

Comment Letter 40

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

From: ginztoy <ginztoy@aol.com>

To: ceqacommente <ceqacommente@co.monterey.ca.us>

Sent: Mon, Nov 5, 2012 6:43 pm

Subject: File number #PLN040758

Regarding the proposed Ferrini Ranch Subdivision across from Toro Park Estates. I strongly oppose this proposal for several reasons. For one, it closes up a very nice well run street now existing into Toro Park Estates at the Monterey end of the subdivision, and proposes a new road running right through a lovely green space, further away from the school, making it very difficult to get past the school and in to town. For another, that proposed new road is way too close to the turn off to the new under construction parking lot across from the Toro place burger restaurant, causing massive auto congestion. It also uses our very low amount of water underground, and up San Benancio Canyon they already have problems with dangerous levels of arsenic. The additional load onto hiway 68 is simply unbelievable. Already it is dead still at the time between 7 and 8:30 in the morning. The proposal moves the highway closer to many of our residents, without the benefit of a sound absorbing berm or wall or safety from theft. Already thieves have discovered an easy way to break into homes here is cross the fence and getback in a car and take off. The addition needs to find an off road other than directly onto the highway for one, stop intruding into Toro Park Estates property lines, we have walking paths and beautiful trees lining the highway, a lovelyplace to walk. This highw was supposed to be a scenic highway. thank you for your attention.

40-1

Ginny Long, 22946 Espada Dr., Salinas, CA 93908

2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #40 – LONG, GINNY

Response to Comment 40-1

Comments express concerns regarding traffic, water quantity, and water quality.

Comments are included in the record. Please Master Responses 1 and 2.

Comment Letter 41

22946 Espada Dr.
Salinas, CA, 93908
November 12, 2012

Planning Department
Monterey Country Resource Management Agency
168 Alisal St., 2nd floor
Salinas, CA 93901

Attn: David Mack

Dear Sir;

Regarding the developer's proposal to build 212 houses across Highway 68 from the existing Toro Park homes, as an architect in my younger years, I feel this project is not well thought out. First of all, they propose moving an existing street in the Toro Park housing area, further west, and emptying the new 212 housing area onto Highway 68 at that point. That area at 7-9 and 4-6 right now is bumper to bumper stop and go traffic. Adding another group of people onto the highway at that point is not a smart move. It also requires that the highway be widened and I am sure residents of Toro Park Estates will not approve their lack of sound control through berms or walls so close to their homes that line the highway. In addition, the current project near the Toro Park Restaurant is way too close to that proposed new exit for Toro Park Residents and the new proposed group of 212 homes on the hills above.

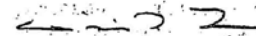
In addition, that moving of the current street would mean busses and traffic headed to the school would have to go past about 10 homes, instead of an easy right turn and be right there at the school. That is another bottleneck for all of us. We have all learned to go down Portola Ave, towards Salinas to use the existing exit and avoid the highway completely.

The developers should exit their addition via San Benancio Road, or down to the Toro Regional Park interchange. It was poor planning to exit in the manner they propose.

In addition, that new housing area would be using Toro water supply and sewer system and that is simply not a great idea in this particular climate.

Thank you for your time on this subject. I live in Toro Park but I am not along the highway but I can see the problems. The area they want to build a new road in Toro Park Estates would make a wonderful park area, it is used now for recreation anyway.

Sincerely,



Virginia D. Long

41-1

2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #41 – LONG, VIRGINIA D.

Response to Comment 41-1

Comments are concerned with traffic, water supply, and wastewater service.

Comments are included in the record. Please see Master Responses 1 and 2.

Comment Letter 42

Subject: FW: Ferrini Ranch

From: Ellie Love [<mailto:ellielove@sbcglobal.net>]
Sent: Sunday, November 11, 2012 6:36 PM
To: ceqacomment
Subject: Ferrini Ranch

To whom it may concern:

We are very concerned about the proposed development of Ferrini Ranch, File # PLN040758. Our family chose to move to Toro Park many years ago because of the peaceful neighborhood, the small school environment, and the beautiful surroundings.

Based on what we have learned about the proposed Ferrini Ranch plan, we are very worried. Due to the location of the entrance and exit of this new development, Highway 68, which already has a major traffic overload, would be impacted to the point that the road would need to be doubled in size. This widening would take away the footpath that many use as a walking, jogging, or cycling route. It would also bring a high noise level to all residences that back on the green belt behind their homes. This was not what they signed up for when they purchased their homes.

42-1

Washington Union School District, which has been ranked as the top elementary school district in Monterey County for many years, would suffer a negative impact with the high increase in enrollment. With nowhere to really grow to meet the new demand, all 3 schools in the district would suffer. This is not acceptable!!

This Highway 68 corridor already has a sewer and water problem, and to add this many homes will just cause more problems.

This development will destroy the natural beauty of the Highway 68 corridor which has become a famous part of Monterey County, and negatively impact all of the residents who live in this area. For these reasons, we are contacting you to request that you do what ever is in your power to deny the approval for this development.

Sincerely,

Comment Letter 42 Continued

Mike and Ellie Love
22319 Capote Dr
Salinas, Ca 93908

Ellie Love
Broker Associate
Century 21 Advantage
831-809-2056

RESPONSE TO LETTER #42 – LOVE, MIKE & ELLIE

Response to Comment 42-1

Commenters are concerned with potential impacts on traffic, noise, schools, wastewater, water supply, water quality, and aesthetics.

Please see Master Response 1 and 6-1 regarding these specific issues.

Comment Letter 43

Subject: FW: Ferrini Ranch Development

From: Kelly Madison <madison1471@yahoo.com>

Date: November 15, 2012, 9:01:19 PST

To: "100-District 5 (831) 647-7755" <district5@co.monterey.ca.us>

Cc: 112-Clerk of the Board Everyone <112-ClerkoftheBoardEveryone@co.monterey.ca.us>, "100-District 1 (831) 647-7991" <district1@co.monterey.ca.us>, "100-District 2 (831) 755-5022" <district2@co.monterey.ca.us>, "100-District 3 (831) 385-8333" <district3@co.monterey.ca.us>, "100-District 4 (831) 883-7570" <district4@co.monterey.ca.us>, "Novo, Mike x5192" <novom@co.monterey.ca.us>, "Holm, Carl P. x5103" <HolmCP@co.monterey.ca.us>

Subject: Ferrini Ranch Development

Reply-To: Kelly Madison <madison1471@yahoo.com>

Monterey County Supervisors
Planning Department

Comments and Concerns regarding Ferrini Ranch Draft EIR #PLN040758

My name is Kelly Madison, I have been a resident of Monterey County since 1975, when my family moved here from Colorado. I live on Espada Drive in the Toro Park Development. My parents owned and operated a local business until retirement. My husband and I both work in Salinas and we have two children, one who attends Salinas High School and one who attends San Benancio Middle School. My husband grew up in North Salinas and I grew up in South Salinas. Although not an easy financial decision, we moved to Toro Park when our eldest daughter entered grade school. We choose the neighborhood because of the sense of community, parent involvement in the schools, and it seemed like a quiet place to raise children. Even though we owe more on our house than it is worth, we feel extremely lucky to live where we do and never take it for granted. I'm not someone who takes a public stance on issues and am only giving you my personal background so that you may get a sense of who I am. I do not believe in obstructionist measures to prevent legitimate growth and development. Many of the people I work with are in the construction and building industry so I am very familiar with their perspective and issues regarding development.

I personally disagree with this development of Ferrini Ranch for the following reasons: The walking and biking paths that my family uses next to highway 68 will be removed or located too close to traffic. There will be an additional 2,000 car trips per day on Highway 68 which is already congested, making commuting and transporting kids to school more difficult. There will be a signal light that will require stopping and starting of trucks and cars throughout the day and night which will increase noise above acceptable levels. The new signal light will increase commuters cutting through the Toro Park neighborhood since they will have guaranteed access to the highway. This will make the neighborhood less safe for children walking to school. The view from the neighborhood and the surrounding areas will be negatively impacted. There will be approximately 900 protected oak trees that will be removed and replaced with houses and roads. I believe the development will decrease the value of my home due to the changed view shed, the highway being brought closer and the increased noise factor. I am concerned that the development will not be finished due to the economic and

43-1

Comment Letter 43 Continued

financial climate but the homeowners, recreational users and commuters will have to live with the disruptive signal light and highway congestion. I am concerned about our current sewer fee increases and system that is nearing capacity. I am concerned with fire safety and additional water needs for Monterey County.

All I am asking from you is that when you consider the Ferrini Ranch Development you will be fair, take into account the General Plan and the Toro Area Plan to make sure the Ferrini Development follows all rules, regulations and restrictions that were intended. Please consider the congested highway 68 corridor, the projects that have already been approved but not yet built, the additional impact on water and sewer resources, and the permanently altered view of a scenic highway. There are many Monterey County residents who enjoy this area for biking, hiking and horseback riding and others who commute to and from the Monterey Peninsula on the scenic highway.

Thank you,

Kelly Madison

**43-1
cont'd**

2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #43 – MADISON, KELLY

Response to Comment 43-1

Comments identify concerns with the project related to existing recreation (trail) facilities, noise, property values, oak tree removal, traffic, biological resources, wastewater fees and capacity, water supply, fire hazards, and scenic corridor.

Each of these issues is addressed within the technical chapters of the EIR. Please see Master Response 1 for responses to related issues. See also the RDEIR.

Comment Letter 44

11/15/2012

Monterey County Planning Department
David Mack
168 W. Alisal St.
Salinas, CA 93901

RE: Ferrini Ranch Development

Dear Mr Mack,

As a long time resident of Toro Park Estates, I am writing to you in support of the Ferrini Ranch development project. I attended the recent community meeting on November 8, in which the developer presented the project to all interested residents of the area.

I am impressed by the sensitivity the developer has shown for the residents of Toro Park in listening to our input and making changes to the project over the past several years. As currently planned, I believe the project takes great care in preserving the beautiful views we currently enjoy along the Highway 68 corridor.

Much has been said about the traffic issues in front of Toro Park, which occur almost exclusively during a 45-60 minute commute window. The traffic issues are not a result of the residents of Toro Park but from the volume of cars commuting to Monterey. Mitigation of the Highway 68 traffic issues is a matter separate from this development and should be addressed by the County and CalTrans as a separate issue.

We all enjoy living in this beautiful area and in my opinion the Ferrini Ranch project will not have any detrimental impact on either our quality of life or upon the wonderful views we enjoy. Development of this project will allow more people to enjoy this terrific area.

As a concerned citizen, my support is behind this project.

Regards,



Scott Maidment
Toro Park Resident

44-1

2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #44 – MAIDMENT, SCOTT

Response to Comment 44-1

Comments are in support of the project.

Comments noted. No response is necessary.

Comment Letter 45

David Mack
Planning Dept. Monterey County
Resource Management. Agency

Dear David,

I've recently got married in July of 2012. I moved back here to Salinas from Phoenix, Az. Since returning and setting up my home here, we have faced outrageous sewer rates and now I'm looking at this new proposed subdivision called Ferrini Ranch.

The developers have painted a very light view of the impact Ferrini has on this community. I live at Portola and Torero and the view will be changed immensely. I will no longer be looking at grazing cattle and scenic hills. I will be looking at houses and cars and new businesses being built.

My understanding is that hwy. 68 is a scenic hwy. It will no longer be scenic or quiet when this new housing begins at Portola Dr. If you haven't been here during morning commute it is an outrage to say the least. We have, it seems every morning dropping of their children at the school behind me, causing the traffic to back up along Portola and Torero for blocks. Then we have all the impatient workers on their way to Monterey trying to get to their destination faster by using Portola Dr as a shortcut to get around the hwy 68 traffic.

Adding another 212 to 447 houses will turn Portola Dr into a major hwy not to say the least. Also adding another light will cause the traffic on hwy 68 to back up even further towards Salinas than it is now.

The developers are not thinking of our best interest. They have only one thing in mind and that is to make money at anyone's expense. We don't even know if they will sell any of these houses as bad as the housing market is today. We only have to look at the building going on down the road at Reservation and East Garrison. A lot of roads and barely anyone ready to move in.

I believe we need to stop this building project before it gets out of control. I'm asking you to look seriously into protecting our scenic views and quiet neighborhood.

Thank you

Sincerely,
Jim Martin

45-1

2.0 RESPONSE TO COMMENTS ON DEIR

RESPONSE TO LETTER #45 – MARTIN, JIM

Response to Comment 45-1

Comments identify concerns with the project related to changes in private views, impacts to the scenic corridor, and traffic.

Please see Master Response 1. See also Response to Comments 27-1 and 29-1 regarding impacts to viewsheds and private views.

Comment Letter 46

FERRINI RANCH SUBDIVISION DEIR PLN040758 COMMENTS

By: Charles R Meyer
22312 Capote Dr.
Toro Park
Salinas, CA 93908

GENERAL COMMENT:

The DEIR was not noticed to all affected parties.

Section 3.6 Comment

The Salinas Valley Groundwater Basin is being over drafted. Despite the efforts of the Monterey County Water Resources Agency (MCWRA) to bring the groundwater basin into balance, more is being pumped out of the basin than is being recharged. The various projects that are in place by Monterey County to stop over drafting and stop seawater intrusion have only slowed down the over drafting and seawater intrusion. The seawater intrusion as shown in the DEIR maps and tables along the northern portion of the basin is still progressing down the valley as shown on the 2009 map. There are updated maps (2011) of the progress of seawater intrusion available at the MCWRA for both the 180 and 400 foot aquifer. These maps show the continued advancement of seawater intrusion and over drafting. See attached web sites.

<http://www.mcwra.co.monterey.ca.us/SVWP/01swi180.pdf>

<http://www.mcwra.co.monterey.ca.us/SVWP/01swi400.pdf>

The DEIR states that the various projects completed by the MCWRA have reduced the rate of seawater intrusion (not stopped or reversed) into the 180/400 foot aquifer. However there was no information provided concerning the impacts to the 900 foot or deep aquifer as it relates to over drafting. Numerous wells have been drilled into the deep aquifer relieving some over drafting to the above aquifers possibly causing over drafting in the 900 foot aquifer. There is one well in Marina and one new agricultural well off of Cooper Road among others in the area. The DEIR does not address the impacts to the 900 foot aquifer by the Ferrini Ranch Subdivision

The following statement is from the DEIR:

“Because the project is within the benefit area of Zone 2C, and due to the relatively large size of the groundwater basin compared to project demand, increased pumping within the 180/400-Foot Aquifer Sub basin to serve the proposed project would have a **less than significant impact** on nearby wells. No mitigation measures are necessary.”

Impact on the nearby wells is not the only issue. Impacts to over drafting are critical. How many wells are in the area that pump from the 180 foot aquifer and from the 400 foot aquifer and which ones are agricultural wells and which ones are municipal wells? All municipal wells pump year round with no seasonality like agricultural production wells to allow the aquifers to “rest”.

Therefore, there is concern for any municipal wells, Cal Water or others, along with new potential

Comment Letter 46 Continued

wells for the Ferrini development to greatly impact ground water levels in this area due to increased water needs year round. Are there conservation guidelines for the development to include drought tolerant grass and xeriscaping?

Additional over pumping of the 180/400 foot aquifer by the Ferrini Ranch subdivision (Cal Water potable wells located near the Salinas River in the 180/400 foot aquifer) will worsen the impact on the groundwater basin to **a significant level. Any amount of additional continued over drafting of the Salinas Valley Groundwater Basin must be considered significant and a mitigation measure proposed.**

Section 3.12 Comment

Alternative B direct traffic access from the Ferrini Ranch subdivision to Highway 68 is unacceptable and **adds to an already significant traffic problem.** Highway 68 from approximately the Portola interchange to Highway 1 is essentially a parking lot numerous times a day and in particular during events at Laguna Seca or Toro Regional Park (both under the control of Monterey County). Our home backs up to Highway 68 and we notice repeatedly that traffic is stopped most mornings and evenings waiting to move either in the direction of Monterey or Salinas, more often toward Monterey.

Over the years, Caltrans has made improvements to Highway 68 especially in the Toro Park area by providing for an interchange at Portola Drive thus closing off several direct accesses to Highway from Toro Park Estates, Road 117, and Sierra Village. **Continued direct access for any subdivision to Highway 68 is a significant impact. Caltrans provides improvements by limiting direct access to Highway 68 while Monterey County, during its' planning process, continues to allow direct access to Highway 68. Caltrans should not correct the planning mistakes by Monterey County for traffic issues on Highway 68. This should be a cooperative venture.**

The project's primary access—the new Ferrini Ranch Road—proposes to obtain an easement from Monterey County that would allow access from the Toro County Park entrance road located near the State Route 68/Portola Drive interchange. Monterey County Board of Supervisors has a vital role to play in ensuring that access for the subdivision is through the existing Portola interchange. Total control of this access is in their hands. Without their approval of this primary access, traffic issues will continue to worsen beyond that which can be mitigated.

The Board of Supervisors should condition the project approval to the developer obtaining the Ferrini Ranch Road access to the State Route 68/Portola Drive interchange.

**46-1
cont'd**

RESPONSE TO LETTER #46 – MEYER, CHARLES

Response to Comment 46-1

Comments identify concerns related to groundwater basin overdraft, seawater intrusion, the SVGWB 900-foot basin, and drought-tolerant vegetation. Comments also address traffic related to Alternative 3B.

Please see Master Response 2 related to groundwater issues and impacts. County of Monterey landscaping regulations require water conservation measures as part of landscape plans. The County has also drafted a water efficiency ordinance with additional water conservation measures tied to landscape plans. The 900 foot aquifer is mentioned on page 3.6-9 of the DEIR, which notes that it is separated from the 180/400 foot aquifers by marine clay layers. This aquifer is not proposed as the project's water source.

Please see master Response 1 regarding traffic impacts related to Alternative 3B.



Comment Letter 47

California Regional Office
201 Mission Street, Fourth Floor
San Francisco, CA 94105

tel [415] 777-0487
fax [415] 777-0244
nature.org
nature.org/california

November 14, 2012

David J. R. Mack
Associate Planner
Monterey County Resource Mgmt. Agency, Planning Department
168 West Alisal, 2nd Floor
Salinas, CA 93901

RE: Ferrini Ranch Subdivision (PLN040758; SCH#2005091055) DEIR

Dear Mr. Mack:

The Nature Conservancy appreciates the opportunity to comment on the Ferrini Ranch DEIR. We have been active in Monterey County for over 50 years; in addition to helping acquire lands to establish parks including Andrew Molera State Park, Palo Corona Regional Park and Jacks Peak County Park, we own and manage conservation lands and easements for multiple human benefits. Although we are concerned about the potential impacts of the Ferrini Ranch Subdivision (the "Project") on a range of biological resources, these comments focus on ensuring that the Project protects a regionally significant wildlife movement corridor linking the Sierra de Salinas Mountains to Fort Ord and the Salinas River.

The Conservancy has been at the forefront of conservation science and planning for habitat connectivity at multiple scales and sites across California for more than a decade. Examples of our work include regional research and planning in southern California¹ and participation in planning and implementation of the recent Bay Area Critical Linkages project². Conservation science confirms the critical importance of maintaining habitat connectivity for a range of wildlife; isolated habitats suffer loss of native species, from large, mobile carnivores, to smaller pollinators and dispersers³. In addition, local studies of animal movement along Highway 68 confirm the importance of the Ferrini Ranch as a regionally-important wildlife movement corridor⁴.

Maintaining functional wildlife corridors requires attention at all stages of a project: 1) planning: site housing, buildings and infrastructure an adequate distance from known or likely corridors; 2) construction: minimize disturbance to habitat and animals within corridors during construction; and 3) long-term management: manage home sites, infrastructure, open space, and road crossings to allow continued safe use of corridors by wildlife.

1 Morrison SA, Boyce WM. 2009. Conserving Connectivity: Some Lessons from Mountain Lions in Southern California. *Conservation Biology* 23: 275-285.

2 Bay Area Open Space Council. <http://www.bayarealands.org/next-steps/linkages.php>

3 Beier P, Loe S. 1992. A checklist for evaluating impacts to wildlife movement corridors. *Wildlife Society Bulletin* 20: 434-440.

4 Diamond, T., Myers D., and Snyder A. R. 2011. The California Central Coast Connectivity Project: Gabilan Range-Santa Cruz Mountains Linkage report.

Comment Letter 47 Continued

Ferrini Ranch DEIR
Page 2

The Monterey County General Plan (2010) and the Ferrini Ranch Subdivision DEIR both recognize the importance of protecting wildlife corridors. However, the footprint of Alternative 3-b, identified as the Environmentally Superior Alternative, would significantly restrict wildlife movement through known key movement corridors, as we describe in more detail below. Alternatives 2, 3A, and 4, if implemented, would also significantly restrict wildlife movement. We therefore recommend the Project be redesigned and modified, using current studies and research, to minimize short- and long-term impacts to wildlife corridors.

Ferrini Ranch has a regionally significant wildlife corridor.

Initial observation by The Nature Conservancy scientists in 2003 and subsequent wildlife monitoring (see Diamond et al. 2011) provides evidence that lands within Ferrini Ranch are an active wildlife corridor connecting large blocks of habitat at Fort Ord, north of Hwy 68, with the Santa Lucia and Sierra de Salinas mountain ranges, south of Hwy 68. Wildlife face three major obstacles to moving freely between these areas: 1) Highway 68; 2) the existing residential subdivision (Toro Estates) located along the north side of the Highway 68; and 3) the concrete sound wall between the highway and the subdivision. Only a few permeable wildlife routes remain where animals, if they can safely cross Highway 68, can access high quality habitat in either Fort Ord or the Santa Lucia Mountains.

The most critical and relevant to the Ferrini Ranch DEIR are the passage routes provided by habitats on both sides of Highway 68 connected by the Highway 68/El Toro Creek bridge undercrossing. This is a significant wildlife corridor for multiple species moving between Fort Ord and habitats south of Highway 68, including mountain lions, American badger, black-tailed deer, bobcat, and others. To maintain its function, this corridor, including the undercrossing and the "connectivity" routes extending through the subdivision, should be located, sized and managed to allow large- and medium- bodied animals to effectively pass through the subdivision undeterred.

The Ferrini Ranch Project and its wildlife corridors and housing footprint should be redesigned using the most current scientific findings and literature, in consultation with experienced resource managers, to ensure that the location and management of housing and other infrastructure provide a functional wildlife corridor that can be effectively managed for wildlife use over the long term. The DEIR should be revised to reflect this and address the following:

1) The Project DEIR does not ensure retention of a significant wildlife corridor

The Project DEIR and its proposed alternatives, including Alternative 3-b (the "Environmentally Superior Alternative"), do not adequately address the Project's potential negative impacts to wildlife passage or the modifications necessary to ensure the site's regionally significant wildlife movement corridor is retained. It is clear, given the rapidly growing body of knowledge on wildlife corridors as well as specific information about wildlife movement through the Project area, that the Ferrini Ranch Subdivision, unless redesigned to accommodate wildlife movement, could highly degrade or sever this regionally significant wildlife corridor.

47-1

2) The Project DEIR does not adequately characterize and map essential wildlife corridors.

The DEIR is inadequate in its treatment of wildlife corridors. It focuses primarily on wildlife use and movement on the lands immediately adjacent to the El Toro Creek Bridge undercrossing. While those areas are critically important, it is essential to also provide for safe wildlife movement beyond that relatively small radius, through the Subdivision and to its borders. This is required if wildlife are to safely move to and from the large habitat areas lying beyond the Subdivision boundaries. The DEIR and the alternative selected should clearly identify the wildlife corridor areas to be managed for the safe wildlife passage pass through the subdivision.

47-2

Comment Letter 47 Continued

Ferrini Ranch DEIS
Page 3

The Project design should ensure that these wildlife corridors are free of housing, that nearby housing is set back an adequate distance, and that the design of interior roads incorporates safe wildlife passage.

47-2
cont'd

3) Housing should be eliminated from key wildlife passage corridors and housing setbacks increased. Housing locations and setbacks, as proposed, will likely have negative impacts on wildlife corridors. Many animals avoid going near houses due disturbing influences such as excessive lighting and domestic animals. The proposed buffer of 300-400 feet is not sufficient for some species. For example, deer can be deterred by human presence at 390 meters⁵. The Project applicant should use current science and work with qualified biologist to ensure that the housing footprint, infrastructure, and management considerations protect effective wildlife passage corridors. .

47-3

For example, with Alternative 3-b, Lots 1-39 (Road B,C, and D) are located such, either within or close enough to the wildlife corridor to and from the El Toro Creek bridge undercrossing, that they can be expected to have a significant negative impact on wildlife passage, use and movement within the corridor.

4) Open Space Management Plan (OSMP) should be circulated for public comment prior to approval:

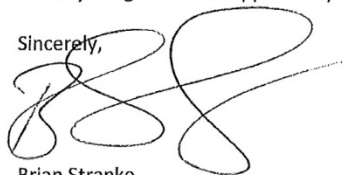
A proposed mitigation measure (MM3.3-8c) requires that, prior to recording the final map, the Project applicant file for review and approval an Open Space Management Plan (OSMP). Provisions of the Ferrini Ranch Subdivision Open Space Management Plan will be critical to the successful retention of functional wildlife corridors within the Project's Open Space. The applicant should provide for long-term wildlife corridor retention, management, and monitoring within the Open Space Plan using current scientific findings and literature, in consultation with experienced resource managers. Given the regional significance of the Project's open space values including the wildlife corridors, we ask that the OSMP be circulated for public review and comment, prior to approval.

47-4

The Nature Conservancy appreciates Monterey County's recognition of the need to protect the functional wildlife corridors in critical areas. The Ferrini Ranch Subdivision will impact a regionally significant wildlife corridor. It therefore warrants close attention, using current science and expertise, to the details of its layout, management and mitigation actions to ensure this regionally significant wildlife corridor is retained for safe passage of wildlife over the very long term. The DEIR and Project should be revised to reflect this. Once revised, we ask that the DEIR be re-circulated for public review and comment.

Please let me know if you have questions or would like to discuss any aspect of our comments in further detail. Thank you again for the opportunity to comment.

Sincerely,



Brian Stranko
CA North and Central Coast Region Director

⁵ Taylor AR, Knight RL. 2003. Wildlife Responses to Recreation and Associated Visitor Perceptions. Ecological Applications 13: 951-963.

RESPONSE TO LETTER #47 – NATURE CONSERVANCY

Response to Comment 47-1

Commenter states that there is no assurance that the wildlife corridor will be retained.

Please see Master Response 3 regarding wildlife corridors.

Response to Comment 47-2

Commenter states that the wildlife corridor areas to be managed for safe wildlife passage should be clearly identified and not limited to the land immediately adjacent to the El Toro Creek Bridge undercrossing.

Please see Master Response 3 regarding wildlife corridors.

Response to Comment 47-3

Commenter states that the housing should be eliminated for key wildlife passage corridors and the setback increased.

Please see Master Response 3 regarding wildlife corridors.

Response to Comment 47-4

Commenter states that the Open Space Management Plan should be circulated for public comment prior to approval.

The Open Space Management Plan is required as a subsequent action should the project be approved. The mitigation requiring the plan has specific performance standards describing what the plan needs to include. These standards are adequate to allow County staff to determine if the plan meets the environmental goals as intended. See also responses to Letters RD-2 and RD-14.

Comment Letter 48

Monterey County Planning Dept.
168 W. Alisal St.
Salinas, Calif.
93901

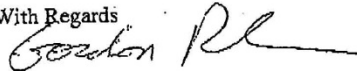
Re: Ferrini Ranch
Mr. Mack

I am writing this letter to show my full support for the Ferrini Ranch Development located off Highway 68. As a lifelong resident of Salinas, and a homeowner on the Highway 68 corridor I believe the development will bring jobs, and give more people an opportunity to live in this wonderful area.

I have attended several meetings on this project, and knowing the developer and his family have been doing projects in the Salinas Valley since the 60s, and seeing the outstanding job they have done on many large developments in Monterey Co. (To many to list) I know they will do everthing possible to creat a development that will fit into this area.

As far as traffic is concerned. There is a slow down of only an hour or so during the week when people are commuting between Monterey and Salinas. This is something that needs to be addressed as a seperate issue by Caltrans, and the County as I do not feel the residents of Toro Park, Sierra Village, Las Palmas, and proposed Ferrini Ranch are the reasons we have traffic issues on Highway 68.

With Regards



Gordon Paluck
Las Palmas Ranch

48-1

RESPONSE TO LETTER #48 – PALUCK, GORDON

Response to Comment 48-1

Commenter states support for the proposed project.

Comment noted. No response necessary.

Comment Letter 49

Subject: FW: Public Comments re: Ferrini Ranch DEIR (Project File #PLN040758)

From: Young Park [<mailto:young.park70@gmail.com>]
Sent: Saturday, November 10, 2012 11:25 AM
To: Mack, David x5096
Cc: 112-Clerk of the Board Everyone
Subject: Public Comments re: Ferrini Ranch DEIR (Project File #PLN040758)

David Mack, Associate Planner
County of Monterey Planning Department
168 West Alisal, 2nd Floor
Salinas, CA 93901

Subject: Comments regarding Ferrini Ranch DEIR (Project File #PLN040758)

Dear Mr. Mack,

I am writing this letter to express my concerns regarding the proposed development project. As explained below, this project will adversely affect the community, especially by worsening the traffic condition on Highway 68 without proposing any meaningful mitigation measures, and increasing noise level around the community. I strongly oppose adding another signalized intersection on Highway 68 under Alternative 3B as it will only worsen the traffic condition on Highway 68, which will naturally lead to more problems, such as noise, air quality, etc.

Two main concerns I have about this project are: Traffic and noise.

1. TRAFFIC

Section 3.12-5 of the DEIR states that this project, when combined with other reasonably foreseeable projects, would result in a cumulative increase in traffic volumes that would result in unacceptable levels of service on the local roadway network in the vicinity of the project site, and identifies this as a significant impact.

49-1

Comment Letter 49 Continued

The traffic condition on Highway 68 is already horrific, and this project alone will add approximately over 2,000 additional trips daily on this already overloaded highway. The proposal to add a 4-way intersection under Alternative 3B especially will have a devastating impact on the traffic condition.

While the DEIR correctly states that this project would have a significant impact on traffic condition, it grossly exaggerates the impact of its proposed mitigation measure by concluding that its mitigation measure will effectively reduce the impact to “less than significant” level.

Under the listed mitigation measures, the project applicant proposes to pay its fair share of different traffic impact fees. How does paying its “fair share” of traffic impact fees result in “less than significant” impact? Paying its “fair share” contribution of funds will not automatically improve traffic condition on Highway 68.

**49-1
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Now, even if I were to assume that the project applicant’s fair share contribution actually would result in widening a portion of Highway 68, how does widening Highway 68 reduce the impact to “less than significant” level? There will be more vehicles on Highway 68, which is already beyond its max capacity as far as the traffic is concerned. Widening Highway 68 for a mile or so to a 4-lane highway that will be narrowed to 2 lanes westbound will cause a severe bottleneck. The new signalized intersection will only make it worse as there are 3 signals (on San Benancio Road, Corral de Tierra, and Laureles Grade) not too far from the proposed location of the intersection.

In short, to claim that providing a fair share contribution of funds to widen a portion of the highway will reduce adverse impact to a less than significant level is simply not accurate because the contribution of funds is not the same as actually widening the road. More importantly, however, widening a portion of the highway will not have practical impact as it will only cause a severe bottleneck as the widened road narrows back to 2 lanes. Therefore, Alternative 3B should be rejected.

2. Noise

The increased traffic as a result of this project will undoubtedly result in increased noise around Highway 68. At a public meeting held on November 8, 2012 at the Toro Park Elementary School, the project representatives expressed their willingness to construct a sound barrier or a berm between Highway 68 and Toro Park Estates to mitigate the increased noise level. While I personally prefer a berm over a concrete sound barrier, I question whether there is sufficient space between Highway 68 and houses along the highway to accommodate the proposed widening of Highway 68, and building a berm with sufficient size and width to serve as an effective measure for noise reduction. In other words, building a berm, along with widening the highway, will likely result in loss of more trees and recreational trail along Highway 68, and encroach on the fence-line of the houses along the highway. The DEIR fails to provide detailed information as to how close

49-2

Comment Letter 49 Continued

Highway 68 will be widened toward the houses, and the impact of a berm in terms of its effectiveness in noise reduction and also its impact on surrounding houses.

**49-2
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In conclusion, I believe that the DEIR is not accurate in claiming that it will have “less than significant” impact, particularly for traffic and noise.

Thank you for the opportunity to comment on this project. I will send a signed hard copy of this letter to you separately.

Sincerely,

Young J. Park

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RESPONSE TO LETTER #49 – PARK, YOUNG J.

Response to Comment 49-1

Cumulative traffic and payment of impact fees as mitigation.

Please see Master Response 1, Response to Comment D-1, and Response to Comment E-1.

Response to Comment 49-2

Noise levels adjacent to Highway 68.

Please see Master Response 1 and Alternative 5 of the RDEIR for addition information regarding potential noise impacts to land uses adjacent to SR 68.