

Comment Letter 20a

From: Michael Georgariou [georgariou001@sbcglobal.net]

Sent: Monday, November 05, 2012 2:41 PM

To: ceqacomments

Subject: proposed ferrini ranch and highway 68

there is NO plan for the berm being extended to the 4 way
light which put my home on capote drive very close to
highway 68 and a hazard...why???????????

20a-1

michael georgariou 1 

RESPONSE TO LETTER #20A – GEORGAIYOU, MICHAEL

Response to Comment 20a-1

“Berm extension.”

It is assumed the comment is addressing treatment along the proposed State Route 68 widening as shown in Alternative 3B. There are no detail plans designed for Alternative 3B at this time. If approved by the County as the preferred alternative, the design of the proposed roadway improvements would be subject to Caltrans’ review and approval process. The final design noise attenuation measures will be determined by Caltrans. For potential noise impacts associated with Alternative 3B, please refer to Section 4.0 (Alternatives) of the RDEIR and Attachment 2 to Section 4.0.

Comment Letter 20b

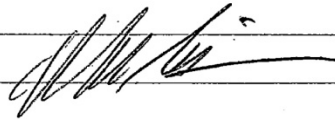
Georgariou
22296 Capote Drive
Salinas Ca 93908

DEAR DAVID

I HAVE SERIOUS CONCERNS
ON THE HIGHWAY COMING SO
CLOSE TO THE HOUSES ON 68
WITHOUT SOME PROTECTION OF
SOUND. ALSO I HOPE YOUR
PROPOSALS WILL BE ABLE TO HANDLE
THE TRAFFIC ISSUES

20b-1

THANK YOU



RESPONSE TO LETTER #20B – GEORGAIU, MICHAEL

Response to Comment 20b-1

Commenter has concerns regarding widening Highway 68 adjacent to his home without sound protection.

Commenter is referred to Master Response 1.

Comment Letter 21

From: LEGorczyca@comcast.net [mailto:LEGorczyca@comcast.net]
Sent: Friday, September 14, 2012 11:03 AM
To: 100-District 5 (831) 647-7755
Cc: lorraine gorczyca; mary scarr
Subject: new 68 interchange

Dear Supervisor Dave Potter,

I am concerned that highway 68 will be changed in the wrong direction/way.

I looked at the plans for new housing and the "new interchange planned for Toro Park residents" BY the new planned Markham project people.

this picture shows a bridge over Highway 68 as proposed for this new interchange by ortego dr in toro park home area when this new project gets okayed.

Highway 68 is designated as a scenic highway from years ago. How can the new builder destroy the look of highway 68 with a bridge over it.

this new interchange should be the same style as the one now on highway 68 by the toro park interchange that was built along with the 4 lanes on highway 68 from Reservation/river road to Toro park.

It is great that Markham ranch will extend the 4 lanes on Highway 68 from Toro Park to this new interchange at toro park homes at ortega drive. But it must not destroy the view of Highway 68!

Please check this problem out and correct it.

Keep 68 a scenic highway...

21-1

Comment Letter 21 Continued

Thank you
a resident living along Highway 68, Serra Village

Lorraine Gorczyca
20101 portola dr
salinas, ca 93908

2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #21 – GORCZYCA, LORRAINE

Response to Comment 21-1

Comments address Alternative 4 and associated interchange concept.

Alternative 4, with the overpass concept, is one of several alternatives to the project explored in the EIR. The project as proposed and described in the EIR would gain primary access from Portola Drive. Opposition to the overpass concept is noted for the record.

Comment Letter 22

From: Linda Gregg <lgregg7@att.net>
Sent: Thursday, November 15, 2012 10:02 PM
To: Mack, David x5096
Subject: Ferrini Ranch Subdivision Proposal

Dear Mr. Mack,

My husband and I have been residents of Toro Park Estates for nineteen years. We enjoy the neighborhood and the open space around it.

We attended the November 8th meeting for the proposed Ferrini Ranch Project. We are not against the development of the property, the project in it's scaled back and open space sensitive design are not a major concern to us.

What we are majorly concerned about is the so called Reduced Impact -Alternative 3B. We are against this proposal for the following reasons:

1. A lower quality of life and huge decrease of home values for the residents of Toro Park Estates, That back-up to highway 68, that will now have four lanes of traffic running very close to their homes,
2. A decrease in property values for all of Toro Park Estates as a result of the noise and traffic, resulting from having a four lane highway so close to it.
3. Increased cut-through traffic on Portola Drive, due to increase back-up on Highway 68, due to a traffic light at the new intersection.
4. A worse safety issue, for more children walking to school, added by having an additional block of Portola Drive from Torero Drive to Espada Drive affected by cut-through traffic speeding down it to "get ahead of everyone."
5. Highway 68 is designated a Scenic Highway, which should exclude it from being widened to four lanes.
6. There is and has been a traffic problem on Highway 68 in the morning, after school at two p.m. and in the late afternoon to early evening, for many years. Widening a small portion of this highway will not even begin to solve this problem.

22-1

Why not convince the county to let you run your private road through their public park, as originally planned. The eastbound traffic could use that entrance/exit. You could also have an entrance/exit at San Benancio Road, for the Ferrini Ranch residents that are westbound.

Many of the Toro Park Residents are dealing with a large drop in the value of their homes due to the rescission, please don't drive the prices down further, by widening Highway 68.

Comment Letter 22 Continued

Thank you in advance for your consideration of these issues.

Dean and Linda Gregg
22720 Torero Court
Salinas, CA. 93908
(831) 484-1798
lgregg7@att.net

RESPONSE TO LETTER #22 – GREGG, DEAN AND LINDA

Response to Comment 22-1

Comments are opposed to Alternative 3B due to the widening of Highway 68 and its impact on the scenic highway, cut-through traffic on Portola Drive, safety issues, and property values.

Please see Master Response 1 regarding these issues. It should be noted that the new intersection at a realigned Torero Drive is projected reduce, not increase, cut-through traffic within the Toro Park Estates neighborhood. The capacity of the widened highway facility even with the new signal light will control the flow of traffic more efficiently through this section, eliminating the practice of drivers trying to bypass congestion. Removal of cut-through trips will decrease impacts and improve safety within the neighborhood along Portola Drive. See DEIR Technical Appendix G, as well as RDEIR Section 4.0 Attachment 1 for supporting analysis of these findings.

The State of California has envisioned State Route 68 as a four-lane facility for some time, despite its scenic highway designation and other constraints to that widening. All of the roadway improvements along State Route 68 would be subject to Caltrans' design review and approval process and would be required to be in accordance with Caltrans' Highway Design Manual and Scenic Highway Guidelines.

Comment Letter 23

From: Jeanette Haas [jeanette.haas@gmail.com]
Sent: Friday, November 16, 2012 4:10 PM
To: roxana.bnk@comcast.net
Subject: ltr

November 14, 2012
Monterey County Planning Department
David Mack 168 W. Alisal Street
Salinas. CA 93901
RE: Ferrini Ranch Development

Dear Mr. Mack;

I have worked and lived in the north central Monterey County area since late 1974, when Toro Park Estates was at a mid point in its development. I wondered then, "When will Cal Trans and the County address the potential traffic problems that are sure to come". That is still an issue, however awaiting a future solution.

This letter is written in support of Ferrini Ranch development project. I have several friends and numerous clients that live in Toro Park Estates and several of them have commented on how well the developer has worked to explain every issue of concern. I have followed this development from a different perspective, that of desiring to be one of the first residents to move into Ferrini Ranch. Even to the point of picking a location on the development map and walking the property to locate "My" new home site. As an outsider I am most impressed with the amount of open space and the preservation of the scenic beauty that will accompany this development.

For years I have admired the Highway 68 corridor as a great place to live, and now with the possibility of the Ferrini Ranch becoming reality I am once again dreaming of "My Home site".

As an interested citizen, I give my full support to the Ferrini Development Project.

Sincerely
Rollin L. Haas
Master Landscapes, Inc

23-1

RESPONSE TO LETTER #23 – HAAS, ROLLIN

Response to Comment 23-1

Comments are in support of the project and proposed open space.

Comments are noted for the record. No response is necessary.

Comment Letter 24

Robert Hale
813 Cypress Street
Monterey, CA 93940

15 October 2012

David Mack
County Planning Department
168 Alisal St, 2nd Floor
Salinas, CA 93901

RE: Comments on Draft EIR for Ferrini Ranch Subdivision

Hi, David, I have the following comments regarding the DEIR for Ferrini Ranch.

I cannot support the preferred alternative. The proposed project will transform a current scenic open space of rich oak woodlands and dense sky lupine fields into a sprawling subdivision. It will change the view from highway 68 and areas from Toro Park and Fort Ord substantially. Alternative 3B with relocation of some lots into development nodes as in Alt 4, would be more acceptable to me. The DEIR fails to fully address and analyze the following impacts and issues:

1) **Biological Assessments** fail to recognize and map areas of dense sky lupine fields (*Lupinus nanus*) particularly on the eastern portion of the ranch, westward of Toro Park. Dense lupine fields and diverse annual wildflower displays are becoming rare in Monterey County. Monterey County needs to designate lupine fields as a sensitive biological resource based on the tourism they generate for the county. In good lupine years hundreds of people and photographers flock to Hwy 68 to view the displays and post updates on the internet. The lupine fields of Ferrini ranch are of regional significance.

The DEIR must address the issue of high quality annual wildflower displays as a sensitive resource.

a) **I request that the** DEIR include a mapping of lupine displays and other high quality annual wildflower areas and determine what percentage will be lost to project development. It appears much of the grassland habitat is slated for development with a significant impact on flower field displays. To be adequate

24-1

Comment Letter 24 Continued

this mapping will need to occur during a wet, good lupine spring. Some years such as the last dry year, very little lupine was apparent.

b) Request the EIR to analyze a *Lupine loss Mitigation* to include - to avoid disturbing the densest fields, such as lots 131-137, and for management plans to seek to enhance the lupine field diversity by increasing seed bank from remaining lupine fields on the project

2) **DEIR does not recognize a particularly dense sky lupine field** that borders on the western boundary of Toro Park, where the applicant has proposed lots 131-137. **Attached in Figure 1 and 2, are views of this lupine field** during spring of 2009 taken from close to the boundary of Toro Park and the Ferrini ranch subdivision lots (131-137) at the end of Road G. The lupine display can be spectacular; a friend of mine called it the lupine lake. It is highly visible from a Toro Park trail on the western edge across a barbed wire fence. The loss of this field is a significant visual and biological impact that cannot be mitigated. I request that the DEIR consider a revised alternative moving the building lots from this field. The lots could be reconfigured in the proposed development nodes.

24-1
cont'd

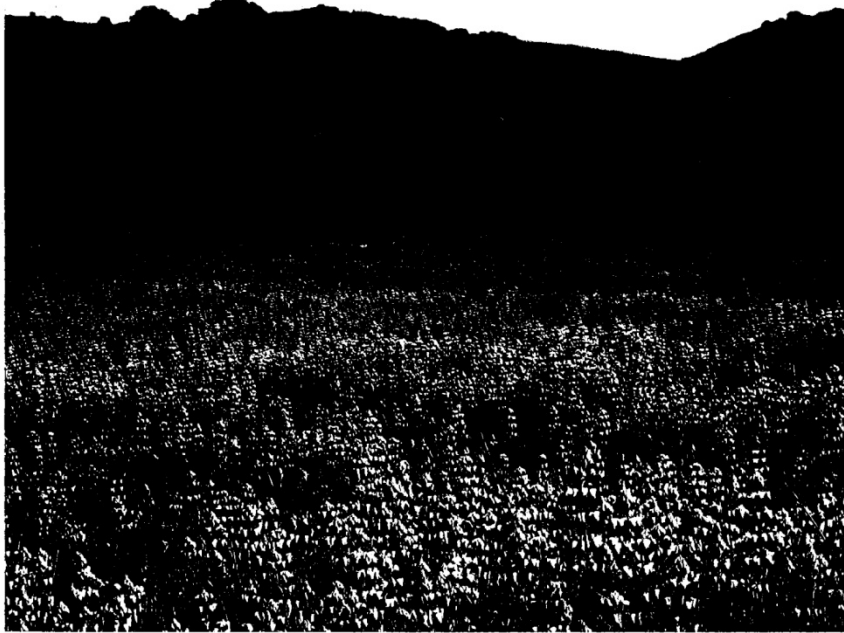
3) **Visual impacts 3.1.2** - The DEIR fails to consider the views from a trail in a public park that passes next to Ferrini ranch where close unobstructed views of lots 131-137 at the end of Road G. Explain why a publically used trail does not qualify for being a viewpoint. This field, which is a great lupine field in good years, is quite visible from a hiking road that follows the boundary ridge. These lots need to be moved and reconfigured in the project to protect the scenic resources of Toro Park. Address why this is not a significant and unavoidable visual impact of the project. There is just no buffer between Toro Park and the housing in group 131-137.

24-2

4) **Visual impacts 3.1.2** - from visual points along Hwy 68 of the large lupine field near San Benancio road is impacted by proposed housing. In good years the lupine fields near San Benancio road are a very scenic, much appreciated view. Dozens of cars may be pulled over in a good year. The backdrop of housing will significantly affect this view in a manner which is a significant unavoidable impact. Again lots could be reconfigured into development nodes

Comment Letter 24 Continued

Fig 1 Lupine Field, lots 131-137 Robert Hale



Looking west towards Ferrini Ranch from Toro Park



Looking east towards Toro Park from the edge of Ferrini Ranch

Comment Letter 24 Continued

Fig 2 - Lupine Field, lots 131-137 and fence at Toro Park body.

Lupine field near the boundary of Ferrini Ranch and Toro Park



Robert Hale

Comment Letter 24 Continued

5) **Impact of project on trails and running trails in Toro Park.** Why does the project reroute running trails within Toro Park that are not removed by the project proposed access road? It would appear the project is asking a public park to reroute trails to avoid seeing the visual impact of housing on the immediate east boundary of Toro Park. Is this not outside of the scope of the DEIR, as it is imposing management changes on a county park. Please explain the rationale for and justify this impact on rerouting trails in Toro Park.

24-3

6) **Impact of project on grazing of the Ferrini ranch.** Current cattle grazing has helped sustain spectacular annual wildflower fields, especially the sky lupine fields. Will all grazing be removed from the open space areas? The DEIR must address impact of changing grazing patterns on the biological diversity of the proposed open space and how it will mitigate transition to thick non-native thatched grasslands if grazing is reduced.

24-4

7) **Proposed access road impact is significant** – it impacts a scenic trail that follows ridge up to the eastern boundary of Toro Park and to a view of the fantastic lupine field described in 2 above.

24-5

a) If this the final access decision then the only acceptable mitigation is a land exchange to add high resource value lands to the park. The outstanding lupine field at lots (131-137) would be the best exchange for the impact of the access road. A sale of land is not acceptable as public parkland will be lost to future generations.

b) I strongly support the alternative 3b that establishes the entrance to the ranch away from the entrance to Toro Park.

8) **Oak loss mitigation MM3.3.6a-** A longer monitoring period is needed for oak trees due to their slow growth. Analyze a 10 year annual monitoring and follow up every five years after that. The recent pebble beach project sets a more reasonable 10 year and further monitoring follow up that should be applied to the Ferrini project. The goal for 50% replacement of trees > 5inches should be higher. The EIR needs to justify why such a low replacement ratio. The 3:1 ratio for large oaks needs to be maintained. Oaks are faced with potential sudden oak death and need all the plantings to ensure survival. The DEIR needs to justify why additional oak savannah is to be avoided in favor of maintaining existing

24-6

Comment Letter 24 Continued

grassland. There is nothing wrong with sparse oak savannahs. Oaks are slow to develop and a 3:1 ratio is very important for the species.

24-6
cont'd

9) **Prepare and analyz a modified Alternative 3b** configuration of the western entrance road with the additional removal of lots 131-137 and placing them in the Development Nodes 2-6. Such an alternative will minimize to the greatest extent the impacts on Toro County Park in maintaining current entrance and trails and preserving the park view of the lupine field that would be removed by lots 131-137. No net change in the proposed number of lots would occur. I would support such an alternative as a compromise that preserves the users of Toro parks interests with development goals of the applicant.

24-7

10) **Visual impacts of lighting** - A currently rural segment of a designated Scenic Hwy 68 will be significantly impacted by lights from roadways and housing. To avoid significant and unavoidable impacts, the DEIR should include: **Mitigation for light pollution** - all lighting, especially outdoor and road lighting be restricted to a small horizontal illumination footprint by appropriate shielding of lights to minimize stray light pollution.

24-8

11) **Impact not considered – Non Native invasive plant introduction from development of roads and housing.** The disturbance from roads and housing lot development will introduce non-native plants. Roads especially will be vectors for spread of invasive non-native plants, for example Italian thistle. This is a significant impact. Control of non-native invasive plants cannot be effective if only confined to open space management plans.

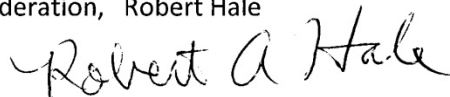
24-9

Analyze a **Mitigation** to require Management plans to focus identification and control of non-native invasive plants along all roadways and around subdivision lots. Establish educational programs with lot property owners to encourage involvement with preventing non-native plants from getting established.

12) **All Mitigations and Open Space Management** must be ensured of adequate, dedicated funding and independent monitoring to ensure that the stated objectives are met. Otherwise all mitigations cannot be trusted to ensure project impacts are reduced to less than significant.

24-10

Thank you for your consideration, Robert Hale



2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #24 – HALE, ROBERT

Response to Comment 24-1

Comments refer to the presence of sky lupine (Lupinus nanus) and how these plants are addressed in the DEIR.

The Biological Resources section of the DEIR, Section 3.3 (and revised Section 3.3 of the RDEIR), use a standard of review of significance thresholds recognized by the California Environmental Quality Act (CEQA) and the County of Monterey. The sky lupine is not a state or federally protected plant species, and therefore is not analyzed for potential project impacts. The County does, however, recognize the unique characteristics of the lupine fields, and one may argue that the lupine is a visual resource within a state scenic highway. As noted by the commenter, this plant species is dependent on weather conditions and grazing activities that the applicant allows to occur on his property. In any case, the primary areas that have the greatest concentrations of lupine are avoided by the proposed development (see Figures 2-3a and Figures 3-5a through 3-5e). According to the applicant and the project description, grazing activities would continue to occur on the open space parcels. Public trails are also proposed within the open space parcels, including a multipurpose trail parallel to State Route 68 between San Benancio Road and Toro County Park. Any official recognition of the lupine beyond biological resource values is beyond the scope and responsibility of the project and the EIR.

Response to Comment 24-2

Commenter questions analysis of visual impacts from trails in Toro County Park as well as views of the lupine field.

Commenter is referred to Master Response 1, response to comment 27-1 and responses to comments 36-4 through 36-1- regarding visibility from the park. Please see Response to Comment 24-1 above regarding views of lupine.

Response to Comment 24-3

Impact on existing running trails.

The realignment of existing trails is addressed under Impact 3.10-4 on page 3.10-16 of the DEIR. The project, as proposed, would require the realignment of the CCS Championship cross-country course. The existing trails would need to be realigned due to the proposed location of Ferrini Ranch Road, not to avoid seeing the project. The project alternatives that do not propose access through Toro Park would not require realignment of the existing trails. As for the trails along State Route 68 adjacent to the Toro Park Estates development, the commenter is referred to Master Response 1.

Response to Comment 24-4

Commenter inquires if grazing will continue and how changes in grazing patterns will affect the biological diversity of the open space area.

According to the applicant and as identified in Section 3.0, Project Description, of the DEIR grazing activities will continue to occur on the 600 acres of open space. There are no expected changes to the biological diversity of the open space areas compared to existing conditions.

Response to Comment 24-5

Comments are in support of Alternative 3B and associated access.

Comments are noted for the record. Mitigation measure MM 3.10-5a of the DEIR specifies the performance standards for a land exchange if the proposed access is pursued.

Response to Comment 24-6

Comments call for longer monitoring period and higher replacement ratios for oak tree impacts.

Please see revised Section 3.3 of the RDEIR. See also responses to Letter RD-14. Mitigation has been provided consistent with Section 21083.4(b) of the Public Resources Code.

Response to Comment 24-7

Suggestions for a modified Alternative 3B.

Comments and suggestions are appreciated and noted for the record. Section 3.1 of the DEIR describes the potential impacts of these lots and the basis for the less than significant impact conclusion. See also Master Response 1 regarding the issue and criteria for impacts from public viewpoints. The range of alternatives analyzed is based on their ability to reduce the number and severity of significant impacts.

Response to Comment 24-8

Visual impacts of lighting.

The proposed project's impact from new light sources is addressed under Impact 3.1-7 starting on page 3.1-54 of the DEIR. This impact was identified as less than significant with compliance with standard conditions of approval that require review and approval of detailed lighting plans appropriate for this area. Compliance with these conditions and policies specific to the Toro Area Plan will achieve the level of mitigation cited in the comments.

Response to Comment 24-9

Comment is concerned with the introduction and propagation of non-native invasive plant species.

Comments are noted. In addition to management of non-native species through open space management, the County requires native and otherwise appropriate plant palates as part of landscape plan approval.

2.0 RESPONSE TO COMMENTS ON DEIR

Response to Comment 24-10

Funding and implementation of open space management.

As specified in mitigation measure MM 3.3-8c, the Open Space Management Plan includes a property-based perpetual endowment required for funding. See also updated Section 3.3 of the RDEIR and responses to Letter RD-14.

Comment Letter 25

From: Sheri H <sherih4@hotmail.com>
Sent: Friday, November 16, 2012 10:33 AM
To: Mack, David x5096
Cc: 100-District 5 (831) 647-7755
Subject: Ferrini Ranch

Mr. Mack,

As long time homeowners in Toro Park Estates, we would like to voice our concerns re: the new development proposed for across the highway from us. Our family went to the informational presentation at Toro Park School last week & met the developer & builder. We live on the corner of Bravo Court & Torero so our home backs right up to Highway 68. It was mentioned by Mark Kelton that Caltrans is requiring the widening of the highway to four lanes to continue from the existing four lanes clear down to where the last home in Toro Park is at the west end. Is this true? We, along with many residents, are VERY upset and concerned re: additional noise, the new lanes being built on our side of the road & clearly being "in our backyard", (some areas don't even look like they could squeeze the two lanes in without removing some of the county landscaping including the existing berm that was put in when the original four lanes was put in years ago), and the safety of using the existing walk path that is used everyday by many, many people/children/pets (residents & non-residents - young & old). We moved here 23 years ago to raise our family because we loved the idea of living "out in the country". We don't mind the idea of having a development built in the hills across the hwy. but not at our expense. We do not understand why the road has to be widened with they huge expense & inconvenience of Toro residents along with everyone else who uses the highway between Monterey & Salinas. I don't have the exact measurements but we are guessing that it would be a mile or so. What big difference would this make? When Pasadera was built the road was not widened along there. Hwy. 68 is a "dedicated scenic byway" by Lady Bird Johnson back in the 60's and we want to enjoy it that way. A continued berm along the rest of Toro Park Estates is not very scenic or peaceful. Would this widening decrease the value of our homes, especially those of us who back up to the highway? We do not need a new entrance into Toro Park Estates or an additional stop light on Hwy. 68. What would be helpful with the traffic turning right on the highway from Torero heading west would be a merge lane like the one at the Passadera entrance. This would help move the traffic onto Hwy. 68 in a much more efficient and safer way.

25-1

Thank you for your attention to this,

Bob, Sheri, Lauren, Chris & Aaron Hauswirth
22785 Bravo Court
Toro Park Estates

2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #25 – HAUSWIRTH, BOB, SHERI, LAUREN, CHRIS, AND AARON

Response to Comment 25-1

Comments address a range of concerns specific to the Toro Park Estates neighborhood.

Please see Master Response 1 regarding these issues.

Comment Letter 26

From: Rod Hepfl <rodhepfl9@yahoo.com>
Sent: Friday, November 16, 2012 2:58 PM
To: Mack, David x5096
Cc: 112-Clerk of the Board Everyone
Subject: Ferrini Ranch Development Comments

I live in Toro Park Estates and am submitting my comments about the Ferrini Ranch Development. My biggest concerns are for safety and sound abatement for the residence that live in Toro. At this point in the plans of the development, I see nothing that addresses those issues. I live on Espada with highway 68 behind my house. As the plans stand now the 4 lane highway on 68 would be extended 1.2 miles towards Monterey. At the minimum, the berm that is now in place, dividing highway 68 from the houses in Toro, would need to be extended the whole length of the additional 1.2 miles of the new 4 lanes. The berm is needed to ensure the safety of adults and children walking and playing on the green belt. My estimate is that the 4 lane addition would be about 75 feet from my back gate. Cars will be traveling at high speeds (55mph and well above). Too close for comfort for the safety of children. The berm is also needed to help shield our houses from the loud sounds of passing cars and trucks. The four way stop light that is planned on highway 68 is very close to my house. The constant sounds of cars and trucks accelerating from a dead stop at the light, will also be somewhat abated by the construction of a berm. One last safety consideration. Running the whole length of highway 68 is a major natural gas pipeline. If the road is expanded to 4 lanes, are they going to dig up that gas line and necessarily move it closer to our houses? For safety reasons. I do not think that is a good idea. Thank you for your time.
Rod Hepfl

26-1

2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #26 – HEPFL, RON

Response to Comment 26-1

Comments raise concerns regarding safety and noise impacts associated with Highway 68 widening in the vicinity of Toro Park Estates, the need for a berm along the improvements, and the existence of a natural gas line that runs along Highway 68 and the potential relocation of that line.

Please see Master Response 1 regarding traffic, noise, and safety associated with any alternative that would widen State Route 68 in this location. See also Response to Comment 20a-1 regarding berms. The County has not received any specific information regarding the natural gas pipeline; however, such facilities are typically kept within existing easements.

Comment Letter 27

Susan Hilinski and Bill Farrel
22404 Montera Place
Salinas, CA 93908

November 16, 2012

Mr. David Mack
Planning Department, Monterey Co. Resource Management Agency
168 W. Alisal St. 2nd Floor
Salinas, CA 93901

Re: Comments on Ferrini Ranch Subdivision Draft EIR (SCH #2005091055)

Dear Mr. Mack:

This letter concerns both the Ferrini Ranch Subdivision Project and Draft EIR analysis of the proposed subdivision. As such, we have organized our comments based on their focus and content.

Comments on Draft EIR

While there are many other areas of concern related to the proposed subdivision, including biological impacts and noise impacts to abutting Toro Park residents, we would like to concentrate on three major issue areas –impacts to visual resources, traffic impacts and feasible alternatives to the proposed subdivision design.

Aesthetics

The Draft EIR identifies a series of potentially significant aesthetic impacts to the public viewshed as seen from Highway 68, River Road, San Benancio Road and from other public viewing areas including Toro Regional Park, and the former Fort Ord BLM lands. The EIR concludes that roadway improvements associated with the project that are located within the “critical” viewshed and that visual impacts to the views and vistas from Highway 68, a state-designated scenic route, constitute significant and unavoidable impacts for which statements of overriding considerations must be made by the Board of Supervisors. That particular assessment is correct and the subdivision should be redesigned to avoid or reduce these impacts to a less-than-significant level.

However, we strongly disagree with the Draft EIR’s contention that construction of the project’s internal roadways and homes within areas of visual sensitivity, including the impact on scenic views from within the Fort Ord National Monument, will result in “less than significant” aesthetic impacts. The draft EIR’s conclusion is incorrect for several major reasons:

First, the Draft EIR’s conclusion directly conflicts with at least one of the identified thresholds of significance listed on page 3.1-18 whereby an adverse impact is considered to be significant if the proposed project would “Have an adverse negative effect on a scenic view or vista.”

While the EIR correctly notes (on page 3.1-43) that “viewer sensitivity from these public viewing locations is high,” it then essentially dismisses the visual impacts of the proposed development as viewed from the Fort Ord National Monument and Toro Regional Park as insignificant. The draft EIR’s discussion erroneously implies limited visibility of the project’s scenic hillsides as viewed from Fort Ord Monument recreational lands that lie immediately

27-1

Comment Letter 27 Continued

northwest of Toro Park Estates (see first paragraph at top of page 3.1-43 & third paragraph under Impact 3.1-3 on page 3.1-44). On the contrary, the open grassland and oak wooded hills and ravines of Ferrini Ranch, including the portions proposed for development, are in fact highly visible from the lower Toro Creek trails and roads of Fort Ord National Monument, near Toro Park Estates. These scenic hillsides and knolls, which are proposed as the site of a large portion of the residential development, are extremely visible from not only the "higher BLM trails," as stated in the Draft EIR (p. 3.1-43), but from **most** of the Toro Creek trail system, including the lower portions near Toro Park Estates. One does not have to walk very far from Toro Creek for the proposed development on the open hillsides of Ferrini Ranch to be in plain view. Moreover, these hillsides and knolls proposed for development comprise a prominent and exceptionally scenic vista that contributes immensely to the visitor's recreational and aesthetic enjoyment of this portion of the National Monument. Accordingly, the discussion of this impact should be corrected and revised in the Final EIR to expand the discussion and correct the flawed conclusion stated in the first paragraph at the top of page 3.1-43.

Secondly, the Draft EIR incorrectly concludes that the BLM lands and public trails immediately west of Toro Park Estates and Toro Park Hills are not "common public viewing areas" as defined by Title 21 (Draft EIR, pages 3.1-43 and 44). However, in reviewing the County Code's definition, Section 21.06.165 defines "Common public viewing area" as "a public area **such as** a public street, road, designated vista point, or public park from which the general public ordinarily views the surrounding viewshed." The words "**such as**" are intended to exemplify, and the examples provided should not be construed as excluding other important publicly owned recreational lands. The Fort Ord National Monument (the correct title of the "BLM former Fort Ord recreational lands"), may not be a locally owned public park, but it carries far greater stature and importance with its designation as a National Monument and, therefore, certainly falls under the intent and meaning of the Code's definition of "common public viewing area," contrary to the narrowly contrived and, we believe, erroneous conclusion reached in the Draft EIR.

The Draft EIR states on page 3.1-7 that approximately 75,000 people visit the BLM public lands annually, and that 70% of these visit the eastern/southeastern part of the reserve. This means that around 50,000 visitors will be adversely affected annually by the alteration or loss of natural scenic beauty resulting from this project. This is not an insignificant number. Moreover, use levels have been growing in recent years, and the recent designation of the former Fort Ord lands as a National Monument will only serve to expand public awareness and interest in using the area.

Third, the EIR incorrectly concludes that the "permanent alteration of site conditions" resulting from development of new homes on the hillsides of Ferrini Ranch and the substantial grading needed to provide the proposed road system is a "less than significant impact" (Impact 3.1-5, page 3.1-47). This surprising and flawed conclusion appears to directly contradict the visual simulations demonstrating the visibility of homes and roads from public lands (see Figures 3.1-9b, and 3.1-11b) and the Draft EIR's own assertion that "an impact to visual character is only considered substantial if the impact is visible from a public viewing area" (page 3.1-47). In addition, the draft EIR is apparently applying the implementation of other impact mitigation measures—i.e., MM 3.1-1a through MM 3.1-1c—as a primary basis for determining the level of significance of this particular impact; this methodology, however, is incorrect. Under CEQA, the level of impact needs to be determined based upon the project design **as proposed prior to mitigation** identified by the EIR. Accordingly, the discussion of "Visual Character" on page 3.1-47 requires substantial revision, and Impact 3.1-5 needs to be correctly identified as a "Significant and Unavoidable Impact" for reasons already discussed. Similarly, the project **as proposed** is not consistent with Visual Resource Policies 40.2.4 and 40.2.5 (page 3.9-12): only with

27-1
cont'd

2

Comment Letter 27 Continued

substantial redesign and implementation of mitigation measures could the project be considered consistent with these policies of the Toro Area Plan. Therefore, the consistency determination for these visual resource policies should also be revised.

In conclusion, given the high visibility of the project development within an area of designated visual sensitivity and the high usage of public recreational areas in close proximity, it is clear that the Draft EIR has failed to adequately characterize the project's aesthetic impacts. The project will in fact have "significant and unavoidable" impacts to areas designated by the County as visually sensitive and from the nationally designated recreational lands backing onto Toro Park Estates. The Draft EIR should be extensively revised and strengthened to correctly identify and examine these significant impacts. Specifically, Impacts 3.1-1 (with respect to structures), 3.1-2, 3.1-3 and 3.1-5 should all be revised to correctly identify these impacts as "significant and unavoidable."

27-1
cont'd

Traffic

As a general comment, traffic generated by the proposed subdivision would generate a significant amount of traffic, approximately 2400 daily trips, that would further add to the already congested regional roadway system in the south Salinas and Toro areas. The EIR has noted more than once that widening of Highway 68 to four lanes between Highway One and the existing four-lane section of the highway is not feasible. We would add that such widening also would seem to contradict the scenic corridor designation of Highway 68 and would directly and adversely impact the adjoining residents of Toro Park that currently back onto the two-lane highway. It is time that Cal Trans and its regional counterpart transportation agency, TAMC, become "smarter" about transportation options and abandon the four-lane widening concept which likely originated at least 35 years ago. The improved levels of service resulting from such highway expansion in California have proven time and time again to be short-lived, only to be soon followed by further traffic congestion and a return to the same unacceptable levels of service as traffic from new development quickly fills in the voids.

We do have some specific comments as follows:

- As indicated by Tables 3.12.-7 and 3.12-10, Impact 3.12-1, page 3.12-30 should be clarified to explicitly state upfront that the proposed subdivision would directly lower the LOS from "E" to "F" on two Highway 68 segments, Nos. 9 and 10 (segments extending from San Benancio Road to Begin/End Freeway) and from "D" to "E" on one highway segment, No. 5 (York Rd. and Pasadera Dr.).
- The first sentence on page 3.12-36 requires clarification/revision. The impact discussion is about roadway segments, yet the statement refers to the project's impact on "only seven intersections." In revising, the qualifier "only" should be deleted as it reflects a bias on the part of the author and an apparent attempt to minimize the project's direct traffic impacts on the regional roadway system.
- Table 3.12-11, page 3.12-36, should be corrected to add highway segment No. 10 (Torero Drive and Begin/End Freeway). The last column heading in should be revised as it is somewhat misleading; we would suggest that the heading be corrected to read: "Add 1 Trip or More to LOS F." In all cases, the proposed project is adding more than one trip, usually in the range of 50-55 additional trips, to the identified roadway segments. Similarly, the last sentence on this same page should be corrected to read: ". . . and/or add more than one trip to six other roadway segments already operating at LOS F . . ."
- Mitigation Measure 3.12-1a on page 3.12-37: please provide the time frame for the four-lane widening planned for the 2.3 mile section of Highway 68 from Toro County Park to Corral de Tierra Road. If such highway widening must be implemented concurrent with the project and the project cannot be developed in the absence of this widening, then the draft

27-2

3

Comment Letter 27 Continued

EIR should be revised throughout to identify and analyze potentially significant impacts of such widening – e.g., noise, aesthetics, greenhouse gas emissions—and it should then be re-circulated for public comment. If highway widening is not anticipated to occur within a reasonable timeframe following project completion and is essentially low on TAMC's list of priority projects, then the project's traffic impacts on this section of Highway 68 should be identified as "significant and unavoidable" under this latter scenario.

27-2
cont'd

Alternatives

This section and discussion of project alternatives fails to meet the intent of CEQA to provide reasonable alternatives to the proposed project in several ways. First, it confuses major circulation alternatives with land use variations to the proposed project thereby obscuring the reviewer's consideration of the real differences between the development alternatives. The inclusion of the grade-separated interchange in Alternative 4, rather than an at-grade signalized intersection at Torero Drive (similar to that proposed in Alternative 3), is unclear with respect to the rationale (for its inclusion) and seems extremely arbitrary. Moreover, the inclusion of that interchange as a component of this project alternative has the decided effect of engendering a "No Way!" response from local residents on the Highway 68 corridor despite any other positive aspects associated with the Alternative 4 land use option. Like the 4-lane highway widening desired by both Cal Trans and the County regional transportation agency, this particular traffic "mitigation" comes with its own unique set of impacts and, solely because of its inclusion, the visual impacts of Alternative 4 have been deemed "greater" than those associated with either the proposed project or with two Alternative 3 options. Is there any compelling reason for not having an Alternative 4 that has a signalized intersection so that the reviewer and decision-maker can compare apples with apples, rather than apples with oranges? If this interchange were deleted from Alternative 4, might it not then be deemed as the "winning" environmentally superior alternative? The Alternative 4 concept needs to be completely revised to replace this grade-separated interchange with the same or similar signalized intersection as that proposed in Alternative 3, or a second Alternative 4 option needs to be developed that shows the same land use pattern but replaces the interchange with the signalized intersection. If the grade-separated interchange warrants discussion in this document, the more appropriate section to discuss this major highway project is the traffic section of the EIR.

27-3

Secondly, this section fails to provide a truly environmentally superior alternative, consistent with the intent of CEQA, other than the "No Project" alternative. Not one of the alternatives discussed in the Draft EIR fulfill CEQA's mandate (Section 15126.50) that the EIR "shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project . . ." All of the alternatives presented in the Draft EIR (except for the No Project Alternative) attain most of the project proponent's objectives, but not one **substantially lessens or avoids** most identified significant impacts other than the No Project Alternative.

We strongly urge that the Alternatives section be expanded to include an alternative that is truly environmentally superior because it would substantially reduce or avoid significant impacts. This alternative should achieve the following objectives:

- Reduce or avoid potential biologic impacts to riparian and wetland habitat and listed species;
- Substantially reduce the amount of traffic generated by the proposed development by at least 30 percent or 720 trips (this is equivalent to reduction of traffic from elimination of the commercial use and a reduction of 32 units in the residential subdivision);
- Substantially reduce visual impacts as viewed from public lands, including both Toro Regional Park and Fort Ord National Monument; and
- Avoid development within most identified Critical Viewshed areas.

4

Comment Letter 27 Continued

An example of how these objectives could be achieved would be a Reduced Size project that is entirely residential in use and clustered predominantly within the Eastern Parcel. On the Western Parcel, residential development would be allowed in the most westerly portion with access directly onto San Benancio Road, similar to what is proposed in either Alternatives 3 or 4. On the Eastern Parcel, the area presently proposed for the winery and related uses would be developed instead for suburban density residential uses on lots ranging from 6,000 to 8,000 square feet in size. Large parcel estates could be allowed on proposed Lots 138 through 144 as presently proposed, except that the developer could consider dividing the three proposed lots 138-140 into six parcels, resulting in ten (10) larger estate lots in this area. Market rate (or inclusionary) townhomes could be allowed in at least a portion of the level area along Highway 68 known as the Bull Field. Given the reduction in project size and development footprint, the County could consider waiving the inclusionary housing requirement and requiring the payment of in-lieu fees instead. Traffic impacts and necessary improvements to mitigate such impacts would be substantially reduced. In particular, there would be no need for a costly signalized intersection on Highway 68, an "improvement" that would only further aggravate traffic congestion during the morning commute period. The significant cut and fill needed for internal roads to serve the project as proposed would be substantially reduced if not completely avoided. Biological impacts would be substantially reduced as would visual impacts. A Reduced Scale project, such as described herein, attains all the above listed environmental objectives and can truly be identified as the environmentally superior alternative.

27-3
cont'd

Comments on Proposed Subdivision Development and Approval Process

Following certification of the Final EIR in whatever form it takes, the County will take up consideration of the vesting tentative subdivision map. Government Code Section 66473.5 (subdivision map act) requires the Board of Supervisors to find that the proposed subdivision is consistent with the adopted general plan, including its objectives, policies, general land uses and program. This mandate would also require consistency with any applicable area community plan or specific plan adopted to more precisely implement general plan goals and policies. We do not believe these consistency findings can be made for this project as presently designed. There are simply too many obvious conflicts with the General Plan and Toro Area Plan policies. For instance, The Draft EIR references the County's use permit and design review process which will apply to development in the visually sensitive areas and conceivably mitigate identified impacts. This is a zoning process, however, and does not address or resolve the basic policy conflicts inherent in this project's design.

27-4

We urge the County Planning Commission and Board of Supervisors to uphold Toro Area Plan Policy 26.1.6.1 which prohibits development in areas of visual sensitivity because there is no feasible way in which proposed development of this uplands area could proceed (even with mitigation) that could avoid adversely affecting or altering its natural scenic beauty. Given the inability to make the required finding per Policy 26.6.1, the entire proposed upland portion of the subdivision, consisting of a total of 43 lots (Lots 45-47, 60, 62, 63, 66, 70, 71, 77, 78, 86-89, 94, 95, 100, 101, 104-115, 117, 119, 124-132, and 137), should either be relocated to a different area of the property or eliminated from the subdivision altogether.

If the County concurs that subdivision redesign is required to eliminate most home and road development in the Western Parcel, the County may wish to consider allowing development on at least a portion of the "Bull Field" and to then approve the necessary exception to the Toro Area Plan (through adoption of a general plan amendment) to allow such development to proceed. Given the flat topography, ease of development, and ready access to River Road, this area could support townhomes or apartments or small single family dwellings, all truly needed in today's housing market.

Yes, the Bull Field area is located in the Critical Viewshed. However, today and moving forward, the County has a very important recreational resource to consider – the Fort Ord National

5


Comment Letter 27 Continued

Monument— which was not in existence at the time those viewshed protection maps were prepared and adopted by the County. The natural open and wooded hills of Ferrini Ranch, highly visible from the National Monument, deserve to be recognized as an important natural scenic resource of this area and of the County, one whose scenic qualities and attributes are dependent upon their continued preservation and use for grazing and other open space uses. We believe that the incredibly scenic and open, rolling hillsides of Ferrini Ranch, all highly visible from Toro Regional Park and Fort Ord National Monument, are far more important to preserve today than an open grazing field that is visible only to traffic on Highway 68.

27-4
cont'd

Thank you for this opportunity to comment on the draft EIR and to express our concerns about the proposed subdivision on Ferrini Ranch.

Sincerely,



Susan Hilinski, AICP, and



Bill Farrel, AICP

cc Supervisors Dave Potter, Fernando Armenta Louis Calcagno, Jane Parker, and Simon Salinas

Mike Novo, Director of Planning

RESPONSE TO LETTER #27 – HILINSKI, SUSAN, AND FARREL, BILL

Response to Comment 27-1

Comments disagree with the DEIR findings regarding aesthetic impacts, specifically: conclusions regarding impacts to views from within the Fort Ord National Monument and Toro County Park; views from Toro Park Estates; definition of “common public viewing areas”; and changes to the visual character of the site.

Please see Response to Master Response 1 regarding project impacts and findings regarding views from trails, public viewing areas, and Toro County Park.

With respect to Impact 3.1-5 (Visual Character of the Site and 30 Percent Slope Alteration), the DEIR concludes that impacts will be less than significant based on the definition of common public viewing areas (see Response to Comment 2a-1) as applied by the County of Monterey consistently within the State Route 68 corridor. Page 3.1-47 of the DEIR is not applying mitigation measures MM 3.1-1a through MM 3.1-1c to mitigate an undisclosed impact; rather, the measures are cited as additional assurance that impacts will remain less than significant.

In response to comments regarding consistency with visual resource policies, mitigation measures are provided requiring design changes to the project to relocate building sites out of the critical viewshed and 100-foot state scenic route setback and to eliminate the visibility of development in such areas where such sites cannot be fully relocated. Please see Alternative 5 of the RDEIR, which modifies the lots located within the critical viewshed. While the policies apply to buildings and structures, the DEIR finds that proposed roadways will result in a significant and unavoidable aesthetic impact to the scenic route.

Response to Comment 27-2

Comments request clarification and/or revision to specific components of the traffic analysis. In response:

- Regarding Impact 3.12-1, the comment is correct that the change in level of service (LOS) between Background and Background Plus Project conditions will change from E to F in the P.M. peak hour on roadway segments #9 and #10. This conclusion is supported by the analysis of the DEIR. The wording of Impact 3.12-1 is designed to identify the total of all impacts to the circulation system, consistent with the significance threshold.
- Regarding wording on page 3.12-36, the use of the word “only” was used to clarify that even though 13 segments would operate at unacceptable levels of service under Existing Plus Background conditions, not all 13 segments would operate at unacceptable levels of service as a direct result of trips generated by the proposed project. Six of the 13 segments would continue to operate at the same LOS as under Background Conditions (without the project). Regardless, the sentence has been clarified as follows to address the comment and correct wording:

Although 13 segments would operate at unacceptable levels of service under Background Plus Project Conditions, the deficient operations at only ~~seven~~ eight of the 13 intersections-segments would be the result of trips generated by the proposed project, while the other ~~six~~ five roadway segments would continue to operate at the same deficient LOS as identified under Background Conditions.

2.0 RESPONSE TO COMMENTS ON DEIR

- Regarding Table 3.12-11, the County's threshold is the addition of any trips to an intersection already operating at LOS F, as stated at the top of page 3.12-29. Table 3.12-11 on page 3.12-36 has been modified as follows:

TABLE 3.12-11
SUMMARY OF ROADWAY SEGMENT THRESHOLDS OF SIGNIFICANCE EXCEEDED
UNDER BACKGROUND PLUS PROJECT CONDITIONS

Roadway Segment	Direction	Peak Hour Significance Threshold Exceeded	
		Degrade LOS	Add 1 Trip or More to LOS F
1. State Route 68 between Josselyn Canyon Road and Olmsted Road	EB WB		A.M./P.M. A.M./P.M.
2. State Route 68 between Olmsted Road and State Route 218	EB WB		P.M.
5. State Route 68 between York Road and Pasadera Drive	EB WB	A.M.	P.M.
6. State Route 68 between Pasadera Drive and Laureles Grade Road	EB WB		P.M.
7. State Route 68 between Laureles Grade Road and Corral de Tierra Road	EB WB		P.M.
8. State Route 68 between Corral de Tierra Road and San Benancio Road	EB WB		P.M. P.M.
9. State Route 68 between San Benancio Road and Torero Drive	Two Way	P.M.	
10. Torero Dr and Begin/End Fwy	Two Way	P.M.	

- Regarding the timing of mitigation, the project would be required to pay the TAMC fee – under any project alternative – to satisfy the project's cumulative impacts. Timing of implementing any improvement in the TAMC program is determined by TAMC priorities based on the benefit and need of the circulation system. Mitigation applied to any adopted alternative that would widen State Route 68 to accommodate an alternative project entrance would need to be in place prior to construction the subdivision (see Response to Comment D-1). Thus, Alternatives 3B and 5 provide a benefit by installing a portion of planned Highway 68 improvements. The associated secondary effects of implementing mitigation measures has been addressed in the RDEIR (see Alternative 5), at a level of detail commensurate with the CEQA requirements.
- As a project on the state highway system, subsequent environmental review for the ultimate design of State Route 68 improvements will be required following the Caltrans PSR and environmental review procedures. This EIR does not defer to that analysis; rather, secondary impacts have been assessed based on the information and preliminary concepts as known at this time.

Response to Comment 27-3

Comments question the range and scope of Section 4.0, Alternatives to the Project, and makes recommendations for an environmentally superior alternative.

Regarding the adequacy of project alternatives, Section 15126.6(a) of the CEQA Guidelines requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. Furthermore, Section 15126.6(f) states that the alternatives shall be limited to ones that would avoid or substantially less any of the significant effect of the project. As noted on page 4-30 of the DEIR, Alternative 4 was provided to reduce the total development footprint of the project by providing more compact development nodes in order to minimize impacts to cultural and riparian resources. The interchange concept—developed with County staff—was proposed as a means of providing access without requiring a new signalized intersection on State Route 68 and thus avoiding an additional at-grade traffic control. Each of the alternatives analyzed provide certain environmental merits and impact avoidance that are central to their being included in the analysis.

Section 15126.6(e)(2) of the CEQA Guidelines states that “if the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” There is no requirement that an alternative avoid or lessen all impacts, they just need to avoid or lessen any impacts. Please see also Alternative 5 of the RDEIR. This alternative provides additional detail and reflects several of the design changes recommended by the DEIR’s mitigation measures. One of the benefits of the range of alternatives is that they provide planning concepts and unique features that can be considered by decisionmakers. See also responses to Letter RD-14.

Response to Comment 27-4

Subdivision development and approval process.

Comments and opinion regarding project consistency with adopted General Plan policy are noted for the record. As identified on page 3.9-10 of the DEIR, the proposed project is consistent with Policy 26.1.1 “Pending Board Concurrence and Findings.” Although development of roadways in the critical viewshed is considered significant and unavoidable relative to County policy, other measures and restrictions are in place and designed to protect the existing scenic beauty of the area. Interpretation of County policies relative to any project approval ultimately rests with staff and decision-makers.

Comment Letter 28

Subject: FW: Ferrini Ranch DEIR Comments

From: Laurel Hogan [<mailto:laurelhogan3345@yahoo.com>]
Sent: Sunday, November 11, 2012 6:07 PM
To: Mack, David x5096; 112-Clerk of the Board Everyone; 100-District 5 (831) 647-7755
Subject: Ferrini Ranch DEIR Comments

November 11, 2012

Mr. David Mack
Clerk of the Board and
Members of the Monterey County Board of Supervisors
Supervisor Dave Potter

Re: Ferrini Ranch

As a Toro Park homeowner for nearly 30 years, I am deeply saddened and upset by the recent plans of the developers of the Ferrini Ranch homes. According to the facts presented to me by the members of Land Watch and the Toro Park Homeowners Association, this project will be detrimental to myself and other members of Toro Park for many reasons.

My home backs onto Highway 68 at the corner of Torero and Bravo Place. The highway will be widened, and the noise level will be closer to my bedroom, which is already loud. The original plan was to have the road for the homes on the other side of the highway where the homes are actually being built in the Toro Regional Park area. It makes no sense to have Highway 68 widened for a short distance closer to Toro Park homes. That is just going to move the bottlenecked cars to different spots and will not solve any problems. THE TRAFFIC PROBLEMS WILL NOT BE SOLVED, JUST MOVED TO DIFFERENT AREAS!!!! I drive this highway every day to work, so I speak from experience. Widening it as the developers suggest will not help, and doesn't address the issue which is access to their homes, which are not in Toro Park. Even if the homes are built, the developers may or may not be able to sell them in this bad economy, and we will be the ones stuck with all of the problems. Our home values will decrease and no one will want to buy our homes when they are so close to the highway

28-1

Comment Letter 28 Continued

and the noise. In addition to NOISE, the second issue is the VIEW. We homeowners will lose our beautiful views and instead look at walls or berms. Highway 68 is a scenic highway, and the Toro Area Plan requires building sites to be outside the critical view shed. The DEIR appears to be in direct opposition of this. How can this be acceptable? Another issue which upsets me in the zoning. I was informed by LandWatch that the zoning is not appropriate and should not have been approved. Next, the DEIR assumes that there will be adequate water for the project, but that is NOT the case. The demand will be greater than the supply, and we will all be left high and dry, which is evident by the LandWatch and TOMP challenges and litigation. There is also the sewer situation, which is a HUGE problem for Toro Park homeowners, and now the Ferrini Ranch homeowners will also be members. This is just adding salt to the wound that already will not heal. Ecologically speaking, I am also greatly opposed to the project and all the trees, plants and habitats that will be destroyed when the homes are built.

28-1
cont'd

Your time and attention to these matters will be greatly appreciated.

Sincerely,

Laurel A. Hogan
22805 Bravo Place
Salinas, CA 93908
(831) 484-9153

2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #28 – HOGAN, LAUREL

Response to Comment 28-1

Comment letter provides general concerns regarding the widening of Highway 68, increased noise levels at existing residences, improvements not solving traffic problems but moving them, the loss of private views and building within the critical viewshed, zoning, sewer, and loss of trees, plants, and habitats.

Please see Master Response 1 and the RDEIR regarding these issues. See also Master Response 2 regarding water supply.

The existing and proposed zoning of the project site is identified beginning on page 2-3 of the DEIR.

Please see Section 3.3 of the RDEIR and responses to Letter RD-2 regarding biological resource impacts.

Comment Letter 29

Nov. 8, 2012

RE: Ferrini Ranch Project #PLN040758
David Mack, Asst. County Planner
County of Monterey Planning Dept.
168 W. Alisal 2nd floor
Salinas, CA 93901

Dear Mr. Mack,

This letter expresses a unique and personal concern for the proposed Ferrini Ranch Project. We are Toro Park residents and have attended both informational meetings.

The new intersections/signal light/access road that is proposed on the most recent plan will bring traffic into the subdivision, aimed directly at our personal property. The lights will shine into our backyard at night and the noise of every car, UPS/FED EX truck, school bus, and motorcycle stopping and starting will be noise directed at our specific piece of property. Because our backyard slopes upward, we will also have a view of this new road and intersection from our backyard deck.

As you can see from a map, it will be disturbing visually, audibly, and emotionally and we will have the exhaust fumes in addition. We have lived in this home for 25 years and we bought at the west end because it did not have thoroughfare traffic and noise. It will be as if you have completely changed **the location** of our property. We all know that the value of real estate is based on "location, location, location." Our lot is the one lot of all, that will take the increased traffic, noise and lights 'on its back.' We are the most impacted of any lot in the Toro Park Subdivision. It will destroy quality of life and value of our property. This is not a small problem for us.

29-1

I stated this concern directly to Mr. Ray Harrod, Jr. and he told me the problem could be solved with a 10 ft. fence or landscaping for privacy. A 10' fence, if that is even allowed, would take away our view of the hills, and make our small yard feel closed in. Thick landscaping, in the small greenbelt areas behind the homes, has only proven to give crime a shield for entering our yard from the rear and breaking in unseen. It happened with our neighbor one week ago. The thief was able to remove a whole section of fence without being seen, and enter the home from the back. He carried items to his truck without being seen. Many of us keep our greenbelts uncluttered of overgrowth for that very reason. After expressing my concern, Mr. Harrod said, in reply, that the people residing on Torero Drive were pleased with the change of having the old entrance removed. This shows a lack of understanding & sensitivity on his part. These residents chose to purchase a home located on a busy street/intersection at the time of purchase, and probably at a reduced cost. We chose the less busy area and paid a higher price for our home.

For all the words the developers say about the view shed not being disrupted, we all know that anytime you place over 200+ homes, plus infrastructure, plus removal of existing foliage, the view shed will be forever disrupted.

As for the water, Mr. Harrod was the developer of the properties on San Benancio Rd. that have arsenic contaminating their wells. I don't have to tell you that this development has a

29-2

Comment Letter 29 Continued

major problem. The developers state they can tie into the Salinas Valley Water Project for their water needs. The SVWP is still having problems with the rubber dam.

29-2
cont'd

The traffic on Hwy 68 is congested. Toro Park is still dealing with problem of early morning traffic coming through our area trying to avoid the back up on 68. It is a tremendous danger for children walking to school and being dropped off. The proposed new entrance and stoplight will bring those cars even deeper into the subdivision.

29-3

Our area public schools, including Toro Park Elementary, are over capacity. The Washington Union School District, with much help from the parents, has done a great job accommodating larger class sizes and covering expenses through fundraising. But to expect this school district to do more is not reasonable and right.

29-4

Bill is a real estate broker in the area. He knows values, economic obsolescence and supply & demand. This project brings problems with it, not only for us personally, but Toro Park and the Hwy 68 corridor as well.

We need a reply to our concern. You may contact us as shown below. Thank you,

Bill & Pat Huber
Bill and Pat Huber
22903 Cordoba Ct.
Salinas, CA 93908
831-484-2713 (home)
831-594-2496 (Bill cell)
831-594-9295 (Pat cell)

RESPONSE TO LETTER #29 – HUBER, BILL & PAT

Response to Comment 29-1

Comments are concerned with the potential realignment of Torero Drive with Highway 68 and resulting impacts to properties at that location. Comments also mention changes to views from project development

The purpose of an EIR is to disclose the potential environmental effects of a project and allow decision-makers to consider those effects. In the event that Alternative 3B is pursued, it is true that the environmental conditions regarding noise, light and glare, air quality, and aesthetics will change with a new intersection in this location. Please see Master Response 1. See also RDEIR Section 4.0, Alternatives to the Project, which provides additional detail regarding the potential environmental effects of this alternative.

Response to Comment 29-2

Comments address water supply, arsenic levels, and existing problems with SVWP's rubber dam.

Please see Sections 3.6 and 3.10 of the DEIR regarding the project's water supply and groundwater resources. See also Master Response 2 for additional information regarding water supply.

Response to Comment 29-3

Comments express concern regarding existing traffic congestion.

Please see Master Response 1.

Response to Comment 29-4

Comments express concern regarding school capacity.

Please see Response to Comment 6-1 regarding this issue.