POINT LOBOS STATE RESERVE

AND CARMEL RIVER STATE BEACH

General Plan Amendment

August 1988

Amendment Approval by State Park and Recreation Commission June 1987

Original General Plan Approval by State Park and Recreation Commission

May 1979

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Gordon Van Vleck
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STATE OF CALIFORNIA—RESOURCES AGENCY GEORGE DEUKMEJIAN, *Governor*

DEPARTMENT OF PARKS AND RECREATION
STATE PARK AND RECREATION COMMISSION
O. BOX 2390, SACRAMENTO 95811

Resolution 38-87
adopted by the
CALIFORNIA STATE PARK AND RECREATION COMMISSION
at its regular meeting in Carmel on
June 11, 1987

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed Point Lobos State Reserve and Carmel River State Beach General Plan Amendment; and

WHEREAS, this reflects long-range development plans to provide for optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's Point Lobos State Reserve and Carmel River State Beach General Plan Amendment Preliminary, dated March 1987; and

WITH AMENDMENT BY THIS COMMISSION, the primary location for the 75 parking spaces will be at the southern end of Monastery Beach, assuming no cultural heritage sites and assuming feasibility from an engineering standpoint;

BE IT FURTHER RESOLVED that the State Park and Recreation Commission recommends that those 75 sites be placed at the southern end, after approval by the County of Monterey; if the County does not approve the location of 75 parking spaces at the southern end, the remaining spaces and/or the entirety of those spaces shall be moved to the Briggs area; the Commission further recommends that all utilities be underground and, if possible, an alternative to asphalt paving be considered; subject to such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement the provisions and objectives of said plan.

STATE OF CALIFORNIA

DEPARTMENT OF PARKS AND RECREATION

POINT LOBOS STATE RESERVE AND CARMEL RIVER STATE BEACH GENERAL PLAN AMENDMENT

August 1988

By

Development Division/Resource Protection Division

C O N T E N T S

	Page
INTRODUCTION	1
Purpose of Amendment	1
General Plan Background	1
Carmel Area Land Use Plan	1
Public Involvement	1
Summary of General Plan Amendment Proposals	2
RESOURCE ELEMENT	4
Introduction	4
Purpose	4
Unit Description	4
Resource Summary	4
Natural Resources	4
Cultural Resources	11
Ethnographic and Historic Overview	13
Esthetic Resources	15
Recreation Resources	15
Resource Policy Formation	17
Classification	17
Declaration of Purpose	17
Zone of Primary Interest	18
Resource Management Policies	19
Allowable Use Intensity	26
LAND USE AND FACILITIES ELEMENT	28
Proposed Development	28
Project Purpose	28
Analysis of Alternatives	29
Design Criteria	31
Proposed Measures to Mitigate Development	33
INTERPRETIVE AND FACILITIES ELEMENT	34
CONCESSIONS ELEMENT	35
OPERATIONS ELEMENT	36
ENVIRONMENTAL IMPACT ELEMENT	37
COMMENTS AND RESPONSES	43
GENERAL PLAN AMENDMENT MAP	117
APPENDIX	119
Cultural Values Map	121
Visual Resources Map	122
Allowable Use Intensity Map	123
Approved General Plan (1979)	124
Alternatives A - G Maps	125
Parking Lot Analysis	132
Key Factors from Parking Lot Analysis	133
Excerpts from Carmel Area Land Use Plan	134
Summary of Coastal Planning Issues (11/17/86 memo)	139

INTRODUCTION

Purpose:

The purpose of this amendment is to designate for day use approximately 36 acres of land that was acquired after completion of the General Plan in 1979 for Carmel River State Beach. This parcel, referred to as the Amended Area, is located immediately north of San Jose Creek Beach, on the west side of Highway 1. This amendment will provide resource management policies and allow development of day use facilities, including a 75-car parking area at the north end of the beach, and a 10-car parking area at the south end.

General Plan Background:

The General Plan for Point Lobos State Reserve and Carmel River State Beach was approved in May 1979. The existing parking along Highway 1 was one of the main issues during the planning process of the General Plan.

In order to eliminate parking along the highway, the approved General Plan identified two possible solutions (see Map, p. 48). The area north of San Jose Creek Beach was shown as the preferred location for parking facilities. The privately owned property immediately east of Highway 1 across from the central part of the beach, known as the old polo field, was identified as an alternate location.

Since the polo field property is currently privately owned, it will not be included as an alternative presented in this amendment. It not only offers the obstacle of being privately owned, but a parking area on this property would require modification of an existing Caltrans bridge for use as a pedestrian undercrossing. This undercrossing would often be inaccessible during the winter months.

Carmel Area Land Use Plan:

Monterey County prepared the Carmel Area Land Use Plan as part of the Local Coastal Program. The plan was certified on April 14, 1983, and includes guidelines with regards to the parking needs at San Jose Creek Beach. It proposes development of a parking area to serve no more than 100 vehicles, improved trail access, picnic facilities, a pedestrian walkway over San Jose Creek, and no-parking signs along the highway shoulder.

The Carmel Area Land Use Plan also states that approval by Monterey County of parking located in the Amended Area would be "contingent upon the provision of additional facilities at the south end of San Jose Creek Beach, to consist of a drop-off and limited parking." Further excerpts from the plan are in the Appendix.

Public Involvement:

On December 10, 1986, the department's staff conducted a public workshop to gain input from the public sector on this proposed amendment. Approximately 65 people attended the meeting, which was conducted at the Carmel Valley

Middle School. A summary of the comments received at that meeting is included in Newsletter #2 in the Appendix. The public was made aware of this meeting through mailing of Newsletter #1 and announcements in the local newspaper.

Meetings held before the December 10, 1986 public meeting included Monterey County, Caltrans, the Point Lobos Advisory Committee, the Carmel Meadows Homeowners Association, and representatives of the nearby Bay School. Subsequent meetings were held with representatives from the Homeowners Association, the Bay School, owners of the inholding parcel next to the Bay School, Monterey County, and scuba diving clubs.

At its June 12, 1987 meeting, with the State Park and Recreation Commission will take public testimony on the amendment.

Summary of General Plan Amendment Proposals:

The following provides a summary of the resource management policies and park facilities proposed in this General Plan Amendment:

Resource Management Policies

Resource management policies are intended to protect natural and cultural resources, and to provide direction for future development efforts:

- A Monterey pine restoration and management plan will be established.
- Landscaping of new facilities shall consist of plant species indigenous to the unit or Point Lobos State Reserve.
- A long-range objective will be to reduce or remove exotic plants from the unit.
- A management program will be developed for threatened animal species.
- The potential Smith's blue butterfly habitat will be surveyed.
- A wetland management plan will be prepared.
- Archeological sites will be protected and preserved.
- The department shall consider the coastal terrace between Carmel River and San Jose Creek for designation as a cultural preserve.
- No demolition of the Odello barn, blacksmith shed, or cookhouse buildings shall be permitted without prior additional study and evaluations.
- Emphasis of landscape management shall be toward maintenance of the natural landscape.

Proposed Facilities

Amended Area:

- 75-car parking area.
- Access road and, possibly, a contact station.
- Comfort station.
- Access trails to beach.
- Utility connections.
- Related improvements, including screen planting, signing, and fencing.

South San Jose Creek Beach Area:

- 10-car parking area with turn-around/drop-off area.
- Access road.
- Comfort station (or improvement of existing comfort station).
- Utility connections.
- Related improvements, including screen planting, signing, and fencing.
- Left-turn lane at connection to Highway 1.

RESOURCE ELEMENT

Purpose

This Resource Element was developed as an addendum to the Point Lobos State Reserve and Carmel River State Beach General Plan (1979), and was prepared to meet requirements set forth in Section 5002.2, Subsection (b) of Division 5, Chapter 1 of the Public Resources Code, and Chapter 1, Section 4332 of Title 14 of the California Administrative Code. Information presented in this amendment is excerpted in part from the 1979 General Plan. This Resource Element sets forth long-range management objectives for the scenic, natural, and cultural resources of the unit that supplement resource management goals outlined in the General Plan. Specific actions or limitations required to achieve these objectives are also set forth in this element; maintenance, operations, and details of resource management are left for inclusion in specific resource management programs that will be prepared at a later date.

This element also identifies specific resource sensitivities and physical constraints, and establishes the department's guidelines for acceptable levels of development and use with respect to these concerns.

The Resource Element has two main parts. The first is a brief summary of the unit's resources, with emphasis on San Jose Creek Beach (locally named Monastery Beach) and the adjacent uplands. More detailed information on these subjects is on file at the Resource Protection Division Office in Sacramento. The second part deals with policy formulation, which begins with unit classification and the declaration of purpose, presents specific resource management policies, and establishes allowable use intensities.

Unit Description

Carmel River State Beach is located north of Point Lobos State Reserve, one mile south of the city of Carmel in Monterey County. This unit consists of 296.69 acres and includes 7,920 feet of ocean frontage. There are two main beach areas within the unit, at San Jose Creek and at the mouth of the Carmel River. The wetland at the Carmel River mouth has been classified as a Natural Preserve. State Park System property adjacent to the Natural Preserve is maintained as agricultural land under a lease administered by the Department of General Services. This property includes approximately 155 acres and is managed by the Odello family. The coastal terrace due north of San Jose Creek Beach, the Amended Area, has been acquired recently. This property encompasses 35.6 acres. Carmel River State Beach is operated by the Monterey District of the California Department of Parks and Recreation (DPR).

Resource Summary

Natural Resources

Topography

Carmel River State Beach is located on the central coast of California, in the Coast Ranges Geomorphic Province. The unit consists of a north- to northwest-facing beach front backed by low coastal terraces. The Amended Area

is a southwest-sloping coastal terrace with several low rock outcrops at the summit of the bluff. The elevational range is from mean sea level to 100 feet, with highest elevations on the Amended Area. Sea stacks and pinnacles have formed at the base of the steep coastal bluff below the Amended Area as a result of differential weathering. The northern portion of the unit is traversed by the Carmel River; San Jose Creek, an intermittent stream, flows via San Jose Creek Beach to the Pacific Ocean. Submarine topography is highly variable: at a depth of approximately 35 fathoms (210 feet), a sunken terrace 160 feet offshore from San Jose Creek forms the rim of the Carmel Submarine Canyon. Depths in the canyon reach 200 fathoms (1,200 feet).

Meteorology

The Carmel River State Beach area has a Mediterranean climate characterized by mild temperatures with little diurnal fluctuation, rainy winters, and cool, foggy summers. Fog occurs primarily during the months of July, August, and September, with an average of 135 days per year. The average annual temperature ranges from 49°F. to 63°F., with summer maxima of 67°-68°F. and winter maxima in the low 60s. Summer extremes reach the high 80s and low 90s; extreme winter lows are in the 20s and 30s. Measurable precipitation can occur throughout the year, but is most common during winter months; rainfall averages approximately 20 inches per year. The coastline of Carmel River State Beach is directly exposed to the wind from the north, southwest, and southeast. These winds are associated with storm systems or with sea breezes and air drainage from topographic promontories.

Carmel River State Beach is located in the North Central Coast Air Basin. Major pollutants monitored in this basin are ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, hydrocarbons, and total suspended particulate matter (TSP). No air pollution data are available for Point Lobos. However, the Monterey area meets state and federal standards for ozone, nitrogen dioxide, and TSP. Other pollutants are not monitored at Monterey.

Hydrology

Carmel River State Beach is situated in the Carmel River Hydrologic Unit of the Central Coastal Drainage Province. Carmel River terminates near the northern boundary of the unit, and San Jose Creek flows north through the center of San Jose Creek Beach. A lagoon forms on the beach at the mouth of San Jose Creek. Flow in the Carmel River is partially regulated by the upstream Los Padres and San Clemente reservoirs. Ninety percent of the Carmel River annual discharge occurs from January to April; peak flow can reach 8,600 cubic feet per second (cfs) during that period. Periods without flow are not uncommon during summer months in some sections of the river. No data are available on flow in San Jose Creek.

The unit is underlain by the Carmel Valley ground water basin, a 10-square-mile coastal basin drained by the Carmel River. Groundwater occurs primarily as unconfined deposits in the alluvial material of the valley floor. There is no indication of groundwater contamination by salt water intrusion. Heavy pumping by the Monterey Municipal Water District has resulted in significant drawdown of the aquifer and elimination of surface flows in the lower Carmel River during the summer.

With the exception of the coastal terrace at the Mitzi Briggs property, Carmel River State Beach falls within the 50-year and 100-year flood plains adjacent to the Carmel River. San Jose Creek Beach and Carmel River Beach are also in 100-year and 500-year coastal flood zones. Both sites could be flooded by waves generated by storm surges or seismic events (tsunami).

Surface and groundwater are of good mineral and bacteriological quality. However, based on Department of Water Resources data, levels of iron and manganese exceed maximum contaminant levels for California secondary drinking water standards. Coliform bacteria are not currently monitored in San Jose Creek, although a sewer outfall is located offshore of the Mitzi Briggs property.

Geology

Carmel River State Beach is in the Salinian block of the Coast Ranges geomorphic province. The Coast Ranges geomorphic province is made up of rocks of widely differing origins: the Franciscan Complex, representing a subduction zone complex; the Great Valley Sequence, representing forearc basin sediments; and plutonic and metamorphic rocks of the Salinian Block, representing a magmatic island arc. These rocks were formed at roughly the same time during the Late Mesozoic as the eastward-spreading Farallon Plate collided with the North American Plate. Current geological theory holds that the thinner, denser, oceanic Farallon Plate, was subducted beneath the thick North American Plate, and subsequently partially accreted to the continent as the accumulated sediments were scraped off, overridden, and sheared by large-scale tectonic forces. As the Farallon Plate was "consumed," strike-slip movement began as a result of northwest movement of the Pacific Plate and eastern movement of the North American Plate. This later strike-slip movement juxtaposed rocks in incongruous relation to each other, such as the granitic Salinian block rocks.

One major geologic formation dominates Carmel River State Beach: the Santa Lucia Granodiorite of Paleocene Age. The Santa Lucia Granodiorite, about 93 million years old, comprises the bedrock basement at the Carmel River lagoon, and is also a primary formation along the Carmel River State Beach shoreline. The Amended Area occurs in this geologic formation.

Recent beach deposits occur at San Jose Creek Beach and at Carmel River State Beach. Sand is abundant along the coast, and in the river beds. The composition of the sand is variable, depending on the source. Although heavy minerals, particularly garnet, biotite, and magnetite, are common in the sands of Carmel Bay, quartz and feldspar predominate.

Faults in the Monterey Bay region lie primarily in two major northwest-trending, intersecting zones: the Palo Colorado-San Gregorio fault zone and the Monterey Bay fault zone. In southern Monterey Bay south of Monterey Canyon, the Monterey Bay zone comprises a series of parallel step-wise faults (en echelon faults). The southwestern limit of this zone is represented by a series of stepwise faults that trend northward from Cypress Point. Three of these faults displace the sea floor by 3 to 15 feet. A fault along this zone may cross Carmel Bay and connect with the Tularcitos Fault, southeast of Carmel Valley.

Earthquake records in the Monterey Bay area suggest that the two fault zones are seismically active. Eighty-two earthquakes (Richter magnitude 0.9 to 6.1) were reported in the offshore and narrow onshore areas of Monterey Bay from 1926 to November 1972. The epicenter of one recent earthquake (less than magnitude 1.5) was immediately offshore of San Jose Creek Beach.

Seismicity, susceptibility to coastal erosion, and the potential for landslides, blockfalls, and seacliff retreat are geologic constraints associated with beach deposits or the Santa Lucia Granodiorite in Carmel River State Beach.

Soils

Carmel River State Beach is located in the Central and Northern Coast Soil Region (Soil Region II), which is characterized by coastal terrace lands and uplands. Soils in four series are found in the unit: coastal beaches, Narlon loamy fine sand, Sheridan coarse sandy loam, and Xerorthents.

"Coastal beaches" occurs on narrow, sandy beaches; it is partly or completely covered by water during high tides and storm surges. Permeability is very rapid, and erosion hazard is high due to wind and wave action.

Narlon loamy fine sand is the dominant soil of the Amended Area. Narlon soils consist of poorly drained soils that formed on uplands in soft marine sediments. A perched water table is reported at a depth of 6" to 18" from November to April. Monterey pine (Pinus radiata) is the dominant vegetation on this type of soil. Due to wetness and slow percolation, Narlon soils are identified by the soil conservation service as having severe constraints for campgrounds, septic tanks and absorption fields, shallow excavations, buildings without basements, and roads and streets.

A small area of Sheridan coarse loamy sand occurs adjacent to San Jose Creek west of State Highway 1. In general, runoff is medium and erosion hazard is slight for this soil series.

Xerorthents-dissected occurs on the coastal terrace bluff in the Amended Area. These soils are steep to extremely steep, and consist largely of unconsolidated or weakly consolidated stony alluvium. Runoff is rapid to very rapid; erosion hazard is high. Due to slope, severe constraints for paths and trails are associated with this soil. Plants associated with Xerorthents-dissected include coastal scrub and dune scrub species.

Plant Life

Three principal types of vegetation--introduced annual grassland, coastal scrub, and eucalyptus grove--occur in the Amended Area. A coyote brush scrub community is invading the annual grassland. Black cottonwood riparian woodland and coastal scrub occur at San Jose Creek Beach. Coastal salt marsh species and freshwater marsh species are also established along the outflow of San Jose Creek.

Introduced annual grassland occurs on the coastal terrace on the Mitzi Briggs site, and is dominated by soft chess (Bromus mollis), quaking grass (Briza maxima, B. minor), slender wild oat (Avena barbata), and foxtail fescue (Vulpia myuros var. hirsuta). Perennial grasses are also associated with this community. The annual grassland is being invaded by coyote brush (Baccharis pilularis var. consanguinea) and by French broom (Cytisus monspessulanus). Based on the soil series at this site, it is postulated that a Monterey pine forest once grew in this area.

Coastal scrub occurs on the steep slopes of the coastal terrace. It is composed of dense evergreen or drought-deciduous shrubs. Dominant species are mock heather (Haplopappus ericoides), yellow yarrow (Eriophyllum staechadifolium var. artemisiaefolium), sticky bush monkeyflower (Mimulus aurantiacus), and coast buckwheat (Eriogonum parvifolium). Beach aster (Corethrogyne leucophylla) and Monterey paintbrush (Castilleja latifolia) are also elements of this community.

Blue gum (Eucalyptus globulus) has been planted in a grove on the south end of the Amended Area, and in a windrow with Monterey pine along State Highway 1. Trees are approximately 50 feet high, and very dense. Litter from downed wood and bark shreds is deep. Understory species occur primarily on the periphery of the grove, and include poison oak (Toxicodendron diversilobum) and blackberry (Rubus sp.). Blue gum also occurs on two parcels of land in private ownership contiguous to unit boundaries.

Black cottonwood (Populus trichocarpa) and yellow willow (Salix lasiandra) dominate the small riparian forest at San Jose Creek. The trees are wind-pruned. The tallest black cottonwoods reach approximately 20 feet at the San Jose Creek overcrossing. Poison oak, blackberry, coyote brush, and stinging nettle (Urtica holosericea) intergrade with the willow and cottonwood at the edge of the lagoon. Ice plant (Carpobrotus edulis) is established along the beach in this area. Wild rye (Elymus triticoides?) dominates a small portion of the wetland at the northern end of San Jose Creek Beach. This freshwater wetland forms in a depression inundated seasonally by San Jose Creek. Wild rye is associated with rushes (Juncus spp.) and salt grass (Distichlis spicata) at this site.

A mixed coastal scrub/dune scrub community occurs at the mouth of San Jose Creek. This community is dominated by California sagebrush (Artemisia californica), beach bur (Ambrosia chamissonis), yellow yarrow, and bush lupine (Lupinus arboreus), and intergrades with riparian vegetation as well as wild-rye grassland at the north end of the beach.

No rare or endangered plant species are reported at San Jose Creek Beach or in the Amended Area. Two species having limited statewide distribution (California Native Plant Society - List 4) occur in the coastal scrub: Monterey paintbrush (Castilleja latifolia) and beach aster (Corethrogyne leucophylla). Of special interest is the population of coast buckwheat on the terrace bluff, because coast buckwheat is a host for larvae of the Smith's blue butterfly (Euphilotes enoptes smithi), an endangered species (USFWS, June 1, 1976).

Several species of exotic plants are established in the Amended Area, and on San Jose Creek Beach. The most invasive species are French broom and ice plant. Blue gum is also reproducing at this site. Other introduced species are associated with the annual grassland: fiddle dock (Rumex pulcher), cut-leaf plantain (Plantago coronupus), and English plantain (P. lanceolata), or associated with disturbance along San Jose Creek: curly dock (Rumex crispus), black mustard (Brassica nigra), and wild radish (Raphanus sativa).

Animal Life

Carmel River State Beach is located within the Pacific Coastal Wildlife Region, as defined by Yocum and Dasmann. This region extends from Monterey County north to the southern part of British Columbia. In California, this region is restricted to the coastal slope of the Coast Ranges, an area of moderate rainfall and fog. The Pacific Coastal Wildlife Region is roughly equivalent to the coastal strip in the USFWS California Chaparral Province Ecoregion. Principal wildlife habitats at San Jose Creek Beach and the Amended Area are ocean shore, grassland, coastal scrub, wetland, and eucalyptus grove. The ocean shore receives nutrients from the sea, the primary food for burrowing invertebrate populations, while seaweed and driftwood provide microhabitats for insects and spiders. These species, in turn, serve as food sources for many species of shorebirds. The Snowy plover, sanderling, avocet, herring gull, and Heermann's gull are common. Brandt's cormorant and brown pelican often forage offshore.

Seasonal diversity, abundance of animals and insects, and little cover are characteristic of grassland animal communities. During the spring, annual grasses and other herbaceous species produce abundant food for foraging animals. Common birds are the house finch, purple finch, pine siskin, and white-crowned sparrow. Mammals include the western harvest mouse, California ground squirrel, and meadow mouse. Reptile, bird, and mammal predators frequent annual grassland, and include the western fence lizard, longtail weasel, and bobcat.

The coastal scrub animal community is restricted to bluff tops and faces in the Amended Area. Composed primarily of woody perennial shrubs, this community provides numerous niches for ground-dwelling and perching species. The coastal scrub community also intergrades with the grassland community, creating an "edge effect." The Song sparrow, black phoebe, California ground squirrel, and western fence lizard occur in the coastal scrub community in the Amended Area.

The San Jose Creek wetland at Carmel River State Beach provides important wildlife habitat. The wind-pruned willow and cottonwood trees, with an understory of poison oak and blackberry, provide roosting and foraging sites for birds such as the bushtit, red-winged blackbird, and black-crowned night heron. During periods of freshwater flow, numerous shorebirds forage in the wetland as well. The San Jose Creek channel creates a natural highway for larger species of wildlife. Raccoon prints can be seen in wet soils along the creek.

No survey has been done of vertebrate and invertebrate wildlife in San Jose Creek. No wildlife observations were made in the eucalyptus grove at the Amended Area; however, this habitat does have some wildlife value.

The Smith's blue butterfly (Euphilotes enoptes smithii) is listed by the U.S. Fish and Wildlife Service as an endangered species. This butterfly is restricted to the inland and coastal sand dunes, coastal cliffs, and serpentine grassland communities of San Mateo, Santa Cruz, and Monterey counties. In the larval stage, the Smith's blue butterfly is dependent upon buckwheat (Eriogonum spp.) host plants. The Smith's blue butterfly has been collected at Point Lobos State Reserve and adjacent Huckleberry Hill. At both of these sites, adults were observed feeding on coast buckwheat (Eriogonum parvifolium) or black sage (Salvia mellifera). Coast buckwheat occurs in Carmel River State Beach, and it is possible that suitable habitat for the Smith's blue butterfly occurs in this unit as well.

The black legless lizard (Anniella pulchra nigra), a subspecies of the California legless lizard, is a special-interest animal reported at Carmel River State Beach. This uncommon species is found in sand and duff beneath native dune scrub vegetation. Bush lupine, mock heather, and yellow yarrow often occur in habitats where conditions are suitable for this lizard. The black legless lizard can also occur in more upland areas in sandy soil, provided that shrub species are present. The black legless lizard is designated as a species of "special concern" by the California Department of Fish and Game. A species of special concern has the potential to become listed as threatened or endangered. This lizard is also designated as a "Category 2" species by the U.S. Fish and Wildlife Service; that is, facts relating to threats and biological vulnerability are not completely known.

Ecology

An ecosystem can be defined as a complementary relationship between a natural community and its environment. Terrestrial biotic communities are dominated by plants, and are often characterized by major types of vegetation form. Plant community structure involves a gradient of growth forms in adaptations to different light intensities. Similarly, animals occupy different levels in the community, with stratification occurring in the soil as well as above ground. Natural communities are also subject to horizontal zonation and temporal patterning.

Three major types of vegetation occur in the Amended Area and at San Jose Creek Beach: riparian woodland, coastal scrub, and annual introduced grassland. Riparian woodland occurs along the San Jose Creek drainage, and onsists of wind-pruned trees that intergrade into lower shrubs and herbaceous species. Coastal scrub and grassland occur respectively on outcrops of uplifted marine deposits and deep sandy loam soils derived from these deposits. Blue gum occurs in a grove at the south end of the Amended Area. Based on the soil series, the presumed natural plant community in the grassland area was Monterey pine forest. Monterey pine forest occurs on deep, sandy loams, in areas having a maritime climate, and is restricted to three discrete coastal locations.

The plant communities in the unit provide important wildlife habitats. Many birds can be observed, and are, in general, species characteristic of scrub and grassland communities. The dense cover on the bluffs and abundant food supply also support several species of small mammals and lizards. The trees associated with the San Jose Creek riparian area provide important roost sites for species such as the black-crowned night heron.

For management purposes, three ecological units have been identified at Carmel River State Beach: riparian areas, coastal scrub, and grassland. The principal considerations in managing these units include depletion of the water supply through agricultural and residential pumping, coliform contamination, flood control, exotic species control, reintroduction of fire into the scrub communities, and reintroduction of Monterey pine onto the Amended Area.

Cultural Resources

Archeological Sites

The entire shoreline and adjacent marine terraces have been completely surveyed for cultural resources for this General Plan Amendment. No cultural resources were found on the uplands of the Amended Area when it was surveyed in 1984. Lands on the Odello Ranch and in the Carmel River Lagoon and Wetlands Natural Preserve areas have not been surveyed, due to limitations on time available for fieldwork and a low probability of possible sites in these areas.

There are eight recorded prehistoric archeological sites in, or partially in, Carmel River State Beach. The 1986 survey confirmed the reported locations of these sites, and supplemented the descriptions of site attributes and features found in the existing inventory of archeological resources. New maps and photographs were produced, and midden deposits were augered to determine depth, boundaries, and contents. A complete set of site records and survey reports is included in the Resource Inventory.

All of the eight sites include midden deposits, consisting mainly of dark brown sand and marine shellfish fragments. Two of these sites, Mnt-13 and Mnt-695, lie along the southern unit boundary, and are mostly located in Point Lobos State Reserve. One site, Mnt-17, is mostly located on privately owned land adjacent to the northern end of the unit. Only a very small portion of Mnt-17 has survived intact and undisturbed. The midden at this site is most readily visible in the bluff edge immediately below the sharp turn in Scenic Drive, upcoast from the end of the Carmel River beach.

Five archeological sites are located entirely in Carmel River State Beach, and are in a geographically well-defined area on the marine terrace between the mouth of Carmel River and San Jose Creek. These five sites are recorded as Mnt-14, Mnt-221, Mnt-473, Mnt-474, and Mnt-633. These sites have well-developed, readily identified shell midden deposits. Shell midden depths vary from 30 cm (12 inches) to more than 180 cm (72 inches). The five sites range in size from a 60 by 20 meter area at Mnt-473, to an area of 200 by 150 meters at Mnt-14. An interesting attribute of these sites is the apparent

diversity of shell content between them, even though they are very close together. Red-backed abalone (Haliotis rufescens) shell fragments were the dominant, almost exclusive finding at the southern three sites. Mussel (Mytillus), barnacle (Balanus), and other shell species were more common at Mnt-14 and Mnt-633.

Many coastal shell middens are thought to be specialized processing sites that were not permanently occupied. This type of site typically has a small area, shallow or average depth, an abundance of shell fragments, some fire-cracked rock, and few artifacts. Sites Mnt-473 and Mnt-633 may exemplify this pattern of special use sites.

Four of these sites have lateral boundaries up and downcoast that correlate almost exactly with the granitic outcrops on the adjacent shoreline. Three of these sites (Mnt-14, Mnt-221, and Mnt-474) have bedrock mortars set in the weathered, rough-textured granitic boulders on the shoreline, a most unusual location for this kind of feature. These bedrock mortars may have been used for grinding and pounding fish and/or the nuts of Monterey pines. The adjacent soil on the higher marine terrace, Narlon loamy fine sand, is thought to have developed under a formerly extant stand of Monterey pine.

Whether these sites were occupied year-round or only at certain seasons is difficult to determine. The presence of bedrock mortars, a variety of artifacts, and large, deep middens at sites Mnt-14, Mnt-221, and Mnt-474 suggests more intensive use of these areas. Soils at sites are sufficiently alkaline to allow for preservation of bone material. The nature of these sites, including depth and location, indicates a high probability for the existence of cemeteries, though none have yet been identified.

None of these five sites between San Jose Creek and Carmel River appear to have been greatly disturbed or damaged by previous developments or land uses. At least one small, informal footpath crosses each of these sites, usually along the bluff edge. A maintained dirt trail, wide enough for use by service vehicles, crosses sites Mnt-14 and Mnt-221, though it has not caused any appreciable cutting, erosion, or deflation of these middens. Minor bluff edge erosion from occasional foot traffic has been found at sites Mnt-473, Mnt-474, and Mnt-633.

The five archeological sites described above, and others located in Point Lobos State Reserve, are the best known and best preserved archeological resources on Carmel Bay.

Because no excavations have been conducted at Carmel River State Beach, there have been no scientific determinations as yet on the antiquity, uniqueness, or subsurface features of these sites. Based on the apparent integrity of these midden deposits in an area whose prehistory is fairly well known, it is believed that these sites are very significant resources that merit sustained efforts for conservation and preservation.

Historic Structures

The Odello Ranch barn, blacksmith shed, cookhouse, old Odello residence, and garage buildings were recently recorded. The barn is a locally significant historic structure worth retaining. The east half of the barn burned in 1982, and was rebuilt similar to the original building. This structure and the nearby blacksmith shed are good examples of rural, turn-of-the-century farm buildings that are rare in the Monterey-Carmel area. The creamery appears to have originally been a one-room farmhouse in a simplified Gothic style, with shed-style additions on all four sides. The exterior appearance of these buildings in an agricultural setting has some local esthetic value, owing in part to their location within view of State Highway One in the first non-urban area south of Marina. The Cultural Values Map, No. 13 in the 1979 General Plan, is amended to designate the barn, blacksmith shed, and the creamery as in an area of "high sensitivity." The vehicle rack, garage, and old Odello house (circa 1940) do not appear to have any significant historical or architectural value.

Ethnographic and Historic Overview

The Native American population associated with the area represents the Rumsen-speaking branch of the Costanoan language family in the Penutian language stock.

At the time of European contact, the Costanoans, or Ohlone as they prefer to be called, inhabited an area that stretched southward along the coast from the Carquinez Strait to the Little Sur River, and eastward to approximately the foothills of the Coast Range. Their subsistence was based on a mixture of hunting and gathering, with almost anything edible being hunted, trapped or harvested, including beached whales.

Very little historical information is available concerning traditional Indian occupation of the Central Coast. The few archeological sites remaining are the only sources of data that can provide additional knowledge about the daily activities and lifestyle of the Ohlone. Many of these sites have been and continue to be destroyed by private and commercial development.

The average Ohlone village supported a population of 20 to 40 people, living in five to eight conical tule mat-or brush-covered houses. Each village had a large sweat house, and sometimes a large ceremonial structure as well.

The population of the Ohlone at the time of European contact may have been as high as 12,000.

With the arrival of the Spanish in 1770, the Rumsen-speaking Ohlone who frequented the lagoon became part of the neophyte population of Mission San Carlos Borromeo Del Rio Carmelo.

The first Europeans who viewed the Carmel River area probably were members of the Sebastian Vizcaino expedition in 1602. Vizcaino was under orders from the King of Spain to survey the coast of California and find a suitable port, where the returning Manila Galleons, could stop for much needed rest, repairs, and provisions. Vizcaino's recommendation was that Monterey Bay would be an ideal relief port for the returning Manila Galleons, and that a Spanish colony should be established there immediately.

During Sebastian Vizcaino's exploration of the Monterey Peninsula, it is very probable that he saw the lagoon at the mouth of the Carmel River.

The historic record shows that Don Gaspar de Portola - Father Crespi land expedition observed the area, and camped near it during the fall of 1769. This was a colonizing expedition sent to establish a Spanish colony at Monterey, as recommended by Sebastian Vizcaino 167 years earlier. Before leaving the Carmel River beach area, Captain Portola and Father Juan Crespi erected a large cross on the knoll, above and adjacent to the lagoon. The cross bore the carved inscription, "Dig at the foot and thou wilt find a writing." The document buried in a crockery container was a brief narrative of the expedition, with a request that the commander of any vessel arriving sail down the coast to try to find the land party, in order to put ashore some much-needed supplies.

On May 31, 1770, the entire expedition, now including Father Junipero Serra, who had remained in San Diego, was reunited in Monterey. It is likely that Father Serra visited the Carmel River area soon after this date. He was searching for the ideal location for establishing the second Franciscan mission in Alta California. On August 24, 1771, Father Serra established Mission San Carlos Borromeo Del Rio Carmelo, which still exists today, only a few hundred yards northeast of the unit.

In 1835, after secularization took place, the beaches and surrounding land were granted to Teodoro Gonzales by Governor Jose Figueroa, and became part of the 8,876-acre Rancho San Jose y Sur Chiquita.

In 1944, Harry Downie, the restorer and curator of Mission San Carlos Borromeo Del Rio Carmelo, erected a large, hand-hewn cross on the knoll above the lagoon, in the same area where Don Gaspar de Portola and Father Juan Crespi had erected their cross in the fall of 1769. This cross was in honor of the Portola-Crespi expedition of 1769. In November 1983, Mr. Downie's cross fell to the ground during a heavy gale. A group of local citizens quickly replaced it.

On August 15, 1947, the State Park and Recreation Commission proposed acquisition of San Jose Creek Beach and Carmel River Beach in Monterey County, on a 50-50 cost sharing basis with the county, to be used as park land, and to help reduce visitor pressure at Point Lobos. Ten days later, the Point League and the Monterey Peninsula Audubon Society sponsored a meeting to discuss the possibility of incorporating these two beaches into a unit of the California State Park System, and protecting the Carmel River Lagoon as a wildlife sanctuary.

Twenty-seven acres on the north side of the lagoon were acquired on November 20, 1952, from Mr. and Mrs. James C. Doud and Mr. Corum B. Jackson. Four acres on the north side of the river mouth were acquired on December 10, 1954, from the Carmel Development Company. Twenty-two acres on the south side of the lagoon and river mouth were deeded to the state on December 21, 1953, by Mrs. Helen A. Burnette.

In 1953, Carmel River State Beach officially became an operating unit of the California State Park System.

In 1974, the state acquired 155 acres of agricultural land south of the Carmel River. This land has been leased to the Odell Brothers partnership, and has remained in production for artichokes. In 1981, the state acquired 35 acres of undeveloped land north of the Bay School, and south of the Ribera Road subdivision.

Esthetic Resources

Carmel River State Beach is an area of high scenic value. San Jose Creek Beach forms a graceful arc of white sand at the southern end of Carmel Bay. Adjacent uplands enclose the beach, and send spires of rock into the sparkling blue and green waters of the bay. The fog swirls away, and reveals Point Lobos in striking lights and darks: white rock and deep green conifers.

From south to north along the beach, the downcoast vistas change constantly, and increase in prominence. The headlands at the western end of the beach are the focal point for mid-ground vistas. Red-brown kelp beds invite close inspection. Immediately opposite the San Jose Creek overcrossing, Point Lobos becomes visible: rows of jutting headlands, ringed by breakers rising steeply from Carmel Bay. It is at the northeast end of San Jose Creek Beach, upcoast from the riparian zone, that Point Lobos first becomes visible to travelers southbound on State Highway 1. Panoramic views of Carmel Bay can be seen from the coastal bluffs at the western edge of the Briggs property.

Carmel River State Beach is also an area of auditory and olfactory sensations. The raucous cries of winging gulls create a counterpoint to the sound of the rushing surf. The tang of salt air dominates the sense of smell. Willow leaves and sea fig fruits provide subtler fragrances.

There are several prominent negative features in the viewshed of Carmel River State Beach. These include automobile traffic, power lines paralleling State Highway 1, and houses contiguous with the Briggs property. The grove of eucalyptus trees provides only partial screening of the Bay School and private residential inholdings adjacent to San Jose Creek Beach, and blocks downcoast views to San Jose Creek Beach.

A visual sensitivity map is included. This map was prepared to assess areas in the unit having high scenic values. Five visual classes were chosen to reflect areas of high to low values. For example, areas with high values provide downcoast vistas to Pint Lobos, while upcoast houses are not visible in the viewshed. In contrast, areas of low visual values offer a limited viewscape, with either natural, or human-made features obscuring vistas.

Recreation Resources

The Carmel Bay area has long been a focal point for recreational activities, and Carmel River State Beach is an important destination point in this area. With approximately 7,900 feet of bay frontage, Carmel River State Beach provides coastal access for ocean-related activities such as scuba diving, sunbathing, beachcombing, and surf fishing. Nature study, painting, photography, and picnicking are other recreational uses associated with this unit.

More than 260,000 persons visited Carmel River State Beach during the 1985-1986 fiscal year. Approximately 30 percent of the visitation occurred during the summer season.

Rough surf, unpredictable wave action, steep beaches, and strong offshore winds are constraints on recreational activity associated with this unit. Parking along State Highway 1 is a constraint on safe recreational use in this unit.

Resource Policy Formation

Classification

Classification of a State Park System unit forms the foundation on which all management and development policies are based. Classification statutes contained in Article 1.7 of the Public Resources Code specify broad management objectives and improvements appropriate in a state beach.

Carmel River State Beach was acquired by the state in 1953. Following establishment of the current State Park System classification system in the early 1960s, the State Park and Recreation Commission classified the unit as Carmel River State Beach. Classification by the commission directed the department to manage the unit as specified in Public Resources Code Section 5019.56. This section defines and describes a state beach as a type of state recreation unit, as follows:

> 5019.56. State Recreation Units. State recreation units consist of areas selected, developed, and operated to provide outdoor recreational opportunities. Such units shall be designated by the commission by naming, in accordance with the provisions of Article 1 (commencing with Section 5001) and this article relating to classification.
>
> In the planning of improvements to be undertaken within state recreation units, consideration shall be given to compatibility of design with the surrounding scenic and environmental characteristics.
>
> State recreation units may be established in the terrestrial or underwater environments of the state and shall be further classified as one of the following types: . . .
>
> (d) State beaches, consisting of areas with frontage on the ocean, or bays designed to provide swimming, boating, fishing, and other beach-oriented recreational activities. Coastal areas containing ecological, geological, scenic, or cultural resources of significant value shall be preserved within state wildernesses, state reserves, state parks, or natural or cultural preserves.

Declaration of Purpose

A declaration of purpose describes the purpose of the unit, and identifies the prime resources, long-range management objectives, and the relationship between the unit's resources and recreational uses. A declaration of purpose was written for Carmel River State Beach in March 1979, and was approved by the State Park and Recreation Commission on May 11, 1979. The proposed changes in the original declaration of purpose reflect acquisition that occurred subsequent to approval of the Point Lobos State Reserve and Carmel River State Beach General Plan.

The original and proposed declarations of purpose for the unit are as follows:

Original:

The purpose of Carmel River State Beach is to provide the people, forever, for their enlightenment, inspiration, esthetic enjoyment, and recreational pursuits a combination of beautiful sandy beaches and rocky bluffs, including the coastal strand, coastal bluff and coastal scrub communities, and the preservation of wetlands formed by the Carmel River, in an essentially natural condition together with the outstanding related scenic, natural and cultural values including the flora and fauna of Carmel Bay, Carmel River wetlands, and the coastline of Carmel Bay.

Proposed:

The purpose of Carmel River State Beach is to provide the people, for their enlightenment, inspiration, esthetic enjoyment, and recreational pursuits, a combination of beautiful sandy beaches, rocky bluffs, and adjacent uplands, including the coastal strand, coastal bluff, and coastal scrub communities; and to preserve the wetlands formed by the Carmel River in an essentially natural condition, together with the outstanding related scenic, cultural, and natural values, including the flora and fauna of Carmel Bay, the Carmel River wetlands, and the coastline of Carmel Bay.

The function of the California Department of Parks and Recreation at Carmel River State Beach shall be to preserve and protect public opportunities for ocean beach-oriented recreation in a high-quality environment, and to restore and protect the natural values of the coastal wetland, coastal bluffs, and upland, as well as the cultural values associated with historical and Native American uses of the site. A natural setting for recreational activities shall be preserved.

Zone of Primary Interest

The zone of primary interest is that area outside the unit in which land use changes could adversely affect the resources of Carmel River State Beach. The area includes the adjacent city of Carmel, adjacent offshore areas including the Ecological Reserve at Carmel Bay, and the watersheds of Carmel River and San Jose Creek, which terminate in the unit.

In addition, the department should be concerned about activities on all lands, no matter how far from the unit, that can, through their development and use, adversely affect the resources and features in the unit. Air pollution generated by the city of Carmel, sewage pollution at the Carmel River, oil

spills from offshore oil development, and pollution from other sources all could potentially affect Carmel River State Beach. Continued overdrafting of ground water upstream from the mouth of the Carmel River could adversely affect the natural preserve. Alteration of inland surface water flow and development of both offshore and onshore protective structures could alter the available sand supply to the beach, potentially resulting in a permanent or progressive loss of beach sand. Department officials should be aware of these potential threats, and should take action whenever possible to minimize them.

Resource Management Policies

Resource management in the State Park System is governed by laws contained in the Public Resources Code, by regulations in the California Administrative Code, by directives approved by the department's director, and by policies approved by the State Park and Recreation Commission. General policies related to unit classification and the declaration of purpose have been addressed in previous sections.

Specific departmental Resource Management Directives amplify the legal codes, and provide clear management guidelines. Directives that are especially pertinent to existing or potential problems related to management of resources at Carmel River State Beach are:

#15 State Recreation Units: protection of resources
#18 State Beaches: avoid using sandy beaches for secondary uses
#19 State Beaches: protection of resources
#33 Exotic Plant Species
#35 Wildlife Protection
#38 Coastal Bluff Protection
#43 Water Diversion and Pollution
#46 Environmental Quality
#51 Management of Native American Resources
#58 Cultural Resource Protection
#61 Adaptive Use of Historical Structures
#70 Archeological Sites

Directives #18 and #19 are particularly relevant to planning issues for the State Beaches along Carmel Bay:

> (18) INSOFAR AS IS POSSIBLE IN STATE BEACHES, THE ENTIRE AREA OF THE SANDY LITTORALS WILL BE AVAILABLE FOR RECREATION USE AND VISUAL ENJOYMENT. IT IS AN OBJECTIVE OF THE DEPARTMENT TO AVOID USE OF NATURAL SANDY BEACHES FOR PARKING OR FOR OTHER SUPPORTIVE OR SECONDARY USES.
>
> (19) THE SCENIC, NATURAL, AND CULTURAL VALUES OF STATE BEACHES, INCLUDING THE ECOLOGICAL RELATIONSHIPS OF THE LITTORAL, TIDAL, AND NEARSHORE AREAS WILL BE IDENTIFIED, EVALUATED, AND PROTECTED SO THE TOTAL QUALITY OF THE RECREATION EXPERIENCE MAY BE PERPETUATED AND ENHANCED.

Following several years of significant storm damage in many coastal State Park System units, the department adopted a policy for coastal erosion on October 24, 1984. The intent of the policy is to avoid construction of new permanent facilities in areas subject to coastal erosion unless the risk of loss is clearly offset by the need for the facility, and to promote the use of expendable or movable facilities in erosion prone areas. The policy reads as follows:

> The Department of Parks and Recreation shall avoid construction of new structures and coastal facilities in areas subject to ocean wave erosion, seacliff retreat, and unstable cliffs, unless specific determinations have been made that the risk of loss of the facility is clearly offset by the investment and need for the facility. Measures shall be taken to minimize human induced erosion by reducint: concentrated surface runoff from use areas, elevated groundwater levels from irrigation and urbanization, and surface disturbance of blufftop soils. In recognition of California's actively eroding coastline, new structures and facilities located in areas known to be subject to ocean wave erosion, seacliff retreat, or unstable bluffs shall be expendable or movable. Structural protection and reprotection of developments shall be allowed only when the cost of protection is commensurate with the value (phusical and intrinsic) of the development to be protected, and when it can be shown that the protection will not negatively affect the beach or the near-shore environment.

In addition to policies, directives, and laws that apply statewide, the following specific resource policies have been developed for Carmel River State Beach:

Natural Resources

Geologic Hazards

Geologic hazards at Carmel River State Beach include landslides, block falls, liquefaction, tsunamis, and seismic shaking. Site-specific investigations prior to new developments can help to avoid construction in areas subject to these hazards.

> Policy: New permanent facility development shall avoid geologic hazards. Site-specific geologic investigations shall be conducted by a registered geologist or certified engineering geologist before final siting of facilities. The investigation shall identify potential geologic hazards of the site, and shall provide for mitigating measures to ensure structural stability of the development.

Coastal Erosion

The seacliffs and beaches of Carmel River State Beach are subject to coastal erosion, seacliff retreat, and beach sand loss.

Policy: All future permanent facility development at Carmel River State Beach shall be sufficiently set back to ensure that the development will endure. New developments shall neither create nor contribute significantly to erosion or geological instability.

Development shall not be permitted on the cliff face, except for engineered staircases or accessways to provide public access to designated public use areas. These access structures shall be designed to minimize alteration of the bluff and beach.

Monterey Pine

In California, Monterey pine (Pinus radiata) occurs naturally at Ano Nuevo Point, at Cambria, and in the vicinity of Monterey. In the Point Lobos area, it occurs on deep, loamy sand soils derived primarily from marine sediments. Monterey pine exists in a maritime climate, where fog and fog drip moisture occur during dry summer periods. Monterey pine grows commonly in closed canopy forests; it is associated with herbaceous and shrub species such as poison oak, sticky bush monkeyflower, huckleberry (Vaccinium ovatum), and California bedstraw (Galium californicum). Monterey pine cones remain attached to trees for many years, and, unlike those of other closed-cone pines and cypresses, can open and close in the absence of fire. Although some recruitment takes place while cones are open, optimum reestablishment occurs with fire.

Soils develop as the result of an interaction of several factors. These factors include the underlying geologic formation, topography, climate, time, and biological activity resulting from plants, animals, and microbes. Soils in the Narlon series, presumed to have developed under Monterey Pine, occur in the Amended Area. This site is currently dominated by annual grassland and coyote brush. Reintroduction of Monterey pine will initiate restoration of native pine forest at this site.

Policy: The department shall initiate a feasibility study to assess Monterey Pine restoration and management at Carmel River State Beach. On-site soil analysis, including possible use of opal phytoliths, shallform the basis for reconstruction of the pristine plant community(ies) on the upland terrace. Should scientific evidence document the historic occurence of Monterey pine on the terrace, the department shall develop and implement a plan to restore and manage this species at Carmel River State Beach. The primary objective of this plan shall be to manage toward a natural condition conducive to re-establish of Monterey pine, with a minimum of disruption to natural processes. The secondary objective shall be to restore and perpetuate the Monterey pine community that occurred in this unit prior to Euroamerican influence. Because optimal Monterey pine reproduction occurs following a low-intensity fire, fire management may be an important element of this plan.

Seed collected at Point Lobos State Reserve shall be used for pine re-introduction into Carmel River State Beach. In order to ensure the genetic integrity of the Point Lobos Monterey pine established at Carmel

River State Beach, existing pines in the unit shall be analyzed to determine their genetic composition. Plants demonstrated as having a non-indigenous genetic composition shall be removed.

"Restoration" and "re-introduction" in the context of this policy shall be synonymous with broadscale tree planting. Following re-introduction of trees on a limited scale, natural regeneration shall be allowed to occur.

Landscaping

The use of exotic species would detract from the natural appearance of Carmel River State Beach, and could require permanent irrigation and greater maintenance costs.

Policy: In order to maintain the diversity of native species, landscaping in developed areas should consist of species indigenous to the unit, or to Point Lobos State Reserve. Monterey pine from seed collected at Point Lobos State Reserve shall be used as screening in the Amended Area. If exotic species are used, these shall be species which are incapable of naturalizing in the wild, and which will not require a permanent irrigation system.

Exotic Plant Species

Exotic species have become naturalized at Carmel River State Beach; for example, in the wetland and on the adjacent upland. In these areas, they are successfully competing with native species. Exotic species have also been planted adjacent to State Highway 1, and in the Amended Area. Perpetuation of native plant communities is dependent on control and removal of exotic species.

Policy: The department shall pursue a long-range objective of reducing or removing exotic plants, including eucalyptus, broom black mustard, and ice plant, that have become established in the unit. The highest priority for control efforts shall be given to those species most invasive and conspicuous in the landscape.

Prescribed Fire Management

Historically, fires burned regularly throughout Point Lobos State Reserve and Carmel River State Beach. The fires were most often ignited by lightning in the late summer and early fall, and by the intention or accidental activities of Native Americans and ranchers. Wildfires began to be effectively suppressed in the late 1920s, and since that time, fire has only infrequently burned through the unit. Disruption of natural fire processes has resulted in ecological imbalances and the increased likelihood of destructuve wildires due to fuel accumulation. Reintroduction of fire through a carefully controlled prescribed fire program may be needed to maintain native plant species and plant communities which developed under a regime of frequent fires, to restore the processes necessary for perpetuation of natural ecosystems, to control exotic species, and to reduce the potential for catastrophic wildfires.

Policy: Use of prescribed fire shall be allowed in Carmel River State Beach in accord with department-prescribed fire management policies. A Prescribed Fire Management Plan shall be prepared prior to initiation of any burning.

Fire Prevention and Suppression

Wildfire can be a threat to natural resources, facilities, and human life property. A Prescribed Fire Management Program which simulates the historic natural fires of this regiona will reduce the damage from future wildfires, but cannot eliminate the threat of destructive wildfires during periods of fire weather conditions and from human-caused ignitions. For these reasons, the department requires that a Wildfire Management Plan be developed for every State Park System unit that experiences wildlandfires.

Because unconventional fire control facilities and fire fighting procedures can have long-lasting impacts on park resources, development of special standards and procedures applicable to sensitive unit resources is important.

Policy: The department shall work with appropriate agencies to implement a Wildfire Management Plan at Carmel River State Beach. This plan shall address all aspects of wildfire planning, including prevention, presuppression, and suppression. Protection of sensitive park resources, adjacent property, human lives, and facilities shall be an important element of this plan.

Wildlife Requiring Special Management Consideration

The black legless lizard (Anniella pulchra nigra) is reported at Carmel River State Beach. This uncommon animal is designated as a species of "special concern" by the California Department of Fish and Game, and has the potential of being listed by the state as threatened or endangered. It is also listed by the U.S. Fish and Wildlife Service (USFWS) as a "Category 2" species.

Two federally-listed species, the brown pelican and the southern sea otter, occur at the unit.

Other species of special concern that can be observed from the unit include the common loon, American white pelican, double-crested cormorant, and California gull.

Policy: Specific management programs shall be developed when appropriate for animal species that are threatened, endangered, or of special concern. Necessary and suitable habitat, where it exists, shall be perpetuated. Programs or projects undertaken at Carmel River State Beach shall be planned and designed so that animal life requiring special management consideration will not be adversely affected. Resource management actions will focus on natural processes, in recognition that natural processes are mutually beneficial to all important resources.

Smith's Blue Butterfly

The Smith's blue butterfly (Euphilotes enoptes smithi), listed by the USFWS as an endangered species, occurs in Point Lobos State Reserve. This butterfly is restricted to coastal Monterey, Santa Cruz, and San Mateo counties, and is endangered by destruction of its habitat. The Smith's blue butterfly occurs on inland dunes of ancient beach sands, in serpentine grassland, coastal sand dunes, and chaparral on cliff faces. The larval stage of the Smith's blue butterfly feeds exclusively on two species of buckwheat, Eriogonum latifolium and E. parvifolium. Potential habitat for this species occurs at Carmel River State Beach.

A recovery plan for the Smith's blue butterfly, as well as its habitat, has been developed by the USFWS. A primary objective of this recovery plan is to protect, manage, and enhance known Smith's blue butterfly populations in order to help assure survival of the species.

> Policy: The department shall survey potential Smith's blue butterfly habitat in Carmel River State Beach to determine if the Smith's blue butterfly is present in the unit, or if the habitat is suitable for species introduction. If the Smith's blue butterfly ocurs in the unit, the department shall work with the USFWS to perpetuate this population as addressed in the recovery plan. If the Smith's blue butterfly does not occur in the unit, although habitat is deemed suitable to support the species, the department shall consult with the USFWS on possible introduction of this species into Carmel River State Beach.

Carmel Bay Wetlands

The term "wetland" refers to any watercourse or body of water, the lands underlying or adjacent to these waters, and the wildlife and natural communities dependent on the wetland habitat (Public Resources Code, Section 5812). Wetlands are highly productive areas where terrestrial and aquatic nutrients are constantly being exchanged. Coastal wetlands are essential to fish as spawning and nursery areas, and to migratory waterfowl and shorebirds as resting, feeding, and nesting sites. From a human standpoint, wetlands may help to minimize the effects of flooding and erosion, and to buffer the effects of pollution. With their diversity of animal and plant life, wetlands are also important esthetic and recreational resources.

In California, approximately 70 percent of coastal wetland acreage has been destroyed since 1900. Of the remaining wetlands, seven percent occurs on the coast between San Francisco and the Mexican border; 80 to 89 percent is in the San Francisco Bay complex. Because such a large proportion of wetland habitat has been lost, the California Coastal Act requires that the "biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes...be maintained and, where feasible, restored..." (Article 4, Section 30231).

In the Monterey Bay area, historic marshes have been largely converted to residential, industrial, or agricultural usage. The existing wetlands in Carmel Bay at Carmel River and San Jose Creek include coastal saltmarsh, coastal freshwater marsh, and riparian woodland vegetation. These marshes

provide habitat for numerous species of birds; the Carmel River wetland is known for its diversity of resident and migratory waterfowl. Carmel River also supports the largest self-sustaining run of steelhead south of San Francisco Bay, as well as one of the southernmost runs in North America.

In recognition of its significance, the Carmel River wetland was classified by the State Park and Recreation Commission as Carmel River Lagoon and Wetlands Natural Preserve on November 8, 1985.

> Policy: In order to preserve the integrity of the wetlands at Carmel River State Beach, a wetland management plan shall be prepared and implemented. The plan shall address wetland restoration, vegetation management, (including exotic species control), wildlife management, flood control, and pollution abatement.

Cultural Resources

Conservation of Archeological Sites

It is the policy of the department to minimize or avoid disturbing Native American archeological sites. The philosophy of conservation and protection of archeological sites is embodied in Resource Management Directive #51: "The department shall endeavor to preserve intact any Native California resources in the State Park System."

Minor bluff edge erosion from occasional foot traffic is occurring at sites Mnt-473, Mnt-474, and Mnt-663.

> Policy: Where use or facility development create impacts to archeological sites, the department shall take the necessary steps to preserve their heritage values. Threatened sites shall be protected with appropriate stabilization measures. Where human-caused bluff edge erosion is occurring from nondesignated trails, the areas shall be stabilized by the planting of native vegetation or other appropriate means consistent with preservation of the unit's scenic, cultural, and natural values. Maintenance and public use of the existing improved trail through the area may continue.

Cultural Preserve Classification

Cultural preserves consist of distinct areas of outstanding cultural interest established within the boundaries of State Park System units for the purpose of protecting such features as sites, buildings, or zones which represent significant places or events in the flow of human experience in California. Areas set aside as cultural preserves are large enough to provide for effective protection of the prime cultural resources from potentially damaging influences, and to permit effective management and interpretation of the resources. In cultural preserves, complete integrity of the cultural resource is sought, and no structures or improvements which conflict with such integrity are permitted (Article 1.7, Section 5019.74).

Policy: The department shall consider the coastal terrace between Carmel River and San Jose Creek for designation as a cultural preserve, in order to give additional recognition and protection to five archeological sites: Mnt-14, Mnt-221, Mnt-473, Mnt-474, Mnt-633.

Historic Structures

The Odello barn and blacksmith shed are currently used and maintained by the Odellos as part of their agricultural lease. Although the State Office of Historic Preservation has determined that none of the Odello farm buildings are eligible for inclusion on the National Register of Historic Places, these structures are good examples of rural, turn-of-the-century farm buildings in the Monterey-Carmel area.

Policy: No demolition of the barn, blacksmith, or cookhouse buildings shall be permitted without prior additional study and evaluations. The department shall consider restoring the central room of the cookhouse/ bunkhouse building to its original external appearance. The shed-style additions to the cookhouse are considered architecturally non-significant. The Odello farm buildings may be leased for agricultural uses, or adapted for administrative or visitor-serving uses.

Esthetic Resources

Natural Landscape Management

The scenic quality at Carmel River State Beach is derived from its diverse natural landscape. Varied topography, its proximity to the Pacific Ocean, a mosaic of vegetation, and abundant wildlife contribute to the esthetic features of this unit. Human-made structures and facilties can encroach on the natural landscape and detract from the scenic quality of the unit. The State Highway 1 traffic corridor, private inholdings, adjacent residential areas, and overhead utility lines constitute negative esthetic features.

Policy: The emphasis of landscape management at Carmel River State Beach shall be toward maintenance of the natural landscape. Facilities shall be screened to the extent possible and harmonious with the natural landforms of the unit. Human-made intrusions shall be reduces or eliminated. The department shall work with appropriate local agencies to place overhead utility lines adjacent to the unit underground, where feasible.

Allowable Use Intensity

The California Public Resources Code, Section 5019.5, requires that a land carrying capacity survey be made before the preparation of any development plan for any park or recreation area. Section 5001.96 further requires that attendance be held within limits so established. Allowable use intensity is a refinement of the land carrying capacity concept, and is prepared as part of the Resource Element of the General Plan, in fulfillment of the above code sections.

Allowable use intensity is just one of several factors considered in developing the Land Use Element of the General Plan. Other factors that may also be considered in determining land use for any unit of the State Park System are classification and purpose, recreation needs, design considerations, and social carrying capacity or the desired quality of the recreation experience.

Allowable use intensity determinations establish the limits of development and use an area can sustain without an unacceptable degree of deterioration in the character and value of the scenic, natural, and cultural resources. Determinations are based on analysis and integration of resource management and protection objectives, resource constraints, and resource sensitivities information.

Resource management objectives are defined by the Public Resources Code and other laws, unit classifications and declarations of purpose, and by specific declarations of resource management policy presented in the General Plan and in this Resource Element.

Resource constraints are factors which would make visitor use or facility development unsafe, economically impractical, or undesirable. They are determined by evaluating such factors as erodibility and compaction potential of soils, geologic hazards, slope stability and relief, hydrologic conditions, the potential for pollution of surface waters, and flooding.

Sensitivities are conditions, locations, or values of resources that warrant restricted use or development to protect resources. Sensitivities are evaluated by considering such factors as the ability of the ecosystem to withstand human impact (ecological sensitivity), not only in the short term but also over a more extended time span; the fragility and significance of archeological and historical resources; vegetation characteristics such as durability, fragility, and regeneration rates; and wildlife considerations such as tolerance to human activity, population levels, and stability. Sensitivities may also include scenic resources; rare, threatened, or endangered plants, animals, and habitats; unique or scientifically important botanic features; and other resources of regional or statewide significance.

Based on the preceding factors, allowable use intensities for lands at Carmel River State Beach were determined, and are shown on the allowable use intensity map. This map incorporates data provided in the General Plan. Three use-intensity categories have been developed: low, moderate, and high. The low-intensity use zone includes the coastal bluffs, the wetlands associated with San Jose Creek and Carmel River, archeological sites, and the zone of wave action. The moderate-use zone is the coastal beach where relatively heavy visitor use can occur, but is subject to inundation by storm waves. The high-intensity zone includes the sites of existing facilities and the terrace at the Mitzi Briggs property.

Proposed Development

PROJECT PURPOSE:

The primary purpose of this amendment is to provide parking facilities at Carmel River State Beach: (1) to improve visitor safety along the shore; (2) to improve visitor safety along Highway 1; and (3) to enhance the view from Highway 1.

Visitor Safety Along the Shore:

The existing informal parking along the shoulder of Highway 1 is a serious visitor control problem. Visitors now have immediate access to the beach without being adequately informed of the potential hazards of the surf. The proposed development will allow visitors to be warned of the dangers while visiting the beach, through use of informational signing and ranger contact.

Visitor Safety Along Highway 1

Currently, up to 75 to 100 cars park on the west side of Highway 1 on a typical summer day, primarily for access to scuba diving. Although Caltrans statistics indicate that the traffic accident rate along San Jose Creek Beach is less than the state average for similar speed and alignment highway conditions, many park visitors currently feel threatened by the fast traffic alongside the parking on the highway shoulder.

The vehicle speed limit on Highway 1 next to San Jose Creek Beach is 55 mph. The nearest 40 mph zone begins at the intersection of Carmel River and the highway, and extends north.

Installation of two parking areas will improve visitor safety along Highway 1 by eliminating the parking of vehicles along the shoulder. The new entrance roads to the parking areas will provide a much safer access to and from the highway.

View from Highway 1:

The San Jose Creek Beach attracts a wide variety of visitors, including scuba divers who use the area as an entry to the kelp beds and submarine canyon directly offshore. With the large number of cars using the shoulder of Highway 1, the panoramic view of Carmel Bay from the highway is significantly degraded.

Development of two parking areas will enhance the view from the highway by eliminating the current parking along the shoulder. These parking areas will be screened from the highway through use of earth berming and native landscaping.

Analysis of Alternatives:

The department's staff identified seven alternative design solutions to the parking problem along San Jose Creek Beach, and analyzed each alternative in terms of: (1) the resources; (2) design criteria; and (3) the quality of visitor experiences. The factors used in this analysis are shown on page 56, and are summarized on page 57. The analysis included impacts the development would have on the scenic and environmentally sensitive resources, compliance with the local coastal plan, allowable road connections to Highway 1, availability of utilities, space for future expansion, construction costs, visibility from the highway, pedestrian and scuba access, visitor safety/control, and visibility from Point Lobos and Carmel Meadows.

The California Department of Transportation staff assisted in the analysis by determining the allowable road connections to Highway 1. Other factors considered in the analysis of alternatives were the impacts of the parking areas on other nearby property owners.

Alternative A:

Alternative A was eliminated because of its impact on the wetland vegetation at the north end of San Jose Creek Beach. The 25-car parking area shown would interfere with the view from the highway, and the lack of a parking area at the south end of the beach does not conform to the Carmel Area Land Use Plan or the needs of scuba divers.

Alternative B:

Alternative B was eliminated because of its visibility from the highway, and its interference with the view of Point Lobos from the highway. It would also not provide for an even distribution of park visitors along the beach since it concentrates all parking at the south end of the beach. This could pose potential illegal visitor access problems into Point Lobos State Reserve.

Alternative C:

Alternative C was eliminated because the point of connection to the highway was not approved by Caltrans. This plan also did not include a parking area at the south end of San Jose Creek Beach, as required by the Carmel Area Land Use Plan.

Caltrans has determined that because of the poor sight distance along the highway and the dangers encountered by vehicles turning to and from the parking area road, the only safe point of connection to the highway is between points 400 feet from the San Jose Creek Bridge at the south end and 600 feet from the bridge on the north end. Alternative C would provide only a 6-second sight distance for vehicles approaching from the north, and some larger vehicles require up to 10 seconds to make a full left-hand turn.

Alternative D:

Alternative D was also eliminated because the point of connection to the highway was not approved by Caltrans.

Alternative E:

Alternative E is the parking area shown as the preferred location in the General Plan, approved in May 1979. It was eliminated because of its high impact on the vegetation in the wetland area, and interference with the view from Highway 1. This location would be subject to frequent flooding, and would require extensive costs to prevent damage due to erosion and to cross San Jose Creek.

This alternative also does not comply with the Carmel Area Land Use Plan because of its effect on natural and scenic resources, and its lack of a parking area at the south end of the beach.

Alternative F:

Although Alternative F was eliminated, it is very similar to the Proposed General Plan Amendment. The location of the point of connection to Highway 1 has too great an impact on the vegetation of the wetland and view from the highway. This alternative also does not comply with the Carmel Area Land Use Plan because of its lack of a parking area at the south end of the beach.

Alternative G:

Alternative G was eliminated because of its impact on the view from Highway 1 and the vegetation in the wetland. The construction cost would be the greatest of all the alternatives, due to the need for a road crossing San Jose Creek.

This alternative does not comply with the Carmel Area Land Use Plan because of its effect on the natural and scenic resources.

Proposed General Plan Amendment

The proposed general plan amendment alternative was selected because: (1) it meets the criteria of the Carmel Area Land Use Plan (a parking area in the Amended Area, and a limited parking area at the south end of San Jose Creek Beach); (2) it has minimal impact on the wetland area and the view from the highway; (3) it provides a point of connection to the highway that is considered safe by Caltrans; and (4) it provides for a greater distribution of visitors along the beaches than now occurs.

Amended Area:

- 75-car parking area.
- Access road, with a left-turn lane at connection to Highway 1, including acceleration/deceleration lanes.
- Comfort station.
- A potential contact station.
- Access trails to beach.

- Utility connections.

- Related improvements, including screen planting, signing, and fencing.

South San Jose Creek Beach Area:

- 10-car parking area with turn-around/drop-off area.

- Access road, with a left-turn lane at connection to Highway 1.

- Comfort station (or improvement of existing comfort station).

- Utility connections.

- Related improvements, including screen planting, signing, and fencing.

Design Criteria:

The following standards for design are presented to set the tone for development at facilities in the Amended Area, and at the south end of San Jose Creek Beach.

Parking:

The parking will be sensitively located and designed to avoid visual impact through use of graded earth mounds and screen planting with native shrubs and trees. The parking area will be designed with the proper turning radius to accommodate buses that may occasionally visit the park. Vehicles will be controlled in the designated parking area through the use of curbing, stobbers, or fencing.

The 10-car parking at the south end of the beach will be developed with a turn-around/drop-off area which will allow scuba divers to unload their equipment and supplies, then park their vehicles at the larger parking area in the Amended Area.

Access Roads:

The access roads to the parking areas shall be designed to reduce impacts on the resources. They will be constructed on-grade, and will be approximately 20 to 24 feet wide. The intersection of the access roads with Highway 1 will be designed according to Caltrans standards, and will include provisions for left turn pockets and acceleration/deceleration lanes at the Amended Area parking lot.

Comfort Stations:

The comfort stations will be designed to reflect the character and nature of the park, and will be accessible to the disabled. At least one will accommodate scuba divers by providing a shower area, drying racks, and possibly storage lockers.

Trails:

Access to the beaches from the Amended Area will be accomplished by developing a trail system that will connect to the existing trail along the central beaches to the north, and another trail that will provide access to San Jose Creek Beach. The latter trail will generally follow (although separated from) the access road, and will cross the wetland area, which receives seasonal flooding. A boardwalk may be necessary to minimize the impact of the trail on the natural environment.

Utilities:

The new comfort station at the Amended Area will require connections and extentions from existing services in the area. The water will be connected to an existing meter located near San Jose Creek, and will extend to the new comfort station. Electrical power and telephone lines will be connected to services running along Highway 1. Sewage may be disposed of through leach fields, but if this is not possible, a lift station will be installed and connected to the main sewer line serving the Carmel Meadows neighborhood.

Signs:

Interpretive signs will be located along the trails to explain the natural and cultural resources of the park. Additional information and warning signs will be located along the trails and access to the beaches. Warning signs will be located along the trails and access to the beaches. Additional signs will be located along the trails to explain the natural and coastal resources of the park.

Contact Station:

A contact station may be installed for the Amended Area if the department determines that direct public contact is required to control visitor use, or if a determination is made to establish a fee for day use.

Proposed Measures To Mitigate Development:

The following measures are proposed to mitigate the environmental and esthetic effects of the parking areas on the natural environment and nearby land owners. Additional mitigating measures are described in the Environmental Impact Element.

The proposed parking areas will have a visual and spatial impact on the landowners surrounding Carmel River State Beach, primarily the residents of the Carmel Meadows and the in-holding parcel, and the users of the nearby Bay School. In order to minimize the effects of this develoment on these and other landowners in the vicinity of the park, the following mitigation measures will be provided:

Amended Area:

- Provide visual screen between park development and Carmel Meadows, Bay School, and in-holding parcel through use of earth berming and native landscaping.
- Remove the existing unsafe access road to Bay School, and provide access to school from new park access road.
- Provide space for overflow parking to serve needs of Bay School for approved special events.
- Provide curbing, stobbers, or fencing to control vehicles in the designated parking area.

South San Jose Creek Beach Area:

- Provide visual screen between park development and Highway 1, through use of earth berming and native landscaping.
- Provide curbing, stobbers, or fencing to control vehicles in the designated parking area.

Interpretive Element

Interpretation aims at enhancing public enjoyment and benefit in the State Park System through increasing understanding of significant natural and cultural resources, and encouraging appreciation of their value. It is founded on the premise that knowledge deepens the park experience, providing lasting benefits not only to individuals but to society in general. The Interpetive Element works toward this goal by identifying park themes and a variety of facilities and programs appropriate for their presentation.

The interpretive themes are included in the General Plan, on page 106.

There will be low-profile exhibit structures located near the trail head at the new parking lot, to interpret the natural and cultural resources of the unit.

CONCESSIONS ELEMENT

Under legislation effective in September 1982, a concessions element is required in the General Plan, in support for future concessions considerations. The Public Resources Code, Section 5080.02 et seq., describes the manner in which concessions can be operated in the State Park System.

Current Conditions

There are no current concession operations at Carmel River State Beach.

Proposed Concessions

No specific proposals for concession operation are being made in this General Plan Amendment.

OPERATIONS ELEMENT

The Operations Element outlines broad operational goals for the unit, and objectives for implementing the General Plan. The approved 1979 General Plan identified various resource protection and visitor control measures that would be necessary once the plan is fully implemented. Operational staff will need to be increased in order to adequately manage the resources, maintain the facilities, and provide visitors contact at the park.

ENVIRONMENTAL IMPACT ELEMENT

The final General Plan and Environmental Impact Report for Point Lobos State Reserve and Carmel River State Beach was completed in 1979. This General Plan Amendment is for the San Jose Creek portion of Carmel River State Beach. The General Plan or General Plan Amendment as a whole constitutes an Environmental Impact Report (EIR) as required by the Public Resources Code (Sections 5002.2 and 21000, et. seq.).

Summary

The environmental effects resulting from the propsoed project are related to construction of a 75-car parking lot, an access road, a 10-car parking lot, a drop off area (for SCUBA divers), and related sanitary and interpretive facilities.

Project Description

The location and description of this project are found in the Land Use and Facilities Element of this plan. The intended users of this environmental document are the California State Park and Recreation Commission, which approves the General Plan and its amendments, the California Coastal Commission, Caltrans, and other state and local agencies.

Environmental Setting

The existing environmental conditions have been described in the Resources Element of this amendment, as well as in the 1979 plan. Besides these descriptions, below are data on traffic conditions.

The 1985 Volumes on California State Highways, by Caltrans, reports State Highway 1 at San Jose Creek Bridge carried 1,200 vehicles during peak hours in 1985, and had an average daily traffic count of 13,200 vehicles during peak months, and 11,000 vehicles annually. That amounts to approximately 2o vehicles per minute on the 2-lane road on peak days. When some cars slow to view the ocean and Point Lobos, and others stop along the highway to use the beach, there is an increase in traffic congestion. The safety problems are discussed in the plan. Highway 1 is a State Scenic Highway.

Environmental Impacts

Soils and Geology

The Resource Element indicates that the soils in the Amended Area, where the 75-car parking lot is proposed, are subject to rapid runoff, and have a high erosion hazard. The soils nearer San Jose Creek, and in the area of jthe proposed 10-car parking lot, are soils that have an erosion hazard rated as slight.

The Resource Element discusses earthquake faults in the area, and the possibility of tsunamis. Steep off-shore conditions along San Jose Creek Beach (Monastery Beach) add to the hazardous conditions along the shoreline. Unpredictable waves have been treacherous in the past, and will continue to be a hazard.

Energy

Project construction equipment will use energy. This is a short-term effect.

Vegetation and Wildlife

The new road and parking will replace some of the existing vegetation. This will increase surface runoff.

If parking lot construction affects coast buckwheat plants, there could be effects to the Smiths blue butterfly. The Resource Element discusses the possibility of the butterfly's presence in the project area. The Resource Element also discusses the possibility of the black legless lizard inhabiting the area discussed in the General Plan Amendment. A survey will be conducted, including consultation with the California Department of Fish and Game, to verigy the presence of these two species.

Fire

A dangerous project will meet the Local Coastal Plan and Caltrans requirements.

Esthetics

The view from Highway 1 will be improved when the present informal parking along the highway is removed. However, the new road and parking lots will have greater visual effects to adjacent private properties. The paving, cuts and fills, and the light and glare from vehicles will have some visual effect on nearby residents.

Cultural Resources

The Resource Element describes the location of archeological sites in the area. The proposed roads and parking lots and other facilities will avoid those sensitive areas.

Traffic Circulation

The Land Use and Facilities Element describes the coordination with the Coastal Commission and with Caltrans on the planning for the road and parking facilities. These facilities will be a benefit to traffic flow along Highway 1.

Mitigation Measures Proposed to Minimize the Significant Environmental Effects

The Land Use and Facilities Element describes several important mitigation measures on page 33. The resource management policies in the Resource Element also describe how the area can be improved from an environmental standpoint, and how impacts could be lessened. The recommendations of the Local Coastal Plan are aimed at reducing environmental impacts in this area. Parts of the Local Coastal Plan are reprinted in this plan.

Soils

Native vegetation will be planted on denuded construction sites. Parking lots will drain to prevent soil erosion in the outlet area. Trails will be constructed to allow for drainage and prevention of accelerated soil erosion.

Energy

Use of construction machinery will be kept to a minimum in order to conserve energy.

Vegetation and Wildlife

If possible, coast buckwheat will be avoided and not removed during parking lot and road construction. Construction activities will attempt to avoid affecting the riparian areas. Planting native vegetation will be important in screening facilities from the highway and nearby residents.

The construction phase will attempt to minimize impacts on the coast buckwheat and the possible habitat ofjjjhe Smith's blue butterfly. It has not been verified whether of not the butterfly inhabits the project area. The Local Coastal Plan points out that the underwater area off San Jose Creek Beach is designated as an Area of Special Biological Significance. In addition, San Jose Creek is a riparian corridor.

Fire

Campfires will not be permitted in the unit. Smoking will also be prohibited along the trails. Water lines and fire hydrants will be available near the road and the 75-vehicle parking lot. Employees will be trained in fire-fighting techniques. The California Department of Forestry will be available and can respond within a short period of time.

Land Use

The proposed plan conforms to the Local Coastal Plan and with Caltrans planning.

Esthetics

The Land Use and Facilities Element describes how the facilities will be hidden from the highway and from the nearby residential areas, as much as possible. The parking lots will be graded and berns used. Plantings of native plant material are proposed to screen the facilities.

Cultural Resources

The cultural sites have been identified, and construction will avoid these sensitive sites.

Traffic Circulation

The mitigation measures listed on page 33 in the Land Use and Facilities Element will help buffer effects of the road and parking lot from the neighboring residential area, and improve circulation. The proposed turn lanes from Highway 1 will help facilitate the movement of traffice onto parking lot access roads.

The possibility of a public-transit bus stop for Carmel River State Beach will be investigated.

Any Significant Environmental Effects Which Cannot Be Avoided If The Proposal Is Implemented

Following is a list of effects that will still exist, even after mitigation neasures are applied.

1. Visual effects to nearby residents may still remain.

2. It is unknown how much of an effect the new facilities will have on the coast buckwheat and the Smith's blue butterfly. It is not known whether the butterfly exists in the project area.

3. There will be an energy loss during construction of the project. The construction will use non-renewable resources.

4. There will be a loss of open space.

Alternatives To The Project

In the Land Use and Facilities Element and in the Appendix are plans for Alternatives A through G. These are analyzed along with the proposed preferred General Plan Amendment.

As the assessments indicated, all the alternatives have pluses and minuses. The preferred plan is the only one which both meets Caltrans design criteria and is in compliance with the Local Coastal Plan. One other alternative which must be considered is the "No Project Alternative." For this alternative, nothing would be done. Highway 1 would have greater volumes of traffic in the future, and conditions would become less safe for parking along the shoulder of the highway. The present condition and its problems have been described in this plan.

The Relationship Between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long Term Productivity

The proposed short-term uses of the area will be similar to thepresent uses. The proposed project should be a long-term solution to the needs of the public for parking.

Any Significant Irreversible Environmental Changes Which Would be Involved if the Proposed Project Should be Eliminated

1. There would be commitment of nonrenewable resources, such as oil, gasoline, and gravel, to construct roads, parking areas and other facilities.

2. There would be a loss of open space, vegetation, and possible habitate of the Smith's blue butterfly.

The Growth-Inducing Impacts of the Proposed Action

This project will not increase human population in the area. The number of parking spaces being proposed (85) is about the same as the number of cars that now park along the shoulder of the highway on a weekend day.

Comments and Responses
General Plan Amendment and Draft Environmental Element
Point Lobos State Reserve and Carmel River State Beach
SCH #86111112

Review copies were provided to the following on or subsequent to March 6, 1987. The review period was over on April 20, 1987.

State Clearinghouse (10 copies)
Honorable Henry J. Mello, Member of the Senate
Honorable Sam Farr, Member of the Assembly
Honorable Clint Eastwood, Mayor of Carmel
Honorable Karin Strasser Kauffman, Supervisor, 5th District, Monterey Co.
Mr. Robert Slimmons, Jr., Director, Monterey Co. Dept. of Planning
Director, Monterey County Department of Parks and Recreation
Mr. Nicolas Papadakis, Exec. Director, Assn. of Monterey Bay Area Govts.
Mr. Edward V. Brown, Dist. Director, Coastal Commis., Central Coast Dist.
Mr. A. C. Carlton, California Dept. of Transportation, District 5
Mr. Tom Pollock, District Director, California Dept. of Transportation
Dr. Robert Mark, Sierra Club State Park System Task Force
Mr. Murray Rosenthal, Sierra Club State Park System Task Force
Cen-Cal
Mr. Jud Vandevere, Chairman, Point Lobos Advisory Committee
Ms. Barbara Rainer, Carmel Meadows Homeowners Assn.
Shannon B. Knoll, President, Carmel Highlands Association
Mr. Michael Zambory, General Manager, Carmel Sanitary District
Larry and Ruth Weimer
Mr. Jim Josoff
Tommy and Mary Tomblin
Mary and Bud Whisler
Mr. James D. Koehnen
Mr. Harold V. Cowger
Mr. and Mrs. Harry Mellin
Lloyd and Helen Knopp
Dr. Sidney A. Kay
Dr. John Kelly
Mr. Lovell Langstroth
Ms. Dorothy Kay

A notice announcing location of copies of documents for public review was published in the following newspaper:

The Monterey Peninsula Herald

Documents were available at the following location for public review:

Dept. of Parks and Recreation
Central Coast Region Headquarters
2211 Garden Road
Monterey, CA 93940

Harrison Memorial Library
Ocean Avenue and Lincoln Street
Carmel, CA 93922

Monterey City Library
625 Pacific Street
Monterey, CA 93940

Pacific Grove Library
Central and Fountain Avenues
Pacific Grove, CA 93950

Carmel Valley Branch Library
65 West Carmel Valley Road
Carmel Valley, CA 93924

Comments were received from the following agencies, organizations and individuals during the review period:

State Clearinghouse
State Department of Transportion
California Highway Patrol
California Coastal Commission, Central Coast District
Honorable Henry J. Mello, Member of the Senate
City of Carmel-by-the-Sea, Community Planning Director Diane T. White
Monterey Peninsula Regional Park Dist., Gary A. Tate, District Manager
Assn. of Monterey Bay Area Governments, Nicholas Papadakis, Exec. Director
Carmel Highlands Fire Prot. Dist. of Monterey Co., Larry White, Fire Chief
Mrs. Elizabeth Bledsoe
Charles K. Brodbeck, Eldon L. Michael
Glenn Edwin Callahan, Richard C. Dibler, Jeffery Caldwell
Susan Chase, Elizabeth Chase
Jayne Dix Gasperson
Sidney A. Kay, M.D., Dorothy S. Kay
Alice S. Kelley
John C. Kelley
Libby Langstroth
Lovell Langstroth
Jean K. McCow n
George and Diane Neilson
Barbara Rainer
Pamela Roe
Robert and Helda Schiffer
Dorothy A. and Bernard H. Schulte
Mary Louise Tomblin
Mr. and Mrs. Marvin L. Truby
Francis L. Whisler
James M. Watanabe, Ph.D.

The Department has reviewed all of the comments received and has prepared summaries of their content, and appropriate responses. The responses follow the comment summaries.

Comment Summaries

1. Commenters agreed that the present parking situation is undesirable and needs to be improved. Commenters questioned whether the existing accident rate for this section of Highway 1 is greater than for other similar sections of highway.

2. How many cars park along this stretch of Highway 1? Compare weekend, weekday, seasonal use. How many of the parkers are SCUBA divers? What are the projections for Highway 1 and State Beach use?

3. The plan erroneously reports that the speed limit is 55 mph. It actually is 50 mph. Why can't it be reduced to 40 mph?

4. Caltrans correspondence should be included with the Final Plan.

5. Will there be deceleration lanes, acceleration lanes and left turn lanes?

6. Will the two parking lots and two access roads from Highway 1, in fact, cause greater safety problems than the existing situation?

7. From the divers' point of view, they need parking and access close to the water. The proposed 10 car south parking lot is too small and the proposed 75 car lot on the Mitzi Briggs property is too distant from the water. If divers dropped their heavy gear off in the 10 car lot, then parked in the 75 car lot, two left hand turns would be necessary. Several people felt that this would be more dangerous than the present situation. It would also be inconvenient and would increase the number of times that cars would have to change locations, thus causing traffic congestion.

8. What would be the status of the roadside after parking there is eliminated? Would "no parking" signs be installed? If so, then how many and would they have a visual impact?

9. Several commenters suggested that all the parking be placed in the south end of the State Beach. Several reasons were given: (1) it would avoid the problems listed in #7 above; (2) only one road would enter and exit along this stretch of Highway 1; (3) the esthetic effects would be fewer; and (4) there would be fewer effects on the resources. Essentially, this is Alternative B.

10. One commenter suggested a parking lot south of Monastery (San Jose Creek) Beach.

11. Another commenter suggested that the Polo Field, east of Highway 1, be acquired and used for beach parking.

12. There is confusion over whether or not the north end of Monastery Beach is by the eucalyptus grove or in the amended (Mitzi Briggs) area.

13. Some commenters feel that a parking lot should be built at the north end of the beach near the eucalyptus grove, as described in the 1979 General Plan.

14. Other commenters are of the opinion that San Jose Creek forms a wetland and that the access road to the proposed parking lot or a parking lot by the eucalyptus trees as shown in the 1979 General Plan would impact the wetland. The Central Coast District of the California Coastal Commission quotes sections of the Carmel Area Land Use Plan (LUP) and its wetland policy, which would require a 100 foot setback from the wetland.

15. What would the cost of the two roads be? Doesn't the LUP recommend that parking lots be near the highway? How do we justify the long road to the 75 car parking lot if it is against LUP policy and expensive?

16. The LUP states that the Mitzi Briggs property "may" be used; it doesn't say "must".

17. Alternatives are not analyzed well, and some should never have been presented at all.

18. The Monterey-Salinas Transit would be interested in a pullout for a bus stop for its Carmel to Big Sur route.

19. The visual effect of the proposed 75 car parking lot would be too great from the highway, the nearby residences, and for the hikers and visitors to the Mitzi Briggs area. "It should be left as open space" was a frequent comment.

20. Commenters feel that the soils in the Mitzi Briggs area are too fragile for a parking area and facilities.

21. Commenters believe that the high allowable use intensity rating given the Mitzi Briggs area is incorrect. It should have a I rating instead, because of the fragile resources (see page 47). The III rating would allow camping, also.

22. The cultural and natural resources on the Mitzi Briggs portion warrent protection of the area, perhaps even receiving preserve classification.

23. The plan does not thoroughly list all the plants and animals that are found in the Mitzi Briggs area and on the rest of the State Beach.

24. The prescribed burns described in the plan were questioned. They would be too risky. Human and animal life and property should have precedence over the "restoration of the natural ecosystem".

25. The issue of establishing a Monterey pine forest on the Mitzi Briggs property was questioned. How do we know that it was once a forest? Wouldn't there be increased fire danger? There has not been a forest there for 200 years. Why can't we live with the present ecosystem? Trees will block views.

26. The plan should include an emergency helicoptor landing site. A large staging area is needed. Traffic lanes should be adequate for emergency equipment.

27. Are we encouraging use and endangering the public because of the surf conditions? Will use increase because of proposed improved facilities? How many drownings and other deaths have occurred here? What will we do to prevent similar tragedies in the future?

28. Will a no smoking policy on the Mitzi Briggs property be enforced?

29. Clarification is needed for:

    A. Is the parking lot location in currently adopted plan (1979) being eliminated?

    B. On page 13, what does "recently recorded" mean?

    C. On page 38, what does "dangerous project will meet the Local Coastal Plan" mean?

    D. Were local sewer plant authorities notified about hooking into the local sewer system?

    E. The use intensity maps in the General Plan differ from those in the Gemeral Plan Amendment.

    F. On page 5, the last sentence should refer to the California American Water Company, rather than the Monterey Municipal Water District. Page 6, #1, states that a sewer outfall is located offshore of the Mitzi Briggs property; it should say that the outfall is offshore of Carmel River State Beach.

    G. Why does the Department want to include specific actions at a later date? (See page 4, #1.) Shouldn't the plan discuss them?

    H. Some comments dealt with the public meetings that were held. One person didn't think the Public Involvement Section in the introduction was accurate. Another commenter wondered if any of the input at the public meetings would be considered.

Responses to Comments

1. According to Caltrans, the reported accident rate along the half mile section of Highway One by Monastery Beach is lower than other similar stretches of highway in the state. During a 36 month period from October 1, 1983 to September 30, 1986 there were seven reported traffic accidents. This averages out to 1.16 accidents per million miles traveled. The expected rate is 2.04 accidents per million miles. Park Rangers know of several accidents that occurred along this stretch. Many accidents may have been unreported, which would help to explain the discrepancy.

2. On the average summer weekend day, and on some weekends in the winter when the weather is good, there are about 80-90 cars parked along the highway. For the remainder of the year, there are about half as many cars or even fewer (20-50) parked along the highway on the average weekend day. About 2/3 of the people who park along the highway are divers. They stay for longer periods of time than the parker who stops to look at the ocean.

   The highway use is expected to increase in the future, as will the use of the State Beach. The number of new homes in the area and such diverse factors as the price of gasoline and population increases would be factors either favorable or unfavorable to those increases.

3. The speed limit is 50 mph. Caltrans bases the speed limit on the 85th percentile, or whether 85% of the cars travel slower than 50 mph. They feel that 40 mph would be unreasonably slow.

4. This correspondence has been included.

5. There will be deceleration, acceleration and left-turn lanes as required by Caltrans to meet their safety standards.

6. We hope that by getting cars off the side of the road, the proposed parking plan will be safer for both the beach user and vehicles using the highway.

7. The Department, in its effort to solve the present parking situation, has proposed a plan. While it may present some new problems and inconveniences, especially for divers, it does eliminate parking along the highway. The left hand turns would be aided by turn lanes, and entrances to the roads would have acceleration and deceleration lanes. Caltrans standards would have to be met. It is believed that the proposed situation would be safer than the existing situation. This proposal is in conformance with the Carmel Area Land Use Plan, 5.3 Public Access Policies and Recommendations, 5.3.3 Specific Policies, 6. Management of Shoreline Recreation, a. which provides that at San Jose Creek Beach, "Parking may be allowed on the former Briggs property to provide access north to Carmel River Beach and south to San Jose Creek Beach...approval will be contingent upon the provision of additional facilities at the south end of San Jose Creek Beach, to consist of a drop off and limited parking."

8. The roadside would be posted. "No Parking" signs would be noticeable but unobtrusive. Specific designs are not available now. Well designed barriers will be used to discourage roadside parking.

9. Alternative B, the south end parking solution, has basic problems. It could become used as a north, illegal entryway into Point Lobos State Reserve. It could infringe on a wetland area as noted by riparian growth. It could take up an area that is used for a helicopter emergency landing area. If these areas are avoided, then the beach area would have to be used, thus taking away an important recreation resource area.

10. This area is part of Point Lobos State Reserve. No additional parking should occur in this unit. It would serve as an illegal south entrance to Point Lobos State Reserve.

11. Please see General Plan Background in the Introduction to the General Plan Amendment.

12. The north end, where the proposed parking for 75 cars is planned, is on the former Mitzi Briggs property. In the 1979 General Plan, the north end parking was proposed near the eucalyptus trees. The Mitzi Briggs property had not been acquired at that time.

13. This location would impact the San Jose Creek wetlands.

14. These comments are noted. It is believed that the access road can avoid the wetland area and stay outside the 100 foot buffer. Further investigation will be made, and the California Department of Fish and Game (DFG) will be contacted. During the review and consultation process DFG did not identify this area as wetland.

15. The road to the 75 car parking lot would cost approximately $134,200, and the road to the 10 car parking lot would cost approximately $44,000. The access road to the 75 car lot could be shorter if it came off of Highway 1 more directly, however the sight distance to the top of the hill would not be long enough (see alternatives C and D).

16. Noted. We feel that the Mitzi Briggs area is the best location for the 75 car parking lot. The impacts would be small compared to the development that was once proposed there.

17. We feel that these alternatives represent a sincere effort to examine realistic solutions to provide off highway parking for Monastery Beach (San Jose Creek Beach) users.

18. We will coordinate our efforts with the Transit District toward providing a place where a bus can safely load and unload passengers.

19. The proposed 75 car parking area will be fairly well concealed from the highway. It will be more noticeable from the nearby residential areas. Landscape designs, berms and screen planting with native species will help conceal the parking area from the homes and hikers, as well.

20. The Resource Element, page 7 in the General Plan Amendment, describes the soil as being sandy or loamy. With careful design, the Department believes that a parking lot can be constructed. Drainages, trails and other facilities will be constructed to withstand public use.

21. The only high intensity use proposed in the Mitzi Briggs area is for road and parking. Most of the area will remain an open space. Only three Use Intensity Zones - Low, Moderate and High - are shown on page 47 in the General Plan Amendment, compared to the five zones shown on page 54 in the General Plan. Pages 26 and 27 in the General Plan Amendment further explain these terms. The area is near the margin between moderate and high.

22. We agree that the resources need protection. The cultural resources will not be affected by the proposals. On-site inspection of the site for the 75 car parking will be used to avoid effects on the habitat of the Smith's blue butterfly and the black legless lizard. See pages 23 and 24 in the General Plan Amendment.

23. The plan emphasizes the plants and animals found on the site which have been designated as species of "special concern" or listed by the California Department of Fish and Game as threatened or endangered. See pages 23 and 24 in the General Plan Amendment. There are many species of low concern that have not been listed. We have more complete inventories in Department files.

24. The Department has no plans for a prescribed burn on the Mitzi Briggs area of Carmel River State Beach. See page 23 in the General Plan Amendment.

25. The Department will study the historic ecology of the area in more depth. It is believed that it once was a Monterey pine forest, because of the soil. The Department will allow natural regeneration of Monterey pines to occur. Every consideration will be given to fire prevention and protection of views, as well as the natural ecology of the area. Sentence #1, first full paragraph on page 22, should have the word "not" inserted so that the sentence will read, "'Restoration' 'and 're-introduction' in the context of this policy shall not be synonymous with broadscale tree planting."

26. We recognize the need to have space for emergency helicoptor landings. Our plan should reflect this.

27. The expected use should remain about the same as at present for Monastery (San Jose Creek) Beach. Approximately 22,500 people use this beach annually. Approximately 2/3 of users on weekends are divers. Divers generally spend more time at the beach than other users. Department personnel respond to approximately three rescues a year. Approximately one or two drownings occur annually. Last year four members of a family drowned at one time while visiting the unit. This tragic event and others in the past result from the hazardous surf in this particular area. It is one of the few places along the coast where the ocean is so close to Highway One. Interpretive signs and warning signs using international symbols will be posted to warn visitors about the hazards.

28. We do not anticipate a problem with fires started by smokers. Smoking will be discouraged on the Mitzi Briggs property.

29. A. The parking lot at the north end of the beach near the eucalyptus grove shown in the 1979 General Plan is no longer being considered, because of potential impacts to San Jose Creek and its wetlands. The General Plan Amendment, when approved, will amend that portion of the 1979 General Plan.

B. "Recently recorded" means that the Department recently researched, inventoried and photographed the buildings on the Odello Ranch and their historical uses, and that the inventory materials, including photographs, are in the Department's files.

C. The sentence on page 38 resulted from a typing error. The first sentence should read, "A dangerous fire potential could exist because of the vegetation." A separate title for "Local Planning" should have been underlined, and the sentence should read, "The project will meet the Local Coastal Plan and Caltrans requirements."

D. The local districts have been contacted.

E. The General Plan Amendment (pages 26, 27 and 47) essentially uses the middle three intensities - low, moderate and high - that are shown in the General Plan (on pages 54-57, where the intensities include very low and very high).

F. This is noted and will be corrected.

G. There are some programs that have not been completed, such as a wildfire management plan and a plan for specific management programs for animal species that are threatened, endangered, or of special concern. The policies in the General Plan Amendment are not meant to detail specific resource problems, but are meant to give a comprehensive assessment.

H. The Department attempted to meet the public input requirements through workshops and a public hearing before the State Park and Recreation Commission. All concerns, including those expressed by individual members of the public either by letter or in person, were considered during preparation of the General Plan Amendment.

OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

April 20, 1987

James M. Doyle
California State
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA

Subject: General Plan Amendment for Carmel River State Beach
SCH# 86111112

Dear Mr. Doyle:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Norma Wood at 916/445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

John B. Ohanian
Chief Deputy Director
Office of Planning and Research

RECEIVED
APR 21 1987
RPD

4 7-2532

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GEORGE DEUKMEJIAN, *Governor*

DEPARTMENT OF TRANSPORTATION
P.O. BOX 8114, SAN LUIS OBISPO, CA 93403-8114
TELEPHONE: (805) 549-3111

Date: April 8, 1987

Environmental Review Section
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

File: MON-001-72.28
Carmel River
State Beach

Subject: Intergovernmental Review

Dear Sirs:

Caltrans District 5 staff has reviewed the above-referenced document. The following comments were generated as a result of the review:

Caltrans has already discussed our requirements, both in correspondence and verbally, concerning the possibility of constructing a parking lot at Carmel River State Beach with Don Hook and Grant Jensen of your office. We have nothing more to add.

If you have any questions, please contact me at (805) 549-3139.

A. C. Carlton
District 5
Intergovernmental Review Coordinator

cc: Terry Roberts, State Clearinghouse
JMA,VLN,CSW

RECEIVED
APR 10 1987
RPD

7-2273

DEPARTMENT OF TRANSPORTATION
P.O. BOX 8114
SAN LUIS OBISPO, CA 93403-8114
Telephone: (805) 549-3111
TDD (805) 549-3259

March 12, 1987

5-Mon-1-71.2
Carmel River State Beach
5-202 - 908008

Mr. James M. Doyle
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Doyle:

Caltrans' District 5 staff has reviewed the Draft Environmental Impact Report for the Point Lobo State Reserve and Carmel River State Beach Preliminary General Plan Amendment.

The DEIR is well written and quite comprehensive. We can see no problem with the data provided. However, we would appreciate the inclusion of our letters of September 19, 1986 to Mr. Don Hook and December 2, 1986 to Mr. Grant C. Jensen in the Final EIR appendix. Copy of letters attached. These letters set forth Caltrans' Design Standard for the driveway connection to State Highway 1.

Please send us a copy of the completed Environmental Impact Report when it is available. Thank you for the opportunity to comment.

Sincerely,

Vaughn L. Newlander
Special Studies

Attachment

6 7-11 11

December 2, 1986

5-Mon-1-71.2
Carmel River State Beach
5-202 - 908003

Mr. Grant C. Jensen
Associate Landscape Architect
Department of Parks and Recreation
P. O. Box 2390
Sacramento, CA 95811

Dear Mr. Jensen:

We have reviewed your proposal for a road connection on Highway 1 in Monterey County at Post Mile 71.21 as shown on your plan. We indicate this location to be at Post Mile 71.48.

Caltrans, District 5, is opposed to the location of a public road connection at PM 71.48. Our reasoning being the amount of traffic using your facilities, the amount of through traffic, a 7%± main line grade and poor sight distance to the north. Sight distance at this location to the north would be reduced to 6 seconds as opposed to 15 seconds at the location we proposed in our letter of September 19, 1986.

If I may be of further help, please contact me at (805) 549-3120 (ATSS 629-3120).

Sincerely,

V. L. Newlander
Special Studies
VLN:js

September 19, 1986

5-MON-1-71.2+
Carmel River State
Beach
5202 - 908008

Mr. Don Hook
Senior Landscape Architect
Department of Parks and Recreation
PO Box 2390
Sacramento, CA 95811

Attention Mr. Grant Jensen

Dear Mr. Hook:

Caltrans, District 5, has completed a review of the materials provided for the Carmel River State Beach General Plan Amendment adjacent to Highway 1 im Monterey County.

Our review has generated the following comments:

A. As to the actual location of the parking facilities outside our operating rights of way we have no preference.

B. As to the driveway location, Alternates A, B and E are the best. However, after a field review we would prefer that the driveway be located at Station 434+50+. This stationing is approximately 600' northerly of San Jose Creek. This location would provide 18-20 seconds of sight distance in both directions.

C. In answer to the question posed in your letter dated September 4, 1986 our comments on them concur with your question numbers.

   1. A public road connection with 100' taper would be appropriate at Station 434+50+, thereby deleting the need for long southbound acceleration and deceleration lanes.

   2. Left-turn channelization will be required by Caltrans for this project. Figure 7-406.4A of the Highway Design Manual would apply in this case, using a speed of 50 miles per hour.

3. Sight distance as note above at our preferred location (Station 434+50+) is 18-20 seconds.

4. No Parking restriction would have to be analyzed upon completion of your project. The parking restrictions will have to mutually be agreed upon by Parks and Recreation, CHP, Caltrans and the County of Monterey.

5. District 5 Traffic Branch will work with you for the required signing.

Thank you for the opportunity to review and comment. If I may be of further help, please contact me at (805) 549-3120 (ATSS 629-3120).

Sincerely,

V. L. Newlander
Special Studies

VLN:bg

State of California

Business, Transportation and Housing Agency

Memorandum

To : James H. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
Post Office Box 942896
Sacramento, California 94296-0001

Date : April 15, 1987

File No. :

Subject : GENERAL PLAN AMENDMENT
PRELIMINARY

From : **Department of California Highway Patrol**
Monterey Area

In reviewing the Point Lobos State Reserve and Carmel River State Beach General Plan Amendment Preliminary, dated March, 1987, I was pleased to see the plan addresses the traffic problems on Highway 1 at Monastery Beach. Each time I pass that location I become concerned a parked vehicle will make a U-turn as I am passing. I am convinced your plan to provide improved parking lots will alleviate potential accidents.

As I read through the plan I did not notice what is intended to happen with the current roadside parking locations. Will they be left as is or will there be modifications to the shoulder which prevents parking? If they are left as is, I wonder if the paved parking area will be sufficient to entice people to park there rather than along the roadway.

Whatever the outcome, I am convinced additional parking is needed and will relieve traffic conflicts in that area.

J. R. MUNSON, Captain
Commander

APR 20 1987

CHP 51 (Rev 3-81)

1-2477

STATE OF CALIFORNIA GEORGE DEUKMEJIAN, *Governor*

CALIFORNIA COASTAL COMMISSION
CENTRAL COAST DISTRICT
701 OCEAN STREET, ROOM 310
SANTA CRUZ, CA 95060
(408) 426-7390

April 17, 1987

Mr. James Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
PO Box 942896
Sacramento, CA 94296

Dear Mr. Doyle:

Coastal staff has reviewed the Preliminary Amendment to the Point Lobos State Reserve and Carmel River State Beach General Plan. The certified Carmel Area Coastal Land Use Plan basically incorporates the provisions of the current State Beach Plan, with the exception of the parking provisions. The proposed amendment to remove parking from Highway One and to provide new lots will conform your plan to the County's parking policy. We thus support the main thrust of the amendment.

The document implicitly recognizes that the County Land Use Plan must be followed for any future park development. It is likely that the County will be issuing coastal permits (instead of the Commission, which, however, does retain some appeal authority) by the time development is ready to proceed. There are several relevant LUP policies, most of which are cited in the document, which apply to the proposals in the Preliminary Amendment. It would be helpful for your document to include some analysis of consistency with these.

One concern which we recommend be afforded more explicit review is wetland protection. The amendment contains some general language concerning wetland protection and management but no detailed mapping nor buffer recommendations. The Carmel Area Land Use Plan (LUP) contains the following policy (2.3.4 Wetlands 1) referenced in your preliminary document:

> A setback of 100 feet from the edge of all coastal wetlands shall be provided and maintained in open space use. No new development shall be allowed in this setback area. The edge of wetlands shall be [determined] pursuant to policy 2.3.3.5, based on the wetlands definition in policy 2.3.3.1 and using the U.S. Fish and Wildlife Service's classification of Wetlands and Deep Water Habitat of the United States.

It is not possible to determine whether the proposed amendment complies with this policy, based on the information contained in the document. Thus, we must reserve judgement on the analysis of alternatives since wetlands protection is the most significant environmental concern with regard to the parking lot proposal. To

7-2473

this end we suppport the proposed wetland management policy on page 25 and urge its implementation as soon as possible. Accordingly, we suggest that preserving the San Jose Creek wetland be included within the proposed purpose on page 18 and be considered for Natural Preserve status.

We would also suggest that the final document clearly distinguish the various subject areas that are addressed. It should be more apparent to readers when only the 36-acre "amendment area" (referred to later in the document as the "Mitzi Briggs property") is being discussed as opposed to other portions of the State Beach. The term "amendment area" itself is slightly misleading as some revisions are being proposed which cover other areas in the park. It would also be helpful to indicate the relationship of this document to the 1979 adopted plan; ie., will it simply be adopted as an addendum to the previous plan or, more preferably, will the original document be amended to incorporate the revisions discussed in the amendment? Page 13 contains such an example of noting a change to the original document on the Cultural Values Map, and the replacement map is provided. An unclear example would be the relationship of the current five-category Use Intensity Map with proposed three-category partial one in the new document.

Some other points that could use clarification include:

Is the parking lot location in the currently adopted plan being eliminated (p.1)?;

Will parking actually be prohibited on the Highway One shoulder?

What does "recently recorded" at the top of page 13 mean?

What does a "dangerous project" under Fire on page 38 mean?

We hope that these comments will be helpful to you in preparing a final document. If you would like additional information or wish to discuss this matter further, do not hesitate to call us. Please keep us informed of your progress and send us a copy of the final document . Thank you.

Sincerely,

David Loomis
Assistant District Director

Rick Hyman
Coastal Planner

cc: Supervisor Karin Strasser Kaufman, Monterey County
Robert Slimmon, Planning Director, Monterey County
Mary Gunter, Parks Department
AMBAG Clearinghouse
OPR Clearinghouse

12

Senate

California Legislature

HENRY J. MELLO
SEVENTEENTH SENATORIAL DISTRICT

Senate Majority Whip

April 16, 1987

Mr. James M. Doyle, Supervisor
Environmental Review Section
Department of Parks & Recreation
P.O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle:

I am in receipt of copies of letters addressed to you from constituents of my district expressing their concern over a recommendation of a parking lot on the Briggs property in the San Jose Creek area.

I would appreciate your forwarding me any information on the actions and decisions the department takes on this issue.

Sincerely,

Henry J. Mello

HENRY J. MELLO
17th Senate District

STATE CAPITOL
SACRAMENTO, CA 95814
(916) 445-5843

1200 AGUAJITO ROAD
MONTEREY, CA 93940
(408) 373-0773

701 OCEAN STREET
SANTA CRUZ, CA 95060-4096
(408) 425-0401

240 CHURCH STREET
SALINAS, CA 93901
(408) 757-4169

92 FIFTH STREET
GILROY, CA 95020
(408) 848-1437

13

7-2471

City of Carmel-by-the-Sea

POST OFFICE DRAWER G
CARMEL-BY-THE-SEA, CALIF. 93921 (408) 624-6835

OFFICE OF
BUILDING INSPECTION
AND
ZONING ENFORCEMENT

19 April 1987

James M. Doyle
Environmental Review Section
Department of Parks and Recreation
P. O. Box 942896
Sacramento, California 94296-0001

Subject: Carmel River State Beach
Preliminary General Plan Amendment

Dear Mr. Doyle,

Thank you for the opportunity to review and comment on the preliminary General Plan amendment for the Carmel River State Beach. The City of Carmel-by-the-Sea is the closest local jurisdiction to the Carmel State Beach and our residents enjoy many of the recreational, aesthetic and natural resources provided by the State Beach.

The City generally supports efforts that would improve traffic and visitor safety at Monestary Beach. We do have a number of questions about the visual, use and traffic impacts which will help us better understand the project.

The proposal will modify the existing parking conditions along the beach, concentrating all parking into two lots. Will access to and from these lots be safer than the existing conditions? What is the accident history of this stretch of Highway 1 compared to other portions of the highway? What are the expected average daily automobile trips in and out of the lots? What is the proposed design of left turn pockets and merging lanes? With response to these questions, the City would be better able to assess the traffic safety improvements anticipated by the project.

7-2472

If traffic safety will not be materially improved, the City questions the merits of the proposal based on the potential visual impacts. Many of our residents enjoy the view of the beach during weekday and off-peak times when few if any cars are parked along the beach. We have observed at other state beaches the visual impairment created by "no parking" signs monotonously posted at regular intervals along the highway shoulder. What will be the sign requirements? How many signs and at what intervals? The City would suggest that further evaluation of the aesthetic impacts from the "no parking" signs and the parking lots be conducted through the use of photomontages.

Finally, the City is very aware of the public safety problems at Monestary Beach created by the surf and tide conditions. Our Fire and Police Departments frequently provide aide to emergencies at the beach. We would not support any improvements to the beach which would encourage more visitors. On this issue we would rely on the judgment and experience of the State and ask that the Park Commission determine if the addition of parking lots, comfort stations, trail improvement, and contact stations will increase visitor use.

Thank you again for the opportunity to comment. We look forward to the Park Commission hearing in June and the opportunity to further express our views.

Sincerely,

Diane T. White

Diane T. White
Director

DTW:hf

cc: Mayor Eastwood and Members of the City Council
Douglas J. Schmitz, City Administrator
Beth Kastrup, Recreation Director

monterey peninsula regional park district
p.o. box 935 carmel valley, california 93924
659-4488

SEAN FLAVIN, *President*
JOAN OUYE, *Vice President*
ZAD LEAVY, *Secretary/Treasurer*
RUDD CRAWFORD
ROBERT GRIFFIN

April 17, 1987

James M. Doyle
California Department of Parks and Recreation
P O Box 942896
Sacramento, CA 94296-001

Dear Mr. Doyle:

Carmel River State Beach
General Plan Amendment, Including Draft Environmental Impact Report

The Park District has reviewed your proposed General Plan Amendment for the Carmel River State Beach.

We fully support the objective of the Amendment as stated on page 28 to provide parking facilities that would improve visitor safety along the shore and Highway 1 and to enhance the view from the Highway 1 corridor.

It is apparent from the analysis of the seven alternatives that the proposed General Plan Amendment is the best alternative that meets the stated criteria.

Therefore, we support the proposed General Plan Amendment as presented and encourage the State Park and Recreation Commission to proceed with the adoption of the Plan Amendment.

Sincerely,

Gary A. Tate
District Manager

cc: Mary Gunter

7-1476

ambag
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS
MAIL ADDRESS: P.O. BOX 190, MONTEREY, CALIFORNIA 93942 • TELEPHONE (408) 373-6116
OFFICE LOCATION: 977 PACIFIC STREET

April 9, 1987

Mr. James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
State of California - The Resources Agency
P.O. Box 2390
Sacramento, CA 95811

Re: MCH #038713 - Carmel River State Beach General Plan Amend and DEIR

Dear Mr. Doyle:

AMBAG's Regional Clearinghouse circulated a summary notice of your environmental document to our member agencies and interested parties for review and comment.

AMBAG Board of Directors considered the project on April 8, 1987 and we are forwarding the enclosed comments at this time.

Thank you for complying with the Clearinghouse process.

Sincerely,

Nicolas Papadakis
Executive ~~Director~~

NP:tw

Enc.

RECEIVED
APR 15 1987
RPD

7-2390

The Bus

Monterey-Salinas Transit
One Ryan Ranch Road
Monterey, California 93940
(408) 899-2558/424-7695

MAR 2 4 1987

March 23, 1987

Mr. Nick Papadakis
Executive Director
Association of Monterey Bay Area Governments
Post Office Box 190
Monterey, California 93942

Re: March Clearinghouse

Dear Nick:

Monterey-Salinas Transit has reviewed the March Clearinghouse Notification and we have the comment shown below.

MCH # 038713: Carmel River State Beach General Plan and DEIR

This location is served by MST line 22-BIG SUR and at the current time the closest stop to the beach is on Highway 1 at Ribera. The stop is not as convenient to the beach as would be possible, and also is somewhat of a traffic hazard. Consequently, we request that a bus pull-out be incorporated into the parking area and that pedestrian access be available to connect the new bus stop with the beach area. Attached please find our guidelines for bus pullouts. In addition, a bench and shelter should be provided. We would be happy to work with the state on this project addition.

Sincerely,

Patrice M. Goodchild

Patrice M. Goodchild
Planning/Marketing Officer

PMG:bhc
Enclosure: Development Review Guidebook

CARMEL HIGHLANDS FIRE PROTECTION DISTRICT
OF MONTEREY COUNTY

73 FERN CANYON ROAD • CARMEL, CALIFORNIA 93923

Board Of Directors

John J. Hudson, Chairman
Joseph T. Mendelson, Secretary
John T. Morrison, Director
George Brewer, Director
Philip S. Gray, Director

Emergency: Dial 911

Lanny White
Fire Chief
(408) 624-2374

April 13, 1987

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks & Recreation
P.O. Box 942896
Sacramento, California 94296

Dear Mr. Doyle:

I have reviewed the Carmel River State Beach General Plan Amendment as respects the Carmel Highlands Fire Protection District. Comments and concerns follow:

The Beach and adjacent coastline has been an area of high accident frequency to divers and sightseers for many years. Typically, rescues in this area require the services of Carmel Highlands Fire Protection District, Pacific Grove Marine Rescue, Monterey Co. Sheriff's Dive Team, Carmel Fire Department Ambulance, Peninsula Medics Ambulance, U.S. Coast Guard, MAST Helicopter, Monterey Co. Deputy Sheriff's, CHP and Department of Parks and Recreation.

With this number of personnel, it is imparative that a large staging, operations and helicopter landing area be made available. This area should be easily accessible to emergency vehicles but not accessible to private vehicles by utilizing a locked gate and should be of adequate size for all emergency vehicles and personnel. The present area with the locked gate on the South end of the beach provides a bare minimum for this need. I urge you to incorporate this into your final plan.

Also, I strongly support the plan to provide turning, acceleration and deceleration lanes and to eliminate roadside parking. Undoubtedly these will lessen the frequency and severity of auto accidents.

Please keep Carmel Highlands Fire Protection District apprised of all activities affecting the General Plan Amendment. Thank you for your consideration.

Sincerely,

Lanny White
Fire Chief

cc: file
Board of Directors

LW:cn

72319

April 7, 1987

Dear Sirs,

On several vacation visits to the Carmel area, it has been our delight to enjoy the unspoiled and beautiful meadowland north of the Bay School.

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With dismay, we learn that your commission

20 7-2417

Mrs. Elizabeth Blake, 7334 Huckleberry Rd. Olympia. Wa. 98502

is proposing to pave this natural & lovely area and make a parking lot, toilets and showers.

We know how much you care about this truely unique and fragile area of California and it is our hope that we will all be able to continue to enjoy it in it's natural state.

Thank-you. Sincerely,

Anchor Shack
Skin Diving Center
Pacheco Blvd.
Pacheco, CA 94553
(415)-825-4960

April 2, 1987

To Mr. James M. Doyle,

We would like to strongly oppose the proposed parking lot, to be build north of the Eucalyptus grove and Bay school. We think that the proposed parking lot will not contribute to a safer traffic situation on Highway 1, but will create a far more dangerous situation for divers as well as other traffic.

We are positive that other, safer alternatives for this parking lot can be found and build.

We strongly advise you to reconsider your proposed amendment, for everybody's safety.

Very sincerely,

Eldon L. Michel,
OW1591

Charles K. Brodbeck,
OW2283

RECEIVED
APR 15 1987
CCD

21 7-2313

James M. Doyle
Supervisor
Environmental Review Section
Department of Parks & Recreation
Sacramento, California 94296

April 11, 1987

Dear Mr. Doyle,

I represent California Freelance Scuba & Supply. I have been informed of a proposed amendment to plans for building a parking lot at Monastery Beach off Highway 1, near CArmel Bay.

Organized parking facilities are definitely need for safety reasons. However, I feel that if the amended parking plan is implemented, there will be an uprising of additional safety oriented problems.

Scuba divers, as you are aware, use the beach quite often. They have much heavy gear to carry to the dive site. If a small 10 car lot is built at the South end of Monastery with a large 75 car lot at the North end, I foresee much congestion at the South end lot as divers unload gear, boats, etc. In addition, since that lot as proposed in the amendment would be so small, divers (and the general public) would basically have to use that area for loading and unloading only. They would have to park in the larger lot, which would entail making a left hand turn onto a very busy highway to parktheir car at the North lot.(a left hand turn onto Highway 1 would have to be made TWICE by each divers : to unload and then again to load.)

The large North lot as proposed in the amendment, is practically useless for divers who want to dive from the north end of the beach because as proposed, the parking area would be up a bluff a long distance from the water. This would make it necessary for the divers to carry all their gear a very long distance down from the bluff.

Since scuba divers are a major group of Monastery Beach users and since the parking lots as proposed in the amendment will affect divers adversely, both with the respect to congestion and safety as well as convenience. I, along with others, strongly urge that the amended parking plan be denied. Instead, we urge that :

1) The proposed parking lot at the South end of Monastery Beach be enlarged so that divers (and others) can actually park there. This will alleviate much of the congestion and unsafe left turn onto Highway 1 resulting from the present proposal.

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2) The proposed North parking lot be moved to the South of the eucalyptus grove and closer to the beach so that divers will also be able to use the North part of the beach for diving. As proposed, divers will not use the North lot to get to the beach because i is simply too far to carry gear.

Thank you for considering these concerns and solutions.

Sincerely,

Glenn Edwin Callahan
owner

Richard C. Dibler
manager/divemaster

Jeffery Caldwell
instructor

Susan & Elizabeth Chase
6363 Christie Ave. #2522
Emeryville, CA 94608

April 16, 1987

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks & Recreation
P.O. Box 042896
Sacramento, CA 04296-0001

Re: Proposed Parking Plan for Monastery Beach

Dear Mr. Doyle,

As frequent visitors to the Monastery Beach recreation area, we would like to express our dismay and concern at the Proposed Parking Plan being considered by the Department of Parks and Recreation.

Although the need for parking in the area is obvious, the current proposal would seem likely to add to the present traffic and parking congestion rather than alleviating it. We feel an additional concern about the environmental impact of the proposed seventy-five car parking lot on the beautiful, open space area north of the Eucalyptus grove and adjacent to the State Beach. Furthermore, from the standpoint of divers, it would seem that a parking area at such a distance from the Beach would not be practical.

We sincerely hope you will give this matter a great deal more consideration and create a more practical and environmentally sound alternative.

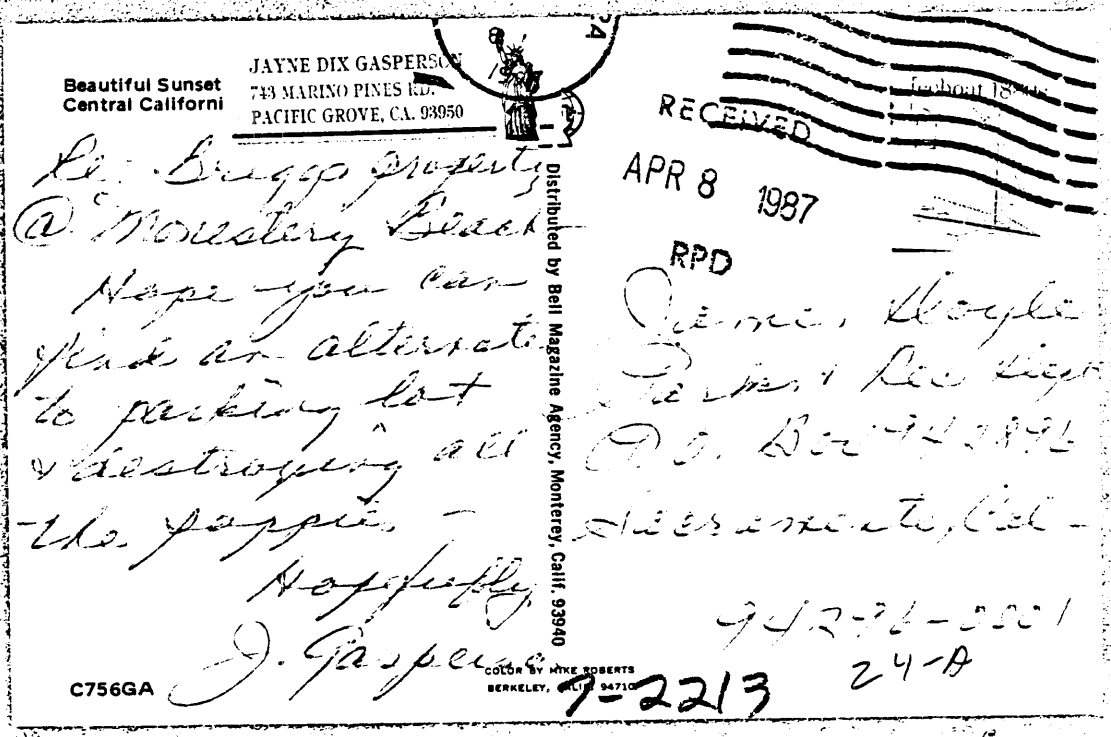
Sincerely,

Susan L. Chase

Elizabeth Chase

cc Commissioners

247-2474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James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation,
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Doyle:

We are replying to you with reference to the 'Point Lobos State Reserve and Carmel River State Beach General Plan Amendment' in accordance with your letter of March 6, 1987. We have read the preliminary to the general plan amendment with interest and concern. Following are some of the questions raised by this proposal:

The introduction, paragraph 3, states, "the area north of San Jose Creek Beach was shown as the preferred location for parking facilities," and refers to the map on p.48. The map correctly indicates the preferred area as the northern portion of the beach and NOT north of the beach which places it on the former Briggs property. This paragraph incorrectly quotes the existing general plan of 1979 (p.88) "The preferred site for a parking lot is located at the northern portion of San Jose Creek Beach." P. 88 goes on to refer to the "northern end of San Jose Creek Beach in the eucalyptus woods near the parking lot" as a recommended site for picnic tables. P. 95 of the 1979 plan further refers to "parking lot, picnic facilities and restrooms AT San Jose Creek Beach." Suggestion that the area north on SJCB was shown north of the beach and approved in 1979 is inaccurate, incorrect and misleading.

It appears specious to suggest that the former Briggs property was not preferred at that time because it was not then owned by the state. P. 98 of the general plan repeats "the proposal of a 75 car parking lot at the north end of SJCB" and offers the polo field east of Highway 1 as the best alternative. That property was then and is now in private ownership. At the time of the 1979 plan approval, the former Briggs property was far, far closer to state acquisition.

The Carmel Area Land Use Plan is specific: "The P.L. - CRSB General Plan designates the north end of the beach (in the vicinity of the Eucalyptus grove) as the preferred location for the development of a parking facility. Alternatively, it recommends the use of the polo field directly east of the beach and property north of the beach recently acquired by the State. It further requires that "any potential parking area should adequately provide for the needs of divers."

These divers are the major user group of San Jose Creek Beach. With respect to them, the amendment fails to meet the criteria. It is, therefore, unsuitable as all criteria must be met. The proposed site is the worst possible location for the divers and denies them the mandated access. Hundreds of divers have expresses this view. The drop-off area proposed raises serious questions: How will such a drop-off area be patrolled to ensure that it is used for unloading/loading only and does not become a 'first-come, first-served' parking area which will make unloading/loading impossible. How will passenger/visitors receive the 'informational signing and ranger contact" which is a stated main purpose of developing the former Briggs property. Great numbers of divers express the view that the state's plan is designed to eliminate their use of the beach. This would contradict the state's stated intention and would violate the Coastal Plan and the Land Use Plan, both specific that the beach is to be available to divers. The existing preferred plan provides for this use and is acceptable to the divers.

257-2479

Visitor Safety along Highway 1. The amendment preliminary quite correctly recognizes Caltrans studies indicating a lower traffic accident rate along SJCB than the state average. The assertion that two entrance roads will provide much safer access to and from the highway is astonishing! This plan requires SIX arrival and departure moves of each vehicle. The potential for increased traffic hazard is terrifying as each vehicle makes three left turns onto Highway 1 per visit.

The existing plan deplores the spreading of Monterey Pine. The proposal to introduce the Monterey Pine onto the former Briggs property and to 'reforest' contraducts the existing plan, the Coastal Act and the Land Use Plan. All agree as to the undesirability of the spread of the Monterey Pine and the diminishing of the open meadows. The 1979 plan describes management policy, including maintaining the existing ecosystem, Map 18. The plan discusses reversing the spread of "aggressive endemic Monterey Pine." The LCP also refers to the invasive and fire hazard characteristics of Monterey Pine. Its introduction would violate policies relating to visual resources and maintaining grassland.

The resource management policy for the northern 48 acres of Point Lobos should apply to the former Briggs property which is part of the same marine terrace and is virtually a 'twin meadow.' This management, maintaining the meadow in grassland, will ensure and enhance the visitor experience provided by the trail on the Knoll and along the bluff on the former Briggs property.

View from Highway 1. It is not necessary to develop two widely separated vehicle areas in order to eliminate current parking along the shoulder. Plans have been offered which remove parking from the shoulder and provide excellent sight lines above the height of parked vehicles. At the same time, these plans maintain access to the beach by the divers. It should be remembered that visual access is the first priority in "areas where access to the shoreline is not feasable." (LCP, p.93.) In this case, visual access can by vastly improved but ought not to take precedence over users.

Using the carefully worked-out existing general plan and giving some attention (instead of dismissing) proposals by affected and interested parties, it should be possible to reach a plan that comes close to meeting the objectives. The present plan pleases almost no one and has engendered considerable local ill-feeling toward State Parks and Recreation Department.

There are significant questions about 1) the cost of two roads, one a very long and winding one.

2) the failure of the proposed amendment to evaluate the former Briggs property as a habitat area. The LCP is clear with respect to the importance of this and the value of protecting such a rare natural open space.

3) The visual sensitivity designations appear arbitrary and are insufficiently explained (Map p.46 amendment.)

4) Allowable Use Intensity shown in Map, p. 47 contradicts Map #17 of the existing plan which shows the area of the proposed parking site on the former Briggs property to be "High Resource Sensitivity - low allowable use." The change to include paved parking and camping is not explained or justified, even though the amendament states that Map 47 incorporates data provided in the General Plan. In fact, it contraducts that plan.

4) Concerns are raised about the soil on the former Briggs property being subject to high erosion hazard in contrast to the low erosion hazard at the south end of SJCB.

5) the proposal notes that septic tank leach fields are not suitable, yet the appropriate authorities have not been contacted regarding the stated sewer line serving the Carmel Meadows neighborhood.

6) The Coastal Act stipulates that new development should be located "as close as possible to Highway 1 to retain the greatest amount of coastal property in a natural state." The plan clearly contradicts this.

If the purpose of foresting the former Briggs property would be to screen the proposed parking from the Highway, it contradicts both the Coastal Act and the Local Coastal Plan with reference to maintaining the viewshed. See Map 'A' LCP 1983, which specifically includes this property in the viewshed. LCP further specifies that screening of grassy slopes should be avoided.

The presence of Monterey Cypress very near the site of the proposed parking on the former Briggs property should be noted. These fine old Cypress are located between the proposed parking and the beach destination.

Parking, beach access, the view of the bay and visitor safety can all be significantly improved without severely damaging the former Briggs property if objective and careful consideration is given to the suggestions of beach users. In doing so, the state can make a significant contribution to all of its citizens by preserving this part of California's precious heritage. It is worthy of every possible protection.

Sincerely,

Sidney A. Kay M.D.

Sidney A. Kay, M.D.

Dorothy S. Kay

Dorothy S. Kay

2942 Cuesta Way
Carmel, CA 93923
(408) 625-1271

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 042896
Sacramento, Ca. 94296-0001

March 29, 1987

Dear Mr. Doyle:

It is with dismay that I learn of the proposed plan for a parking lot on the former Briggs property. I say dismay, because the idea of turning part of this beautiful small meadow, opposite magestic Point Lobos into asphalt paving is horrifying.

I plead with your committee to aid in the protection of the native plants and birds that find habitat in our precious meadow.

Please deny the proposed amendment.

Very sincerely,

Alice S. Kelley

Member, Garden Club of America

2972 Cuesta Way
Carmel, Ca. 93923

cc California State Park and Recreation Commissioners, Gov. Deukmejian, Henry Mello, Samm Farr, Karin s. Kauffman

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2-7-3 #1

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 042896
Sacramento, Ca. 04296-0001

March 28, 1987

Dear Sir;

It is my understanding that the Department of Parks and Recreation recommends the former Briggs property for a 75 to 100 car parking lot. This lot, I am told, will remain open daily from sun-up until sun down, and that construction of toilets and showers will be implemented as well as facilities for picniking and camping. The price tag on this,-- some one million dollars.

Because I feel that there is a less expensive, more attractice way to take proper care of this parking situation, I ask that the proposed amendment be denied, and instead, consideration be given to the property south of the eucalyptus grove on San Jose Creek Beach.

Respectfully,

John C. Kelley

2972 Cuesta Way
Carmel, Ca. 93923

cc California State Park and Recreation Commissioners, Governor George Deukmejian, Henry Mello, Sam Farr, Karin s. Kauffman

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Lovell Langstroth
2992 Cuesta Way
Carmel, CA 93923
April 8, 1987

James M. Doyle, Supervisor, Environmental Review Section
Department of Parks and Recreation
P.O. Box 042896
Sacramento, California 94296-0001

I am writing to urge that the proposed amendment to the Point Lobos State Reserve and Carmel River State Beach General Plan be altered to remove parking from the Briggs Property. A drop off at the south end of Monastery Beach and parking north of the eucalyptus trees fails completely to meet its stated objectives. For example on page 60 of the General Plan Amendment Preliminary of March 1987 items 4, 5, and 6 require that adequate parking and beach access be provided for major user groups. I have established that on many Saturdays and Sundays over ninety cars are parked at the beach, virtually all of them with divers. Since each car brings at least two individuals and about half of them will wish to dive at each end of the beach, approximetely ninety individuals will try to gain access to the ends of the beach with their heavy equipment which includes inflatables and motors. It is manifestly impossible for this task to be accomplished with the proposed plan. Most persons are physically unable to carry their equipment from such distant sites; too many left turns across traffic create danger. In effect the plan excludes the only large user group from the major portal of entry to diving in the whole of Carmel Bay. Note that access through Pt. Lobos and Stillwater Cove is severely restricted.

Additionally, the Amendment in item 8 pg. 60 provides that there be minimum conflicts with surrounding land use. Note that the proposed parking north of the eucalyptus grove cannot be screened from many residents in Carmel Meadows, a fact admitted to be true by the Department's own landscape architecht. Nor does such parking permit "control of noise and trespass onto private property" as required.

Thank you for your serious consideration of these issues. I believe that a satisfactory solution is possible by utilizing the earlier preferred site *south* of the eucalyptus trees and a site at the south end of the beach.

Very sincerely,

Lovell Langstroth

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3-7-3262

James M. Doyle, Supervisor, Environmental Review Section April 9, 1987
Department of Parks and Recreation
P.O. Box 942896, Sacramento, CA 94296-0001

Dear Mr. Doyle,

I would like to make several statements regarding the Point Lobos State Reserve and Carmel River State Beach General Plan Amendment Preliminary, March 1987. The Briggs property should be designated as a cultural and natural reserve and not developed. No vehicular traffic should be allowed.

1. The parking as planned is unsatisfactory in many ways. Divers are the group who make up over 90% of the users of Monastery Beach. Parking at the south end of the beach as planned is totally inadequate. This small lot will in no way accomodate those wishing to dive the south kelp bed and as a drop-off area it is inadequate. And on the other hand the lot on the Briggs property north of the eucalyptus grove would be much too far to carry equipment for those wishing to dive the north kelp bed. Parking only in the north lot entails travelling from one lot to the other and crossing traffic twice, which is more hazardous than the present parking situation on Highway One. I have counted 97 cars parked on the shoulder of Highway One on a Saturday, 90% belonging to divers. Can you imagine these cars driving from one lot to another?

2. The coastal terrace between Carmel River and San Jose Creek should be designated as a cultural and natural preserve. Two archeological sites are located on the Briggs property both very close to the proposed parking lot. These middens are large and deep showing intensive use. They were probably living sites of the Ohlone Indians. There is also a high probability of cemeteries in the area as stated in the Amendment. Destruction of these sites would be almost inevitable with the addition of a parking lot and all the heavy visitor use that would take place in the immediate area. These few sites are the only source that can provide additional data as to the life of the Ohlone Indians on the Central Coast and should be carefully protected. (p. 12) The bluff at the South end of Monastery beach also has an archeological site but it is shallow, with few artifacts and probably was used as a temporary campsite. These southern sites are not as culturally significatnt as those at the north end.

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The natural resources of the area should also be protected. Both Smith's blue butterfly and

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the legless lizard are involved. Emphasis should be on maintaining open space and the preservation of the natural landscape.

3. To take a pristine meadow, pave it, and deliberately create an additional visual blight is poor judgement. In no way can the visual impact of an asphalted parking lot be screened from the surrounding land. The residents of Carmel Meadows, the Bay school, and the in-holding parcel would have to look at the blighted area continually as will the joggers and walkers who use the meadow. It would also be visible from Highway One.

There are other alternatives. The shoulder of Highway One could be widened, and appropriate, safe, adequate parking developed. (Highway One is already a paved visual blight.) The south end of Monastery already containing restrooms and a parking area for Park vehicles could be expanded. The Original General Plan of May 1979 states as a preferred location a site at the north end of the beach south of the eucalyptus trees. These are all reasonable and feasible alternatives to the desecration of the Briggs property. They would also serve the diving public.

I hope you will seriously reconsider the General Plan Amendment. The Briggs property should be designated for day use with resource management policies but with no vehicular traffic allowed.

Sincerely yours,

Libby Langstroth

Libby Langstroth
2992 Cuesta Way
Carmel, CA 93923

GUY BLASE
LAWRENCE A. KLEIN
PETER A. WHITMAN
GEORGE C. FISHER
CRAIG S. RITCHEY
JAMES WARE
ELLEN B. TURBOW
JEAN K. McCOWN
NELSON G. DONG
AYLEEN ITO LEE
MARTHA C. LUEMERS
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PAUL C. VALENTINE
COUNSEL

April 14, 1987

Members of the Commission
State Park and Recreation Commission
State of California

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P. O. Box 942896
Sacramento, CA 94296-0001

Dear Commissioners and Mr. Doyle:

I am writing you to express my opposition to the parking lot plan proposed for Monastery Beach (Carmel River State Beach) which will be reviewed by the State Park and Recreation Commission on June 12, 1987. I am a scuba diver who is very familiar with that beach and the surrounding area, including the former Briggs property where a seventy-five car parking area is to be located.

I understand that a principle professed purpose of this parking plan is to serve the needs of divers who use Monastery Beach but presently must park alongside Highway 1. Unfortunately, the plan you are considering will result in an extremely inconvenient and dangerous parking arrangement, at an unnecessarily high environmental cost.

Your plan seems to assume that most divers will have to park in the large lot on the Briggs property and carry their gear, including inflatable boats, heavy tanks and weights, to the beach entry points. This is a far greater distance than is necessary today, particularly if a diver wants to enter the water at the south end of the beach. While it might be possible to unload gear from the smaller lot you propose at the south end of the beach, that lot is only proposed to hold ten cars and most divers will then have to exit by turning left onto Highway 1, to be followed by another left turn from Highway 1 into the larger lot.

This makes no sense and will create disastrous traffic jams, particularly in the summer when the area is already

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heavily impacted by traffic. I also wonder whether the line of sight for the proposed parking lot entrance near Bay School is adequate for cars exiting that lot and heading north.

A far better solution would be to build only one parking lot, adequate to handle a reasonable number of vehicles, in the location you propose at the south end of the beach. It should be feasible to site such a lot with appropriate berms and landscaping so as to minimize the impact on the visual qualities of the beach. An alternative would be to put some additional parking at the north end of the beach but to the south of the existing eucalyptus grove. Either of these locations will be far more useable and functional than the remote location now proposed, both for divers and other visitors to the beach.

The former Briggs property is an open meadow which makes a unique ecological contribution to the adjacent beach and bluff area. It is inconceivable that in good conscience you can justify the irreparable destruction of that natural meadow when there are other preferable and feasible alternatives. Indeed, I doubt the proposal in its present form complies with the requirements of the California Environmental Quality Act. Given that some area on the south end of the beach will be devoted to parking even under your plan, why not limit the impact on coastal resources to just that one area rather than spreading it to other, irretrievable coastal environments?

This is perhaps an unusual situation where the goal of providing better access to Monastery Beach can be accomplished without any conflict with sound principles of environmentally sensitive planning. Your proposed plan does not achieve this, however, and should be revised so that it does.

Very truly yours,

JEAN K. McCOWN

JKM/ls

April 7, 1987

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Doyle:

As a scuba diver I enjoy using Monastery Beach and am extremely unhappy about the proposed 10 space parking-loading lot.

Leaving the loading lot, turning left through traffic, and then making another left turn through traffic to park in the large lot, then reversing the procedure, would cause a dangerous, congested traffic situation on the highway. In addition, it would be very difficult to carry gear to the north end of the beach and back.

It seems, instead of eliminating dangerous parking along the shoulder, you would be creating a far more dangerous situation with the proposed parking-loading lot.

Sincerely,

George and Diane Neilson

George and Diane Neilson
325 Courtland Drive
San Bruno, CA 94066

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April 16, 1987

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Dear Mr. Doyle,

Thank you for the opportunity to make comments on the General Plan Amendment Preliminary for Pt. Lobos State Reserve and Carmel River State Beach.

We would like to call your attention to some of the inconsistencies we have found in the Amendment and the Draft Environmental Impact Report. In the opening statement of the Introduction on p. 1, the Purpose states:

> This amendment will provide resource management policies and allow development of day use facilities, including a 75-car parking area at the north end of the beach, and a 10-car parking area at the south end.

The "beach" is not the location the Amendment speaks to at all in the remainder of the text and is completely misleading as the Amendment addresses parking on the former Briggs property, rather than the earlier "preferred location" as mentioned in the 1979 Pt. Lobos General Plan which in fact is the north end of San Jose Creek Beach.

On p. 2 we find another somewhat misleading statement. In the second paragraph mention is made of meetings held before the December 10 public meeting at Carmel Middle School. A meeting was held with the Carmel Meadows Homeowners Association Board--only five members, as opposed to the entire Association. At this meeting several parking alternatives were shown to us which at a later date were withdrawn. The

fact of the matter is that a second meeting was held in mid January 1987 at the Hudson house with at least sixty residents present. Don Hook and Grant Jensen made the presentation of a new plan which did not include the earlier alternatives discussed at the public meeting in December. Mary Gunter and Glenn McGowan were also present at the January meeting and were witness to the overwhelming consensus that Carmel Meadows residents felt that parking should not be allowed on the former Briggs property as it would be a desecration of a beautiful open meadow where residents of Carmel Meadows as well as residents of the entire Monterey Peninsula area love to walk. From this property one can see spectacular vistas of Pt. Lobos, the rocky headlands of the former Hudson ranch, the nearer rocky shoreline where the waves crash and explode with great force during periods of heavy wave action. Depending on the season this meadow is a bloom with numerous wildflowers. Visitors from other parts of California and the nation, as well as foreign visitors have discovered the signed public access where the trail begins that meanders over this lovely piece of property. The viewshed from the Briggs property also extends inland across the open meadow (where the 75-car parking lot is proposed) to the open slopes of the Palo Corona Ranch and to the further forested ridges of the Pt. Lobos Ranch. One of the strongest statements in the Carmel Area LUP (p. 8, 2.2 Visual Resources, 2.2.1 Overview, par. 4) stipulates: "Protection of Carmel area's visual resources may be one of the most significant issues concerning the future of this area" and the map on the back of p. 8 certainly includes the Briggs property as in the public viewshed. Further support for retention of open space and viewshed is given in the Amended Plan on p. 26,

> Esthetic Resources, Policy: The emphasis of landscape management at Carmel River State Beach shall be toward maintenance of the natural landscape.

On p. 4 of the Amended Preliminary Plan a statement of purpose indicates the:

> Resource Element sets forth long range management objectives for the scenic, natural, and cultural resources of the unit that supplements resource management goals outlined in the General Plan.

Yet in the very next sentence the plan states that:

> . . . maintenance, operations, and details of resource management are left for inclusion in specific resource management programs that will be prepared at a later date.

It is shocking to us that the State Park and Recreation Commissioners would be asked to set in concrete a plan whose details are yet unprepared! How can either they or the general public assess and make decisions on specific policies that are to date unknown?

There are some errors and ommissions in the Preliminary Plan which causes one to be skeptical of other information presented in the plan. On p. 5, Hydrology, it is the California/American Water Company who has been responsible for the heavy pumping of the Carmel Valley aquifer. The Monterey Peninsula Water Management District is seeking to remedy that situation. On p. 6, par. 2, the sewer outfall is located off Carmel River State Beach not too far south of the Carmel River mouth. It is not located by the Mitzi Briggs property, unless you qualify the entire Carmel Bay as off shore of the Mitzi Briggs property.

On p. 8, Plantlife, we feel there are numerous species omitted in the listings of plants that occur on the Amended area such as: California poppy, vetch, ground lupin, tidy tips, golden stars, blue-eyed

sun cups, mule ears, to mention a few. Also missing on p. 9, Animal Life, is a more definitive listing of common shore birds such as: willets, turnstones, oyster catchers, scoters, loons, Western grebes, murres, and coastal scrub and grassland birds such as meadow larks, Bewick's wrens, flickers, marsh hawks, kestrels, hummingbirds, and the great blue herons that hunt frogs, snakes, and lizards on the meadow of the Briggs property. The cottontail rabbit is one very prevalent mammal omitted from the text. The text mentions that:

> . . . no wildlife observations were made of wildlife in the eucalyptus grove but the habitat does have some wildlife value.

Before an access road and path are cut through that habitat, a study should be done. Our guess is that numerous hawks, owls, and other bird life use that grove for roosting and nesting.

We feel there is another serious omission under Recreation Resources on pp. 15 and 16 the numbers of visitors to Carmel River State Beach are given but important information not provided is the approximate numbers of skin divers that use San Jose Creek Beach as a recreation area. Another fact not provided is the number of either divers or visitors who have drowned in the last ten years along this stretch of beach. This information should be included as it shows the dangers involved in encouraging visitors to use this sometimes dangerous stretch of beach. By providing parking, showers, restrooms, and picnicking opportunities, the state is inviting the public to this particular beach area. Only a small paragraph at the top of p. 16 and again on p. 37 (bottom of page) addresses the hazardous conditions along the shoreline.

We are very concerned about the traffic patterns along the Highway 1 corridor. The statement "The facilities will be a benefit to traffic flow along Highway 1" under Traffic Circulation, p. 38, is totally inaccurate. Center of the highway left-turn (or stacking) lanes to facilitate access to the two proposed parking lots at either end of the San Jose Creek area will undoubtedly increase accident potential. Example: the skin divers using the southern parking and drop-off facility must reenter the highway and make a left-hand turn to go north. Another left-hand turn must be made to gain access to the larger parking lot on the Briggs property, and then again to return to the drop-off area to pick up diving equipment at the end of their dives means that a minimum of at least three left-hand turns will be needed to get on and off the highway, and always made in front of on-coming traffic. This situation will not benefit traffic flow. As it stands now the approximately 60--80 cars often counted along the highway shoulder on busy weekends, only causes a vehicle (or driver) to cross on-coming traffic once or twice.

Our greatest concern and opposition to the proposed parking on the Briggs property is the loss of open space, intrusion on the viewshed and the problems arising out of management of the parking facility. The loss of open space cannot be mitigated as stated on p. 40, #4. A 75-car parking lot will mean asphalt coverage of an area almost twice the size of the 40-car parking lot at the north end of Carmel River State Beach. This will cause a definite intrusion on the viewshed both from Highway 1 and from the trails used by the public across the bluffs of the Briggs property. Allowable use intensity given for this property

in the Plan is III status or a classification of high intensity (p. 27) which allows "parking lots, restrooms, camping, picnicking and agriculture," even though on p. 64 of the Pt. Lobos General Plan there is a sentence which states "overnight camping facilities shall not be permitted west of Highway 1." We agree that any parking facility in the Amended Plan should be designated for day use only.

With more visitors channeled to the proposed parking facility there will be an increased fire hazard as the vegetation on the meadow dries during the summer and fall months. Page 39 of the Amended Plan states that smoking will be prohibited along the trails, but who is going to enforce this restriction? There will be increased surface run-off from the paved area causing further erosion. Other impacts as a result of heavier usage of the resource will be erosion of cliffside bluffs and increased use over designated archeological sites which seems contradictory to the statements on p. 25, Cultural Resources "it is the policy of the department to minimize or avoid disturbance of Native American archeological sites" and "complete integrity of the cultural resource is sought, and no structures or improvements which conflict with such integrity are permitted." On p. 26 one reads: "Human made intrusions shall be reduced or eliminated." It appears that construction and management of a parking lot in this location (Briggs) presents numerous negative impacts which in truth cannot be mitigated and an unacceptable degree of deterioration in the character and value of the scenic, natural, and cultural resources will occur.

One final concern the residents of Carmel Meadows have is the suggestion that a Monterey pine forest be reintroduced onto the Amended

area. When residents purchased their homes along Cuesta Way, or the southern boundary of the subdivision, there was no evidence or suggestion that such a forest ever existed there. Homes were purchased with the thought that their open views would always be protected. We believe further in-depth studies should be made to support and substantiate that a pine forest did exist. We feel that it did not, as most southerly facing hillsides along the coast are usually devoid of heavy forested areas, if forested at all. In looking at old aerial photographs of the Carmel coast, tree growth usually occurs on the northerly facing slopes and hillsides. These slopes are more protected from prevailing off-shore winds and therefore more conducive to forested growth.

We hope you can appreciate our concerns and are open to our suggestions and criticisms. It might interest the department to know that our residents do love and help maintain both the Briggs property and Carmel River State Beach. Day after day, year after year, we have picked up trash along the beach and trails to keep the area clean. We feel this is one small contribution to help lighten the heavy maintenance work load required of the staff at Pt. Lobos State Preserve.

Sincerely yours,

Barbara Rainer

Barbara Rainer
Chairman
Carmel Meadows Association

April 7, 1987

411 Bates Court
Turlock, California 95380

JAMES M. DOYLE
Supervisor
Environmental Review Section
Department of Parks and Recreation
Post Office Box 042896
Sacramento, California 94296

Dear Mr. Doyle:

I am a SCUBA Diver. I have been informed of a proposed Amendment to plans for building a parking lot at Montastery Beach off Highway 1 near Carmel Bay.

Organized parking facilities are definitely needed at Montastery Beach for safety purposes. However, I fear that if the Amended Parking Plan is implemented, there will be more safety problems than there already are.

SCUBA divers use this beach a lot. They have much, heavy gear to carry to the ocean. If a small 10-car lot is built at the South end of Montastery with a large 75-car lot at the North end, I foresee much congestion at the South end lot as divers unload gear, boats, etc. In addition, since that lot as proposed in the Amendment would be so small, divers (and others) would basically have to use that area for loading/unloading only. They would have to park in the larger lot which would entail making a left-hand turn onto a very busy Highway 1 to park the car at the North lot. (A left-hand turn onto Highway 1 would have to be made TWICE by each diver; to unload, and again, to reload gear).

The large North lot as proposed in the Amendment, is practically useless for divers who want to dive from the North end of the beach because as proposed, the parking area would be up a bluff a long distance from the water. This would make it necessary for divers to carry all their gear a very long distance down from the bluff.

Since SCUBA divers are a major group of Montastery Beach users, and since the parking lots as proposed in the Amendment will affect divers adversely, both with respect to congestion and safety as well as convenience, I, along with others, strongly urge that the Amended Parking Plan be denied. Instead, we urge that:

1) The proposed parking lot at the South end of Montastery Beach be enlarged so that divers (and others) can actually park there. This will alleviate much of the congestion and the unsafe left-turn onto Highway 1 resulting from the present proposal.

2) The proposed north parking lot be moved to SOUTH of the Eucalyptus Grove **AND** closer to the beach so that divers will also be able to use the North part of the beach for diving. As proposed, divers will not use the North lot to get to the beach because it is simply too far away.

Thank you for considering these concerns and solutions.

Sincerely,

Pamela Roe

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APR 10 1987

cc California State Parks & Recreation Commission members

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Environmental Review Section
Dept of Parks & Recreation
P.O. Box 942896
Sacramento, Ca. 94296-0001

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Gentlemen: —

This is in reference to a proposed project by your department to develop restroom & parking facilities north of San Jose Creek Beach, just off Highway 1, South of Carmel. Please be advised that we, property owners in Carmel Meadows, the community adjacent to & immediately north of the proposed site, are opposed to the development as planned.

The most important reason advanced for the proposed site is it will remove parking from the shoulders of Highway 1 near San Jose Cr. Beach. This plan, however, falls short in failing to address another very serious & very similar problem just south & very close to the same beach; notably parking along the shoulders of Highway 1, caused by the tremendous overflow of visitor cars to Pt. Lobo State Park. We suggest it would be more feasible & far less expensive to cure both parking problems by installing a parking area just off Highway 1 between the entrance to Pt. Lobos State Park and San Jose Creek Beach. The State already owns the land so no additional land purchases necessary & the area is adjacent to restroom facilities already in operation (at the south end of the beach) & thus would eliminate the necessity of building more restrooms at the north end as planned.

Furthermore, the present plan has diametrically opposite goals. On the one hand, your department admits to the fact the beach under consideration is a dangerous beach, five people have lost their lives in 1986 alone & because of that your Department plans to erect a visitor booth, manned with a ranger to inform visitors of the danger. On the other hand, your plans call for a

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divers unloading platform which will be an invitation to everyone, including the unsuspecting newcomer, to use the treacherous waters. We prefer to believe you would rather be safe than sorry & not increase the desire to swim & dive off San Jose Cr. Beach.

Just about everyone who lives in the area surrounding your proposed site is against your present plan. We sincerely believe a parking area in the location we suggest will not only satisfy the needs of your department but will receive 100% approval from all area residents.

Respectfully yours,

Robert & Hilda Schiffler

2963 Cuesta Way
Carmel, Ca 93923-9710

Carmel, Calif
April 11, 1987

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P O Box 942896
Sacramento, CA 94296-0001

Dear Supervisor Doyle:

We disagree with the proposal that an access road and 75 car parking area etc. be placed on the Briggs property north of the eucalyptus grove adjacent to Monastery Beach, south of Carmel, California.

The need for parking for Monastery Beach is obvious but it should be located south of the eucalyptus grove. If there is room for a ten car unloading area at the south part then the 75 car lot should also be located between the fence and the beach.

The beach area between the Carmel River and Monastery Beach is accessible from the mouth of Carmel River (when the mouth is closed), from Carmel Meadows area, and from Monastery Beach along the beach front.

We URGE the Department to limit parking, access roads and other development at Monastery Beach to the area south of the eucalyptus grove.

Yours truly,

Dorothy A. Schulte
Dorothy A. Schulte

Bernard H. Schulte
Bernard H. Schulte
P O Box 4043
Carmel, CA 93921

CC: State Park and Recreation Commissioners
Senator Henry Mello
Assemblyman Sam Farr
Supervisor Karin Strasser Kauffman
Supervisor Sam Karas

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APR 15 1987
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2952 Cuesta Way
Carmel, Ca. 93923
April 15, 1987

James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
Post Office Box 942896
Sacramento, CA. 94296-00001

Dear Mr. Doyle:

I have read the Point Lobos State Reserve and Carmel River Beach General Plan Amendment Preliminary and the Carmel Area Land Use Plan of April 1983 and I wish to make comments in the review time alloted.

I find the opening paragraph in the introduction confusing and inaccurate, i.e. " at the north end of the beach." Does this mean the former Briggs property or not? The north end of the beach is just that and not the area north of San Jose Creek Beach.

It is true that the north end of the beach has already been designated as "preferred " in the Carmel Area Land Use Plan. This is not where the map on page 42 shows it is being proposed.

In the third paragraph on this page there is also a confusion. The 1979 Plan is misquoted, i.e. the area north of San Jose Creek Beach was shown as "preferred location for parking facilities." This is not in the General Plan. The area north of San Jose Creek Beach was listed as an alternative.

On page 2 under Resource Management Policies- I want to inquire why " a Monterey Pine restoration and management plan will be established." The reasons given are vague and theoretical. It could be a real fire hazard to the many homes on the property immdiately adjacent to the amended area.

A word progression starts on page 8 with "postulated that a Monterey pine forest once grew" to page 10 when it is "presumed natural plant community in the grassland area was Monterey Pine forest."

On page 11 the plan calls for a "reintroduction of Monterey Pine onto the Amended area." There are also statements that the Pine Forest occurred sometime before the Euro-American arrival. This is over 200 years ago- indeed much longer ago than this. If indeed so. Why must we go back in time to such a dim era and based only on "similaraities of soil where pines grow." ? In the meantime a whole flora and fauna have made a rich ecosystem on this wind blown coastal bluff.

On page 3- concerning the parking facilties in the south San Jose Creek Beach area- the left turn lane at the connection of Highway

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is listed but this is not the whole picture. There needs to be a right turn lane and a holding lane and then another left turn lane, right turn lane and holding lane for the second parking facility entrance shown on page 32. THIS IS SIX TURNS IN ALL.

Page 7 paragraph 5 identifies the soil as narlon loamy fine sand which has "severe constraints for campgrounds, septic tanks, absorption fields, shallow excavations, buildings without basements, roads and streets." This does not sound like the kind of soil which would be good for the proposed facilities on page 2 and that are shown on the map of page 42 which is proposed to be located in the amended area.

On page 7 several plants are named which are found in the amended area. This is not an inclusive list and the plant life of this area is not presented in a well researched manner. There are many wild flowers that are not listed and this is also true concerning the birds of the area. On what authority can one pick and choose which flora and fauna to include? The amended area is far richer in native plants than what is included and on a recent walk I personally found a rich and abundant supply of the coast buckwheat on the amended area. The coast buckwheat is host for larvae of the Smith's blue butterfly, an endangered species. The area where the parking facility is proposed on page 42 has a population of coast buckwheat. This type of thing should be considered before a plan is approved, asphalt poured and an open space is changed forever.

The archeological sites Mnt-14 and Mnt. 221 in particular is another issue which should be thoroughly researched before a decision to put a parking facility on the amended area be finalized.

I object to the Prescribed Fire Management section- page 22 and 23. What I have seen of the Department's Plans and the time schedule for implementation which is sometimes simultaneous to presentation I don't want to hazard my life and proporty to " reintroduction of fire."

As a native and life long resident of California I have witnessed grass fires and have seen their blackened blights. I object to the use of fire so close to residence on both sides of the amended area If this is to "restore the processes necessary for per petuation of natural ecosystems" then they have their priorities in reverse. The natural creatures who inhabit the amended area and the human population already in residence near the amended area should surely be given priority over a "restoration policy" that "shall be synonymous with broadscale tree planting."

On page 26 I object to some of the conclusions of the Allowable Use Intensity. The first paragraph is satisfactory and necessary. But it is negated by page 27 when the Plan says "allowable use

intensity is just one of the several factors considered in developing the Land Use Element of the Plan....recreation needs design condsiderations, and social carrying capacity of desired quality of recreation experience." This sounds very subjective and non scientific to me. Again we can ask on whose authority is a parking facility to be changed from one place to another when the considerations are " recreation experiences."

On whose authority are the intensity classifications made? The amended area was changed to a different intensity classification. What made it change to a high intensity zone? I would like to see geologists, botanists, and more scientific methods of analysis employed before a classification can be made or changed. Only the sites of existing facilties and the "terrace ot the Mitzi Briggs property" have been classified as high intensity. By whom? By someone who wished to use the open space for further expansion? Even when using this report it does not seem that this terrace, so rich in naturala flora and fauna, archeological middens enjoyed by walkers and birders and viewed by the community as open space adjacent to the sweeping view of Point Lobos, should be classified as high intensity use area.

On page 28 I address the "primary purposes of the amendment." This is stated " to provide parking facilities at the Carmel River State Beach.
Two parking areas are proposed and the map on page 42 pictures this. As yet no one knows if Cal Trans will allow two ingress and egress roads so close together. I already addressed the 6 TURNS required to visit the small facility and unload and park in the northern area. So far Cal Trans has designated ONE TURN OFF .

Page 29 starts a development of Alternatives. Again in paragraph 2 Cal Trans is mentioned as assisting but notice that is says "allowable road (singular) connections to Highway 1. Other factors to be considered are listed "impact areas on other nearby property owners." I have found that there has been no concessions to nearby property owners- other than to list it as a problem.

Alternative A is hardly an alternative since the design has not properly addressed the issue of a parking lot on the south end of the beach and places the smaller parking lot squarely in a known wetland area. This plan was doomed from the start.

Alternative B was eliminatead because " its visability from the highway and its interference with the view of Point Lobos from the highway." The latter is not true. It may look so on paper but if you are physically present at this spot it is too early to see Point Lobos- only a tip of the rim is showing.

Alternative C shouyld not have been included because again it does not address the needs of the divers and it does not have parking at the south end of San Jose Creek Beach which was so designated

in the Carmel Land use Plan. It was already known at the December 10 meeting that Cal Trans would not allow this so why take up space to call this an alternative.?

Alternative D does not meet Cal Trans objections as stated in December at the public meeting. So why include it here as an alternative?

Alternative E, the "preferrred location in the General Plan approved may 1979" was eliminated " because of its high impact on vegetation in the wetland area." Who determined this a wetland.?

The proposed general plan amendment alternative has its flaws also. (3) " provides a point of connection to the highway that is considered safe by Cal Trans," has not been proven. We have written Cal Trans and they have not yet made a decision. Cal Trans did specify a location of a road connection in the south end of the beach but they did not specify two road connections so close together and particularly ones that would necessitate many turns. Is this so preferred in light of ease of flow of traffic, views serving visitors and divers and COST? Page 31 describing Parking further describes the complications of all this.

I would only be repeating myself , although this document does a great deal of repeating, if I were to reiterate the mistakes that would be made with the implementation of the proposed parking plan.

A parking solution must be found that will accomodate the needs of the divers, use the south end of the beach, have only one access and interfere as little as possible with the natural beauty and flora and fauna of the entire Carmel River State Beach. The parking facility should protect loss of open space and protect the vegetation that favors the Smith's blue butterfy. I have seen such a plan and I am sure your staff can refine it and design a plan that can meet the requirements.

Yours truly,

Mary Louise Tomblin

P. O.Box 221429
Carmel, Ca. 93922
March 30, 1987

Mr. JAMES M DOYLE, SUPERVISOR
ENVIRONMENTAL REVIEW SECTION
DEPARTMENT OF PARKS AND RECREATION
P. O.Box 042896
SACRAMENTO, CA. 04296-0001

Dear Mr Doyle;

In regard to the State Parks desire for off Highway One parking at the San Jose State beach area. We fervantley object to any development on the former Briggs property because of the need for open natural habitat space and the proximity to 150 homes located in the Carmel Meadows. Already with present limited access to the Briggs property the Blue Heron and Quail are leaving due to the many dogs RUNNING loose.

The south end of San Jose Creek beach would be a more logical location for the seventy-five car lot because of the easy access for divers and boaters to carry their equipment to the water. It would be closer to rengers station for over-seeing the area.

Point Lobos area is far too exquisite and unique an area to expose it to the degradation of an ordinary camp and picnic grounds.

We pray that your good judgement and future concern will guide you on this matter.

Yours truly,

M L Truby

Mr & Mrs. MARVIN L. TRUBY

cc; Ca. State Park Commission
Mo. Cty Supervisor
State Senator
State Assemblyman

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April 16, 1987

Mr. James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA. 95811

Dear Mr. Doyle:

The inholding parcel in the Amended Area (three small cottages on 1.4 acres of land) are owned by our family. At the present time it is owned jointly by my wife, Mary, and me and her sister Betty Wilson and husband, Bob. Mary and Betty's grandfather, A. M. Allan, purchased this land in 1898 when he purchased Point Lobos Ranch, a portion of Rancho San Jose y Sur Chiquito.

Two of the three cottages now situated on this site were existing when the family purchased the property. Incidentiy from our early photos we know that there was a substantial grove of mature euclyptus and cypress trees on the site at that time - 90 years ago. So the trees are obviously well over 100 years old.

When the dairy at Point Lobos was forced to go out of business, my wife's parents were forced to sell some land, the 37 acre Briggs field being one of the first parcels they had to sell (with severe restrictions) but due to strong emotional attachment they kept the houses, deeding them to us.

So when we respond now to the Amendent of March 1987, it is obviously with this background. We have loved and cherished this land for many, many years. Our response can be considered self serving since we are adjoing property owners. By the same token, no one has protected and known this property as well, for as long as we have. The family also owned Monastery Beach until it was condemned by the state in the 50's.

As an architect and planner I feel I can also look at the subject property objectively, in a larger, regional context. Betty and Bob Wilson are ranchers and also have a broad perspective regarding land use.

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Our responses to the Amendment follows. In summary, our response states we feel the proposed for a parking lot in the Briggs meadow is ill- conceived and an environmental disaster. Further, we feel that a parking facility at the south end could be rationally supported. The south end formally housed a quarry operation and now houses a public restroom, has had much vehicle and pedestrian traffic over the years, has no trees, except for scrub willow and cottonwood and poses few environmental problems.

Sincerely,

Francis L. Whisler
55 A Riley Ranch Road
Carmel, CA. 93923
Telephone 408 625-2799

Whisler Response to 1987 General Plan Amendment Preliminary.

Page 1 Introduction

Purpose:
Feel it is wrong to establish 75 car parking area at the north end for reasons later stated.

General Plan Background
Many, ourselves included, objected to General Plan proposed to establish a parking lot in reparian corridor of San Jose Creek, back in 1979. We were then suggesting the south end as more desirable from an environmental and practical standpoint.

Public Involvement:
It's true there were "workshops" where people expressed their thoughts - mostly opposition to proposed site in Briggs meadow. Does anyone really listen to the comments from the public at these "workshops"? Does the information (objections) get to the Commissioners? Does the staff respond to the objections or the public's suggestions? As members of the public, we have not heard answers.

Page 9 Animal Life
5th paragraph, beginning " The San Jose Creek wetland--" speaks of the area through which a road is proposed. It would seem contradictory for an agency such as Parks and Rec. to disturb an area, as described, with a road to a parking lot.

Page 10 1st paragraph, beginning " No survey ---" . The Amendment states " No wildlife observations were made" -- They should be made. We have observed numerous wildlife in this grove. 2nd paragraph, beginning " The Smiths blue butterfly--" I enclose a clipping from the S. F. Chronicle of April 1987 regarding the problems the city of Palos Verdes has had with the Federal Government.

Page 28 Proposed Development

Project Purpose
I find it difficult to believe that the primary reason for the aquisition of the Briggs property was to provide parking facilities, rather than to preserve an open space for passive use, adjacent to a State Reserve. Certainly the stated objectives to provide parking facilities, improve visitor safety along the shore, improve visitor safety along Highway 1 and enhance the view from Highway 1 can all be accomplished at the Carmel River State Beach without destroying the Briggs field. These objectives can be accomplished as well if not better at the south end of Monastery Beach.

Visitor Safety Along the Shore:
This paragraph is quite true. It could be rectified even today, however, under present parking conditions, with a fence, controlled entryways to beach, informational signing, and ranger contact. These goals can also be met by any of the considered Alternatives.

Visitor Safety along Highway 1

There are often 75 cars or more parked on the West side of Highway 1 on Saturdays and Sundays when the weather is at least fair, all year long. During weekdays, however, I believe there are more like 25 to 40 cars in the Summer. Except for vacation periods, like Spring vacation, there are many clear weekdays when there are 7 to 10 cars parked along the highway, at a maximum. In any case, we agree the present situation is undesireable.

It is stated that the " speed limit on Highway 1 next to San Jose Creek Beach is 55 mph. It is not, it is 50 mph. It further states in this section that the nearest 40 mph zone is at the Carmel River to the north. Actually, it is at the middle of the Odello artichoke fields. The 50 mph zone extends from that point south to the entry ("city limit sign") to the Highlands area. Along this section of California's first Scenic Highway, shouldn't the speed limit be lowered to 40 mph? This would not only make the users of the Carmel River State Beach feel less threatened but also the users of the Carmelite Monastery and Catholic Church facilities, the users of the Bay School (and their mothers) the users of Point Lobos State Reserve, the growing numbers of joggers/walkers along the highway and the growing number of bicyclists.

View from Highway 1

Again we say, development of <u>one</u> parking lot (rather than two) "will enhance the view from the highway by eliminating the current parking along the shoulder. These parking areas will be screened from the highway through use of earth berming and native landscaping". Yes, all this could be done with two parking lots - but even better with only one lot, at the south end.

Also, a visitor travelling north on Highway 1 would be able to see a parking lot on the Briggs meadow from as far south as Riley Ranch Road (south of the Hudson house) whereas a parking facility on the south end would not be visable until reaching the knoll at the south end of the Monastery Beach (0.3 mi. further north.

Page 29 Analysis of Alternatives

Alternative A

Agree with analysis

Alternative B

"Alternative B was eliminated because of its visability from the highway, and it interference with the view of Point Lobos from the highway."

We do not feel this statement is fair, at the very least it does not tell a complete story of one's visual experience while transversing the highway.

When travelling south along the highway from Ribera Road hill, one first sees glimpses of the ocean through the existing trees (0.1 mi from top of the hill) over the Briggs meadow where the Amendment proposes a parking lot. Any vista westward becomes completely obsured by eucalyptus trees at the north property line of Bay School (0.2 mi from top of hill) . At the south property line of Bay School (0.3 mi from top of the hill) one gets full view of Point Lobos and would see about 15 % of a south end parking lot - the existing wind-pruned willows cut off one's view - but the first real awareness of the ocean is the dominant vista.

Then, about 100 feet north of the San Jose Creek Bridge (0.6mi from top of hill) the Alternative B lot comes into full view. Point Lobos does also, but just the top portion of the Dome. At this point, ones attention is really drawn to the ocean and the rocky bluff promentory that forms the south end of the bay, rather than Point Lobos per se or a lower elevation parking lot. This view is for an extent of approximately 900 feet, or for a period of 12 seconds at a speed of 50 mph, the existing speed limit.

Also, the paving in a lot at this location would be at an elevation of from 1 ft 6in. to 4 ft. below the crown of the road, or 5ft. to 7ft. 6in. below an automobile drivers site line (based on driver's eyes at 3'6" height).

The sand dunes beyond are normally several feet higher than the paving would be at this location - so any parked cars would be against the backdrop of sand dunes, quite a bit below the drivers site line and the visual experience would be of the ocean and bluffs beyond - quite different than at present when there are automobiles parked along the shoulder of the highway interupting one's view.

It is presumed some low screen planting (see page 31, second paragraph " Related improvements, including screen planting, signing and fencing") would be installed between the highway shoulder and the Cal Trans right- of-way line. This screen planting could then effectively screen 50% to 100% of the automobiles in the parking lot from those driving along the adjacent highway.

Once past the south end of Monastery Beach and reaching the knoll to the South (0.8mi from top of hill) one has left the sandy beach vista and views Point Lobos and the Hudson House field.

So all in all, this total experience, travelling south from the top of Ribera Road hill to the top of the knoll beyond Monastery Beach is approximately eight tenths of a mile, or less than one minute at a speed of 50 miles per hour.

From the above analysis, we do not feel this alternative can be eliminated because of the visual reasons stated on page 29.

When travelling north along the highway from the Hudson House field knoll, by Point Lobos Reserve, the Alternative B parking lot would come into view as one traverses the highway down the knoll to the flat area along the beach. One's tendency is to look toward the broad expanse of ocean, across the bay toward Pebble Beach. Assuming some screen planting along the shoulder of the highway adjacent to a parking lot at Alternative B, one could only see cars in the parking area for possibly 10 seconds. The balance of the visual experience travelling north is of the hills of the Monastery area, of the Fish Ranch (Palo Corona Ranch) and trees along the highway to the west.

It must be pointed out that the Amendment proposes to leave the existing comfort stations and construct a "10 car parking area with turn- around/drop-off area" at this location. Presumally, the State finds this facility can be built because it doesn't have the same stated problem Alternative B has, yet it is in the same location, has the access road, comfort stations, etc. as "B" has. We feel there may be a serious conflict here.

On page 29, it also states of Alternative B , "It would also not provide for an even distribution of park visitors along the beach since it concentrates all parking at the south end of the beach". This is quite true. The biggest problem would be for scuba divers who find it difficult to walk along the beach with their heavy gear. Inflateable boats and kayaks are launched from the south end however, and divers not wishing to walk to the more northerly parts of the beach can swim to those areas. The experience of other, non-diving visitors may be made more difficult by having to walk further than they would have to if an access were made north of Bay School, but it certainly is a pleasant experience environmentally. As far as the statement " This could pose potential illegal visitor access problems into Point Lobos Reserve". - if this is such a serious problem, means could be taken to eliminate such "illegal" intrusions.

Alternative C
Agree with comments regarding Cal Trans determinations -- brings up need for left turn lanes at Bay School for north traffic, and a right turn lane into Bay School travelling south. Would solve many problems and much concern regarding safety of pre-school children and mothers by having a safer ingress and egress from the highway. Reduction of speed limit to 40 mph would also help.

Alternative D
Agree with analysis

Alternative E
Agree with analysis, with emphasis on impact on wetlands and reparian areas.

Alternative G
Agree with analysis

Page 30 Proposed General Plan Amendment

We comment as follows:
1. "it meets the criteria of the Carmel Area Land Use Plan. (a parking area in the Amended Area, and a limited parking area at the south end of San Jose Creek Beach)" -- Yes, but the Carmel Area LUP says a parking area "may" be installed in the amended area, not "must" be installed, ie. it does not mandate a north end parking lot.

2. " It has minimal impact on the wetland area and the view from the highway" -- we say this is not true, when compared to an alternative facility at the south end, which has no impact on wetland area at the entry from Highway 1, through the grove of trees and drainage area and at the proposed site for the lot.

3. " It provides a point of connection to the highway that is considered safe by CalTrans" -- yes, the point of connection may be considered safe by Cal Trans, but there are two points not one - makes it less safe. Cars will have to re-enter the highway from the south end to go to the north end lot - really seems absurb!

4. " It provides for a greater distribution of visitors along the beaches than now occurs." Yes it does. But this cannot possibly be the over-riding consideration.

Page 31 Design Criteria
The suggested standards for design could generally apply to a facility (Alternative B) at the South end of Monastery Beach or the other alternatives as well.

Page 31

Parking
Yes, earth mounds and native screen planting should apply to the selected parking area - we suggest the south end. Other criteria suggested are those we agree with.

Access Roads
Not applicable if Alternative B is adopted, except the CalTrans requirements would apply .

Comfort Stations
Agree

Page 32

Trails
Would not apply if there were no parking in the Briggs meadow.

Utilities
As determined

Signs
Agreed as described.
Contact Station
Might be installed at south end (no parking at north end) and could easily be installed at parking area entry.

Page 33

Proposed Measures to Mitigate Development:
We appreciate the thoughts and efforts of the State to mitigate the development of a parking lot and access road adjacent to our homes. Without dwelling too deeply on the subject - since we feel the proposed alternative parking facility (Briggs meadow) is not a viable alternative - we offer the following comments:

Amended Area
- Not necessary if Alternative B is utilized.
- Not necessary (should access road be removed, how does State propose we serve our houses with access if this is a "day use" facility? Would we and our tenants have to maintain access during the hours of sunrise to sunset?)

- Space can be provided to school for special events under any of the alternatives.
- Control of vehicles within parking area could be controlled by same means for any of the alternatives.

San Jose Creek Beach Area
- Provide screening - yes, should be provided, and could/ would be provided under Alternative B as well.
- Control of vehicles within parking area could be controlled by same means for any of the alternatives.

Page 34 Interpretive Element

Agreed as described. The Interpretive Element could be located at the entry/trail head of the new parking lot, wherever it is located. This could easily be done at the south end (Alternative B) since there would only be one rather than two parking lots.

Page 37 Envirnomental Impact Element

The General Plan Amendment Preliminary, March 1987, states this is an E.I.R. for the amended area. We hardly feel this report has satisfied the normal E.I.R. required in California -- admits it hasn't looked into plant and animal life in eucalyptus grove (wetlands area) where a road is proposed. And it certainly hasn't satisfied SEQA requirements for an investigation of the site, relating to the legless lizard and the blue butterfly in particular.

Summary

Presumable the general effects would be the same for any of the alternatives

Environmental Setting

It should probably also be stated that in this considered strip of State Scenic Highway 1 (approsimately 0.8 mi. between hill at Ribera Road to knoll by Hudson house) there is a very active pre-school facility (Bay School - established in the 1800's, a Catholic church facility and Monastery and a State Reserve entry/exit. We again call to your attention, there is a change from 40mph to 50 mph during this experience of a State Reserve, State Beach, pre-school and church - should we not look at the speed limit for this active stretch of Scenic Highway?

Environmental Impacts

Soils and Geology - Report says it all. The Amended Area has a rapid runoff and high erosion beyond. " The soils nearer the San Jose Creek, and in the area of the proposed 10 car parking lot are soils that have had erosion hazard rated as slight". No further comment.

Page 38 Energy

No comment.

Vegetation and Wildlife

If parking were at south end (Alternative B) there would be a minimal effect on plant or animal life. The area is treeles, tramped upon, driven on, mined, and presumably not the habitat of any endangered species. Runoff would be taken care of as per exising conditions or a culvert to San Jose Creek.

Page 38

Fire
No problem at south end (Alternative B)

Esthetics

The view from Highway 1 would be improved by removal of present parking but when all the trees are removed to create an access road, existing structures would be more visable. If a parking facility were established at the south end (Alternative B), the view from Highway 1 would be improved as above, existing trees would not be disturbed and the private properties mentioned would not be disturbed. Also there would be much less visual effects on the nearby residents at Carmel Meadows since the south lot would be a about 1,800 feet further away than the lot proposed in the Preliminary Amendment.

Cultural Resources

No comment. There would be no archeological sites to avoid at the south end.

Traffic Circulation

Any of the alternatives would be a benefit to traffic flow along Highway 1. The Preliminary Amendment scheme creates two lots, This would be confusing to driver/users. Which entry do they use? It also would create more traffic entries into Highway 1 because a vehicle that used the unloading area at the south end then has to re-enter the highway, go north, again, cross the traffic to enter the north parking lot. On the other hand, Alternative B would not have the above mentioned problems since it would have only one entry.

Mitigation Measures
Mitigation measures would be minimal for Alternative B.

Page 40

Any Significant Environmental Effects Which Cannot Be Avoided if the Proposal is Implemented

The effects listed would be true.
If alternative B were used instead, all four listed effects sould be substantially lessened.

61

Palos Verdes Charged — 'Killed Off Rare Butterfly'

New York Times

Los Angeles

The combination of a rare blue butterfly, the plant commonly called locoweed and the construction of a baseball field has led to federal criminal charges against the city of Rancho Palos Verdes.

The blue butterfly, or Glaucopsychelgdamus Palosverdensis, has thrived here among the idyllic coves and the locoweed of the Palos Verdes Peninsula, 25 miles south of downtown Los Angeles.

Robert C. Bonner, the U.S. attorney for Los Angeles, said the butterfly was placed on the endangered species list in 1980. It was eradicated when the city built a new baseball field on a vacant lot where the insects clustered, he said.

The federal government filed charges Thursday against the city, the first time a public agency has been charged with violating the Endangered Species Act of 1973. If convicted, the city will face a fine of up to $20,000.

Robert E. Ryan, mayor pro tem of Rancho Palos Verdes, a city of 45,000 people, denied that the city had, as the complaint says, "knowingly and without permission required by law" hurt or maimed or killed an endangered species.

Ryan, a member of the City Council for 14 years, said the battle over the blue butterfly lasted more than a decade. Although he would not discuss the specifics of the case, he said he does not believe the city received adequate direction from federal environmental officials on the location of the larvae when the city began constructing the baseball park. He said he is not convinced that the butterfly was extinct, suggesting that its size — a wingspan of an inch — made it difficult to find.

"We have a lot of canyons and coves here and it is possible the butterfly is fine, but can't be found," he said. "We don't know the butterfly is extinct. But the government says that doesn't matter. We wounded the butterfly."

Assistant U.S. Attorney Manuel A. Medrano said that on April 2, 1982, city contractors dug up the park site, destroying the locoweed and the butterfly larvae.

Medrano said he offered to let the city forgo a trial if it would admit its guilt in court, pay the maximum $20,000 fine and erect an educational monument to the butterfly in the new park.

The city refused because, said one city official, the prosecutor sought a full admission of guilt and the maximum fine for a crime the city says it did not commit.

"We, too, would like to know what happened to the blue butterfly. We still don't know," said Ryan. "What they should do is come out here and find out what happened instead of making a federal case out of all of this," he said.

Stiff Sentence for Government Critic

Madras, India

Magazine editor S. Balasubramanian was sentenced to three months hard labor on Saturday for publishing a cartoon depicting government ministers as bandits and lawmakers as pickpockets, the United News of India reported.

He refused to apologize to enraged members of the Tamil Nadu State Assembly, who have powers to act as a court. *Associated Press*

2 April 1987
786 Junipero Ave.
Pacific Grove, CA 93950

Mr. James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296

Dear Mr. Doyle:

The purpose of this letter is to express my concern over the proposed changes in the parking arrangements at San Jose Creek Beach (known locally as Monastery Beach), at the south end of Carmel River State Beach, Monterey County. The elimination of parking along the shoulder of Highway 1 has been proposed as a safety measure, which is laudable. However, the proposed parking arrangements (an unloading zone at the south end of the beach with parking only at the north end) would greatly increase the inconvenience to the major users of the beach (SCUBA divers) as well as create safety and traffic problems that do not exist under the current arrangement.

On weekends and other peak times, the loading zone at the south end of the beach will be very congested and unless enforcement is very strict, I can guarantee that some individuals will park there anyway. For those who obey the rules, two left turns across Highway 1 will be required (one leaving the loading area and one entering the parking area). The peak use periods of the beach coincide with peak traffic on Highway 1 -- thus, numerous vehicles turning onto and off the road at the two ends of the beach will add greatly to congestion and traffic hazards.

The majority of users of this beach are SCUBA divers; most non-diving use of the beach occurs farther north near the mouth of the Carmel River. The proposed parking plan will be most inconvenient to divers. Therefore, the major users of the beach will be the ones to suffer the most. To me this doesn't make sense. Diving, as compared to snowmobiles or dirt bikes, is a non-destructive recreational activity to which few people could have major objections. However, it does require parking in close proximity to the water, which the current situation provides, but the proposed one does not.

I urge you to consider making parking available at the south end of the beach and moving the north lot much closer to the water. As a diver and a teacher who uses this beach for recreation and marine biology classes, I would be sorry to see access to Monastery Beach restricted in the proposed manner. As a resident of the

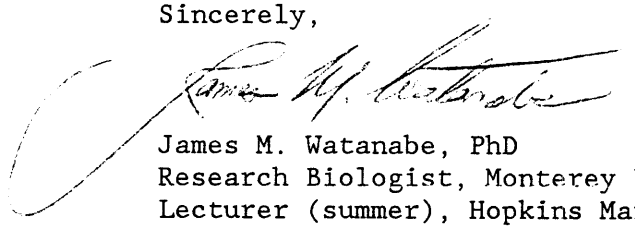
RECEIVED
APR 6 1987
RPD

7-2134

Monterey area, I would also hate to have to dodge cars turning left onto and off the highway as I drive by this beach on weekends. Monastery Beach is one of the most beautiful, accessible dive sites in central California. It would be a shame to see this change.

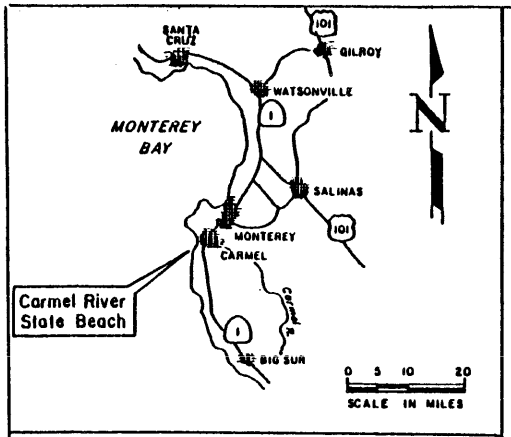
Thank you for your attention regarding this matter.

Sincerely,

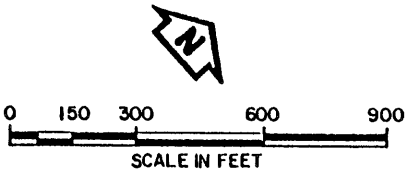


James M. Watanabe, PhD
Research Biologist, Monterey Bay Aquarium &
Lecturer (summer), Hopkins Marine Station of Stanford University

cc: State Parks and Recreation Commissioners:
Raymond Nesbit, Chairman
Dee Hedborg, Vice Chairman
Marcia Hobbs
Charles W. Hostler
Manuel A. Mollinedo
John Nejedly
Byron Nishkian
John L. Whitehead



VICINITY MAP



NOTE:
PARKING AREA DESIGN IS DIAGRAMMATIC ONLY. THE EXACT SHAPE AND LAYOUT WILL BE DETERMINED BEFORE IMPLEMENTATION OF THE PROJECT.

CARMEL BAY

75 CAR PARKING AREA
- ACCESS ROAD
- COMFORT STATION
- SCREEN PLANTING
- ACCESS TRAILS TO BEACH

AMENDED AREA
35.6 acres

10 CAR PARKING AREA
- ACCESS ROAD
- SCREEN PLANTING

STATE BEACH

RIVER

CARMEL

STATE HIGHWAY 1

EXISTING SAN JOSE CREEK BRIDGE
(POST MILE = 71.18)

PROPOSED GENERAL PLAN AMENDMENT

DESIGNED JENSEN
DRAWN J.K.D. 1/87
CHECKED

DATE
REVISIONS

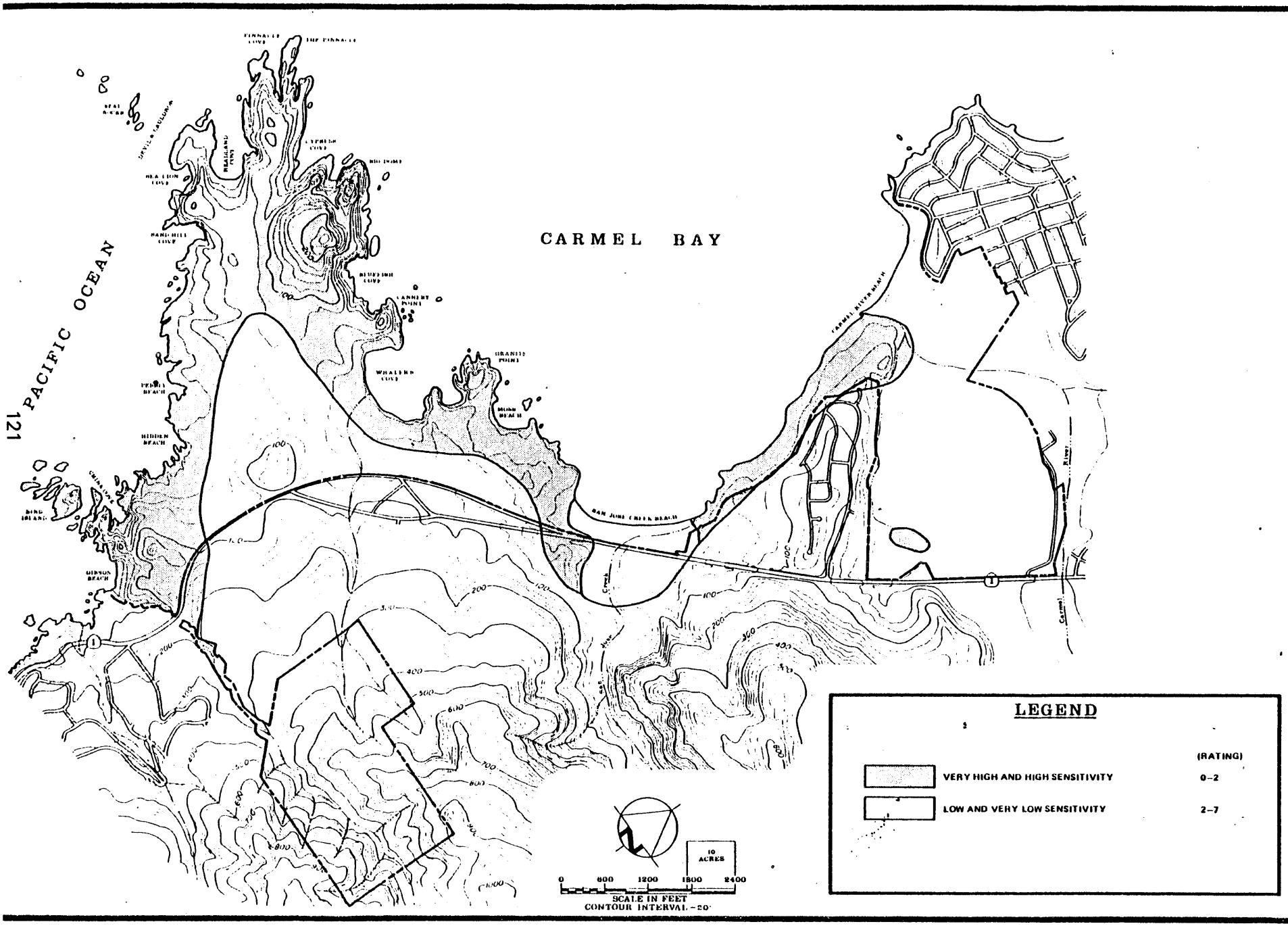
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED _____ DATE _____

CARMEL RIVER STATE BEACH
GENERAL PLAN AMENDMENT

DRAWING No. 22634

SHEET No. 1 OF 1

APPENDIX



DESIGNED J. Kelly
DRAWN
CHECKED J. Woodward

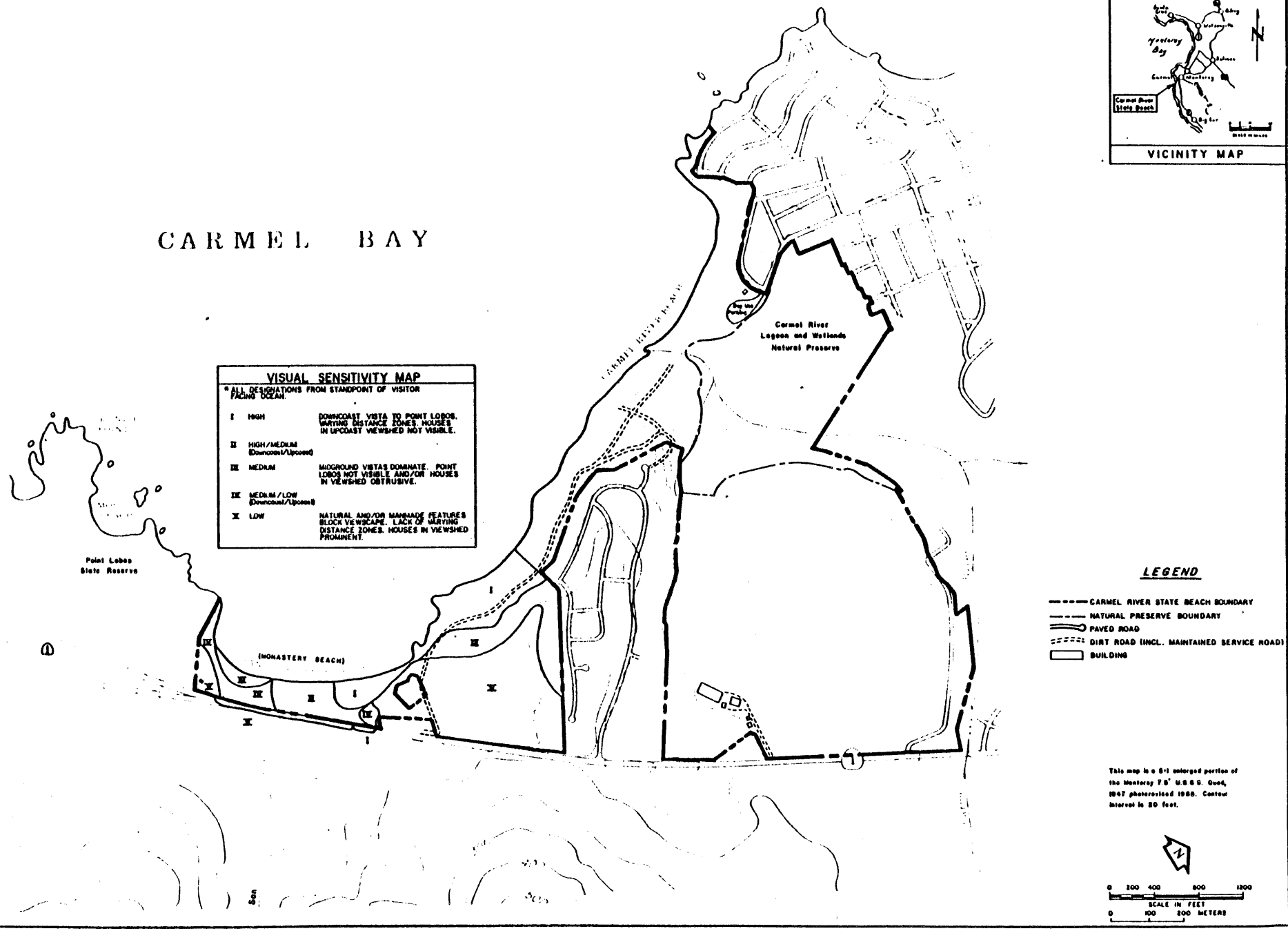
REVISIONS: Odello Farm added
DATE 10-86

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED
DATE 5-79

POINT LOBOS STATE RESERVE
AND
CARMEL RIVER STATE BEACH
CULTURAL VALUES

DRAWING NO. 16713

MAP 13


CARMEL BAY
VISUAL SENSITIVITY MAP
* ALL DESIGNATIONS FROM STANDPOINT OF VISITOR FACING OCEAN.
I HIGH DOWNCOAST VISTA TO POINT LOBOS. VARYING DISTANCE ZONES. HOUSES IN UPCOAST VIEWSHED NOT VISIBLE.
II HIGH/MEDIUM (Downcoast/Upcoast)
III MEDIUM MIDGROUND VISTAS DOMINATE. POINT LOBOS NOT VISIBLE AND/OR HOUSES IN VIEWSHED OBTRUSIVE.
IV MEDIUM/LOW (Downcoast/Upcoast)
V LOW NATURAL AND/OR MANMADE FEATURES BLOCK VIEWSCAPE. LACK OF VARYING DISTANCE ZONES. HOUSES IN VIEWSHED PROMINENT.
Carmel River Lagoon and Wetlands Natural Preserve
Point Lobos State Reserve
(MONASTERY BEACH)
VICINITY MAP
Monterey Bay
Carmel River State Beach
LEGEND
CARMEL RIVER STATE BEACH BOUNDARY
NATURAL PRESERVE BOUNDARY
PAVED ROAD
DIRT ROAD (INCL. MAINTAINED SERVICE ROAD)
BUILDING
This map is a 5:1 enlarged portion of the Monterey 7.5' U.S.G.S. Quad, 1947 photorevised 1968. Contour interval is 20 feet.
0 200 400 800 1200
SCALE IN FEET
0 100 200 METERS
TO DESIGNED BY M. SHOWERS
DRAWN D.M.A./JKD
DATE
REVISIONS
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
CARMEL RIVER STATE BEACH
MITZI BRIGGS PROPERTY/SAN JOSE CREEK BEACH
VISUAL RESOURCES MAP
DRAWING
218
SHEET
1 OF 1

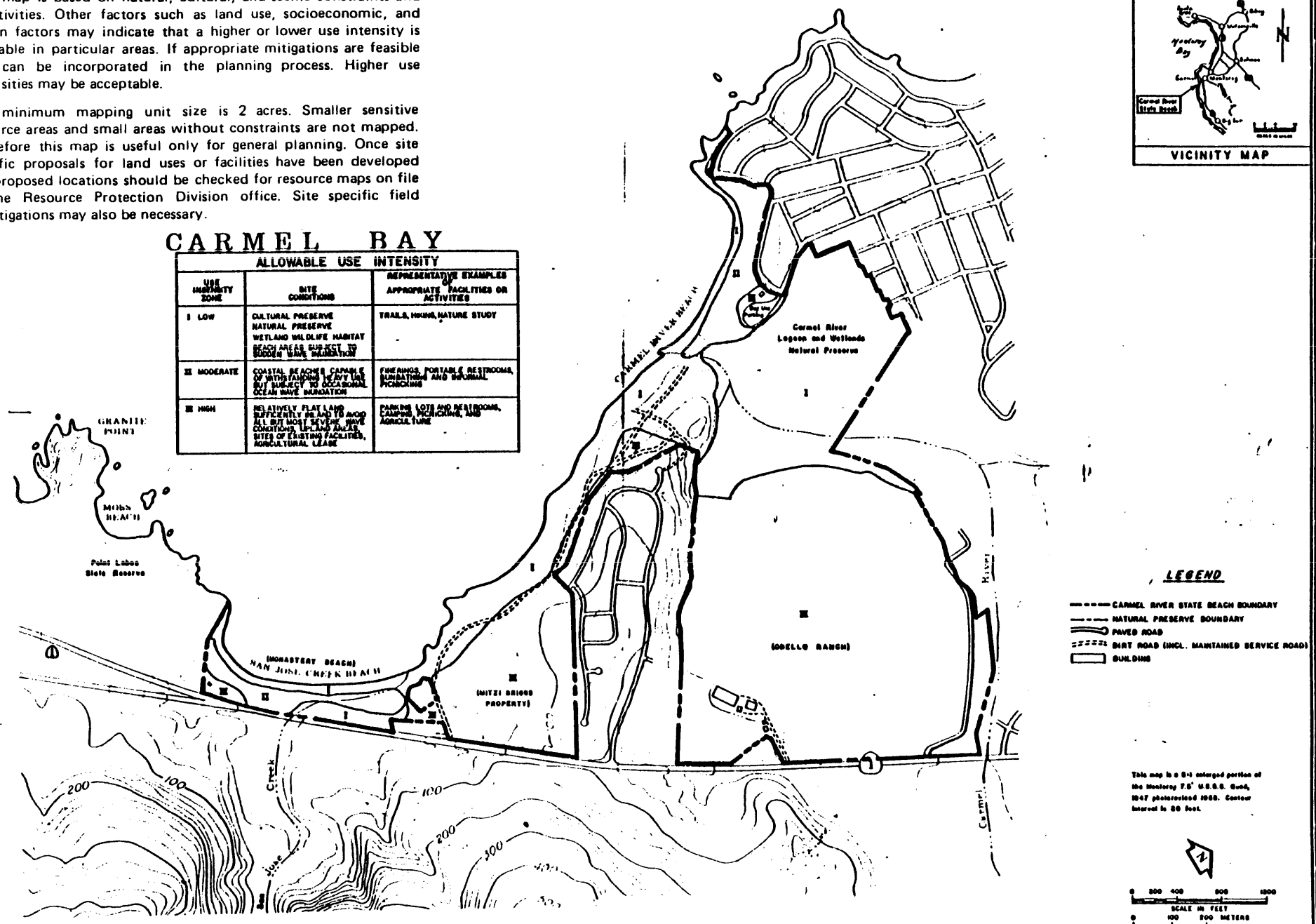
This map is based on natural, cultural, and scenic constraints and sensitivities. Other factors such as land use, socioeconomic, and design factors may indicate that a higher or lower use intensity is desirable in particular areas. If appropriate mitigations are feasible and can be incorporated in the planning process. Higher use intensities may be acceptable.

The minimum mapping unit size is 2 acres. Smaller sensitive resource areas and small areas without constraints are not mapped. Therefore this map is useful only for general planning. Once site specific proposals for land uses or facilities have been developed the proposed locations should be checked for resource maps on file in the Resource Protection Division office. Site specific field investigations may also be necessary.

CARMEL BAY

ALLOWABLE USE INTENSITY

USE INTENSITY ZONE	SITE CONDITIONS	REPRESENTATIVE EXAMPLES OF APPROPRIATE FACILITIES OR ACTIVITIES
I LOW	CULTURAL PRESERVE NATURAL PRESERVE WETLAND WILDLIFE HABITAT BEACH AREAS SUBJECT TO SUDDEN WAVE INUNDATION	TRAILS, HIKING, NATURE STUDY
II MODERATE	COASTAL BLUFFTOPS CAPABLE OF WITHSTANDING HEAVY USE BUT SUBJECT TO OCCASIONAL OCEAN WAVE INUNDATION	FIREPITS, PORTABLE RESTROOMS, SUNBATHING AND BASIC PICNICKING
III HIGH	RELATIVELY FLAT LAND SUFFICIENTLY INLAND TO AVOID ALL BUT MOST SEVERE WAVE CONDITIONS, UPLAND AREAS, SITES OF EXISTING FACILITIES, AGRICULTURAL LEASE	PARKING LOTS AND RESTROOMS, CAMPING, PICNICKING, AND AGRICULTURE



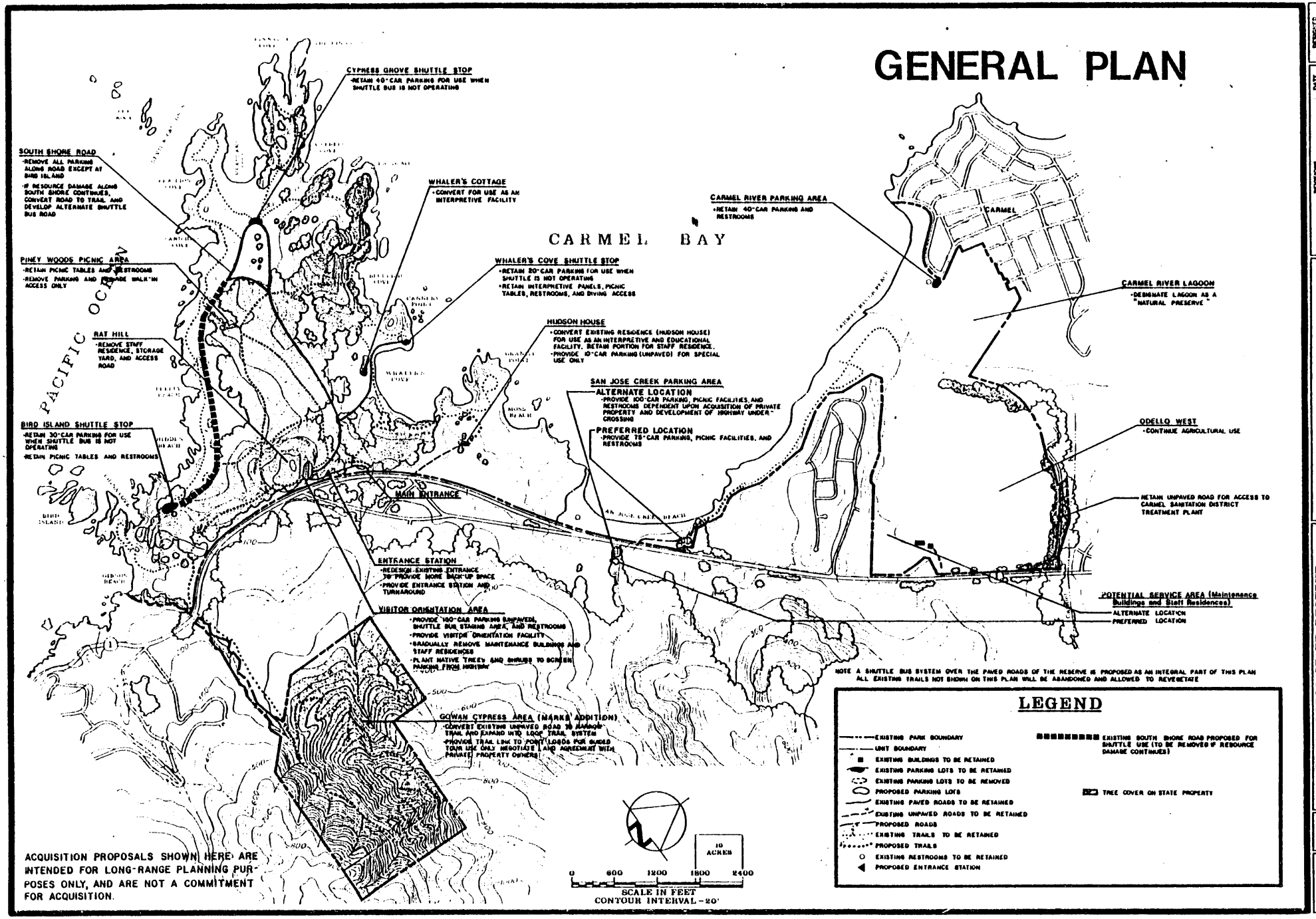
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION

CARMEL RIVER STATE BEACH
ALLOWABLE USE INTENSITY

DRAWING NO. 2189

SHEET NO. —2—

GENERAL PLAN



NOTE A SHUTTLE BUS SYSTEM OVER THE PAVED ROADS OF THE RESERVE IS PROPOSED AS AN INTEGRAL PART OF THIS PLAN
ALL EXISTING TRAILS NOT SHOWN ON THIS PLAN WILL BE ABANDONED AND ALLOWED TO REVEGETATE

LEGEND

- EXISTING PARK BOUNDARY
- UNIT BOUNDARY
- EXISTING BUILDINGS TO BE RETAINED
- EXISTING PARKING LOTS TO BE RETAINED
- EXISTING PARKING LOTS TO BE REMOVED
- PROPOSED PARKING LOTS
- EXISTING PAVED ROADS TO BE RETAINED
- EXISTING UNPAVED ROADS TO BE RETAINED
- PROPOSED ROADS
- EXISTING TRAILS TO BE RETAINED
- PROPOSED TRAILS
- EXISTING RESTROOMS TO BE RETAINED
- PROPOSED ENTRANCE STATION
- EXISTING SOUTH SHORE ROAD PROPOSED FOR SHUTTLE USE (TO BE REMOVED IF RESOURCE DAMAGE CONTINUES)
- TREE COVER ON STATE PROPERTY

ACQUISITION PROPOSALS SHOWN HERE ARE INTENDED FOR LONG-RANGE PLANNING PURPOSES ONLY, AND ARE NOT A COMMITMENT FOR ACQUISITION.

DESIGNED | DRAWN | CHECKED

DATE | REVISIONS

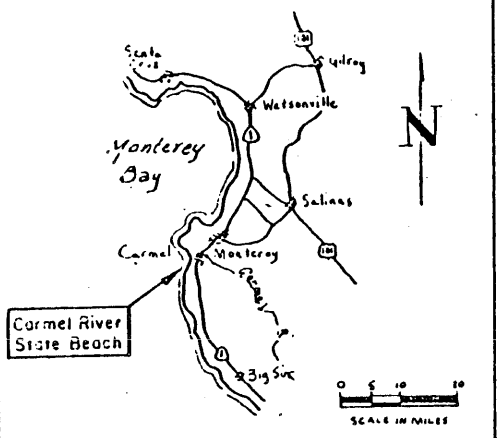
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED: DATE:

POINT LOBOS STATE RESERVE
AND
CARMEL RIVER STATE BEACH
GENERAL PLAN

DRAWING NO
16713

MAP 23

ALTERNATIVE A



VICINITY MAP

0 150 300 600 900
SCALE IN FEET

CARMEL BAY

STATE

RIVER

50 Car Parking

25 Car Parking

CARMEL

STATE HIGHWAY 1

EXISTING SAN JOSE CREEK BRIDGE (POST MILE 71.18)

POST MILE 71.26

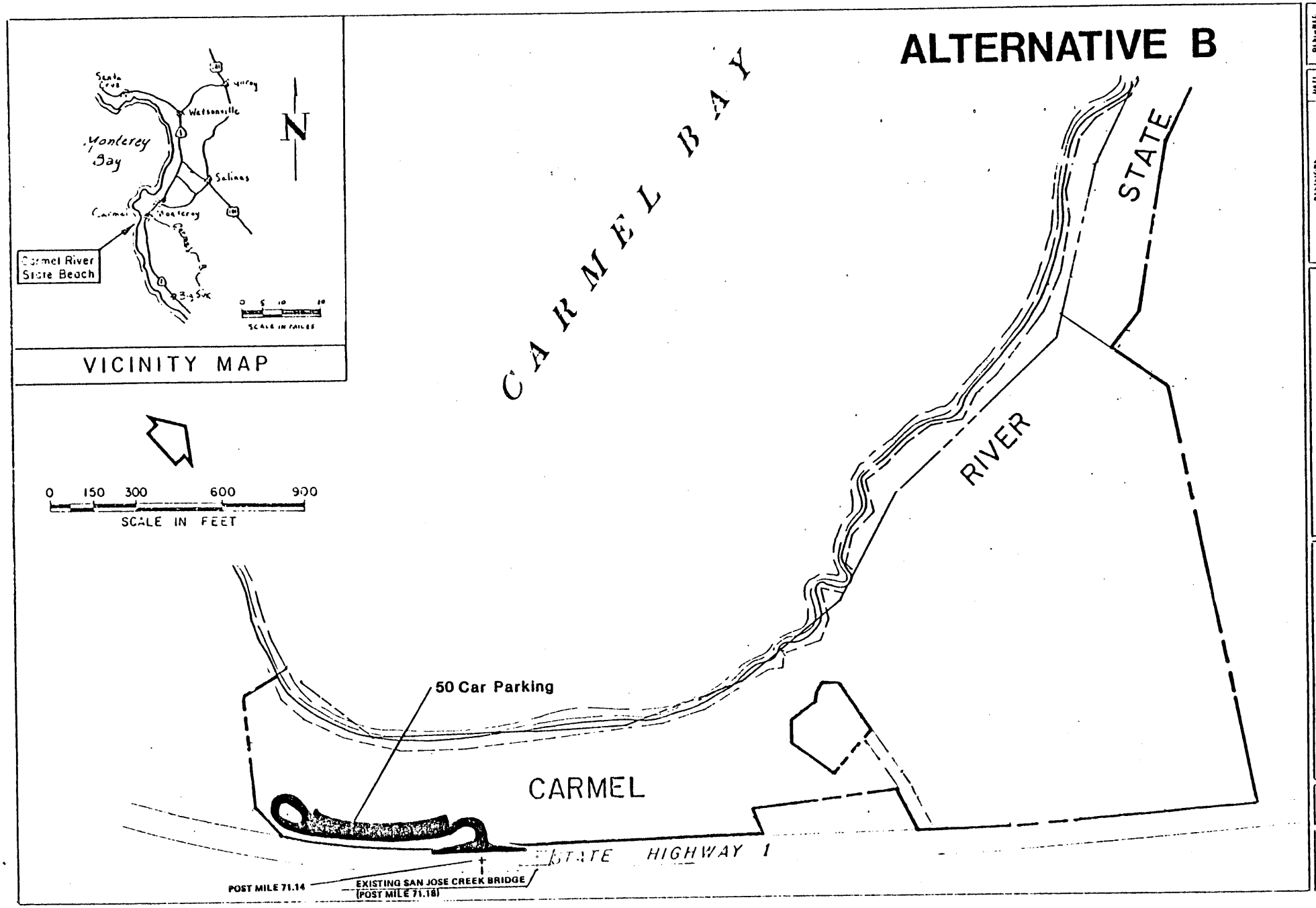
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED _____ DATE _____

CARMEL RIVER STATE BEACH
Parking Lot Alternative A

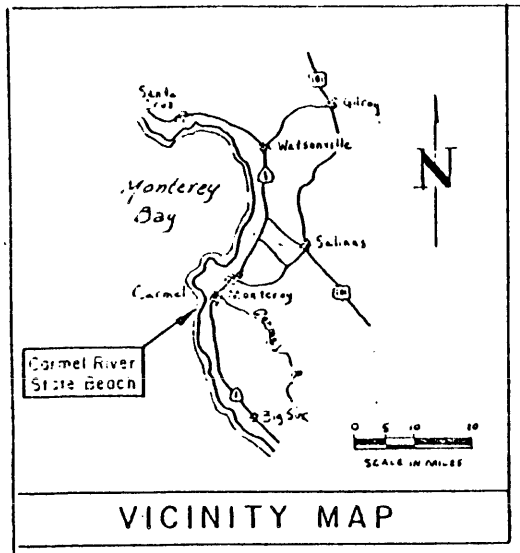
DRAWING No.

SHEET No. OF

105


ALTERNATIVE B
CARMEL BAY
STATE
RIVER
Santa Cruz
Watsonville
Monterey Bay
Salinas
Carmel
Monterey
Carmel River State Beach
VICINITY MAP
N
0 150 300 600 900
SCALE IN FEET
50 Car Parking
CARMEL
STATE HIGHWAY 1
POST MILE 71.14
EXISTING SAN JOSE CREEK BRIDGE
(POST MILE 71.18)
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED
DATE
CARMEL RIVER STATE BEACH
Parking Lot Alternative B
DRAWING NO
SHEET NO
OF

ALTERNATIVE C



VICINITY MAP

CARMEL BAY

STATE

RIVER

0 150 300 600 900

SCALE IN FEET

75-100 Car Parking

CARMEL

STATE HIGHWAY 1

EXISTING SAN JOSE CREEK BRIDGE
(POST MILE 71.18)

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED _____ DATE _____

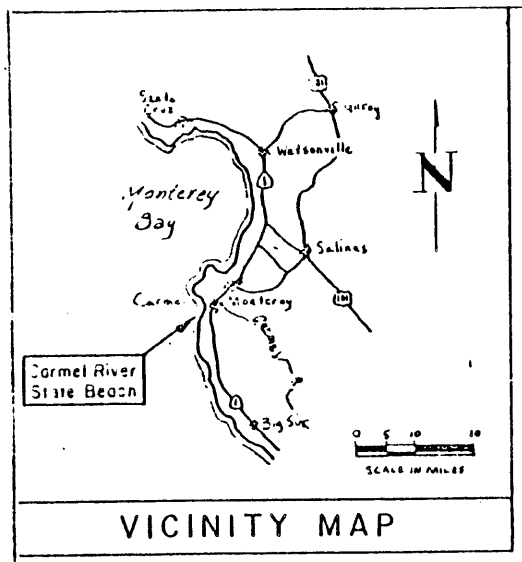
CARMEL RIVER STATE BEACH
Parking Lot Alternative C

DRAWING NO

SHEET NO
OF

177

ALTERNATIVE D



VICINITY MAP

CARMEL BAY

STATE

RIVER

0 150 300 600 900

SCALE IN FEET

75-100 Car Parking

16 Car Parking

CARMEL

STATE HIGHWAY 1

POST MILE 71.09

EXISTING SAN JOSE CREEK BRIDGE (POST MILE 71.18)

DESIGNED | DRAWN | CHECKED

DATE

REVISIONS

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION

APPROVED _____ DATE _____

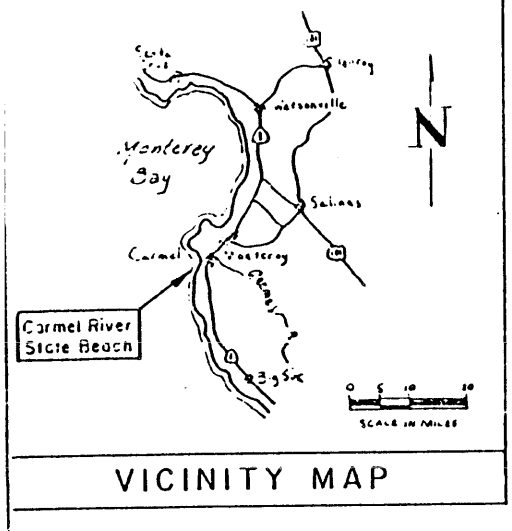
CARMEL RIVER STATE BEACH - Parking Lot Alternative D

DRAWING NO

SHEET NO

OF

ALTERNATIVE E



VICINITY MAP

CARMEL BAY

STATE

RIVER

0 150 300 600 900

SCALE IN FEET

75 Car Parking

CARMEL

STATE HIGHWAY 1

EXISTING SAN JOSE CREEK BRIDGE (POST MILE 71.18)

POST MILE 71.20

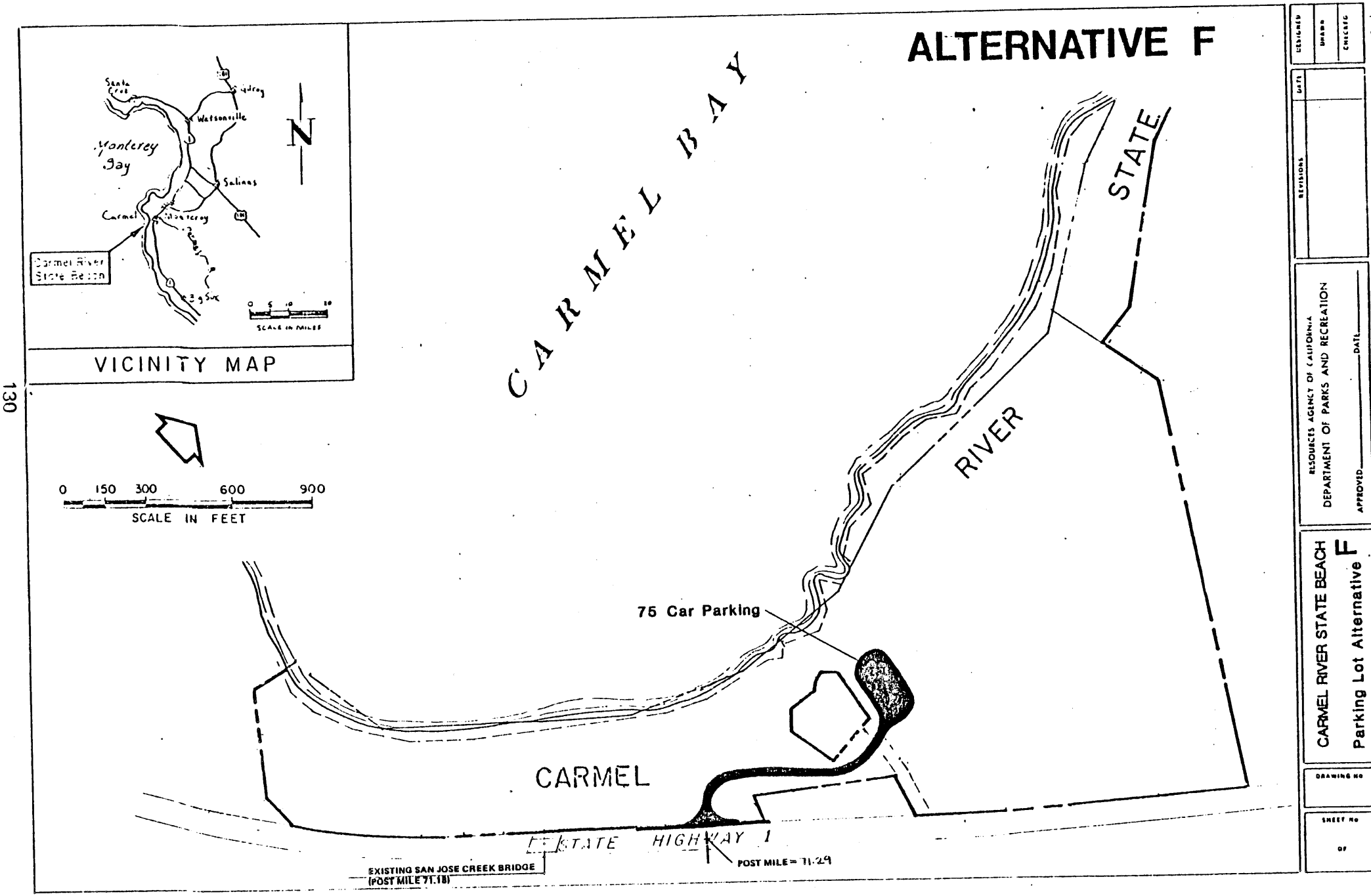
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION

APPROVED _____ DATE _____

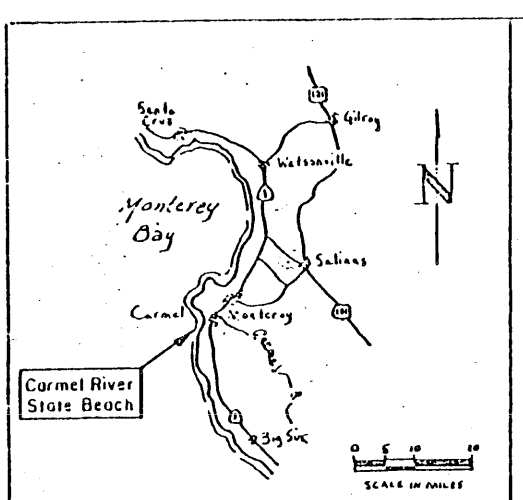
CARMEL RIVER STATE BEACH
Parking Lot Alternative E

DRAWING No

SHEET No
of


ALTERNATIVE F
CARMEL BAY
STATE
RIVER
75 Car Parking
CARMEL
STATE HIGHWAY 1
POST MILE = 71.29
EXISTING SAN JOSE CREEK BRIDGE
(POST MILE 71.18)
0 150 300 600 900
SCALE IN FEET
VICINITY MAP
Santa Cruz
Watsonville
Monterey Bay
Salinas
Carmel
Monterey
Carmel River State Beach
SCALE IN MILES
DESIGNED
DRAWN
CHECKED
DATE
REVISIONS
RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED
DATE
CARMEL RIVER STATE BEACH
Parking Lot Alternative F
DRAWING NO
SHEET NO
OF

ALTERNATIVE G



VICINITY MAP

CARMEL BAY

0 150 300 600 900

SCALE IN FEET

75–100 Car Parking

15 Car Parking

STATE HIGHWAY 1

EXISTING SAN JOSE CREEK BRIDGE

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED _____ DATE _____

CARMEL RIVER STATE BEACH
Parking Lot Alternative G

DRAWING NO

SHEET NO
OF

CARMEL RIVER STATE BEACH
GENERAL PLAN AMENDMENT
(Parking Lot Analysis)

The following analysis includes a comparison of seven alternative parking lot locations.

LEGEND FOR RESOURCE ANALYSIS

☐ Low Sensitivity ◪ Moderate Sensitivity ■ High Sensitivity

RESOURCE ANALYSIS

	POTENTIAL PARKING AREA							PROPOSED AMENDMENT
	A	B	C	D	E	F	G	
Vegetation *	■	◪	☐	☐	■	■	■	◪
Scenic *	■	◪	☐	◪	■	■	■	◪
Cultural *	☐	☐	☐	☐	☐	☐	☐	☐
Wildlife *	■	◪	◪	◪	■	■	■	■
Geologic	☐	■	☐	◪	☐	☐	◪	◪
Soils	◪	☐	■	■	◪	◪	◪	◪

LEGEND FOR LAND USE ANALYSIS

☐ Good ◪ Average ■ Poor

DESIGN CRITERIA

	POTENTIAL PARKING AREAS							
	A	B	C	D	E	F	G	
Road Connection to Highway 1 *	☐	◪	◪	◪	☐	☐	◪	☐
Compliance w/local coastal plan *	◪	◪	◪	☐	■	◪	◪	☐
Availability of utilities	◪	☐	◪	◪	◪	◪	◪	◪
Space for future expansion	☐	■	☐	☐	■	☐	☐	☐
Construction costs	■	☐	◪	◪	■	■	■	■

QUALITY OF VISITOR EXPERIENCE

Visibility from Hwy 1 *	■	◪	☐	◪	■	◪	◪	◪
Scuba access to Monastery Beach *	◪	☐	■	☐	◪	■	☐	☐
Visitor Safety/Control	☐	◪	☐	◪	☐	☐	◪	◪
Pedestrian access to Monastery Beach *	☐	☐	◪	◪	☐	☐	☐	◪
Pedestrian access to other beach areas	◪	■	☐	☐	■	☐	☐	☐
Visibility from Pt. Lobos	■	☐	☐	☐	■	◪	◪	◪
Visibility from Carmel Meadows	■	☐	■	◪	☐	■	■	■

* These factors are the most significant

CARMEL RIVER STATE BEACH
GENERAL PLAN AMENDMENT

(Key Factors from Parking Lot Analysis)

The following analysis includes a comparison of seven alternative parking lot locations. The resource impacts have been assigned a numerical value of 0, 1, 2 represented by:

☐ Low Sensitivity ◪ Moderate Sensitivity ■ High Sensitivity

RESOURCE ANALYSIS	POTENTIAL PARKING AREAS							PROPOSED AMENDMENT
	A	B	C	D	E	F	G	
Scenic	■	◪	☐	◪	■	■	■	◪
Vegetation	■	◪	☐	☐	■	■	■	◪

The design criteria and the quality of visitor experience have been assigned numerical values of 0, 1, 2 represented by:

☐ Good ◪ Average ■ Poor

DESIGN CRITERIA	POTENTIAL PARKING AREAS							
	A	B	C	D	E	F	G	
Road Connection to Highway 1	☐	◪	◪	◪	☐	☐	◪	☐
Compliance w/local coastal plan	◪	◪	◪	☐	■	◪	◪	☐
QUALITY OF VISITOR EXPERIENCE								
Visibility from Hwy 1	■	◪	☐	◪	■	◪	◪	◪
Pedestrian access	☐	☐	◪	◪	☐	☐	☐	◪
Scuba access	◪	☐	■	☐	◪	■	☐	☐
Total	8	5	5	4	9	8	7	4

The following excerpts are from the Carmel Area Land Use Plan, certified April 14, 1983:

Parking along the highway shoulders in the vicinity of major recreational areas shall be discouraged due to pedestrian and traffic hazards and conflicts. Especially hazardous in the Carmel area is the uncontrolled, haphazard parking on the west side of Highway 1 at San Jose Creek Beach. The State Department of Parks and Recreation shall provide improved parking at San Jose Creek Beach according to the standards and criteria set forth in the Public Access Element of this plan. These standards shall supercede those in the Point Lobos State Reserve General Plan (October 1979) regarding beach parking on page 88. This parking shall be of highest priority, and the County is prepared to offer technical planning assitance to expedite this project. Immediately upon completion of adequate new off-street parking, as provided for in this plan, parking along the highway shoulder shall be prohibited. The parking prohibition shall be rigorously enforced, and appropriate structural barriers are permitted if necessary to deter illegal parking.

If State Parks and Caltrans cannot make the necessary improvements, the County will seek appropriate legislative mandate to resolve the issue.

Parking may be considered as an allowable use on the Polo Field area inland of Highway 1.

Agriculture:

The agricultural resource policies presented in Chapter 2 provide the basic criteria to protect agriculture and guide agricultural activities. These will be considered in all development applications.

The agricultural land west of Highway 1 in public ownership shall be designated "Agricultural Preservation" in order to conserve the land for exclusive agricultural use. The agricultural land east of Highway 1 sahll be designated "Agricultural Conservation" in order to protect the greater portion of the land for long-term agricultural use while allowing conversion of a 54-acre area to other uses which will promote the owner's ability to support continued agricultural operations.

Recreation:

Use of areas designated as Resource Conservation and Scenic and Natural Resources Recreation on the plan map shall be limited to passive and low-intensity day-use recreational and educational activities. These areas include the Carmel Point shoreline, Carmel River State Beach, the marsh and lagoon, Point Lobos State Reserve, and the Garrapata acquisition. Areas designated as Resource Conservation are suitable for conditional development of recreational facilities defined in the Scenic and Natural Resource Recreation category of the plan. Use and development shall be consistent with the policies and recommendations of the Point Lobos-Carmel River State Beach General Plan (October 1979) and with the policies set forth in this plan.

The State Department of Parks and Recreation should develop a management plan for the former Briggs property and the northern 48-acres of Point Lobos Reserve based on the policies and standards and site-specific recommendations set forth in the Public Access Element of this plan. Management of both areas should provide for retention of the area's scenic character and visual access from Highway 1.

Scenic and Natural Resource Recreation

Low-intensity recreational and educational uses that are compatible with protection of the area's natural resources which require aminimum level of development to accommodate basic user needs and which necessitate minimal alteration of the natural environment are appropriate. Uses may include hiking, fishing, picnicking, nature study, backpacking, horse riding, walk-in camping, beach sand replenishment and grazing. Improvements in areas under this category are limited to picnic sites, hiking trails, restrooms, and parking areas. This designation is applied to Carmel River State Beach, the former Briggs property, and the former Doud property (Garrapata acquisition).

Shoreline access should be guided by detailed management plans. These plans shall incorporate community ideas and desires to guarantee quality preservation of the coast. The County should work closely with local citizen advisors, property owners and public agencies in planning for management of access. The public's right to reasonable access is guaranteed subject to all Plan policies.

Public access to and within Point Lobos Reserve and Carmel River State Beach should be improved and managed according the the management policies set forth in the Point Lobos - Carmel River State Beach General Plan and in this plan.

The most important major access areas to be retained for long-term public uses are: The Scenic Road corridor along Carmel Point, Carmel River State Beach and Point Lobos State Reserve.

In areas of existing or potential access where habitat and resource protection are identified as a major concern, studies should be conducted by qualified individuals or agencies to determine maximum acceptable levels of public use and methods by which resource values can best be protected. The conclusions of these studies should guide management of access at such locations. To this end, the State Department of Parks and Recreation should give priority to the implementation of the resource monitoring program for Point Lobos Reserve as recommended by the State's General Plan for the area.

The State Park and Recreation Commission should expedite designation of the Carmel River Lagoon/Marsh as a Natural Preserve as provided by the General Plan. Public access should be restricted to this sensitive wildlife habitat and should not be allowed within the marsh.

Detailed management plans for Carmel River State Beach and the Scenic Road corridor on Carmel Point should be prepared by the State Department of Parks and Recreation and County of Monterey. At a minimum, these plans should formulate measures to:

- control trampling of vegetation or bluffs and beaches,
- restore degraded areas,
- restrict fires to fire pits or other established areas,
- resolve parking problems along Scenic Road and along Highway 1 at San Jose Creek Beach,
- control noise and trespass onto private property.

Active management of all public access areas should be intensified in order to control and mitigate the impacts of increasing public use.

The Department of Parks and Recreation should develop a time frame for implementation of the Point Lobos Reserve - Carmel River State Beach General Plan. The County should evaluate proposed improvements for State Park lands based upon both the General Plan and this plan.

A site is considered potentially suitable for parking if all of the following criteria are met:

1. The provision of parking, including the access road to the parking site, would not encroach upon the shoreline destination or access area.

2. Improvement for parking would entail minimum lead disturbance and would have minimal impact upon environmentally sensitive habitats and other sensitive resources.

3. Parking improvements would not degrade the public viewshed or obstrict public views to the shoreline.

4. The proposed parking site is of adequate size to accommodate those use levels deemed compatible with the carrying capacity of the shoreline destination or access area.

5. The preferred parking area should reflect the requirements of specific major user groups.

6. Adequate and safe pedestiran access should be possible from the proposed parking areas to the destination point.

7. Safe ingress to and egress from Highway 1 should be possible.

8. The proposed parking area should entail minimum conflicts with surrounding land uses.

9. Parking useable by shoreline visitors along county roads shall remain available to the public.

The number of parking spaces provides should correspond to the capacity of the shoreline destination point as determined by its size, sensitivity of the resources, and by the type(s) and intensity of uses appropriate for the area.

Parking sites and turnouts should be located in geologically stable areas, where they would not cause or contribute to slope failure or excessive erosion. Potential degradation of water quality should be reduced through the use of non-impervious materials and through on-site control of storm runoff.

The State Department of Parks and Recreation should investigate the potential of providing a restroom with shower near the proposed new parking lot for San Jose Beach. The County should require that both the parking area and restrooms be sited and designed to protect the visual amenities of the area.

Y-2962L/2963L

ACCESS DESTINATIONS	PROVISIONS/ ACQUISITION	MANAGEMENT	IMPROVEMENTS	CONSTRAINTS/ RESTRICTS
Carmel River Beach - South Segment	-Provide bluff top access to Knoll.	-Restrict off-road vehicle activity on Knoll through structural or vegetational means. -Protect bluff from further erosion through replanting where necessary. -Provide for periodic maintenance and inspection to ensure adequacy of resource protection. -Restrict bonfire activity to beach area. -Increase level of supervision and regulatory enforcement during peak use periods. -Restore disturbed area at north end of beach.	-Post public access sign at top of stairway at end of Ribera Road. -Improve and designate pathways from the bluff to the beach. -Provide formalized pathway to the top of the knoll. -Maintain existing access along bluff.	-Sensitive habitat: wetlands and wildlife. Access to and development adjacent to those areas should be restricted. -Agricultural and residential use conflicts: separate any new access area from agricultural and private lands. -Discourage informal trails and trespass onto private properties. -Fire hazard: mowing of coastal scrub on bluff may be necessary if parking area of picnic facilities are provided.
San Jose Creek Beach	-Parking may be allowed on the former Briggs property to provide access north to Carmel River Beach and south to San Jose Creek Beach; however, approval will be contingent upon the provision of additional facilities at south end of San Jose Creek Beach, to consist of a drop-off and limited parking.	-Monitor recreation uses and use level and resource impacts. -Increase management/regulatory levels to reduce diving risks and potential resource impacts. -Prevent further erosion at bluff at Rocky Point separating San Jose Creek Beach from Carmel River Beach.	-Develop parking area to serve no more than 100 vehicles. -Improve selected trails from highway to beach; eliminate other. -Improve trail from north end of beach to bluff. -Develop formal trails, provide picnic facilities, etc. on former Briggs property. -Post no parking signs along highway shoulder at such time when developed parking is provided. -Provide safe pedestrian walkway over San Jose Creek.	-Restrict public access to bluff at south end of beach. -Sensitive habitats; riparian and marine. Restrict access to and development near riparian habitat. -Discourage trespass on private property along north side of beach.

MONTEREY COUNTY

PLANNING DEPARTMENT

(408) 422-9018 - P.O. BOX 1208 - SALINAS, CALIFORNIA 93902

ROBERT SLIMMON, JR.
DIRECTOR OF PLANNING

Grant Jensen/Don Hook
California Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

November 17, 1986

Subject: San Jose Creek Beach Parking Project

Grant/Don:

At our meeting on October 30, 1986, I was unable to provide you with a copy of the Carmel Area Land Use Plan (hereinafter referred to as "the Plan"). The Plan is still in the process of being reprinted. As it may be several more weeks before a copy will be available to send to you, I have summarized the most important issues discussed in the Plan regarding your project in this letter.

Generally, the primary planning concern for the San Jose Creek Beach area is the potential damage to the sensitive natural resources posed by development and increasing numbers of visitors. The Plan contains a discussion of issues and policies to address this concern. Following the paragraphs summarizing each issue is a list of pertinent policies contained in the Plan. Attached you will find copies of the pages in the Plan containing these policies.

Visibility/Scenic Resources

San Jose Creek Beach and the Briggs property are located within the viewshed identified on Map A. of the Plan. Being so designated, the policies regarding viewshed should be carefully observed. The key policy regarding the public viewshed is that future development should be clearly subordinate to the natural scenic character. Project designs should aim towards minimum visibility and should not detract from the scenic beauty of the shoreline. Materials which blend into the environment or "natural looking" materials should be used wherever possible. Existing trees and native vegetation should be retained to the maximum extent possible. Landscape screening and restoration should consist of native vegetation. Power lines should be re-routed out of the viewshed or placed underground. (Policies 2.2.2, 2.2.3.1, 2.2.3.3-4, 2.2.3.6-8, 2.2.3.10, 2.2.4.10(c)&(e), 2.2.4.11, 2.2.4.12)

A component of the required site Management Plan should address control of bluff erosion at Rocky Point to enhance the areas scenic quality. (Policies 2.2.4.8, 2.3.3.5, 4.4.3(c)8, 5.3.2.1, 5.3.2.5&6, 5.3.3.3(e)&(f), 5.3.3.4(c))

Environmentally Sensitive Habitats

The waters off San Jose Creek Beach are designated as an Area of Special Biological Significance. In addition, San Jose Creek is a riparian corridor and its terminus at the beach may contain wetland and riparian habitats. The beach area is therefore considered environmentally sensitive. As such, all applicable policies on pages 15 through 22 should be observed. A field survey will be required to determine the precise locations of the habitats and to recommend protection measures. (Policies 2.3.3.5 & 5.3.3.3(a))

Removal of indigenous vegetation and land disturbances should be restricted to that needed for the improvements themselves. Public access near San Jose Creek should be controlled and limited to designated trails. The required pedestrian walkway over San Jose Creek should span the riparian habitats and should be designed to minimize habitat disruption. Any disrupted riparian vegetation should be replaced. The Plan generally prohibits development within 150 feet of each bank of perennial streams or 50 feet of each bank of intermittent streams, or the extent of riparian vegetation, whichever is greater. These setback requirements may be be modified if it can be demonstrated that a narrower corridor is sufficient to protect existing riparian vegetation and habitats. The field survey and site management plan should discuss any necessary modification of the setback requirements. (Policies 2.3.2, 2.3.3.1, 2.3.3.5, 2.3.3.7-9, 2.3.4 Terrestrial Plant Habitats 2, 2.3.4 Riparian Corridors... 1-6, 2.3.4 Wetlands & Marine Habitats 1, 2.3.5.4&5, 2.3.5.9) also see P. 61.

The Plan also states that the Department of Parks and Recreation should include 'static displays, nature walks, and published information promoting public awareness of the areas environmental sensitivity and the value of environmentally sensitive areas. (Policy 2.3.5.12)

Expanding visitor serving facilities at San Jose Creek Beach may facilitate increased use of the beach and the shoreline marine environment. Any effects of the project on water quality and the immediate marine environment should be addressed. Special attention should be given to runoff and erosion. The focus on runoff analysis should be on any potential point or non-point sources of pollution. A typical example associated with parking lots is petroleum and inorganic products that leak from vehicles, collect on impervious surfaces, and are carried with runoff waters into receiving waters. (Policies 2.4.3.1-3)

Construction activities should be carefully planned to ensure the marine and riparian habitats are not affected by construction spoils, i.e. dirt and refuse. (Policies 2.4.4(B)1&2, 2.4.4(C)3•).

Site Hazards

The lower reaches of San Jose Creek are in a 100 year flood plain. The entire beach area is also subject to tsunami hazards. The passive, low intensity recreation use proposed is therefore appropriate for the site. (Page 34-36) (Policy 2.7.4.3)

Archaeological Resources

An archaeological survey of the site will be necessary . Public access should be limited near known archaeological sites. Interpretive facilities discussing archaeological sites should be made available. (Policies 2.8.3.5 and 2.8.4.8)

Services

Transportation

The objective for Highway 1 is to maintain the highest possible standard of scenic quality in management and maintenance activities. Bike lanes and left turn lanes are permitted. The Plan identifies the existing condition of uncontrolled parking at San Jose Beach as a hazard. The Plan states that as soon as off street parking is available, parking along the highway shoulder should be prohibited. It is encouraged that your plan provide accommodations for a public transit bus stop. (Policies 3.1.2, 3.1.3.5, 3.1.3.6, 3.1.4.1)

Water Supply

Water is supplied by the California American Water Company (Cal-Am). Cal-Am water supplies are limited and strictly allocated among specific uses. Water permits are obtained from the Monterey Peninsula Water Management District. (Page 23) (Policies 2.4.3.1-3, 3.2.1, 3.2.3.1)

Wastewater Facilities

There is no sewer service for the San Jose Creek Beach area. Septic systems will be necessary. Dual leach fields will be required for these septic systems. Leach fields should not be located within 100 feet from the high tide line or the banks of San Jose Creek. Permits must be obtained from the County Environmental Health Department. (Policies 2.4.4(B)1-3, 2.4.4(B)6, 2.4.5.1)

Development and Public Access

The public access chapter of the Plan identifies the need to develop access facilities at San Jose Creek, yet recognizes that efforts to provide access can be complicated by environmental, land use, or management constraints. (p. 79)

The Plan recognizes the area north of San Jose Creek as the preferred location for parking facilities. At the time the Plan was written, the Briggs property had just recently been acquired. The Briggs property, as well as the Polo Field and the south portion of the beach area were identified as alternatives (p. 81). Parking at the Briggs property would allow access north to Carmel River State Beach as well as south to San Jose Creek Beach (p. 89). Any parking provisions should provide for the needs of divers. Page 89 of the Plan also lists the specific management issues, site improvements, and environmental constraints that should be addressed in the site management plan required by Policies 4.4.3(C)8, 5.3.2.1, and 5.3.2.5&6.

By being aware of the issues and incorporating the Carmel Area Land Use Plan's policies into your design the final product will be optimal for the site and its users. If you have any further questions regarding the Plan or the interpretation of any of its policies, please give me a call.

Sincerely,

John Mandeville

John Mandeville
Planner

cc: Robert Slimmon, Raymond Lamb, Supervisor Strasser Kauffman

Attachments