Regional Park District to ensure that parking for the shuttle program would not interfere with existing park operations. As discussed elsewhere in this IS/MND, the Proposed Project would not entail a reservation system for accessing Palo Corona Regional Park. The Proposed Project would not change the existing use of the park. Information regarding Palo Corona Regional Park and the Proposed Project can be found in **Master Response 4**, above.

NNN-11 This comment requests that print on the exhibits be enlarged.

Comment acknowledged. The Draft IS/MND complies with the California's Accessibility Standards.

NNN-12 This comment requests clarification regarding terminology included in the Draft IS/MND. Specifically, the commenter requests additional clarification regarding the terminology "law enforcement contacts and citations." This comment asks if the use of law enforcement suggests the use of sheriffs, and if so, who would pay for that.

The Proposed Project would be implemented by State Parks. State Parks Rangers are law enforcement officers and have the power to issue citations on State Parks' property. Rangers would issue citations and engage park users who are engaged in unlawful conduct within the park. Comment acknowledged; no further response necessary.

NNN-13a This comment asks why page numbers are not included for specific references and figures.

Comment acknowledged. State Parks included references and citations where appropriate. This included page references and citations consistent with standard industry practice. Please refer to **Section 3.0, Revisions to the Draft IS/MND**, for revisions to the Table of Contents in response to this comment. Comment acknowledged; no further response necessary

NNN-13b This comment requests that time of day for site photos presented in Figures 5A and 5B be included.

This comment requests information that is not necessarily relevant or germane to the analysis contained in the IS/MND. The IS/MND included representative site photos that are intended to depict the existing visual setting of the site and surrounding area. The level of specificity requested by the commenter is not necessary to evaluate the potential aesthetic-related effects associated with the Proposed Project. Comment acknowledged.

NNN-14a This comment requests details pertaining to the landscaping that will be used to screen the restroom.

State Parks will utilize vegetative screening consisting of local/native plant species. The final plant palette and landscaping plan would be developed prior to construction. Moreover, State Parks would also implement Standard Project Requirements as part of the final design of the site to ensure that potential aesthetic impacts are further minimized.

NNN-14b This comment requests clarification regarding how adaptive management strategies currently used will be more effective with the implementation of the Proposed Project.

State Parks currently implements a variety of adaptive management strategies as part of standard operating procedures (see pg. 8). These strategies include for example:

- Trail delineation in high trafficked areas using rod and cables
- Regular patrols by staff and volunteers
- Limiting access to sensitive areas and breeding habitat.

State Parks identified a full list of adaptive management strategies in the Draft IS/MND (see Draft IS/MND at pg. 13). State Parks will continue to implement these strategies as part of on-going operations. State Parks identified these measures to clearly indicate that State Parks has a variety of management actions at their disposal to address issues related to on-going park operations. These measures will not be more or less effective with the Proposed Project than under existing conditions. Rather, State Parks will continue to implement adaptive management strategies and will implement them in connection with the Proposed Project. These measures are intended to maintain plant communities that enhance visitor experience, protect cultural and natural resources area, and enhance the aesthetic value of Point Lobos for visitors and the surrounding community. As mentioned

throughout the Draft IS/MND, adaptive management strategies are ongoing management measures to address impacts as a result of visitor use. State Parks will continuously monitor the Proposed Project and addressing potential impacts as they may arise.

NNN-15 This comment requests clarification regarding the construction of the Marathon Flats Facility. Specifically, this comment requests information concerning the number of truckloads of materials, size of trucks, length and how air quality along Carmel Valley Road will be impacted. This comment also requests information concerning Monterey Bay Air Resources Control Board (“MBARD”) thresholds of significance.

The Draft IS/MND discloses this information. Construction would require 20 loads per day for five (5) days (see Draft IS/MND at pg. 123). The size and length of the trucks delivering materials would be standard double trailer trucks (estimated to be 65 feet in length). The IS/MND evaluated potential temporary air quality impacts associated with the Proposed Project and identified applicable MBARD thresholds of significance (see Draft IS/MND at pg. 30). A potentially significant impact would occur if 8.1 acres of earth was moved per day or 2.2 acres per day with major grading and excavation. Construction would require less than 2.2 acres of disturbance and would not exceed MBARDs thresholds. Accordingly, the Proposed Project would not result in a significant air quality impact. Comment acknowledged; no further response necessary.

NNN-16 This comment requests page numbers for Appendix A.

This comment does not raise a substantive environmental issue warranting a response under CEQA. Comment acknowledged; no further response necessary.

NNN-17 This comment request the terms “in-reserve” and “walk-in” be further defined. Additionally, this comment requests clarification on who will be checking reservations and if those walking-in don’t require a parking fee.

“In-reserve” refers to parking that is currently available in Point Lobos. “Walk-ins” refer to visitors that walk into Point Lobos. Regardless of parking within the reserve or walking in, a reservation will be needed and would be checked at the entrance of Point Lobos by State Parks personnel.

NNN-18 This comment requests additional clarification regarding construction schedule. Specifically, the commenter opines that three (3) months for construction seems long.

The IS/MND conservatively evaluated potential impacts assuming a three (3) month construction period. While actual construction duration may be less, State Parks believes that three (3) months is reasonable to construct the proposed parking facility at Marathon Flats. This would entail pre-construction site work, initial grading activities, installation of landscaping, and other site improvements. Comment acknowledged; no further response necessary.

NNN-19 This comment requests more information regarding the watering activities during ground-disturbing activities.

Water used for dust suppression purposes will be trucked onto site and used periodically to minimize fugitive dust emissions during construction. This practice is consistent with standard industry Best Management Practices (“BMPs”) for dust suppression. Please refer to **Section 3.0, Revisions to the Draft IS/MND**, for more information. Comment acknowledged; no further response necessary.

NNN-20 This comment requests additional information depicting where the restroom would tie into the Carmel Area Wastewater District.

The proposed restroom building is depicted in Figure 4. The restroom facility would tie into existing CAWD utilities (see Draft IS/MND at pg. 6). The permanent restroom at the Marathon Flats Facility is dependent on the availability of Monterey Peninsula Water Management District water credits. State Parks would prepare detailed, design-level drawings, for the permanent restroom facility at the time that MPWMD water credits are available to serve the Proposed Project. In the interim, State Parks will rely on temporary facilities as described in the Draft IS/MND. Comment acknowledged; no further response necessary.

State Parks may consider adding pit latrines designed in an appropriate State Park style consistent with the area if water is not available.

NNN-21 This comment requests that emissions from a shuttle be compared to the average newer car, and asks for if there would be a reduction in emissions.

State Parks evaluated emissions from the construction and operation of the Proposed Project (please refer to Section 4.3, Air Quality and 4.8, Greenhouse Gas Emissions, of the Draft IS/MND). The IS/MND evaluated the impacts associated with the Proposed Project as compared to existing pre-project conditions – the IS/MND did not include a comparative analysis of emissions between newer vehicles and shuttles. A comparative analysis would be speculative in nature and would include a number of assumptions (e.g., number of newer vehicles, etc.) that would not yield realistic air quality results. Moreover, this level of analysis, in addition to being highly speculative in nature, is not necessary

to make a reasoned, good-faith, effort at disclosing anticipated air quality effects associated with the Proposed Project. The IS/MND evaluated the potential impacts associated with the Proposed Project as compared to existing conditions and appropriately concluded that the Proposed Project would not result in a significant air quality effect. Moreover, the Proposed Project would reduce VMT on SR 1 between Carmel and Point Lobos which would reduce vehicle emissions by reducing VMT (see Draft IS/MND at pg. 75).

NNN-22 This comment requests clarification concerning the infiltration of surface water runoff as described in the Draft IS/MND.

The parking lot at Marathon Flats Facility will utilize permeable aggregate (gravel) which will allow stormwater to be absorbed and/or drain into the adjacent landscaped areas where the stormwater will be retained and infiltrated (absorbed) to minimize impacts from the release of urban pollutants.

NNN-23 This comment requests clarification regarding the statement that the Proposed Project would not interfere with emergency response services along Carmel Valley Road.

The Proposed Project would not generate any new traffic trips along Carmel Valley Road. As a result, the Proposed Project would not interfere with emergency response services along Carmel Valley Road. As discussed in the IS/MND, traffic trips associated with the Proposed Project do not constitute new traffic as these trips are already occurring in the project area (i.e., the Proposed Project would not increase the number of vehicles traveling on Carmel Valley Road since these trips are already occurring in the area). Furthermore, the Proposed Project would potentially reduce traffic traveling on Carmel Valley Road by providing an alternative transportation option to access Point Lobos. Therefore, the Proposed Project would not interfere with emergency services.

NNN-24 This comment requests clarification regarding the on-site drainage improvements.

The Proposed Project includes on-site drainage improvements such as the use of bio-swales. These are small areas that redirect and filter stormwater. Stormwater runoff will be directed to drain into adjacent landscaping. The parking lot will also be made of permeable aggregate (i.e., gravel). On-site drainage improvements will also drain into landscaped areas to promote infiltration and detain stormwater runoff on-site. Comment acknowledged.

NNN-25a This comment requests page numbers for Figures 1 and Figure 2.

This comment does not raise a substantive environmental issue warranting a response under CEQA. Comment acknowledged.

NNN-25b This comment requests clarification regarding the statement that San Jose Creek trail is located along Carmel Valley Road.

Please refer to **Section 3.0, Revisions to the Draft IS/MND** for revisions regarding the shuttle service to Palo Corona and the San Jose Creek trail. The San Jose Creek trailhead is not located on Carmel Valley Road. The information contained in the Draft IS/MND is intended to identify that the vehicle trips would occur on Carmel Valley Road.

NNN-25c This comment expresses concern that moving traffic to Carmel Valley Road is unfair to residents.

Contrary to the commenters' assumption, the Proposed Project does not redirect traffic to Carmel Valley Road. As identified previously, the Proposed Project would provide an alternative mode of transportation to access Point Lobos. This would allow trips originating in Carmel Valley and traveling to Point Lobos to utilize the shuttle lot at Palo Corona Regional Park as opposed to traveling directly to Point Lobos. This would have a net beneficial impact by reducing traffic trips traveling along the segment of Carmel Valley Road between Palo Corona Regional Park and SR 1. Moreover, the vehicle trips identified in the Draft IS/MND would not be new trips, as the Proposed Project would not increase visitor use at Point Lobos. State Parks evaluated traffic related impacts associated with the Proposed Project. State Parks determined that the impacts would be less than significant based on substantial evidence (i.e., Transportation Impact Analysis). Please refer to **Master Response 6**, above.

NNN-26 This comment requests clarification regarding a statement in the Draft IS/MND that states "The very frequent and severe traffic congestion from Carmel south to Big Sur is also an unsafe situation for visitors and the local community, especially in times of medical and other emergencies. Largely because of issues related to traffic, many parklands are still not accessible to the public including Point Lobos Ranch, San Jose Creek, and Palo Corona Regional Park, which were acquired with public funds many years ago." This comment more specifically finds the inclusion of Palo Corona Regional Park in this statement to be misleading.

Palo Corona Regional Park is accessible from SR 1, but access is limited by available parking and existing traffic issues associated with SR 1. More specially, there is no safe ingress or egress from SR 1 to Palo Corona from SR 1. The Proposed Project would improve traffic conditions along this segment of SR 1 by

reducing the number of vehicles traveling to Point Lobos and would also reduce vehicle miles traveled.

NNN-27 This comment requests clarification regarding potential impacts to Palo Corona Regional Park due to the Proposed Project.

The Proposed Project would not increase the use of Palo Corona Regional Park. The Proposed Project is intended to provide a shuttle service to and from Palo Corona Regional Park to Point Lobos. In addition, the Proposed Project would also provide a shuttle service from San Jose Creek trail to Palo Corona Regional Park for through hikers that hike from Palo Corona Regional Park to San Jose Creek once open. The Proposed Project does not include the use of a reservation system to access Palo Corona Regional Park. Please see **Master Response 4**, above.

NNN-28 This comment requests clarification concerning raw traffic counts and also identifies that the Proposed Project would add new traffic to Carmel Valley Road.

State Parks evaluated the traffic related impacts (see Draft IS/MND at pg. 113). A Project-level Transportation Impact Analysis determined that there would be a net reduction in traffic trips and VMT due to the Proposed Project. Moreover, the Proposed Project would reduce traffic trips along Carmel Valley Road that would otherwise be traveling to Point Lobos by providing a shuttle stop location. See **Response NNN-25c**

The Project-level Transportation Impact Analysis evaluated traffic by collecting traffic counts during weekday mornings (7 – 9 am) and afternoons (4 – 6 pm) and on Saturdays during peak hour traffic (11 am – 1 pm). Traffic counts were collected using video traffic counting equipment and where appropriate, raw traffic counts were balanced to verify that traffic volumes exiting and entering the intersection along Rio Road were equal.

NNN-29 This comment asks whether existing trip generation figures from a different park utilizing a reservation system can be used for the project. This comment also asks how the number of vehicle trips provided on pg. 119 were calculated, and to further break out the number of cars arriving and leaving the Marathon Flats Facility on a daily basis and during the peak hours.

Utilizing existing trip generation figures from a different park would not be appropriate as each park is different and their logistical patterns would not directly translate to trip generation at other locations. Traffic trips were generated by evaluating existing visitor traffic counts and the trips generated by the proposed shuttle program. The Point Lobos Visitor Study had previously quantified the number of visitors traveling to and from Point Lobos and included traffic counts at

the Point Lobos driveway on weekdays and Saturdays. This study supported the traffic trip generation for the Proposed Project. State Parks determined that this was a reasonable. Caltrans reviewed the Transportation Impact Analysis (see Draft IS/MND at pg. 113) and did not have any substantive comments. The Transportation Impact Analysis was also reviewed by the County of Monterey. State Parks evaluated the potential traffic-related impacts associated with the Proposed Project and concluded that impacts would be less than significant based on substantial evidence.

NNN-30 This comment requests clarification regarding the use of toll roads as a funding source for the Proposed Project. The comment asks which roads are being considered for tolls and the timeline for implementation of the tolls.

No toll roads are proposed as a component of the Proposed Project, nor are the use of toll roads being specifically discussed to fund the Proposed Project. Moreover, State Parks does not have authority to assign tolls to roads. The Transportation Agency of Monterey County (“TAMC”) considers toll roads as a potential funding source for future regional transportation improvements to address the potential traffic-related effects associated with new development. The Proposed Project does not constitute development for the purposes of TAMC’s regional impact fee assessment (see Draft IS/MND at pg. 120). More information concerning TAMC’s regional impact fee can be found on TAMC’s website. The commenter is encouraged to contact TAMC for additional inquiries regarding the regional impact fee, potential future toll roads, and related items. Comment acknowledged; no further response necessary.

NNN-31 This comment requests an explanation as to how the Project would not generate new trips, as stated on pg. 120.

State Parks evaluated traffic impacts based on a project-specific Transportation Impact Analysis (see Draft IS/MND at pg. 113 and Appendix B). The ParkIT! Shuttle Program is not a development project and would not generate new trips on local road systems. Instead, the Proposed Project would capture existing traffic trips that are currently destined for Point Lobos. In this sense, the Proposed Project would not generate new traffic, but would rather redistribute existing traffic trips. As discussed in the Draft IS/MND and supporting Traffic Impact Analysis, the Proposed Project would not result in a significant traffic-related impact.

NNN-32a This comment requests that the statement regarding the Project reducing VMT be explained.

Comment acknowledged. State Parks conducted a Transportation Impact Analysis which considered potential VMT impacts. The Transportation Impact Analysis

determined that the Proposed Project would result in a net reduction of VMT as vehicles traveling on SR 1 to Point Lobos would be reduced (see Draft IS/MND at pg. 127). Point Lobos is 2.2 miles south of the Proposed Project, which results in a total of 4.4 miles round trip. Based on existing traffic trips, the Proposed Project will capture 708 visitor vehicle trips per weekday and 787 visitor vehicle trips per weekend day. This equates to 31,152 VMT saved per weekday, and 34,628 VMT per weekend day (see Draft IS/MND at pg. 128). The proposed shuttle program will generate 479 VMT per day and save 31,666 VMT per day.

NNN-32b The comment asks that the statement found on pg. 121 “all study intersections are projected to operate under acceptable levels of service”, be expanded to illustrate that this statement remains true before and during peak traffic hours.

Comment acknowledged. State Parks evaluated the potential traffic-related impacts associated with the Proposed Project. More specifically, State Parks evaluated the potential traffic impacts during peak traffic periods, including the AM, PM, and midday Saturday peak. State Parks appropriately evaluated traffic impacts during peak periods (i.e., when traffic is the greatest) to determine whether the Proposed Project would cause any intersection to operate at an unacceptable LOS. As discussed in the Draft IS/MND and Traffic Impact Analysis, the Proposed Project would not cause any of the study intersections to operate at an unacceptable LOS during peak periods. If the Proposed Project would not adversely affect existing intersection operations during the peak periods then the Proposed Project would not impact traffic during the non-peak period.

NNN-33 This comment suggests that parking and shuttle services at the Marathon Flats Facility will increase traffic during peak traffic hours (i.e., noon and 4:30).

This comment expresses the opinion of the commenter and is not supported by evidence. State Parks evaluated potential traffic related impacts and concluded that impacts would be less than significant. State Parks made this determination based on substantial evidence (i.e., a project-level traffic analysis). State Parks considered peak hour traffic during the AM and PM weekday peak periods and the Saturday midday peak hour. The analysis concluded that the project would not result in a significant impact.

NNN-34a This comment requests clarification regarding oversight at the Marathon Flats Facility to ensure bicycles are not stolen.

This comment does not raise a substantive environmental issue warranting a response under CEQA. State Parks will routinely patrol the Marathon Flats Facility as part of on-going operations to ensure that unlawful activities are discouraged. Comment acknowledged.

NNN-34b This comment requests clarification regarding the standards to determine how many bike parking spaces will be available.

State Parks will determine the number of parking spaces as part of the Coastal Development Permit but will maintain consistency with the Monterey County Zoning Ordinance Section 20.58.050(M). Furthermore, the Transportation Impact Analysis made a recommendation to consider the inclusion of 10 bicycle parking spaces at the Marathon Flats Facility (see Draft IS/MND at pg. 127).

NNN-35 This comment requests the page number for Exhibit 3B, and states that the exhibit does not illustrate the route traveling through Crossroads Center. Additionally, this comment states that the type is too small to read.

Exhibit 3B is a component of the Transportation Impact Analysis which is included as Appendix B. This comment does not raise a substantive environmental issue warranting a response under CEQA. Comment acknowledged; no further response needed.

NNN-36 This comment requests specific information regarding the length of the shuttle buses and how six (6) buses per hour would not increase traffic on Rio Road.

The Proposed Project consists of two (2) or three (3) 24-passenger shuttle busses (see Draft IS/MND at pg. 7). However, a 24-passenger bus would be considered a mini-bus as stated in the Transportation Impact Analysis (see Appendix B of the Draft IS/MND).

State Parks evaluated the traffic impacts associated with the Proposed Project and concluded, based on substantial evidence, that the Proposed Project would not result in a significant traffic-related impact (see **Master Response 6**). The operation of two (2) or three (3) shuttle busses operating hourly would not contribute to existing traffic such that a significant impact to circulation would result. In fact, the Proposed Project would reduce traffic on SR 1 and Rio Road. The Transportation Impact Analysis assumed that if buses are fully loaded, a total of 72 passengers can be transported per hour, which based on passenger per vehicle conversion rates would equate to 36 vehicles being removed from the roadway per hour (see Draft IS/MND at pg. 118). Therefore, traffic would not result in a significant traffic-related impact.

NNN-37 This comment requests clarification regarding potential construction-related traffic impacts.

State Parks appropriately identified that potential traffic-related construction impacts would be less than significant for several reasons. First, construction-traffic would be temporary in nature. As a result, construction traffic would not constitute a permanent increase in traffic beyond existing traffic volumes. Second, given the scope of proposed construction activities that Proposed Project would generate a relatively insignificant amount of construction traffic. Additionally, construction deliveries are anticipated to occur outside of the peak PM period (i.e., after 3pm). Moreover, State Parks concluded that construction-related traffic impacts would be less than significant based on the results of a project-level Transportation Impact Analysis prepared by a traffic engineer. As a result, State Parks determined construction impacts would be less than significant.

NNN-38 This comment requests clarification regarding the number of vehicles entering and exiting the driveway at the Marathon Flats Facility, and how these numbers will impact congestion at Rio Road.

The specifics regarding traffic counts entering and exiting the Marathon Flats Facility are provided in Draft IS/MND on pg. 124, and within the Transportation Impact Analysis report in Appendix B. Additionally, a thorough discussion as to how these traffic counts would not result in congestion on Rio Road are provided within this same Section. Comment acknowledged.

NNN-39 This comment requests clarification regarding how to interpret Figure 7, Traffic Study Area.

Figure 7 in the Draft IS/MND denotes the location of intersections studied as part of the Transportation Impact Analysis which is provided as Appendix B. As denoted in the legend, the blue circles illustrate the study intersection locations (i.e., study intersections). The traffic study was conducted along Rio Road at the five (5) marked locations. The specific intersections that correlate to the numeric value depicted on the figure are as follows: (1) Rio Road/SR 1, (2) Rio Road/Crossroads first traffic signal, (3) Rio Road/ Carmel Center Place, (4) Rio Road/first Crossroads driveway, (5) Rio Road/ second Crossroads driveway.

NNN-40 This comment requests a table be included to illustrate traffic level of service on Rio Road traveling west and east.

Comment acknowledged. Please refer to **Master Response 6** for more information concerning potential traffic-related impacts on Rio Road. As discussed in that response, the Proposed Project would not result in a significant traffic impact under CEQA.

Exhibit 5 of the “Draft IS/MND, Appendix B – Transportation Impact Analysis” provides a summary of LOS for the Rio Road study intersections including SR 1, Crossroads Boulevard and Carmel Center Place. All three intersections currently operate at acceptable LOS C. The Rio Road intersections with Crossroads Boulevard and Carmel Center Place will continue to operate at acceptable LOS C through Cumulative with and without the Project. As tabulated on Exhibit 6 of the Draft IS/MND, Appendix B – Transportation Impact Analysis, no improvements will be warranted.

The SR 1 / Rio Road intersection will operate at acceptable LOS C during the Saturday midday peak hour. However, it will decline to LOS D under Cumulative and Cumulative plus Project conditions during weekday AM and PM peak hours, which is below the Caltrans LOS D standard. A westbound right turn overlap (right turn green arrow) is recommended for consideration to reduce delay and improve the overall intersection operation. It will be noted that the Project will reduce delay and thus have a beneficial impact at this intersection. It is therefore not responsible to implement this recommendation.

NNN-41 This comment requests that State Parks define the ongoing adaptive management measures State Parks routinely implements.

State Parks previously identified the adaptive management actions that they currently implement in connection with on-going park operations (please refer to Draft IS/MND at pg. 13). Please also refer to **Section 1.2 – State Parks Standard Project Requirements** for additional measures that State Parks implements in connection with all construction projects.

NNN-42 This comment requests page numbers for the mitigation measures identified in Section 4.16.5(b) of the Draft IS/MND. This comment also asks why docent-led tours, fencing and other adaptive management strategies are not used in Point Lobos currently.

Mitigation Measures are identified in the Draft IS/MND (see Draft IS/MND at pgs. 57-59). These mitigation measures are specific to the future use of the San Jose Creek trail and would only be applicable if/when that trail is open. It is also worth noting that adaptive management techniques are currently implemented by State Parks at Point Lobos. Comment acknowledged; no further response needed.

NNN-43 This comment requests clarification regarding anticipated water demand. The comment asks why water demand would not increase with the future construction of the permanent restrooms. Water demand would increase with the construction of the permanent restroom.

State Parks appropriately evaluated potential water demand associated with the Proposed Project. More specifically, State Parks identified that the future development of a restroom facility at the Marathon Flats location would increase on-site water demand (see Draft IS/MND at pg. 138). Specifically, State Parks identified that "...the project would increase water demand by approximately 0.116 to 0.232 AFY." However, State Parks appropriately identified that future water use at the site is contingent upon available Monterey Peninsula Water Management District ("MPWMD") water credits. Currently, State Parks does not have any available MPWMD water credits. Therefore, State Parks is unable to build a permanent restroom facility at this location until such time that a long-term reliable water supply is available to serve the Monterey Peninsula at which time additional MPWMD water credits would likely become available. The IS/MND appropriately recognizes that the availability of MPWMD water credits is a constraint affecting State Parks ability to construct a permanent restroom facility and that such facility cannot be constructed until such time that MPWMD water credits become available. Nevertheless, State Parks still identified that the Proposed Project would increase demand for water and evaluated the potential impacts associated with the construction and operation of a new bathroom facility.

NNN-44 This comment contends that the IS/MND does not identify that Carmel Area Wastewater District ("CAWD") would be responsible for providing wastewater services for the future permanent restroom.

The Draft IS/MND clearly identifies that the future permanent restroom would require connection and service by CAWD. Specifically, the IS/MND identifies that wastewater treatment is provided to the Project area by CAWD (see Draft IS/MND at pg. 136). Additionally, the IS/MND also identifies that the minor increase in wastewater generation from the Proposed Project would not result in inadequate CAWD capacity to serve the Proposed Project (see Draft IS/MND at pg. 139)." No further response is necessary.

NNN-45 This comment requests information regarding the water used for construction. Specifically, this comment asks where the water is coming from, how much will be used, and number of truck loads.

Water will be trucked in for the construction of the Marathon Flats Facility from an off-site provider. Construction water demand would be temporary in nature and would occur in connection with dust suppression activities. Anticipated future water demand for construction would not represent a significant impact for the purposes of CEQA. Furthermore, the water trucks were accounted for in the traffic assumptions.

NNN-46 This comment expresses concern over emergency access, and delays in response due to the Proposed Project. More specifically, this comment expresses concern that increased traffic as a result of the Project will create delays for emergency responders.

This comment is similar in nature to **Comment NNN-23**; please refer to **Response NNN-23** for more information. The Proposed Project would not interfere with emergency response services such that an adverse impact would occur.

NNN-47 This comment requests clarification regarding shuttle services during a wildfire event.

In the event of an ongoing wildfire, where there is a risk to people or structures, State Parks would not operate the shuttle program. The operation of the Proposed Project would be consistent with the operation of Point Lobos and other State Parks park units.

Additionally, State Parks evaluated the Proposed Project and whether the Project would exacerbate fire risk due to slope, prevailing winds and other factors (see Draft IS/MND at pg. 142). State Parks determined that based on the location of the shuttle stops and parking facility at Marathon Flats, which are mostly developed/disturbed land, there would be a less than significant impact.

NNN-48 This comment suggests that the ParkIT! Shuttle Program would need to be suspended for several days during the rainy season to reduce risk of floods along the Carmel Valley.

Comment acknowledged. State Parks evaluated the effects of flooding on the Proposed Project, see Section 4.10, Hydrology and Water Quality of the Draft IS/MND. The Marathon Flats Facility is located in FEMA flood zone AE which is subject to inundation by the 1-percent annual change flood event or 100-year flood. If inundated, the proposed parking lot would not impede or redirect flood flows or release pollutants as a result of inundation. Consistent with the discussion in **Response NNN-47** above, the operation of the Proposed Project would be consistent with operations of Point Lobos and other State Parks park units.

NNN-49 This comment states that Appendix A does not have page numbers which makes it challenging to find species if pages are shuffled.

This comment does not raise a substantive environmental issue warranting a response under CEQA. Comment acknowledged; no further response needed.

NNN-50 This comment requests clarification regarding the number of dedicated parking spots at Palo Corona Regional Park. The comment further suggests that additional parking may be needed at Palo Corona Regional Park to accommodate adjoining property owners who may elect to drive in.

State Parks does not own or operate Palo Corona Regional Park. There will be 25 spots dedicated for the proposed shuttle stop at Palo Corona Regional Park. If additional spots are needed due to the success of the Proposed Project then State Parks will coordinate with Monterey Peninsula Regional Park District to discuss additional parking opportunities at Palo Corona Regional Park.

NNN-51 This comment requests page numbers for exhibits 1-3C of the Transportation Impact Analysis, Appendix B.

This comment does not raise a substantive environmental issue warranting a response under CEQA. Comment acknowledged; no further response needed.

NNN-52a This comment requests clarification regarding the Transportation Impact Analysis statement that during construction the parking lot will be used at the “Blue Top” buildings.

The “blue top” buildings as referenced in Appendix B is the same building complex called the Blue Roof Office Buildings referenced throughout the Draft IS/MND.

NNN-52b This comment expresses support for the scope of work and traffic analysis discussed on pg. 2 and pg. 3 of Appendix B.

Comment acknowledged.

NNN-52c This comment requests page numbers for Appendix A.

This comment does not raise an environmental issue warranting a response under CEQA. Comment acknowledged.

NNN-52d This comment requests clarification regarding how the average delay correlates to the level of service and why Caltrans and Monterey County thresholds are no longer considered.

Level of Service (“LOS”) is a term used to qualitatively describe the operating conditions of a roadway based on speed, travel time, maneuverability, delay, and safety. As of July 1, 2020, traffic impacts evaluated pursuant to CEQA Sec. 15064.3 require a lead agency to use VMT as the metric for evaluation. Therefore, Caltrans and County of Monterey LOS standards are no longer the metric for

evaluating traffic impacts. However, as discussed in Section 4.15, Transportation/Traffic, State Parks still evaluated the Proposed Project's potential LOS impacts and determined that the Proposed Project would operate at acceptable levels of service (see Draft IS/MND pg. 121). Consistent with CEQA Guidelines Sec. 15064.3, State Parks evaluated traffic impacts based on VMT. The Proposed Project would result in a reduction of VMT and therefore represent a beneficial impact on VMT (see Draft IS/MND pg. 127 – 128).

NNN-53a This comment requests the page number for Appendix B.

This comment does not raise a substantive environmental issue warranting a response under CEQA. Comment acknowledged.

NNN-53b This comment requests clarification regarding Table 1 of Appendix B, and why Rio Road in the North and South and Rio Road to Carmel Rancho road are represented within the table.

Table 1 of Appendix B illustrates the average annual daily traffic by year for the road segments within the Project area. Rio Road does not run north/south, therefore, Table 1 does not include Rio Road. Rio Road to Carmel Rancho Road is captured in the second row of Table 1. Comment acknowledged.

NNN-54 This comment requests a page number for Section 4.3 of Appendix B.

Section 4.3 of Appendix B is on page 7. Comment acknowledged; no further response needed.

NNN-55 This comment states that without page numbers for exhibits, charts, and tables, the traffic report is not readable in a reasonable amount of time.

This comment does not raise a substantive environmental issue warranting a response under CEQA. Comment acknowledged; no further response needed.

Letter 000

From: [Mark McDonald](#)
To: Allen, Matthew@Parks
Subject: Point Lobos Shuttle Plan
Date: Tuesday, November 16, 2021 7:30:11 PM

You don't often get email from maps@mcdonaldwatson.com. [Learn why this is important](#)

Matthew Allen:

The proposed Point Lobos shuttle plan has many fatal flaws. Some of those flaws are described below.

- Will shuttle riders have to pay a fee? This hurts low-income visitors. It also makes the California Parks appear to be just trying to increase income. Previously, people that walked in didn't have to pay a fee but now everyone, walking or not, will have to pay. | 000-1
- The shuttle, parking area, and bathrooms cost substantial funds for installation and maintenance. Is this how we want our State Parks money going to? The bathrooms will doubtless be used by the growing number of homeless in the area. They will use this as a living area. This will degrade the quality of park-visitor's experience. | 000-2
- How are people without Internet access make a reservation? There are still many people that don't use the Internet. | 000-3
- Do locals get some advantage? They should since they support the park. | 000-4
- One may be able to make a reservation for the trip to Point Lobos, but what about the return trip? Many won't be able to return after a long hike to make the afore-mentioned return reservation on time. | 000-5
- Is this going to be seven days a week, or just part-year on crowded weekends? | 000-6
- The park isn't crowded. There are 6000 people peak on busy days per hour. The park encompasses 1325 acres. That works out to be 4.5 people per acre, hardly what one would call overcrowded.

Please drop the Point Lobos shuttle plan due to the flaws described above.

Mark McDonald
Carmel Woods

LETTER OOO: Mark McDonald

OOO-1 This comment requests clarification regarding the fees associated with the Proposed Project. This comment asks whether shuttle riders have to pay a fee and expresses concern regarding low-income visitors.

Comment acknowledged. The Proposed Project would include a fee for parking, a fee for the shuttle, and a fee for the day-use reservation system. State Parks will be conducting a fee assessment study (see Draft IS/MND at pg. 7) and will coordinate with the California Coastal Commission and County of Monterey as part of that process (see **Response A-1**, above). State Parks will consider this comment as part of future deliberations regarding potential fees. Furthermore, parking for Point Lobos will not be limited to the Marathon Flats Facility. Parking will remain available within Point Lobos and along the west side of SR 1.

OOO-2 This comment expresses concern regarding the cost of the shuttle, and construction of the parking lot, and bathroom installation and maintenance. This comment also expresses concern that the parking lot and bathroom will be used by the homeless and degrade the visitor experience.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. State Parks will consider this comment as part of final project design. As with all construction projects, State Parks will solicit estimates as part of an RFP process. State Parks will review those proposals and associated estimates and will take into consideration construction costs/estimates in awarding the contract. Additionally, State Parks will also monitor the Marathon Flats Facility as part of on-going operations to ensure that the site is not being used in an unlawful manner. If necessary, State Parks will issue a citation for any unlawful behavior.

OOO-3 This comment requests clarification regarding how people without internet access will make a reservation.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks will consider this comment as State Park further refines the reservation system.

OOO-4 This comment requests clarification regarding access for locals.

Comment acknowledged. Please refer to **Master Response 5** which addresses comments related to local access.

000-5 This comment requests clarification regarding the details of the reservation system (e.g., arrival/return times, operation day and times).

Comment acknowledged. State Parks will provide information in the future as the reservation system and shuttle program are refined. State Parks will provide the public additional opportunities to provide input as part of on-going public outreach regarding the Proposed Project.

000-6 This comment expresses the opinion that Point Lobos is not overcrowded. This comment states that on a busy day there may be 6,000 people per hour but spread across the 1,325-acre park, that equates to 4.5 people per acre.

Comment acknowledged. This comment represents the commenter's subjective opinion. The commenter supports this assertion by providing anecdotal evidence that visitation may be as high as 6,000 people per hour. Contrary to the commenter's assertions, State Parks has observed dramatic changes in visitor use since 1979 when visitor use was recorded at 270,000 people per year (see General Plan and EIR at pg. ES-3). The increasingly high level of visitor use has impacted the sensitive resources within the Park and management of visitation is addressed within the General Plan and EIR (see General Plan at pg. ES-6). State Parks respectively disagrees with the commenters' opinion that Point Lobos is not overcrowded.

Letter PPP

From: martaot@sbcglobal.net <martaot@sbcglobal.net>
Sent: Friday, November 19, 2021 4:32 PM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Subject: Point Lobos/Palo Corona shuttle plan

[You don't often get email from martaot@sbcglobal.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

I am a resident of Monterey, and am concerned about the proposed parking/shuttle plan for Point Lobos and Palo Corona parks. I appreciate the need for additional parking for Point Lobos, and support the concept of a remote parking lot with shuttle to Point Lobos. However, I have never had a problem with parking at the main lot for Palo Corona. In fact, the easy parking and access are some of the reasons I walk at Palo Corona park frequently. Most of my walks are impromptu, based on weather, how creaky my joints are on any given day, and availability of friends to walk with. If advance reservations are required, it would severely limit my ability to use the park. Please do not include Palo Corona in the parking/shuttle/reservation plan that is proposed for Point Lobos.



PPP-1

Thank you,
Marta Lynch
Monterey, CA

LETTER PPP: Marta Lynch

PPP-1 This comment expresses concern regarding the inclusion of Palo Corona Regional Park as part of the Proposed Project. More specifically, this comment requests that visitors of Palo Corona Regional Park not be required to use the Marathon Flats Facility, shuttle service, or reservation system.

Please refer to **Master Response 4**. The Proposed Project consists of a shuttle stop located at Palo Corona Regional Park. The reservation system would be implemented for visitor use at Point Lobos exclusively. A reservation would not be required to access Palo Corona Regional Park.

Letter QQQ

Hello Matthew,

I believe that the Point Lobos Shuttle program will improve the quality of the visitor's experience. Marathon Flats seems an ideal location.

Sincerely,

Mary Barrett

QQQ-1

LETTER QQQ: Mary Barrett

QQQ-1 This comment expresses support for the ParkIT! Shuttle Program.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter RRR

From: [Mary Kay King](#)
To: matthew.allen@parks.ca.gov
Subject: Pt Lobos Shuttle
Date: Sunday, November 14, 2021 1:39:01 PM

[You don't often get email from king.mkay@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Yes PLEASE get that shuttle up and running! The sooner the better.
Mary Kay King

RRR-1

Sent from my iPhone

LETTER RRR: Mary Kay King

RRR-1 This comment expresses support for the ParkIT! Shuttle Program.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [Maya Rizzo](#)
To: [Allen, Matthew@Parks](#)
Subject: Pt Lobos-no shuttle
Date: Wednesday, November 24, 2021 12:23:22 PM

[You don't often get email from tangorizz@icloud.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Please no shuttle/reservation requirement unless you allow local walk-ins carte blanche to enter anytime. Walking in Pt. Lobos is one of my greatest spur of the moment joys. To take that option away would be heartbreaking for many.

SSS-1

Sincerely,

Maya H Rizzo

Sent from my iPhone

LETTER SSS: Maya Rizzo

SSS-1 This comment opposes the Proposed Project unless local residents are exempt from the reservation system.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

From: [cadcarmel](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle
Date: Sunday, November 14, 2021 10:03:44 AM

You don't often get email from cadcarmel@sbcglobal.net. [Learn why this is important](#)

Hello Matthew, thank you for welcoming comments about the proposed Point Lobos Shuttle service. I think that the idea is a very good one, but I think that locals should be able to park at Point Lobos & Palo Corona on week days. I was born in Carmel 68 years ago & I hike both of these parks weekly. Please don't take that privilege away from me. Thank you, Nanci Hubby

TTT-1

Sent from my Sprint Samsung Galaxy S9.

LETTER TTT: Nanci Hubby

TTT-1 This comment expresses support for the Proposed Project but suggests that locals are provided access to park at Point Lobos and Palo Corona Regional Park during the weekdays.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. No further response necessary.

Letter UUU

From: [Nancy B.](#)
To: Allen, Matthew@Parks
Subject: RE: Pt. Lobos Shuttle
Date: Wednesday, November 17, 2021 7:17:18 PM

You don't often get email from from_hereto@yahoo.com. [Learn why this is important](#)

Dear Mr. Allen,

Thank you for taking the time to read my email and for allowing the community to share their points of view regarding the possible shuttle system to Pt. Lobos and Palo Corona Park.

I am an older adult living in Pacific Grove and I have been here since 1971. I love both Pt. Lobos and the new Palo Corona Regional Park. I frequent both parks and enjoy the beauty found there. I also love the freedom of movement and opportunity in that I can visit both parks whenever they are open to the public. This freedom, "to go at will," is such a gift and completely compatible with our desire and need to be close to nature.

Of course, everyone wants to go at once!! I understand the need for a shuttle and reservation service for the Pt. Lobos State Natural Reserve and I support any decisions that would allow the idea to go forward.

UUU-1

Personally speaking, I sincerely hope that Palo Corona will remain as it is; self-parking, easy access, no shuttle or reservation required. There is something about Palo Corona, with its' wide expanse of beauty, Inspiration Point and the long hike to an incredible view that expresses freedom at its best. It is truly a gift to know that any day of the week I can get in my car and within minutes be surrounded by so much freedom, quiet and beauty.

UUU-2

Thank you.

Nancy Bennett
Pacific Grove, CA 93950

LETTER UUU: Nancy Bannett

UUU-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

UUU-2 This comment suggests that Palo Corona Regional Park be excluded from the shuttle service and reservation system.

Please refer to **Master Response 4** which addresses comments related to Palo Corona Regional Park and the proposed reservation system. The Proposed Project would not change the existing operation of Palo Corona Regional Park. State Parks does not own or operate Palo Corona Regional Park. No reservation or shuttle would be required to access Palo Corona Regional Park.

Letter VV

From: [Nancy Harray](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle
Date: Sunday, November 14, 2021 5:16:28 PM

[You don't often get email from nancy.harray@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Mr. Allen,

I just read about the proposed Point Lobos shuttle, and I think it sounds great.

Do you know anyone who is working on a similar proposal for a shuttle to and from the Bixby Creek Bridge? Any chance a Bixby shuttle could also go from Marathon Flats? If not, do you have any other suggestions about how to mitigate the dangerous congestion at the Bixby bridge?

Thanks!
Nancy Harray
(831) 818-8088

Sent from my iPad

I VV-1

I VV-2

LETTER VVV: Nancy Harray

VVV-1 This comment expresses support for the ParkIT! Shuttle Program.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

VVV-2 This comment suggests that the shuttle provide transportation to Bixby Bridge.

Comment acknowledged. The Proposed Project does not include a shuttle service to Bixby Bridge.

Letter WWW

From: [Norman Leve](#)
To: Allen, Matthew@Parks
Subject: Comment on proposed shuttle service to Point Lobos
Date: Wednesday, November 17, 2021 10:34:13 AM

You don't often get email from normanleve@me.com. [Learn why this is important](#)

Dear Mr. Allen,

As a resident of the Highlands and a member of the LUAC I would like to state my objections to the proposed shuttle service to Point Lobos.

WWW-1

I strongly oppose the construction of a 100-car parking lot at Rio Road (Marathon Flats) for five (5) primary reasons:

1. Rio Road marks the entrance to Big Sur, one of the most beautiful 90-mile stretches of road in the United States and arguably the world. We do not want this entrance to be a parking lot, this area should be landscaped as a parklike setting in an attractive and inviting way for the benefit of residents and visitors.

WWW-1

2. The Master Plan previously stipulated public land on the east side of Highway One directly across from Point Lobos be used as a parking lot. There is adequate land to construct a parking lot equivalent in size to the proposed Marathon Flats parking lot and furthermore it would be concealed from the view of Highway One. This solution would provide easy walking access to visitors of the park. This solution eliminates the need for a costly and inconvenient shuttle system. For crossing Highway One safely an under-ground tunnel (or picturesque overhead bridge) accommodation for visitors can more easily and inexpensively be designed and implemented.

WWW-2

3. There is ample parking at Palo Corona for visitors and resident already; therefore, no Shuttle Service for visitors is required. Again, eliminating further need for a costly and inconvenient shuttle system.

WWW-3

4. A 100-car parking lot at Rio Road (Marathon Flats) would add to the already overly congested intersection at Highway One, further inconveniencing travelers and residents.

WWW-4

5. Residents of Carmel and Carmel Highlands deserve better than to be subjected to an unsightly solution on daily driving and commuting.

WWW-5

In regard to the reservation system we are in favor of a system administered via an on-line application with required automated check-in, if necessary, at the Point Lobos gate. We need to enforce a visitor capacity limits that stops Point Lobos from being irreparably damaged.

WWW-6

In summary, we should implement a safe and attractive solution to the parking and overuse of Point Lobos that enhances the driving experience of residents and visitors in a simple manner that complements the beauty of this land that we have been entrusted to administer.

LETTER WWW: Norman Lee

WWW-1 This comment acknowledges the scenic qualities of Big Sur and states that Rio Road marks the entrance of Big Sur via SR 1. The comment objects to the construction of the Marathon Flats Facility and requests that the existing lot at Marathon Flats be landscaped in an attractive and inviting way to benefit residents and visitors.

As discussed in **Master Response 7**, the Proposed Project would not result in a substantial adverse aesthetic-related effect. While the commenter contends that the Marathon Flats site represents the gateway to Big Sur, the Marathon Flats site is extensively disturbed, routinely used for a variety of purposes, including parking, and is surrounded by existing development, including parking associated with the Crossroads Carmel Shopping Center. As a result, State Parks determined that the site would be appropriate for future unpaved parking facilities (see General Plan at pg. 4-85).

The Proposed Project would not constitute a significant adverse aesthetic-related impact. The use of the site for parking purposes is consistent with the surrounding aesthetic environment and the Proposed Project includes project design measures (i.e., landscaping and screening) to minimize visibility of Proposed Project. State Parks appropriately evaluated the effects of the Proposed Project, identified measures to minimize those effects, where necessary, and included design measures to ensure that the Proposed Project would be compatible with the surrounding visual environment. Please refer to **Master Response 7** for more information.

WWW-2 This comment suggests that State Parks should construct additional parking facilities east of SR 1 across from Point Lobos. This comment contends that this location would not be visible from SR 1 and would provide easy walking access, eliminating the need for a costly shuttle. The comment further suggests that State Parks could construct a tunnel or bridge to provide access from this parking area to Point Lobos.

Please refer to **Master Response 3** for more information regarding the Marathon Flats site. The area across from Point Lobos, referred to as Point Lobos Ranch, would not be a feasible location as discussed in **Master Response 3**. Moreover, parking at Point Lobos Ranch would serve as an alternative parking area if/when State Parks determines whether to eliminate existing parking within Point Lobos. Additionally, as identified in the General Plan and EIR there are substantial cultural and biological resources at Point Lobos Ranch that limit available parking at this site. As discussed throughout the Draft IS/MND, the Marathon Flats site is highly

disturbed and used for various events throughout the year (e.g., Christmas tree lot, Big Sur International Marathon, etc.). As a result, State Parks determined that the site would be appropriate as a future shuttle and parking location to serve Point Lobos. Furthermore, the site is located in an area already developed with similar facilities and would not result in substantial environmental impacts.

WWW-3 This comment states that there is ample parking at Palo Corona for visitors and residents already, therefore shuttle service for visitors to Palo Corona Regional Park is not required.

The commenter appears to misunderstand the Proposed Project. The Proposed Project is not proposing a mandatory shuttle service to Palo Corona Regional Park. Rather, the Proposed Project would allow for shuttle service from Palo Corona Regional Park to Point Lobos and/or would allow for future service for return hikers using the San Jose Creek trail once it is opened. Please see **Master Response 4** above. Comment acknowledged; no further response is necessary.

WWW-4 This comment requests that the reservation system be administered via an on-line application and include an automated check-in for Point Lobos and Palo Corona.

Comment acknowledged. This comment does not raise a substantive environmental issue warranting a response under CEQA. Please note that the Proposed Project does not entail a reservation system to access Palo Corona Regional Park. The reservation system would be available online, and in-person. Details pertaining to the State Parks - Day-Use Reservation System will be determined in the future by State Parks. State Parks will conduct outreach and education to inform the public about the reservation system. No further comment is necessary.

WWW-5 This comment expresses concern over increased congestion at the intersection of SR 1 and Rio Road, stating that it would be an inconvenience to residents of Carmel and Carmel Highlands.

Please see **Master Response 6**, above. As discussed in that response, State Parks evaluated the potential traffic impacts associated with the Proposed Project, including potential impacts at the intersection of SR 1/Rio Road. The Proposed Project would not cause this intersection to operate at an unacceptable LOS. Comment acknowledged; no further comment necessary.

WWW-6 This comment states that Carmel and Carmel Highlands residents deserve better than to be subjected to an unsightly solution on their daily driving and commute.

Please see **Master Response 7**, above. As discussed above, State Parks appropriately evaluated potential aesthetic-related effect associated with the Proposed Project and concluded that impacts would be less than significant. While the commenter subjectively contends that the Proposed Project would constitute an “unsightly solution,” State Parks objectively evaluated potential aesthetic-related impacts based on the whole of the record. The Proposed Project site is surrounded by existing development and parking to the east and north and views from SR 1 of the project site consist predominately of unobstructed views of adjacent parking associated with the Crossroads Carmel Shopping Center. In addition, State Parks also identified that the site is routinely used for a variety of purposes. Finally, State Parks also included project design measures (i.e., landscaping and screening) to reduce project visibility. The implementation of these measures would also potentially minimize views of existing parking at the Crossroads Carmel Shopping Center. Please refer to **Master Response 7** for more information.

From: Olivia Colombo <ocpilates@aol.com>
Sent: Friday, November 12, 2021 8:40 AM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Subject: Point Lobos Shuttle

You don't often get email from ocpilates@aol.com. [Learn why this is important](#)

Dear Matthew,

I am a Carmel resident that frequently goes to Palo Corona. The beauty of this area for those who live here is enjoying the quaint beauty of nature without this area feeling like we are in San Francisco busting with tourists. The Monterey Peninsula has already been hit hard with too many people making it an unhappy place now for locals to live. The mix of overcrowding the beaches, streets, restaurants, parking, and now our parks is crazy!

I request that you do not add Palo Corona to this tourist shuttle stop to leave at least one place locals can enjoy. In regard to Point Lobos, I have seen the amount of cars that come. Why not follow the rest of the CA and National Parks enforcing a park reservation only policy. It will not only limit traffic, but keep some order and leave things as is saving money for the state. It will keep an appropriate amount of cars at the Point Lobos State Park. Putting limits has to be a new priority like the rest of the parks do. The shuttle will ruin our Safeway shopping center by making that a new tourist destination.

XXX-1
XXX-2
XXX-3

Please consider these recommendations as the rest of the parks in the state and country abide by them. California is overpopulated and becoming astronomical to live here. It is why people are leaving the state! Preserve our culture here and don't follow the greed.

Respectfully,

Olivia Colombo (a young person who cares about my generations future, making restoration and historic culture a priority!)

LETTER XXX: Olivia Colombo

XXX-1 This comment suggests that Palo Corona Regional Park not be included as a shuttle stop.

Comment acknowledged. This comment is on the merits of a specific aspect of the Proposed Project and does not necessarily directly raise a substantive environmental issue. As a result, a detailed response is not necessary. However, it is important to note that the purpose of the shuttle stop at Palo Corona Regional Park is to accommodate future use of the San Jose Creek trail and also accommodate Point Lobos visitors originating from Carmel Valley who may wish to utilize this parking location to access Point Lobos (i.e., they would drive to Palo Corona Regional Park and then take the shuttle to Point Lobos). The purpose of the shuttle stop at this location is not to promote additional access of Palo Corona Regional Park. Please refer to **Master Response 4** for more information.

XXX-2 This comment suggests that State Parks implement a reservation only policy for Point Lobos. This comment suggests that it would align with other State and National Parks and would reduce traffic.

Comment acknowledged. The Proposed Project includes a reservation system which once implemented would require every visitor to obtain a reservation prior to entering Point Lobos.

XXX-3 This comment expresses concern that the shuttle stop at the Marathon Flats Facility will negatively impact the Safeway shopping center (i.e., Crossroads Carmel shopping center).

While State Park understands that commenter's concerns about increased traffic due to the use of Marathon Flats for parking purposes, State Parks fully evaluated the traffic related effects associated with the Proposed Project. The Draft IS/MND concluded, based on the results of a project-level traffic analysis, that the Proposed Project would not adversely affect existing traffic operations in the project vicinity and would have a net beneficial impact in terms of reducing VMT on the segment of SR 1 between Rio Road and Point Lobos. For more information, please refer to **Master Response 3** and **Master Response 6**.

From: [Pamela Chrislock](#)
To: [Allen, Matthew@Parks](#)
Subject: Pt. Lobos Shuttle
Date: Tuesday, November 16, 2021 5:15:23 PM

[You don't often get email from pgzoetoo@aol.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Sir,

I am writing to say that I am opposed to the idea of of creating a 100 car parking area and the proposed shuttle to Pt. Lobos and Pablo Corona.

Thank you,

Pamela Chrislock

Sent from my iPad

YYY-1

LETTER YYY: Pamela Cook

YYY-1 This comment opposes the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 2** which addresses comments opposed to the Proposed Project. No further response necessary.

From: [Pamela Gallaway](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos shuttle
Date: Saturday, November 13, 2021 3:00:26 PM

[You don't often get email from pamgalcarmel@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Mr.Allen,

I have lived on Cypress Way just off of Fern Canyon since 1999, just south of Point Lobos and seen a huge increase in park visitors resulting in congestion at the park entrance . I heartily endorse a shuttle system to access the park. Numerous times I have had to contend with park visitors stopping in the middle of the highway to parallel park, or make a u- turn from the west side of highway one to go north. In addition, numerous times, small children, people with strollers and visitors in general walk along the west shoulder of the highway to and from the park seemingly oblivious of oncoming traffic. This is an accident waiting to happen.

ZZZ-1

I hope the shuttle system is quickly put in place before a tragedy occurs.

Sincerely,
Pam Gallaway
831-620-1325

Sent from my iPhone

LETTER ZZZ: **Pam Galloway**

ZZZ-1 This comment expresses support for the ParkIT! Shuttle Program.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter AAAA

From: [p.roberts](#)
To: [Allen, Matthew@Parks](mailto:Allen.Matthew@Parks)
Subject: Shuttle Proposal
Date: Thursday, November 18, 2021 9:32:34 AM

[You don't often get email from proberts1976@yahoo.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

I am writing to explain the many reasons I am opposed to a 200 car parking lot with shuttle service at Rio Road and Hwy 1.

Adjacent to the proposed lot are the main pharmacy and markets where residents shop. Increased parking will bring more traffic to the area, not less, because Tourism will advertise the new service. You know the saying, "Build it and they will come." And yes, they will come in droves.

Close by are a post office, retirement community and long term health care facility. And what about the Rio Road residents and the impact on their neighborhood. There is also a grammar school on Rio Road.

There must be other mitigation measures for reducing the visitor traffic to Point Lobos, ones which will not impact the daily life and safety of residents.

I hope this letter is not futile insofar as minds have already been made up.

Sincerely concerned,

Pat Roberts

831-625-3281

Sent from my iPhone

AAAA-1
AAAA-2

LETTER AAAA: Pat Roberts

AAAA-1 This comment expresses opposition to the Proposed Project. This comment states that the proposed parking lot will increase traffic which will negatively impact residents and the broader neighborhood.

Please see **Master Response 6**, above. As discussed in that response, State Parks evaluated the potential traffic impacts associated with the Proposed Project. State Parks, based on substantial evidence, determined that the Proposed Project would not result in a significant adverse traffic-related impact. In fact, the Proposed Project would have a net beneficial impact by reducing VMT on the segment of SR 1 between Rio Rd. and the entrance to Point Lobos. Also, it is worth noting that the commenter incorrectly assumed that Proposed Project would entail a 200-car parking lot – the Proposed Project includes a 100 space unpaved parking facility at Marathon Flats. Comment acknowledged; no further comment necessary.

AAAA-2 This comment suggests that other mitigation measures could be used to reduce visitor traffic to Point Lobos that would not impact daily life and safety of visitors.

State Parks evaluated the potential environmental effects associated with the Proposed Project and concluded, based on substantial evidence, that the Proposed Project would not result in a significant adverse environmental impact. In addition, the Proposed Project would improve public safety by reducing congestion along SR 1. While the commenter expresses the opinion that other mitigation must be available, the commenter does not recommend any measures or provide any evidence to support this statement. State Parks believe that the Proposed Project represents a reasonable and prudent measure to address current resource limitations at Point Lobos while still allowing public access. State Parks will continue to explore additional measures to address resource concerns, including traffic-related impacts, as part of on-going operations.

Letter BBBB

From: ward.patricia
To: matthew.allen@parks.ca.gov
Subject: Point Lobos shuttle
Date: Saturday, November 13, 2021 8:08:47 AM

You don't often get email from ward.patricia@comcast.net. [Learn why this is important](#)

Yes! Long overdue and, ultimately, should be expanded into Big Sur. If you have ever been to London or Paris, their "Hop on, Hop off" buses are a great way to see the sights on your own schedule but without a car. A company that does this type of thing would need to step in and get governmental support but it would really help the horrible congestion in Big Sur, especially at Bixby Creek bridge.

BBBB-1

Thanks
Pat Ward

Sent from my Verizon, Samsung Galaxy smartphone

LETTER BBBB: Pat Ward

BBBB-1 This comment expresses support for the ParkIT! Shuttle Program.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [Patrick McGibney](#)
To: Matthew.Allen@parks.ca.gov
Subject: Pt. Lobos Shuttle
Date: Sunday, November 14, 2021 1:58:31 PM

You don't often get email from patindi@aol.com. [Learn why this is important](#)

California Department of Parks and Recreation
Mr. Matthew Allen

Dear Mr. Allen,

Actually being from Carmel, in my 74 years I've seen many changes. One of the worst is the ruination of the Big Sur Coast, starting at Pt. Lobos. We all want to love our wild areas but this section of coast land has been loved to death. What's being proposed is long over due. For the over all health and safety of the locals, the thousands of tourists, not to mention the wild lands and species, please follow through with this reservation/shuttle plan.

CCCC-1

Thank you,

Patrick McGibney

LETTER CCCC: Patrick McGibney

CCCC-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: Pat Whisler <pat@whislerlandplanning.com>

Sent: Wednesday, October 20, 2021 11:24 AM

To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>

Subject: Re: Ca State Parks - ParkIt! Shuttle Program & Day-Use Reservation System IS/MND

You don't often get email from pat@whislerlandplanning.com. [Learn why this is important](#)

I strongly support these projects and the adoption of the Negative Declaration.

Patrick Whisler

**Whisler Land Planning
Landscape Architecture**

55 Riley Ranch Road

Carmel Ca 93923

Direct 415-244-2831

DDDD-1

On Wed, Oct 20, 2021 at 11:15 AM Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov> wrote:

Good morning,

Please find attached the Notice of Availability/Notice of Intent to Adopt a Mitigated Negative Declaration for the ParkIT! Shuttle Program & Day-Use Reservation System ("Proposed Project"). The Initial Study/Mitigated Negative Declaration is available online at https://www.parks.ca.gov/?page_id=982. The California Department of Parks and Recreation will consider the Initial Study/Mitigated Negative Declaration and the Proposed Project at a future date. If you wish to receive future notification regarding the Proposed Project, please provide written notice to the California Department of Parks and Recreation. Written comments on this Initial Study/Mitigated Negative Declaration will be accepted from October 20, 2021 to November 19, 2021.

Please see the attached notice for more information.

Sincerely,

Matthew Allen
Senior Environmental Scientist Supervisor
California State Parks
Monterey District
831-649-2839 office



LETTER DDDD: Patrick Whisler

DDDD-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [Patty Armstrong](#)
To: Matthew.Allen@parks.ca.gov
Subject: Pt Lobos Shuttle
Date: Sunday, November 14, 2021 8:12:36 PM

You don't often get email from cvnomad51@yahoo.com. [Learn why this is important](#)

Dear Mr Allen,

I have lived in Carmel Valley for 35 years. I taught 4th grade at Tularcitos Elementary School in CV for 25 of those years. Every year our 4th grade classes took amazing field trips to Pt Lobos. Other schools and grades from our district and others did the same. The Lobos docents were knowledgable and engaged students in appreciation of all that Lobos has to offer. As a private citizen I've enjoyed spontaneous or planned wonderful hiking days at both Pt Lobos and Palo Corona parks. I know I speak for many of us when I say that the shuttle idea could be beneficial on weekends and holidays because of traffic and congestion. However, it is **very** inconvenient and unnecessary for those of us who love our local parks to use a shuttle & reservation system during the week. Palo Corona finally got rid of their permit system and locked gates recently. Please don't do this as an every day system!!

|
EEEE-1
|

Respectfully,

Patty Armstrong

LETTER EEEE: Patty Armstrong

EEEE-1 This comment expresses support for the Proposed Project but expresses concern regarding the implementation of the shuttle and reservation system every day of the week. This comment suggests the Proposed Project be utilized on weekend and holidays, which will enable locals to more freely access the park during the week.

Comment acknowledged. State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

From: [Paul Reps](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle and off-site Parking
Date: Saturday, November 13, 2021 3:17:33 PM

You don't often get email from preps@sbcglobal.net. [Learn why this is important](#)

Hello Mathew,

I'm a Docent of 12 plus years and I truly can say I've almost seen it all at the Reserve!

This project is so critical to the Reserve's protection and survival along with a Reservation System; can't come soon enough! I know several would assist in anyway possible to accelerate and implement this wonderful idea.

So reach out to us when the time is right, and we will be all over it like "white on rice"!

Thanks for what you do, and this is a **POSITIVE** vote for the plan!

Kindest regards.

p.

Paul M. Reps
c: [831.917.0999](tel:831.917.0999)
preps@sbcglobal.net

I'm typing on an iPad so please forgive autocorrect and my fat fingers

NOTICE: This e-mail is covered by the Electronic Communications Act, 18 U.S.C. SS [2510-2521](#) and is legally privileged. This E-Mail (including any attachments) may contain privileged or confidential information. It is intended only for the addressee(s) indicated above. The sender does not waive any of its rights, privileges or other protections respecting this information. Any distribution, copying or other use of this E-Mail or the information it contains, by other than an intended recipient, is not sanctioned and is prohibited. If you received this E-Mail in error, please delete it and advise the sender (by return E-Mail or otherwise) immediately

p. ...

- "Photography is a way of feeling, of touching, of loving.
- Ansel Adams

FFFF-1

LETTER FFFF: Paul Reps

FFFF-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [Polly Pratt](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Park proposed Shuttle
Date: Friday, November 12, 2021 3:58:32 PM

You don't often get email from pollypratt1@gmail.com. [Learn why this is important](#)

For the last six years, since moving back to the Monterey Peninsula where I was born, I have walked at Point Lobos four or five days a week, though seldom on the weekends. I make a point of arriving at the gate at 8:00 am, usually parking on Hiway 1 on the north side of the Park. I park on the highway to avoid the line at the gate. I do my 3-4 mile hike, return to my car, and I'm off. That's it.

I love the Park! Walking at 8 am I see few people and am gone before the crowds. I feel that this morning walk is crucial to my mental and physical health (I'm 80 years old). I very much fear that a reservation/shuttle system will take away this wonderful privilege I so enjoy. From approximately 8 am to 10 am, the Park is not usually crowded so in a sense, I don't feel I'm contributing to the overcrowding. And I walk in all weather so there are many days in winter when I am one of very few who come to the Park, at least at 8 am.

GGGG-1

I understand the need to control the "unsustainable visitation growth at Point Lobos," but plans to serve the majority often leave out concern for individuals, the non-tourists, the runners, the early birds. Please, in coming up with plans, consider me. Surely there is some way that regular 'off' hours users of the Park can be accommodated. Yes, I am asking for special consideration. I am sure there are a few others, too, who merit special consideration regarding their use of the Park. Sincerely, Polly Pratt, 122 Castro Road, Monterey CA

LETTER GGGG: Polly Pratt

GGGG-1 This comment expresses concern regarding the Proposed Project and impacts on local users who access Point Lobos outside of the peak hours (e.g., early mornings). This comment suggests special consideration be given to those who utilize the park during “off-hours.”

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

Letter HHHH

Robert Hale
39 Hacienda Carmel
Carmel, CA 93923
18 Nov 2021

Attn: Matthew Allen, CA State Parks

Comments on Draft IS/MND for Parkit Shuttle and Day Use Reservation System For Pt Lobos SNR area.

Hi Matthew, I have the following comments for consideration:

First some general impressions:

1). I have deep concerns about implementing a mandatory day use reservation system for entrance to Point Lobos. Some concerns expressed in the Draft IS/MND regarding Hwy 1 safety and resource damage have already been implemented or mitigated to some degree. Parking on the east side of Hwy 1 has been permanently banned and extensive areas in Point Lobos have been wired off, revegetated and resources seem to have improved a lot. Weekends, holiday periods and some times during the summer do experience a high peak of visitation, but other times there is little congestion. In fact even on busy days, I have always been able to enter after 5pm. There is not a need for reservations every day of the year and costs associated will just make Pt Lobos more expensive for people to visit. If a system is established I urge you to gradually implement as conditions warrant by starting on weekends/holiday periods and other periods during the summer where congestion impacts on Hwy are observed such as some summertime periods. When parking was temporarily banned east of Hwy 1 several years ago the Pine Cone quoted Brent Marshall as saying the conditions of overcrowding were significantly improved. So it seems the current state is good enough most to the time to handle peak usage or do you still see significant impacts continuing to occur on a regular basis.

HHHH-1

2). Regarding concerns about Hwy 1 parking and safety: I strongly feel you need to work with Caltrans to limit the parking to areas with actual wide shoulders - extending from north of the entrance to the Green Mailboxes. The parking that people created south of there is not safe as there is not an adequate shoulder for people to walk on and traffic congestion occurs as parking is difficult in areas. This could help with the congestion and safety issues greatly.

HHHH-2

3). The plan appears to want to limit Hwy 1 parking to 120 to 150 cars. Can this be accomplished by blocking off inappropriate parking areas described above without resorting to a reservation system? Could charging a walk-in fee reduce usage also?

HHHH-3

Following concerns about Day Use Reservation System:

4) Assess impact of the financial costs imposed by a reservation system on low income visitors especially regarding impact on minority communities from Salinas Valley.

HHHH-4

5) Reservation system should be run by State Parks so that the costs go back to the state park system and not some private company. Frequent local visitors will be severely impacted by a reservation system costs, but would feel better if this went to the state parks system. State Parks would have much greater flexibility to adjust the reservation system than a contracted out service.

HHHH-5

Robert Hale
39 Hacienda Carmel
Carmel, CA 93923
18 Nov 2021

Please consider the following flexibilities in any Reservation system:

- 6). Flexibility: Same day cancellation and refund so that spaces are freed. Perfect example would be heavily booked days, but the weather is rainy and few would actually follow through and visit. Why penalize people with a reservation fee when the park will be pretty empty? HHHH-6
- 7) Flexibility - Start implementing for days with higher visitation which would be weekends, holiday periods and portions of summer when visitation is heaviest and only expand to other days when clear need is identified. Phase in and try to maximize non-reservation access. HHHH-7
- 8). Flexibility to allow non-reservation visitation say later in day (especially after 5pm when on DST hours) when reservation spots are below a certain level for that day. If only half the slots are filled on a day then why can't people be allowed in spontaneously visit, especially later in the day after peak visitation occurs? HHHH-8
- 9) Fees - Are you planning to use the Muir Woods National Monument system as your model? They had 1.1 million visitors vs Pt Lobos 600,000 and probably a greater need to reduce usage. Their fees started at \$8.00 for parking, \$3.00 for shuttle and then \$10 a person entrance fees and have been increased with time. They allow cancellation with refund 72 hours out with no mention of a partial refund or what penalty to change. These costs make it very expensive to visit and would have to reduce visitation. Muir Woods is also more remote than Pt Lobos so likely has a greater need for a reservation system, whereas Pt Lobos is close to many other park areas and lots of people. Usage at Point Lobos is both international and regional but also a lot of locals. Please limit the fees to a reasonable amount and please seek public comment when doing that study. HHHH-9
- 10) Shuttle system - How does this proposed shuttle relate the the General Plans shuttle system? HHHH-10
- 11) If parking is removed from inside Point Lobos then would a separate internal shuttle system be implemented for Point Lobos? HHHH-11
- 12) My concern is the shuttle is not going to Bird Island or Westin Beach or Whalers Cove. HHHH-12
- 13) Would state parks ever run and internal shuttle if parking is removed from Pt Lobos or you go to option of larger 200 space lot across from park entrance? How does the shuttle fit in with the long term Pt Lobos Plan? What are long term plans for parking in and near Point Lobos along Hwy1? As far as I understand the GP calls for removing parking from Point Lobos except for ADA and diver access. Is that still the goal? HHHH-13
- 14) If the internal parking is removed then you would need the shuttle to access all area of Point Lobos and run *for all hours the park is open*. Not just 10am - 5pm. The current proposed shuttle is okay if parking is still allowed within and near the Reserve as the MND states. But I HHHH-14

Robert Hale
39 Hacienda Carmel
Carmel, CA 93923
18 Nov 2021

am confused because the General Plan strongly hints at removing all parking from Pt Lobos except for ADA and diver access.



15). Shuttle system - Does the highway 1 stop for San Jose Creek mean that parking in San Jose Creek will not be opened to the public or will that be determined later in the park opening plan?

HHHH-15

Again I hope State Parks uses great caution in implementing a Reservation system and phase it in gradually, limit the costs and only use it when conditions really warrant it such as on weekends and holidays, and allow for it to be as flexible as possible with same day refunds. This is a huge change in how people can visit and certainly a complete loss of the ease of access that I enjoy as a local nearby resident.

thank you for your consideration, Robert Hale

Letter HHHH: Robert Hale

HHHH-1 This comment expresses the opinion that the reservation system is not necessary given recent measures implemented by Caltrans to limit parking along the east side of SR 1. Similarly, the comment suggests that a reservation system may not be needed year-round. The commenter urges State Parks to consider a gradual implementation by limiting the system to weekend and holidays.

Comment acknowledged. State Parks will consider this comment as part of their deliberative process. This comment does not raise an environmental issue; therefore, a detailed response is not warranted under CEQA. No further response is necessary. For more information regarding the reservation system, please refer to **Master Response 5**.

HHHH-2 This comment suggests coordinating with Caltrans to limit parking south of the entrance to Point Lobos. This comment acknowledges that the current parking south of the entrance is unsafe and creates congestion.

Comment acknowledged. State Parks will continue to coordinate with Caltrans and other interested parties to address parking and congestion along SR 1. The Proposed Project aims to improve traffic conditions along SR 1 between Rio Road and the entrance to Point Lobos, eliminating safety issues between pedestrians and vehicles, and reduce congestion. State Parks has and will continue to coordinate with Caltrans. No further response necessary.

HHHH-3 This comment inquired about whether other measures (i.e., blocking off inappropriate parking areas and/or charging a fee for walk-ins) could reduce parking along SR 1 and eliminate the need for a reservation system.

The Proposed Project is intended to provide additional parking facilities to accommodate existing demand and offset the loss of parking due to the prohibition of parking on the east side of SR 1. The Proposed Project is also intended to improve visitor experience and enhance existing access by distributing visitation more evenly across any given day to reduce peak periods of demand (and associated impacts). Blocking off areas that are currently used for parking along SR 1 would not accomplish these goals and would likely have additional unintended consequences that would affect access. In addition, these areas are located within the Caltrans right-of-way and would require further coordination with Caltrans, the County of Monterey, and the Coastal Commission.

As identified throughout this document, State Parks will continue to coordinate with interested stakeholders to identify additional methods to address congestion along SR 1. State Parks firmly believes that the Proposed Project would help alleviate

congestion, improve overall visitor experience, and would enhance public access while also addressing issues related to overuse.

HHHH-4 This comment requests information regarding the financial impact for low-income visitors.

Comment acknowledged. State Parks will consider the potential financial impacts of the proposed reservation system as part of a future fee assessment study. State Parks will rely on this study to develop anticipated fee structure and costs. As part of this process, State Parks will consider the financial impacts on low-income visitors. Please refer to **Responses A-1 – A-3** for more information, as well as **Master Response 5** which addresses local access.

HHHH-5 This comment suggests that the fees from the reservation system go towards supporting the operation of the Park system, as opposed to a private company.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. As identified in the IS/MND, State Parks intends to hire a vendor to manage the reservation system. No further response necessary.

HHHH-6 This comment request same day cancellation and refunds for the reservation system.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks will consider this comment while developing the reservation system. No further response is necessary.

HHHH-7 This comment requests a phased approach to implementing the reservation system.

Comment acknowledged; State Parks will consider this comment while developing the reservation system. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. No further response necessary.

HHHH-8 This comment requests that reservations are only required for certain times of the day.

Comment acknowledged; State Parks will consider this comment while developing the reservation system. This comment does not raise a substantive environmental

issue; therefore, a detailed response is not warranted under CEQA. No further response necessary.

HHHH-9 This comment requests more information regarding the day-use fee and asks that State Parks allow public input on the fee assessment.

Comment acknowledged; State Parks will consider this comment while developing the reservation system. Please refer to **Responses A-1 – A-3** for more information, as well as **Master Response 5** which addresses local access. No further response necessary.

HHHH-10 This comment requests clarification regarding how the proposed shuttle program relates to the program discussed in the Carmel Area State Parks Preliminary General Plan.

The General Plan and EIR identified the need for a reservation system and shuttle program and discuss future implementation of these park management components. The Proposed Project would implement several goals and objectives identified in the General Plan related to providing a shuttle service to Point Lobos. As discussed elsewhere in this IS/MND, the General Plan identified the Marathon Flats site as a future location for an alternative transportation hub and include a number of measures encouraging the development of a shuttle program. The Proposed Project is a product of the General Plan.

HHHH-11 This comment asks if removal of parking within Point Lobos would result in the implementation of an internal shuttle system.

The Proposed Project would not result in the removal of parking within Point Lobos, and no separate internal shuttle system is proposed for Point Lobos as part of the Proposed Project. If/when State Parks elects to remove parking within Point Lobos, State Parks will consider this suggestion. Please note that any future decision regarding internal parking would be subject to separate project-level environmental review consistent with the requirements of CEQA. The public would be afforded the opportunity to provide input at that time.

HHHH-12 This comment expresses concern that the shuttle would not take visitors to Bird Island, Weston Beach, or Whalers Cove.

Comment acknowledged; this comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. However, the shuttle would make multiple stops within Point Lobos including one at Bird Island.

HHHH-13 This comment requests additional information regarding the removal of parking within Point Lobos, as suggested in the General Plan. This comment also requests clarification regarding how the shuttle fits in with the long-term plan for Point Lobos.

The Proposed Project would implement several goals, objectives, and guidelines identified in the General Plan. The Proposed Project does not entail the removal of existing parking within Point Lobos, nor is an internal shuttle proposed as part of the Proposed Project. Any future removal of internal parking, implementation of an internal shuttle service, or other improvements within Point Lobos would be subject to future environmental review. The effects of those projects would be evaluated at that time.

HHHH-14 This comment expresses concern regarding future removal of internal parking, as suggested in the General Plan and State Parks not providing an internal shuttle service that runs daily.

The Proposed Project does not include the removal of the parking within Point Lobos. See **Response HHHH-11** through **HHHH-13** above. The Proposed Project does not entail the removal of existing parking within Point Lobos, nor is an internal shuttle proposed as part of the Proposed Project. Any future removal of internal parking, implementation of an internal shuttle service, or other improvements within Point Lobos would be subject to future environmental review.

HHHH-15 This comment asks whether public parking for San Jose Creek trail will be available, or determined at a later date.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. As identified elsewhere in this IS/MND, the Proposed Project does not entail the opening of San Jose Creek trail. Public parking will be available in the future when State Parks elects to open the San Jose Creek trail.

Letter III

From: [Robert Montgomery](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos comment
Date: Monday, November 15, 2021 4:08:46 AM

[You don't often get email from robertmontgomery8941@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

To whom it may concern;

My comment is I hope the plan is flexible to allow easy visitation on the actual slower, off season days. We have a second home in the region and like to visit during the much slower dates and hope the new system accommodates last minute decided trips into the park on those very slow weekdays and slower times.

Robert Montgomery
865-607-4064
robertmontgomery8941@gmail.com

III-1

LETTER IIII: Robert Montgomery

IIII-1 This comment suggests flexibility should be built into the Proposed Project to allow for reservation free/spontaneous visitation during off seasons.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

Letter JJJJ

From: robert Walker <rwalker16405@gmail.com>
Sent: Thursday, November 11, 2021 9:56 PM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Subject: Pt. Lobos Parking Plan

You don't often get email from rwalker16405@gmail.com. [Learn why this is important](#)

Just a quick note to let you know that I support the state's proposed parking/shuttle plan for Pt. Lobos. The current situation warrants some sort of change to address parking safety and the degradation of a precious natural resource due to overuse. The state's proposed plan seems worthy of implementation--at least on a trial basis.

Thanks for listening.

Robert Walker
32682 Coast Ridge Drive
Carmel, CA 93923

JJJJ-1

LETTER JJJJ: Robert Walker

JJJJ-1 This comment expresses support for the Proposed Project.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

Letter KKKK

From: [Rodney Hunter](#)
To: Allen, Matthew@Parks
Cc: [Sharon Regan](#)
Subject: Pt Lobos Shuttle
Date: Monday, November 22, 2021 10:26:03 AM
Attachments: [Shuttle Comment Letter to State Parks.docx](#)

You don't often get email from rodneyhunter.furniture@gmail.com. [Learn why this is important](#)

11/22/21

Matthew Allen
Matthew.Allen@parks.ca.gov
California Department of Parks and Recreation
2211 Garden Road, Monterey, CA., 93940

Regards Point Lobos Shuttle Plan;

Dear Matthew,

Sharon Regan and I, Rodney Hunter have lived across the street from Point Lobos for 30+ years and read the article in the recent Carmel Pine Cone. Our comments are below as well as our questions, and of course we think this is a good idea.

We understand and know how precious Point Lobos is – it is the Yosemite of the California Coast - the parking and shuttle program should be combined with timed access tickets to visit Pt Lobos and restrictions on the number of people entering the park - I believe this is done in Yosemite.

KKKK-1

We would like to make sure the State Parks holds up protection of the park as the highest outcome and public safety and traffic control for neighboring properties. The park is not the only thing being impacted - it is the whole area and the neighboring properties as well and it is also increasingly dangerous for residents to navigate Highway One.

We would like to ask that the residents be consulted during this planning process. One of the most important concerns is a clear enforcement plan before the plan is implemented - for example will the area along the East side of Highway One by Pt Lobos still be signed as; No Parking Anytime? Will there still be parking allowed on the West side of Highway One by Pt Lobos?

KKKK-2

We would like to ask that there be a plan to track and evaluate this plan after 1 year and make it required as part of the permitting to be completed for the program.

KKKK-3

We would like to ask that materials are posted indicating areas that are private properties and not available while in the area of Pt Lobos - a very clear regional map should be developed for the state and regional park properties and the private areas marked on that map - it should be posted at the shuttle pick up locations.

KKKK-4

We would like to ask that local hotels sign on to this plan so that their visitors use this service and don't drive to Pt Lobos.

I KKKK-5

Regards,

Rodney Hunter & Sharon Regan
53 A Riley Ranch Rd, Carmel CA 93923

--

Rodney Hunter
Furniture Collection
531 Ramona Ave.,
Monterey, CA., 93940
Tel: +1 (831) 375-8679
Web: www.rodneyhunter.com

LETTER KKKK: Rodney Hunter

KKKK-1 This comment suggests that the parking and shuttle be combined with timed access tickets to visit Point Lobos and restrict the number of people entering the park.

Comment acknowledged. State Parks will consider this option as it finalizes the operational details of the shuttle program and reservation system. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. No further response necessary.

KKKK-2 This comment suggests that the public be included in the planning process. This comment requests clarification regarding parking along both the east and west sides of SR 1 and whether this space will remain available, or not.

Comment acknowledged. State Parks has and will continue to engage the public throughout the planning and implementation process.

As discussed more thoroughly above, the Proposed Project would not remove parking along the west side of SR 1. This area would continue to be available for parking purposes. The Monterey County Board of Supervisors permanently banned parking along the east side of a segment of SR 1 near the entrance to Point Lobos on June 4, 2021 (see Draft IS/MND at pg. 3; see also **Response SS-2** above). State Parks will continue to coordinate with Caltrans, the County of Monterey, and the Coastal Commission to address issues related to congestion along SR 1.

KKKK-3 This comment suggests a plan to track the Proposed Project for 1 year and make that a component of the permitting requirement to complete the program.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks will consider this comment as it further refines the shuttle program and reservation system.

KKKK-4 This comment suggests that State Parks include information at the shuttle stops that illustrates landownership.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks will consider this comment as part of future shuttle stop design.

KKKK-5 This comment suggests that State Parks notify local hotels of the Proposed Project to encourage visitors to use this service and not drive to Point Lobos.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks will consider this comment as part of State Parks public outreach for the Proposed Project.

Letter LLLL

From: [Charles Cassidy](#)
To: Matthew.Allen@parks.ca.gov
Subject: Park Reservation Proposal
Date: Sunday, November 14, 2021 11:43:30 AM

You don't often get email from cccassidy64@gmail.com. [Learn why this is important](#)

Matthew,

As a (most of my life) local resident of the area, I find it absolutely absurd to have to make a reservation to go for a walk in our parks! I go almost every day walking at Pt. lobos or Palo Corona...what an inconvenience for us seniors! please...no way!!

Sandra Cassidy

┌
└ LLLL-1

LETTER LLLL: Sandra Cassidy

LLLL-1 This comment opposes the reservation system at Point Lobos or Palo Corona Regional Park. This comment states that it would be an inconvenience for seniors.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. However, please refer to **Master Response 4** which addresses comments related to Palo Corona Regional Park. As discussed in that response, the Proposed Project would not change the existing operation of Palo Corona Regional Park. State Parks does not own or operate Palo Corona Regional Park. No reservation or shuttle would be required to access Palo Corona Regional Park. Please refer to **Master Response 5** for more information concerning local access.

Letter MMMM

From: [Sarah Prusasky](#)
To: [Allen, Matthew@Parks](#)
Subject: Point Lobos Shuttle
Date: Wednesday, November 17, 2021 12:01:31 PM

[You don't often get email from sarah.prusasky@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Hello,

I have a comment to submit about the plans for a reservation system and shuttle to Point Lobos:

I vehemently believe that local residents should be exempt from the shuttle/reservation requirements. It costs a lot of money to live in this area and many locals have made a decision to brave the high cost of living because we center our life here around commune with nature. This comes mainly through spontaneous and regular access to parks like these (lobos, Palo Corona, garland, etc).

MMMM-1

If it is necessary for locals to pay for a yearly parking permit, fine. Further measures could include, if necessary:

- Restricting the hours that permit holders have access
- Limiting that permit to weekdays only
- Eliminating street parking
- Allowing only one permit per family

MMMM-2

Locals should absolutely be able to visit Point Lobos without reservation/shuttle! Make the shuttle available/mandatory for visitors only.

Thank you for your time!
Sarah Wadsworth

Sent from my iPhone

LETTER MMMM: Sarah Wadsworth

MMMM-1 This comment expresses opposition to locals being required to utilize the shuttle or reservation system. This comment states that requiring locals to use the shuttle program and make a reservation will be costly and impact the spontaneity of visiting local parks (Point Lobos, Palo Colorado Regional Park, Garland Regional Park).

Comment acknowledged. This comment expresses an opinion on the merits of the Proposed Project. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. Please note that the shuttle service is not mandatory, but is proposed as an alternative transportation option.

MMMM-2 This comment suggests a yearly parking permit for locals, and suggests: 1) restricting the hours that permit holders have access, 2) limiting the permit to weekdays only, 3) eliminating street parking, and, 4) allowing only one permit per family.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. No further response necessary. Additionally, it should be noted that State Parks does not own or operate the parking along SR 1. This area is within the Caltrans right-of-way. State Parks will continue to cooperate with Caltrans, the County of Monterey, the Coastal Commission, and other interested parties/stakeholders to address issues related to parking along SR 1.

Letter NNNN

From: [Scott Gale](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle Plan Comment
Date: Sunday, November 14, 2021 11:04:40 AM

You don't often get email from scottgale@yahoo.com. [Learn why this is important](#)

Hello Matthew, I write from the perspective of a local - I have a house in Carmel, and hike in Point Lobos park a couple times a week typically, on week days typically, using a yearly parks ("poppy") pass. I love the park and feel it's 'a deal' to be able to hike in it as often as I do for the yearly fee. I love the current system (or lack thereof) in that I can hike somewhat spontaneously, depending on weather, time of day, how crowded I imagine the park to be, and where I'm at with my tasks of the day. I am part of the unofficial Point Lobos docent cadre - I'm not a docent, but I know the park and the trails cold, and on at least half of my hikes I help an out-of-towner figure out how to get where they want to go. Pre-COVID, I would pick up garbage and deposit it when I'd get to a trash can. I'm sure there are plenty more like me in the unofficial docent cadre.

Having said the above, I agree that something must be done to mitigate the parking along Highway 1, and overuse of the park during peak hours. These are aspects of the park that I do not love. All things considered, I have little quarrel with limiting visitation during peak hours. I typically avoid Point Lobos on weekends for this exact issue - too many people! It is in nobody's interest if Point Lobos is 'loved to death.'

Whatever system you ultimately put in place, I hope that you consider the following:

- 1. Consider putting a shuttling process in place to address peak usage hours only - at times when there is low visitation and ample parking in the park (e.g. on a Wednesday at 4PM), I see no reason to force visitors to park by The Crossroads and take a shuttle. This would create a major barrier to park usage for no good reason. | NNNN-1
- 2. Consider putting a reservation system in place to address peak usage hours only - same reasoning, no reason to make people create reservations during low visitation periods. This would add unnecessary stress and steps prior to visiting the park for no good reason - another unjustified barrier. | NNNN-2
- 3. Consider charging a per-head walk-in fee to visit the park - I know the dynamics of the park well. A good percentage of visitors purposely park on Highway 1 and walk in to avoid the \$10 per car charge, even when there is parking available inside the park. Given the ubiquity of the Internet, one can assume the entire world knows how to save \$10 each time they visit the park. Simply charging a \$3-5 per head day use walk-in fee would probably substantially mitigate over-usage of the park, and the parking issue on Highway 1. Maybe not fix the problems entirely, but substantially mitigate them. | NNNN-3
- 4. Experiment, do pilot studies - once you have a shuttle and a reservation system in place, consider doing trials of different configurations to determine the true impact of particular interventions. For example, consider not running either during non peak usage hours, particularly during non peak usage months, and gather data to see if you really need to impose barriers during non peak usage periods. It is tempting to put an 'always on' system in place. But common sense says to put the precise remedy in place that is needed, no more, no less. | NNNN-4
- 5. Consider the perspective of locals - I imagine most locals think like me, and avoid the park on weekends (either that, or they go very early or very late). It would be a shame if so many barriers to park usage are put up that the locals largely say to heck with it, I'm not going even on a low visitation weekday, too much of a hassle! Instead of loving the park and taking pride in it, locals may come to have a more adversarial relationship to the park, and the people who made visiting it such a hassle. Nothing good will come of that over the long run. | NNNN-5

Regards, Scott

LETTER NNNN: Scott Gale

NNNN-1 This comment suggests implementing the shuttle program during peak hours only.

Comment acknowledged. State Parks will consider this comment as it further refines the shuttle program and reservation system. It should be noted that the shuttle service and parking at Marathon Flats is not mandatory. Parking is still available on the west side of SR 1 and within Point Lobos. The Proposed Project represents an alternative method for accessing Point Lobos by providing an alternative parking facility and transportation option.

NNNN-2 This comment suggests implementing the reservation system during peak hours only.

Comment acknowledged. State Parks will consider this comment as it further refines the shuttle program and reservation system. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. No further response necessary.

NNNN-3 This comment suggests charging walk-in fees for each individual.

Comment acknowledged. State Parks will consider this comment as it further refines the reservation system. A fee will be included for all visitors, including walk-ins. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. No further response necessary.

NNNN-4 This comment suggests conducting a pilot study to consider different configurations of the Proposed Project components and determine when the Proposed Project has the greatest impact.

Comment acknowledged. State Parks plans to implement a pilot program consistent with this comment. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. No further response necessary.

NNNN-5 This comment suggests incorporating local perspectives to ensure barriers to Point Lobos does not negatively impact local use.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise an environmental issue; no further response is necessary.

From: [S Paine](#)
To: matthew.allen@parks.ca.gov
Subject: Palo Corona Park -Carmel
Date: Monday, November 15, 2021 7:09:42 PM

You don't often get email from cvriverrock@gmail.com. [Learn why this is important](#)

Dear Sir,
I am a local and visit PC 3-4 times a week. The park is never crowded and there is NEVER an issue parking in the lot. - - unlike Point Lobos.
Please do not add this park onto the reservation only system. Please consider the locals and the fact that we should be able to access the park with ease. We have lost so many spaces here due to tourists, please don't also take this away from us.
Thank you,
Stephanie Paine

0000-1

LETTER OOOO: Stephanie Paine

OOOO-1 This comment opposes the inclusion of Palo Corona Regional Park as part of the reservation system.

Please refer to **Master Response 4** which addresses comments related to Palo Corona Regional Park and the proposed reservation system. The Proposed Project would not change the existing operation of Palo Corona Regional Park. State Parks does not own or operate Palo Corona Regional Park. No reservation or shuttle would be required to access Palo Corona Regional Park.

Letter PPPP

From: [Susan Greenbaum](#)
To: Matthew.Allen@parks.ca.gov
Subject: Shuttle plan
Date: Friday, November 12, 2021 2:13:24 PM

[You don't often get email from greenbaumcarmel@sbcglobal.net. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

I am trying to understand why Palo Corona is being included in the Pt. Lobos shuttle/reservation plan. Palo Corona is mainly used by locals. There is never a parking problem. The parking situation poses no danger as the lot is not near the main road. It is never even crowded.

I understand the special needs and circumstances re: Pt. Lobos, but please leave Palo Corona out of this plan.

Yours truly,
Susan Greenbaum
Carmel

PPPP-1

LETTER PPPP: Susan Greenbaum

PPPP-1 This comment opposes the inclusion of Palo Corona Regional Park as part of the reservation system.

Please refer to **Master Response 4** which addresses comments related to Palo Corona Regional Park and the proposed reservation system. The Proposed Project would not change the existing operation of Palo Corona Regional Park. State Parks does not own or operate Palo Corona Regional Park. No reservation or shuttle would be required to access Palo Corona Regional Park.

From: [Susan Rafeiro](#)
To: Allen, Matthew@Parks
Subject: Shuttle program comment
Date: Tuesday, November 16, 2021 8:07:38 PM

[You don't often get email from susanshomebiz@yahoo.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Hello Mr. Allen,

Although I do believe the shuttle is a good idea and much needed, I do not believe that Palo Corona park should be included to require a permit to park and use access the grounds. Palo Corona does not have a congestion problem but offering a stop to there is a nice option. I also do not believe that advance permits should be required for Palo Corona Park. Point Lobos and the other parks along highway 1, most definitely needed due to heavy tourism. Another thought would be allowing locals to freely park at Palo Corona or use the shuttle by showing valid ID and requiring the tourists to have permits to visit the parks.

Thank you,

Susan Rafeiro

QQQQ-1

LETTER QQQQ Susan Rafeiro

QQQQ-1 This comment opposes the inclusion of Palo Corona Regional Park as part of the reservation system.

Please refer to **Master Response 4** which addresses comments related to Palo Corona Regional Park and the proposed reservation system. The Proposed Project would not change the existing operation of Palo Corona Regional Park. State Parks does not own or operate Palo Corona Regional Park. No reservation or shuttle would be required to access Palo Corona Regional Park.

Letter RRRR

From: [Suzanne Zadeh](#)
To: Matthew.Allen@parks.ca.gov
Subject: The shuttle
Date: Sunday, November 14, 2021 12:01:01 PM

You don't often get email from suzanne.zadeh966@gmail.com. [Learn why this is important](#)

I am excited to read about the shuttle to Point Lobos. What a great idea.
Suzanne Safar

| RRRR-1

LETTER RRRR: Suzanne Safar

RRRR-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [suzanne walker](#)
To: Allen, Matthew@Parks
Subject: Point Lobos Shuttle input
Date: Thursday, November 18, 2021 7:59:27 AM

You don't often get email from stcwalker5@gmail.com. [Learn why this is important](#)

Good Morning Matthew,

First and foremost, thanks for taking the time to invite community and residents to respond to the possible shuttle system that is being considered for Point Lobos. It is without a doubt a challenging task to balance the protection of Point Lobos (from overuse), the visitors parking along Highway 1 creating congestion and impacting safety, as well as general park accessibility.

Thank you to Mary and those who kept the No Parking on the east side of Highway 1 as a permanent solution versus the pilot it initially started out to be. It's made a huge difference keeping the traffic flowing and the concern for emergency vehicles access.

I am not sure who is pushing for this shuttle project-environmentalists, state park people, residents or visitors or a combination of all those. As a full-time resident of Carmel Highlands being able to access the park which is in our backyard is a perk of living here. I think the shuttle/reservation system would limit people to this natural wonder in hopes of protecting it; however, only during the summer months of they year would such a program be welcomed.

SSSS-1

Ideas to consider as solutions would be the following:

1. Shuttle system ONLY during summer/busy months June-August that coincides with the schools' calendars. Given the park isn't congested many months of the year (off peak season) the program would be ineffective as weekdays after this tend to truly die down.
2. Limit parking along highway 1 past Monastery Beach to the Point Lobos gate (as is) but have all vehicles park with lights facing the ocean (no parallel parking) to maximize the area.
3. Parking past Point Lobos entrance should be on the rock/shoulder areas that would also have cars parking facing the ocean/hill but no parallel parking. The shoulder with parallel parking is what creates safety issues- people not walking single file along the freeway where speeds are at 45mph. If this side of the park entrance shifted to specified spots with cars all going in the same direction it could possibly alleviate the congestion.
4. Another idea is for residents to have an annual pass or placard like Pebble Beach for access if in fact the reservation system is heavily supported for summer month. To consider something for residents who can walk to Point Lobos and still have access without the reservation. I'd support that.
5. Invest more with the park rangers/staff/volunteers so that the experience is enhanced with education within the park- have points of interests and volunteers throughout the park versus just at the gate house and the other end of the parking lot. Roaming Rangers is what I've thought would be nice. I am a retired elementary teacher so that on-hands knowledge for people is invaluable, but I realize at a cost, too.
6. Suggest that the front entrance Point Lobos sign needs to have signage that says NO DOGS. Too many visitors are walking with them on any given visit and this doesn't help protect the park. Do rangers ask them to leave? Fine them? The inconsistencies is

SSSS-2

SSSS-3

SSSS-4

SSSS-5

SSSS-6

SSSS-7

what allows furry friends to be in the park. People need to see it as they often are traveling from everywhere and just assume. With social media these days people post and disregard your website information.



On a side-note, the Carmel Pine Cone article mentioned that the shuttle would take visitors to Palo Corona. I run this park 2-3x a week and it is no comparison to Point Lobos. Trying to sell this as part of the shuttle package is a stretch in my opinion! Having access to these beautiful places is something I relish, and believe visitors would plan visits to Garland, Garrapata, Point Lobos, or Carmel Beach trails accordingly.

SSSS-8

In closing, Point Lobos is overwhelmed with visitors. I live it with the influx of visitors, but when something is so beautiful and idyllic it's understandable that it could be negatively impacted; however, supporting an all year shuttle program is not something I would do. Everyone should have access to such a wonder. I remember during the crazy months of visitors that they are visiting and leaving while I get to be here all the time. Change is good, perspective is key.

SSSS-9

Thanks for your time.

Kindly,

Suzanne Walker
Coast Ridge Drive

LETTER SSSS: Suzanne Walker

SSSS-1 This comment expresses concerns regarding the Proposed Project as it would limit public access to Point Lobos. This comment states that the Proposed Project would be welcome during the summer months.

Comment acknowledged; State Parks will consider this suggestion as part of the Proposed Project. Please refer to **Master Response 5** for more information. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Therefore, a detailed response is not warranted under CEQA. No further response necessary.

SSSS-2 This comment suggest that the shuttle only operate during the summer or peak seasons. This comment suggests that outside of peak seasons the Proposed Project would be ineffective.

Comment acknowledged. State Parks will consider this suggestion as part of the Proposed Project. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Therefore, a detailed response is not warranted under CEQA. No further response necessary.

SSSS-3 This comment suggests limiting parking along SR 1 from Monastery Beach to the entrance of Point Lobos and request that vehicles park with headlights in towards the ocean (i.e., eliminate parallel parking).

Comment acknowledged. Parking along the highway is within the Caltrans right-of-way. State Parks does not have the ability to regulate parking outside of State Parks' property. State Parks will continue to cooperate with Caltrans, the County of Monterey, the California Coastal Commission, and others to address parking needs for Point Lobos. The Proposed Project represents an integral part of State Parks' strategy to provide parking opportunities to serve Point Lobos and the surrounding area.

SSSS-4 This comment suggests that cars parking past the Point Lobos entrance should be within the shoulder area and eliminate parallel parking.

Comment acknowledged. See **Response SSSS-3** above for more information.

SSSS-5 This comment suggests developing an annual pass or placard for residents to be able to access Point Lobos without a reservation.

Comment acknowledged. State Parks will consider this suggestion as it further refines the Proposed Project as part of final design. This comment does not raise

a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. No further response necessary.

SSSS-6 This comment suggests State Parks invest in park rangers, staff, and volunteers to enhance education within the park.

Comment acknowledged. This comment does not raise a substantive environmental issue; therefore, a detailed response is not warranted under CEQA. For more information regarding operation of the Carmel Area State Parks, please refer to the General Plan on page 4-40. No further response necessary.

SSSS-7 This comment suggests that there should be a sign at the entrance of Point Lobos stating dogs are not allowed.

Comment acknowledged. This comment is not relevant to the Proposed Project, however, State Parks appreciates this comment and will consider the suggestion as part of on-going operations.

SSSS-8 This comment suggests including Palo Corona Regional Park as a stop for the shuttle program to be unnecessary, and that the park is not comparable to Point Lobos. Rather, this comment suggests visitors would plan to visit Garland, Garrapata, Point Lobos, or Carmel Beach trails.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise an environmental issue.

SSSS-9 This comment expresses opposition for a year-round shuttle program.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise an environmental issue. Please refer to **Master Response 2** which addresses comments opposed to the Proposed Project.

From: [Tania Grant](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle
Date: Monday, November 15, 2021 7:23:55 PM

You don't often get email from taniagrant@gmail.com. [Learn why this is important](#)

Hello Mr. Allen,

What a wonderful idea! I know that I will be using this shuttle very often. And only on week-days, I promise.

TTTT-1

Tania Grant
Pacific Meadows, Carmel Valley

--

Tania Grant
Taniagrant@gmail.com

LETTER TTTT: Tania Grant

TTTT-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter UUUU

From: P G <aquablu6377@gmail.com>
Sent: Friday, November 12, 2021 6:58 AM
To: Allen, Matthew@Parks <Matthew.Allen@parks.ca.gov>
Subject: Pt Lobos / Crossroads parking lot comment

You don't often get email from aquablu6377@gmail.com. [Learn why this is important](#)

Hello,

Read in PineCone about the proposed plans. Agree with reservation system and shuttle, **don't** agree with shuttle at the Crossroads. This does not help traffic. Plus, tourists want to go Big Sur and Bixby Bridge as well as Pt Lobos.

UUUU-1

Consider this fact: All of Carmel Valley has only one way out....one lane Hwy 1 shared by the tens of thousands of visitors to Carmel and Big Sur daily. We can't even shop locally in Carmel, Monterey or Seaside without being stuck in an hour + long jam backed up to Seaside to get home during many times of the year and weekends. These people come from the North so it makes A LOT MORE SENSE to put the parking lot out at Ford Ord somewhere and get those cars off Hwy 1 early on. When the US Open was here, the shuttle buses were out near Fort Ord with signage telling them so. It was such a success!

UUUU-2

Why keep them on the roadway during the worst part of congestion only to have them park and ride a shuttle a short distance? Or perhaps there is an area they can park closer to Monterey but not so far as where the road narrows to one lane after the Holman roundabout.

Many thanks for our consideration.

Taylor

LETTER UUUU: Taylor

UUUU-1 This comment expresses support for the reservation system and shuttle program but opposes the location of the proposed parking at Marathon Flats. The commenter suggests that this location will not alleviate traffic and does not serve tourists that also want to go past Point Lobos.

Comment acknowledged. Please see **Master Response 6**, above. As discussed in that response, State Parks evaluated the potential traffic impacts associated with the Proposed Project. The Proposed Project would not cause a significant traffic-related impact. The Proposed Project is intended to provide alternative access to Point Lobos – the Proposed Project is not intended to provide shuttle service to other areas south of Point Lobos. State Parks and/or others may consider transportation options to serve areas south of Point Lobos in the future, but those actions are beyond the scope of the Proposed Project.

UUUU-2 This comment suggests moving the parking lot to Fort Ord or to an area closer to Monterey and suggests that traffic would be reduced if visitors traveling to Point Lobos were removed from SR 1 sooner.

Comment acknowledged. While an alternative parking location could reduce the volume of traffic on SR 1, the Proposed Project would not generate new traffic, nor would the Proposed Project result in significant traffic related impacts. State Parks determined that the Marathon Flats Facility would be an appropriate location to construct a parking facility given the proximity of the site to Point Lobos.

From: [Heather Roberts](#)
To: Matthew.Allen@parks.ca.gov
Subject: POINT LOBOS PROPOSED SHUTTLE & RESERVATIONS
Date: Saturday, November 13, 2021 1:57:14 PM

[You don't often get email from heather@herinc.co. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Mr. Allen

We are in full agreement that there needs to be a better system for controlling parking along Hwy 1, as well as the number of visitors to the Park.

As residents of Carmel Highlands for over 27 years, for the past several years we have been 'shut out' from enjoying our daily exercise walk through the park, due to restricted access because of the over parking along Hwy 1 and over crowding of the park. If we have to make a reservation to take a 45 minute vigorous daily walk, it quite simply will preclude us from doing so.

Please consider providing access for the local community, which could be accomplished with a pass, renewed annually, by presenting our drivers' license as proof of residence in Carmel.

Heather & Dennis Chambers
Carmel Highlands

]| VVV-1

LETTER VVVV: Heather and Dennis Chambers

VVVV-1 This comment expresses concern regarding the reservation system and how it will impact the local community. This comment suggests creating an annual pass that is available for the local community.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

----- Forwarded message -----

We are in favor of the Rio Rd reservation system to shuttle visitors to Pt Lobos. The traffic and parking on Hwy 1 are unsafe. Too many people walking on side of hwy and cars doing u-turns on Hwy 1. Also, way to many are trampling the park. Restricted amounts and a safe park system will make it right.

WWW-1

Brent & Carol Gross
Carmel Highlands

LETTER WWWW: Brent and Carol Gross

WWW-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

From: [Sue Knapp](#)
To: Allen, Matthew@Parks
Subject: Shuttle/reservation system for Pt.Lobos
Date: Thursday, November 18, 2021 9:34:03 AM

You don't often get email from suereimerknapp@yahoo.com. [Learn why this is important](#)

In regards to the planned shuttle and reservation proposal. Obviously something needs to be done about the traffic safety issue along highway 1. The shuttle is a fair idea with problems that can be worked out and will probably help local businesses in the Crossroads. We also realize the parks department job is to make the parks available to people and at the same time protect the natural aspect of the park. Being locals and enjoying the spontaneity of a hike or bike ride into Point Lobos will be lost with the reservation system. The idea of needing to make reservations long in advance to walk in the park is saddening to us. Reservations are already required for many Monterey County Parks. The real problem is over marketing of the Monterey Peninsula for the tourist dollar at the expense of locals, but that is not the parks department issue. Perhaps a local pass with an annual fee that won't require reservations and keeping free entry to bicyclists as we, as many people, frequently enjoy cycling into Point Lobos. We know that the decisions made will be difficult and hope you will keep in mind the loss to the locals who have lived here for many years because of the access to such beauty. . We just wanted to let you know our feeling and concerns about the proposal.

Kevin and Sue Knapp
25 El Potrero Carmel Valley Ca . 93924
831-236-4845

XXXX-1

LETTER XXXX: Kevin and Sue Knapp

XXXX-1 This comment requests that a local pass with an annual fee be available instead of a reservation, and that cyclists not be required to pay an entry fee.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

From: [Gail Ord](#)
To: Matthew.Allen@parks.ca.gov
Subject: Point Lobos Shuttle Plan
Date: Tuesday, November 16, 2021 8:38:58 AM

[You don't often get email from geord62@yahoo.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

My husband and I are wondering why you are not taking advantage of the parking lot, bathroom and building facilities already available at the former Rancho Canada golf course rather than spending millions of dollars to duplicate what's already there in the very congested area of Highway One and Rio Road. It doesn't make sense to us and to our friends. Please give some very serious thought to what you are proposing to do.

Thank you, Bob and Gail Ord

|

YYYY-1

LETTER YYYY: Bob and Gail Ord

YYYY-1 This comment requests clarification regarding why the existing parking lot and restroom facilities located at Palo Corona Regional Park are not being utilized instead of constructing the Marathon Flats Facility.

Comment acknowledged. The Proposed Project consists of utilizing 25 parking spaces at Palo Corona Regional Park. These parking spaces will be used exclusively for the Proposed Project. State Parks does not own or operate Palo Corona Regional Park, therefore utilizing the existing parking lot at Palo Corona Regional Park for all 100-parking spaces is not a feasible option. Additionally, utilizing the existing parking lot at Palo Corona Regional Park would potentially result in additional traffic impacts to Carmel Valley Road.

From: [Martin Schwartz](#)
To: Matthew.Allen@parks.ca.gov
Cc: [Melrose Cunanan-Schwartz](#)
Subject: Pt Lobos Shuttle Proposal
Date: Friday, November 19, 2021 11:49:38 AM

You don't often get email from martin.a.schwartz@icloud.com. [Learn why this is important](#)

Attn: Matthew Allen, California Department of Parks & Recreation

This is to provide feedback to the “Park It” reservation and shuttle proposal for Pt Lobos State Park in Monterey County. We are nearby residents and frequent park users;

1) Pt Lobos - We are strongly in favor of the proposal for Pt Lobos. Why? Crowd management. The park is overrun on a daily basis by too many cars and visitors. Your proposal will maximize usage while minimizing the adverse impact from over crowding.

ZZZZ-1

2) Palo Corona - We just as strongly oppose this approach for nearby Palo Corona park. Palo Corona is never over crowded and there is plenty of available parking. Implementing “Park It” there would be a solution in search of a problem. Please don't require a reservation system and shuttle parking for our beloved Inspiration Point hike.

ZZZZ-2

Thank you for your consideration.

Respectfully,
Martin & Melrose Schwartz

Martin A. Schwartz
3760 Genista Way
Carmel, CA 93923
martin.a.schwartz@icloud.com
818-427-8616, cell

LETTER ZZZZ: Martin & Melrose Schwartz

ZZZZ-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

ZZZZ-2 This comment expresses opposition of the inclusion of Palo Corona Regional Park as part of the Proposed Project. More specifically this comment requests that reservations and shuttle parking not be required at Palo Corona Regional Park.

Please refer to **Master Response 4** which addresses comments related to Palo Corona Regional Park and the proposed reservation system. The Proposed Project would not change the existing operation of Palo Corona Regional Park. State Parks does not own or operate Palo Corona Regional Park. No reservation or shuttle would be required to access Palo Corona Regional Park.

Letter AAAAA

From: [Sanjeev and Adrienne Tandon](#)
To: matthew.allen@parks.ca.gov
Subject: Point Lobos shuttle
Date: Saturday, November 13, 2021 4:53:37 PM

[You don't often get email from thetandons@outlook.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Mr. Allen,

We wish to register our support for the creation of a shuttle and reservation system to better manage traffic and safety at Point Lobos park in Carmel.

We gladly accept the possibility of reduced access in order to protect this precious natural resource.

Sincerely,

Sanjeev and Adrienne Tandon
Carmel residents

AAAAA-1

LETTER AAAAA: Sanjeev and Adrienne Tandon

AAAAA-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

Letter BBBB

From: [Nancy Watson](#)
To: Matthew.Allen@parks.ca.gov
Subject: Park It!
Date: Friday, November 12, 2021 1:56:26 PM

You don't often get email from nmwatson@pacbell.net. [Learn why this is important](#)

Mr. Allen,

As residents of Monterey, my husband and I strongly object to the proposed shuttle and reservation system to visit and park at Point Lobos and Palo Corona. As this measure is largely in response to overuse at Point Lobos, especially on weekends, why not impose such restrictions on that park's use on weekends?

BBBBB-1

We enjoy frequent and impromptu access, particularly to Palo Corona (which never appears overcrowded, even on weekends) for recreation and exercise purposes. The imposition of this system restricts our access, which is contrary to the spirit of the California Department of Parks and Recreation mission. It seems unfair to locals particularly to impose such a strict mandate. We hope that more consideration will be given to the rights of local residents and that any restrictions will be limited to weekend traffic.

BBBBB-2

Thank you,

Mark and Nancy Watson
125 Monte Vista Drive
Monterey CA 93940

LETTER BBBBB: Mark and Nancy Watson

BBBBB-1 This comment opposes the Proposed Project, and suggests only imposing restrictions on the weekends.

Comment acknowledged. This comment is addressed in **Master Response 2**. State Parks will consider this option as part of the reservation system. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. No further response necessary.

BBBBB-2 This comment expresses concern regarding how the Proposed Project will impact local residents, and suggest consideration be given to local residents and that the operation of the Proposed Project be limited to weekends.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

From: [Veronica Scott](#)
To: Allen, Matthew@Parks
Subject: Point Lobos shuttle ideas
Date: Wednesday, November 17, 2021 2:54:54 PM

[You don't often get email from vascott21@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Hi Matthew.

I am a resident of Carmel, have a senior pass to enter CA State parks & frequently go to Point Lobos & Palo Corona.

I understand the need during holidays & weekends to control how many visitors these parks have but I'm wondering what considerations are being made for people who live here locally, who go to the parks not during prime busy times. Having to make reservations to enter these parks or to take a shuttle seems unnecessary when it is not busy.

CCCCC-1

Also, what considerations are being made for people with mobility issues, who would not be able to get into a shuttle. In taking my mother to Point Lobos, having the car to sit in is essential.

CCCCC-2

Thank you for addressing these issues.

Veronica Scott

Sent from my iPhone

LETTER CCCCC: Veronica Scott

CCCCC-1 This comment expresses concern regarding impacts to local residents who access the park during less busy times.

Comment acknowledged; State Parks will consider this option as part of the reservation system. Please refer to **Master Response 5** for more information. This comment does not raise a substantive environmental issue; no further response is necessary.

CCCCC-2 This comment requests clarification regarding visitors with mobility issues who would not be able to access the shuttle.

Comment acknowledged. State Parks will consider accessibility as part of the design process of the shuttle service. Moreover, State Parks will comply with all ADA requirements for accessibility.

NOV 15, 2021

NOV 22 2021 10:46

Dear Mr. Allen,

Letter DDDDD

Re: Point Lobos

DDDDD-1

I approve the shuttle system
instead of the dangerous parking
on the freeway or highways

DDDDD-2

I hope our California Parks
will consider a new parking lot
for 100 cars by the entrance
road to the former house for
a ranges north of Point Lobos,
in future.

Thank you for your work,

Virginia Robertson
35 Yankee Point Dr
Carmel, Ca. 93923

LETTER DDDDD: Virginia Robertson

DDDDD-1 This comment expresses support for the ParkIT! Shuttle Program.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

DDDDD-2 This comment suggests that State Parks considers the location at the ranger house for the construction of the 100-car parking lot.

Please refer to **Master Response 3** for more information regarding the Marathon Flats site. The area across from Point Lobos, referred to as Point Lobos Ranch, is not a feasible location as discussed in **Master Response 3**. Moreover, parking at Point Lobos Ranch would serve as an alternative parking area if/when State Parks determines whether to eliminate existing parking within Point Lobos. Additionally, as identified in the General Plan and EIR, there are substantial cultural and biological resources at Point Lobos Ranch that limit available parking at this site. As discussed throughout the Draft IS/MND, the Marathon Flats site is highly disturbed and used for various events throughout the year (e.g., Christmas tree lot, Big Sur International Marathon). As a result, State Parks determined that the site would be appropriate as a future shuttle and parking location to serve Point Lobos. Furthermore, the site is located in an area already developed with similar facilities and would not result in substantial environmental impacts.

Letter EEEEE

From: [Wendy Palmer](#)
To: [Allen, Matthew@Parks](#)
Subject: Yes on Shuttle
Date: Thursday, November 18, 2021 10:55:37 AM

You don't often get email from wpalmeroo@gmail.com. [Learn why this is important](#)

To all it may concern:

We love, volunteer at, frequently visit Point Lobos - and support wholeheartedly your carefully thought out plan for alleviating the stress of human visitation on the Park.

EEEEEE-1

Best,
Wendy Palmer and Richard Ruh

LETTER EEEEE: Wendy Palmer and Richard Ruh

EEEEEE-1 This comment expresses support for the Proposed Project.

Comment acknowledged. This comment is on the merits of the Proposed Project and does not raise a substantive environmental issue. Please refer to **Master Response 1**. No further response necessary.

3.0 REVISIONS TO THE DRAFT IS/MND

This following section includes revisions to the text of the Draft Initial Study/Mitigated Negative Declaration, in amendment form. The revisions are listed numerically by page number. All additions to the text are shown underlined and all deletions from the text are shown ~~stricken~~. In addition, an explanation of the reason for the text revision is provided.

Table of Contents, page II, first list, is amended as follows:

Figure 1. Regional Map.....	4
Figure 2. Vicinity Map.....	5
Figure 3a. Shuttle <u>Stop/Route - Carmel</u>	9
Figure 3b. Shuttle Stops/Route – Point Lobos.....	10
Figure 3c. Shuttle Stops/Route – Carmel Crossroads Center.....	11
Figure 4. Marathon Flats Site Plan.....	12
Figure 5a. Site Photos – Marathon Flats	23
Figure 5b. Site Photos – Shuttle Stops.....	24
Figure 6. Biological Survey Area	42
Figure 7. Traffic Study Area	125

Section 1.2.1, page 2, first paragraph, is amended as follows:

The Proposed Project includes several separate and distinct project components, including a shuttle service, an alternative parking facility, and the implementation of a Day-Use Reservation System. Implementation of the Proposed Project would achieve several of the goals and objectives of the Carmel Area State Parks Preliminary General Plan, including, but not limited to, the following: Access Guideline 1.1, Access Guideline 3.1, Access Guideline 3.4, Maintain Guideline 7.2, and Plan Guideline 2.1 (California Department of Parks and Recreation, 2021).

Section 4.1.1.2 , page 7, third paragraph, is amended as follows:

The shuttle service would be available to Point Lobos visitors with a reservation and day-visitors using Palo Corona Regional Park and San Jose Creek trail. The Proposed service would run daily between 10:00 am and 5:00 pm in 20 ~~to 30 minutes~~ minute intervals via ~~two (2) to three (3)~~ 24-passenger minibuses. The shuttle service would operate at peak times year round, including holidays. The shuttle would operation through a concession contract. The Proposed Project includes a fee for parking, a fee for the shuttle, and a park entrance fee (See Section 1.4.2, below). State Parks would determine the fees as part of a fee assessment study prior to implementing the reservation system. Prior to the construction of Marathon Flats Facility, there will be a fee to ride the shuttle but not to park. Educational and interpretive opportunities will be maximized on the shuttle route to address traffic safety, the protection of cultural resources, the protection of environmentally sensitive habitats, and the riptide/beach safety at Monastery Beach.

Section 4.3.2, page 31, second paragraph, is amended as follows:

Sensitive receptors are more susceptible to the effects of air pollution than the general population. Land uses that are considered sensitive receptors include residences, schools, and health care facilities. The nearest sensitive receptors to the proposed parking lot (see **Figure 3c**) are located across SR 1 to the west, approximately 200 feet from the Marathon Flats Facility. Sensitive Receptors located near the proposed shuttle stops are a half-mile east from the shuttle stop at Palo Corona Regional Park, 600 - 1,100 feet from the San Jose Creek Shuttle Stop, and 160 - 190 feet from the temporary Blue Roof Office Building shuttle stop. No sensitive receptors are located near the shuttle stop at Point Lobos.

Section 4.3.5(c), page 39, first paragraph, is amended as follows:

The ParkIT! Shuttle Program would not expose sensitive receptors to substantial pollutant concentrations. No sensitive receptors are located in the immediate vicinity of the Marathon Flats Facility, the only location where construction-related activities would occur. The nearest sensitive receptors to the Marathon Flats Facility are located across SR 1 to the west, approximately 200 feet from the site. The Project would result in minor temporary air quality emissions of short duration during construction of the Marathon Flats Facility that would not exceed MBARD thresholds. Minor construction would be required for the shuttle stops as depicted in Figures 3a-3b. Sensitive Receptors located near the proposed shuttle stops are a half-mile east from the shuttle stop at Palo Corona Regional Park, 600 - 1,100 feet from the San Jose Creek Shuttle Stop, and 160 - 190 feet from the temporary Blue Roof Office Building shuttle stop. No sensitive receptors are located near the shuttle stop within the Park. In addition, the ParkIT! Shuttle Program would not result in net increase in new vehicular traffic that would substantially increase operational air pollutant emissions. Therefore, no sensitive receptors would be exposed to substantial pollutant concentrations. This represents a less than significant impact.

Mitigation Measure 4.5-2, page 58, first paragraph, is amended as follows:

MM 4.5-2: Prior to the operation of the San Jose Creek shuttle stop, a State Parks qualified professional (i.e., archaeologist, cultural resource expert) shall prepare State Parks shall develop a Cultural Resource Management Plan. The plan shall address the use of the shuttle stop, as well as potential indirect effects associated with future public use of the San Jose Creek Trail. The plan shall identify resource protective measure to address potential secondary effects due to increased visitation and associated use. Applicable resource protective measures may include:

- Trail delineation in high trafficked areas using rode & cable and other types of fencing with signs;
- Regular patrols by staff and volunteers;
- Docent-led tours and educational contacts;
- Signing closed areas
- Law Enforcement contacts and citations;

- On-going monitoring; and,
- Adaptive management strategies to minimize resource related impacts.

State Parks shall coordinate with Native American representatives during the preparation of the Cultural Resources Management Plan to solicit input and comment on appropriate resource protection measures. As part of the Cultural Resource Management Plan, State Parks will implement Best Management Practices and adaptive management strategies to minimize resource related effects.

Section 4.7.5(b), page 68, second paragraph, is amended as follows:

Construction activities could result in temporary increases in erosion due to grading activities. Minor grading activities are only associated with the Marathon Flats Facility (approximately 1,400 cubic yards). All ground-disturbing activities would be subject to standard erosion control measures, including re-planting of disturbed areas, watering of exposed earth with watering trucks, and other physical erosion control methods. Standard erosion control measures and Best Management Practices (“BMPs”) would be implemented during construction to minimize potential erosion-related impacts. Construction-related erosion would be temporary in nature and would not result in a substantial increase in erosion. This represents a less than significant impact.

Section 4.14.2, page 110, fourth paragraph, is amended as follows:

The safety of the visitors parking along the highway is at risk and the quality of the visitor experience has degraded. The very frequent and severe traffic congestion from Carmel south to Big Sur is also an unsafe situation for visitors and the local community, especially in times of medical and other emergencies. Largely because of issues related to traffic, many parklands are still not accessible to the public including Point Lobos Ranch, San Jose Creek, and certain Palo Corona Regional Park trails accessible from SR 1, which were acquired with public funds many years ago.

Section 4.15.2.2, page 115, fourth paragraph, is amended as follows:

The primary public transit service in the County of Monterey is provided by Monterey-Salinas Transit (“MST”). Near the Project site, MST Route 24, Route 91, and Route 92 provide bus service along Rio Road and in the Crossroads Carmel Shopping Center, along Carmel Rancho Boulevard, Carmel Valley Road between Carmel Valley Village and the Monterey Transit Plaza with 60-minute headways during weekday peak hours. Bus stops within the study area are located on eastbound Rio Road at the southeast corner of SR 1, which is immediately adjacent to the Marathon Flats Facility. A westbound Rio Road bus stop is located between Carmel Center Place and Crossroads Boulevard.

4.15.5(a), page 141, second paragraph, is amended as follows:

The ParkIT! Shuttle Program would not substantially impair an adopted emergency response plan or emergency evacuation plan. As described above in **Section 3.8-4.8 Hazards and Hazardous Materials**, the ParkIT! Shuttle Program would not create any barriers to emergency or other vehicle movement in the area. In addition, the Shuttle Program would also improve emergency access by reducing congestion on the segment of SR 1 between Marathon Flats and Point Lobos. See **Section 4.13, Public Services**, for more information.