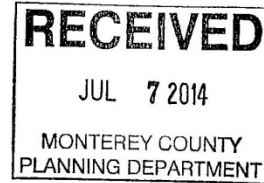


Letter RD-18

FERRINI RANCH SUBDIVISION RDEIR PLN040758 COMMENTS

By: Charles R Meyer
22312 Capote Dr.
Toro Park
Salinas, CA 93908
July 6, 2014



GENERAL COMMENT:

The RDEIR was not noticed to all affected parties.

ALTERNATIVE 5 COMMENT.

The Toro Park Homeowners Association (TPHA) (see attached) comment letter of Nov 15, 2012 as it relates to not widening route 68 was not addressed. Widening Hwy 68 to four lanes for $\frac{3}{4}$ mile to the new proposed signaled intersection for both Ferrini Ranch and Toro Park is not necessary. Similar four way signaled intersections along Hwy 68 are adequate and do not require four lanes coming in/out of the intersection. A similar intersection design should be developed for Ferrini Ranch and Toro Park.

Expanding Hwy 68 to 4 lanes for $\frac{3}{4}$ of a mile does not reduce traffic problems but does reduce the Historical Route 68 view shed and directly impacts on the quality of life of families living with the homes backing up to Hwy 68. My home does back up to Highway 68 and if four lanes are implemented increases in noise level and carbon emissions will occur on my lot. Building an optional berm as shown in Fig 4.3 will not reduce significant environmental issues.

With the extension of the Hwy 68 four lane roads from Reservation Road to Portola drive, both berms and walls were built for noise reduction. The berms have now become a health hazard with thousands of ground squirrels making their burrows/homes in the berm. Homes that are directly behind the berm have a constant infestation of squirrels in/on their property. Children are not safe playing in their back yard for fear of being bit by a wild squirrel.

The walls while reducing some additional noise are a visual blight and people will lose the open space feeling that currently exists.

If the developer gets approval to widen Hwy68 for $\frac{3}{4}$ of a mile in the four lane configuration, the new lane should be built on the south side of the existing Hwy 68 on Ferrini Ranch property. Why impact the established community of Toro Park Estates, when the developer has available land on the south side to use for road widening?

It is not clear how the consultant can develop alternatives without addressing the other sections of the DEIR? Please explain.

RD-18-1

Letter RD-18 Continued

Toro Park Estates Home Association

November 15, 2012

David Mack, Associate Planner
Planning Department
Monterey County Resource Management Agency
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

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

Dear Mr. Mack:

Thank you for the opportunity to comment on the Draft EIR on the proposed Ferrini Ranch Subdivision. The Toro Park Home Association Board of Directors (TPHA) has carefully reviewed the Draft EIR. The collective experience of the Board members in living in this area is significant, and we believe we can provide a special level of insight to assist Monterey County in the review of the Draft EIR and the proposed project. In addition, our Board members have attended several recent public workshops on the project and have been able to absorb the concerns of residents of the area about the project.

The TPHA agrees with the Draft EIR's conclusions that the proposed project will result in significant unavoidable impacts to Traffic and Aesthetics. Noise is also a concern as it results from traffic increases and proposed improvements to handle traffic. While there are many impact areas of concern, we will focus our comments on these areas which are of most concern to our residents.

Traffic and Noise Impacts

The proposed project's traffic impacts are of great concern to the TPHA. As clearly pointed out in the Draft EIR, the project adds traffic to an already highly congested regional route and will create inconvenience and delays for Toro Park residents and the public. It will adversely affect commuters to and from the Monterey Peninsula. The TPHA does not want this project to lead to traffic "improvements" on Highway 68 that degrade the quality of living in Toro Park Estates.

A key problem is that the main portion of the project served by proposed Ferrini Ranch Road, as presently conceived, does not have adequate access to Highway 68. The project has only a single access point when it should have two or three. Ferrini Ranch Road is much too long for convenient use by future project residents, especially given the hilly and winding nature of the road. It will prove to be an annoyance for residents and will diminish the quality of the project. It will be unsafe in emergencies, especially during a wildfire. In its present layout, with only a single access point, the project is not consistent with sound planning practice. We are surprised that the County, with its reputation for good planning, would even consider the access arrangements as proposed. Although alternatives for achieving multiple access points to Highway 68 are plainly difficult, they are not impossible, and it is the responsibility of the developers and the County to ensure this gets done properly.

Letter RD-18 Continued

Alternative 3, which reportedly has the support of County staff and the applicant, would place a new signalized intersection on Highway 68 just west of Torero Drive to serve as the single access point to the westerly part of the project. We oppose this approach because it still results in only one main access point and will disproportionately and adversely affect residents of Toro Park Estates. The TPHA does not believe Toro Park Estates residents should bear the full brunt of the traffic impacts of this project - in excess of 2,000 vehicle trips per day entering and exiting from Highway 68 immediately adjacent to our established residential neighborhood and Toro Park Elementary School.

In addition, the TPHA is opposed to proposed Alternative 3 because it extends the four-lane section of Highway 68 to and beyond this new intersection. Due to steep topography on the south side of the road, widening would have to occur on the north side of the state right-of-way, adjacent to the Toro Park homes. The result will be to greatly reduce the open space setback from Highway 68 that now exists. Figure 4-1D shows this clearly. In the vicinity of Torero Drive, Highway 68 travel lanes, in the current two lane configuration, are about 125-feet from the residential property lines. But if the Highway is changed to four lanes, this open-space set-back will be reduced to 50 to 60 feet. This is unacceptable to the TPHA. We recommend that other alternatives be developed that will avoid extension of a four-lane road in this area.

The Draft EIR Noise Section considers compatibility of the proposed residential project with existing noise sources including Highway 68 traffic. Noise contours are provided showing predicted traffic noise relative to the project (Figures 3.11-1a -d). However, the noise analysis appears to provide no noise contours for the Toro Park Estates neighborhood and does not appear to evaluate potential project noise impacts on the existing residences. Our concern is that if the project resulted in widening of Highway 68 to a 4-lane configuration, with a wide center median, traffic noise will extend further into our neighborhood of existing homes causing County noise standards to be further exceeded for many existing residents and for the elementary school. Use of a stoplight-controlled intersection where there is none now would also increase noise from large trucks shifting up and down. This potential impact should be thoroughly evaluated in the revised Draft or Final EIR. Appropriate mitigation measures would be needed to avoid increasing traffic noise for existing residences. A berm with vegetation would undoubtedly be needed to help attenuate noise if Alternative 3 were to move forward. Our Board would be opposed to use of a sound wall for aesthetic reasons.

It is also noted that the existing open space setback between Highway 68 and the westerly portion of Toro Park Estates has a trail and is heavily used by residents and the general public for walking, jogging and bicycling and serves as an extension of the BLM lands trail system. This existing setback area is landscaped and lends an attractive appearance for travelers on Highway 68 – a designated county scenic highway. It would be a shame for Highway 68 widening to take away this public use area.

Widening Highway 68 to four lanes for approximately $\frac{3}{4}$ of a mile per Alternative 3 is a waste of limited public funds. It will not solve traffic problems because the roadway will revert to its two-lane configuration just to the west of Toro Park Estates. Why ruin the ambiance of our neighborhood and a scenic area when no significant traffic benefit is achieved? The TPHA supports careful long-term planning for Highway 68. We believe incremental improvements such as proposed in Alternative 3 will be a mistake unless made within the context of an overall route plan that preserves the scenic and rural character of the area.

Letter RD-18 Continued

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Project access to Highway 68 at the Portola Drive interchange will require use of a portion of the Toro Regional Park property. While use of public park property for access to a private development may not seem like a good precedent, it could be justified if equal or more acreage was provided to the park by the developer as compensation. The extremely heavy usage of the flatter portions of Toro Regional Park presently points to the need for additional flat land for picnic and sports use to accommodate future population growth. Working with this developer to obtain additional usable park land in exchange for an access right-of-way through the park to his property could result in overall public benefits. For example, the "bull field" comes to mind as a great future addition to Toro Regional Park as a means of preserving its open space values, and increasing public recreation opportunities. There may even be some roadway access options through this area (to River Road) that could support this project and its affordable housing component better than the current arrangement.

Aesthetics

The Draft EIR identifies a series of potentially significant aesthetic impacts to the public view shed as seen from Highway 68, River Road, and San Benancio Road and from other public viewing areas including Toro Regional Park, and the former Fort Ord BLM lands. The Draft EIR concludes that roadway improvements associated with the project that are located within the "critical" view shed constitute a significant and unavoidable impact for which a declaration of overriding considerations must be made by the Board of Supervisors. We agree with this assessment.

However, the Draft EIR does not adequately characterize the visual impacts of the project when viewed from the former Fort Ord BLM recreational areas in close proximity to the north. In particular, the portion of the subdivision adjacent to the picnic area of Toro Regional Park (lots #86 through #136) will occupy open grass-covered hills and terraces with minimal tree cover in plain view from existing homes in Toro Park Estates and from all of the BLM lands – not just from higher elevations in Fort Ord as stated in the Draft EIR. The Draft EIR indicates that current public recreational usage of this part of Fort Ord is estimated at about 50,000 people per year. Plainly, the project's visual impacts, when viewed from these public lands, are not a small consideration.

These gentle hills, which are to be the site of a large part of this residential project, are truly beautiful in their present natural condition – forming the foreground of magnificent views of Toro Regional Park, Black Mountain/Simas Peak, and Mount Toro. The TPHA recommends that this part of the Draft EIR be revised to more accurately depict and describe the aesthetic impacts to recreational users of the BLM land and provide reasonable mitigations to minimize the visual impacts. We recommend that home sites planned for the open areas of the property be required to establish and maintain sufficient native oak trees to form a dense landscape screening. Non-native trees and shrubs within the view shed should not be allowed. We also recommend that stringent controls be established by the County to minimize road and building pad grading and to eliminate visible cuts, fills, and side-casting of soils.

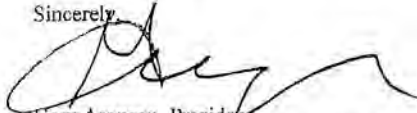
Letter RD-18 Continued

The TPHA would like to invite project Staff, the consultants, Planning Commissioners, and members of the Board to walk this area and observe these scenic vistas for themselves (there is pedestrian access from Davenrich at Montera Drive and/or Veronica Drive in Toro Park). In doing so, you will realize how the scenic vistas of the project area are an integral part of the recreational experience on the BLM lands, and the actual extent of impacts the project will have to this view shed.

Conclusion

The TPHA does not want to obstruct another property owner's use of his property, but at the same time does not believe that the quality of life for existing residents of Toro Park Estates should be excessively compromised by the project. We enjoy our beautiful, scenic neighborhood so much – this aspect of the area is the reason most of us chose to live here. We request that the County work creatively to solve access problems by achieving two access points into the westerly portion of the project at the existing interchanges and avoid creating a new stop-controlled intersection west of Torero Drive. We request that additional lanes not be added to Highway 68 – or that such a decision be put off until a time when a comprehensive plan for the route is devised that protects existing neighborhoods and the scenic nature of this route. And, we request that maximum naturalistic screening of future homesites be provided in order to lessen the visual impact to the BLM recreation lands. We would be pleased to discuss any of these points with County officials if so desired. Thank you in advance for consideration of these comments.

Sincerely,



Gary Aronson, President,
Toro Park Estates Home Association Board of Directors
22632 Torero Drive
Salinas, CA 93908

Sheri Hauswirth, Corresponding Secretary
Mike Singh, Treasurer, Greenbelts and Parks
Carol Romo, Bull's Tale Editor/Ads
Lynn Kennedy, Membership
James DeLorimier, CC &R's
Bill Farrel, Architectural Review

CC: Supervisor Dave Potter

3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-18 – CHARLES MEYER

Response to Comment RD-18-1

Alternative 5 Comment. Please see response to letter RD-1 regarding the Caltrans requirement to widen SR 68 in order to gain project access, as well as visual impacts along the highway. Please see Master Response 1 regarding potential impacts caused by highway widening. Impacts are assessed in the analysis of Alternatives 3 and 5.

Comments regarding ground squirrels living near existing berms and sound walls are noted. No sound attenuation walls are proposed by the project. Comments suggesting the highway widening occur on the project site are noted. Widening would take place within Caltrans right-of-way.

Please see Section 1.0, Introduction, of the RDEIR, which explains the rationale for limiting the recirculated material. The Alternatives section of the RDEIR evaluates an additional alternative for decision-maker consideration.

Letter RD-19

Gonzales, Eva x5186

From: Pat Huber [patriciahuber@comcast.net]
Sent: Monday, July 07, 2014 11:00 AM
To: ceqacommments
Cc: Bill Huber; Patricia Huber
Subject: Project File No: PLN040758



Concerning the Ferrini Ranch Subdivision and its impact:

We have been attending the meetings to hear the developers explain the details of this project. We have been interested to hear the facts of this plan.

Although we are not opposed to development, this project seems very detrimental to the area we live in. We have lived in Toro Park for more than 2 decades. The traffic has gotten beyond the fix of additional lanes. An entirely new route, with multiple entrances and exits would have to be designed, and this specific vicinity does not allow for that, with Toro Park and the creek so close to Hwy.68 and the hills on the other side. In addition, we are warned of water shortages, and the negative effects in our water system after this last additional winter and spring of very little rain. The water supply is a very serious issue.

The traffic problems intensifying is another serious issue. The proposed new intersection that is supposed to handle Toro Park and all of Ferrini Ranch is irresponsible. It will be a frustration for Toro Park residents who will be backed up to it on 3 sides (we are one of those homes), those who enter twice daily to drop their kids off for school and pick them up, and those trying to exit Ferrini Subdivision on the other side into a traffic mess on Hwy.68. We already have a serious traffic problem within Toro Park each morning because commuters to the peninsula try to take a 'shortcut' through our streets to get ahead to the traffic jam on Hwy.68. We have added stop signs and warning signs, but the commuters still cause a danger every morning near the school. The delivery trucks, school buses, and additional traffic from over 200 new homes will cause noise pollution, air pollution, and a traffic danger to the many children who ride bikes and play in Toro Park. It is irresponsible and detrimental and dangerous. It will lower the value of our homes, which have always been homes in a quiet, peaceful family area.

This stretch of highway is the quintessential Steinbeck hills of Salinas. The efforts of the developers to preserve the one pasture is not enough to overcome the damage which will be done to the Salinas area as a whole. We must protect the beauty we still have.

None of the above problems mentioned have had any proposed solutions over all these months/years. They are serious concerns. Please do not approve this project.
Sincerely,

Pat and Bill Huber
22903 Cordoba Ct.
Salinas, CA 93908
huberre@comcast.net
patriciahuber@comcast.net
831-484-2713

Letter RD-19 Continued

FERRINI RANCH SUBDIVISION RDEIR PLN040758 COMMENTS

By: Charles R Meyer
22312 Capote Dr.
Toro Park
Salinas, CA 93908
July 6, 2014



GENERAL COMMENT:

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Letter RD-19 Continued

Toro Park Estates Home Association

November 15, 2012

David Mack, Associate Planner
Planning Department
Monterey County Resource Management Agency
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

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1

Letter RD-19 Continued

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Letter RD-19 Continued

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Sincerely,



Gary Aronson, President,
Toro Park Estates Home Association Board of Directors
22632 Torero Drive
Salinas, CA 93908

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Carol Romo, Bull's Tale Editor/Ads
Lynn Kennedy, Membership
James DeLorimier, CC &R's
Bill Farrel, Architectural Review

CC: Supervisor Dave Potter

RESPONSE TO LETTER RD-19 – PAT AND BILL HUBER

Regarding impacts to the Toro Park Estates neighborhood, please see Master Response 1.

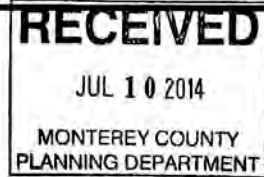
Regarding water issues, please see Master Response 2.

Regarding traffic operations, please see Master Response 1 and responses to letter RD-14.

Letter RD-20

Gonzales, Eva x5186

From: Beth Rosenblum [brosenblum3@gmail.com]
Sent: Wednesday, July 09, 2014 6:56 PM
To: Mack, David x5096
Cc: ceqacommments
Subject: PLN040758 Concerns



Dear Mr. Mack and others,
I live directly on the CalTrans lot on Hwy 68, roughly across from Toro Café. Our bedroom is right on the parking lot, and we have been exposed to night construction taking place at that lot, and being "staged" at that lot, which is just as noisy and disruptive. There have been nights when I have not been able to get more than 3 hours of sleep, and I do have to work during the day.

I am very concerned that the proposed construction will end up utilizing this lot as a long term construction staging zone. We moved here for the outdoor peace and beauty, and just the thought of, let alone the reality of construction right outside our back door and bedroom window is entirely stressful.

Please let me know how this proposal will effect noise, construction, dirt, etc at the end of Espada in Toro, and particularly in that CalTrans lot.

Many thanks,

Very Best Regards,
Beth Rosenblum, MLIS
831-915-2357 phone
<http://www.linkedin.com/in/bethrosenblum>

Life is exceptionally good!

RESPONSE TO LETTER RD-20 – BETH ROSENBLUM

Comments regarding Caltrans night construction are noted. The location of construction staging areas for a potential future widening project is not known at this time. However, the potential impacts of construction are documented in Attachment 2 to Section 4.0 of the RDEIR. This analysis documents that impacts could occur at the nearest residences, and mitigation may be required such as the erection of a temporary barrier between the equipment and residential areas. All construction-related mitigation of the DEIR would be applicable to roadway construction of any alternative to the project.

Letter RD-21

Gonzales, Eva x5186

From: Dean [dcg93930@gmail.com]
Sent: Sunday, August 03, 2014 3:55 PM
To: ceqacommments
Subject: PLN040758 (project file number)



Dear Mr. Mack,

Re: proposed Ferrini Ranch project along Highway 68.

As a Toro Park Estates resident, I agree with all the points summated in the letter of November 15, 2012, from Gary Aronson, on behalf of the board of directors of the Toro Park Homeowners Association.

I would like to expand on two points; water availability and traffic. The General Plan of 1982 did not anticipate the changes in climate that have occurred over the last thirty years. The University of California water resources study of 1984 stated at that time, California had a 2 million acre-feet deficit. Increases in housing, people and agriculture along with climate shifts, lack of development of water storage and the current drought have greatly worsened the situation. New developments cannot be approved without taking a very hard look at our water availability over the next 5-10 years and its consequences, should the drought continue.

RD-21-1

The traffic situation on Highway 68 is well documented. Spillover commute traffic on Portola Drive through Toro Park Estates makes it difficult for residents to leave their neighborhood, slows emergency responders and creates a safety hazard in front of Toro Park Elementary School. Nothing in the Ferrini Ranch plan helps these issues, it only makes them worse.

RD-21-2

Thank you for your consideration of these comments.

Dean Gregg

RESPONSE TO LETTER RD-21– DEAN GREGG

Response to Comment RD-21-1

Regarding water supplies and availability, please see Master Response 2.

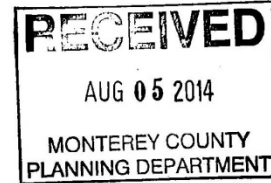
Response to Comment RD-21-2

Regarding SR 68 traffic, please see Master Response 1.

Letter RD-22

Gonzales, Eva x5186

From: carlc93906@aol.com
Sent: Tuesday, August 05, 2014 2:05 PM
To: ceqacomments
Subject: PLN 040758 - Ferrini Ranch



RE: PLN040758 - Ferrini Ranch

ACKNOWLEDGEMENT REQUESTED.

Dear Planning Department,

I own a home in the Toro Park Estates subdivision north of Highway 68 across from the Toro County Park.

I am writing to express my strong objections to the Ferrini Ranch project (PLN040758).

While objections based on lack of water and serious congestion on Highway 68 are obvious, I see this mainly as a public health issue.

The residents of Salinas, the Monterey Peninsula, and the 68 corridor are using Toro County Park and Ft. Ord National Monument as places to practice healthy, outdoor physical activity. The societal need for increased outdoor physical activity are well documented.

The conversion of the Ft. Ord lands to National Monument status is an acknowledgement of this importance by the Federal Government. The recently outcry over limiting full public use of Toro County Park demonstrates the public's interest in the availability of parks for outdoor physical activity.

To place a rural subdivision of 212 residential lots in an area which is increasingly being devoted to outdoor recreation seems like very poor public policy.

The Ferrini Ranch should follow the path of the Marks Ranch and be added to the lands of Toro County Park.

Sincerely,

Carl Christensen
22385 Ortega Drive, Salinas, CA 93908
831 484-5511

RD-
22-1

RESPONSE TO LETTER RD-22– CARL CHRISTENSEN

General comments related to project placement, relative to parks and areas devoted to outdoor recreation, are noted for the record.

Letter RD-23

Gonzales, Eva x5186

From: Mack, David x5096
Sent: Friday, August 08, 2014 8:59 AM
To: Gonzales, Eva x5186
Subject: FW: Ferrini Ranch Subdivision



Here is one more for the binder.

David J. R. Mack
Associate Planner
RMA - Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901
831-755-5096
831-757-9516 (fax)
mackd@co.monterey.ca.us

To view your project online via Accela Citizen Access, please use the following link: <https://aca.accela.com/monterey>

From: brendacr58@sbcglobal.net [<mailto:brendacr58@sbcglobal.net>]
Sent: Friday, August 08, 2014 7:55 AM
To: Mack, David x5096
Subject: Ferrini Ranch Subdivision

Hi Dave,

Id like to mention a few things about the Ferrini Subdivion that Im sure has been addressed but if you are not living in this area every day may not be able to understand it....

1...Traffic...

I work at the café on hwy 68 and start at 6:30 in the morning and can tell you that the traffic has progressively gotten heavier in the last several years...with 212 new homes that will add at least 424 additional vehicle's on 68..the stop light perposed on 68 will not help with the traffic situation, if anything it will hinder it...

A Roundabout would be a better answer to that problem..

More children going to WUSD schools is good for the schools but it also means more parents driving their children to school(which they do) which means more traffic on HWY 68...Again ...this development will create more traffic which our road cannot handle...

The bottom line is traffic will never be relieved if we keep allowing new subdivisions...

RD-23-1

2...Water...

We are still in a Major Drought....More homes mean more water needed....It really does not matter where you pull the water from...

RD-23-2

3...40 acres of trees cut down...921 Oaks.....so sad and what a waste....

RD-23-3

4.....DEIR....

Yes we all should care what we see from Fort Ord...Toro Park Estates were already in place before Fort Ord became public use land....this is not an excuse for the developers argument.

RD-23-4

Letter RD-23 Continued

I know I echo many others in this community....Please take in to consideration these points...

Thank you for your time,
Brenda Cranford

Sent from Windows Mail

3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-23– BRENDA CRANFORD

Response to Comment RD-23-1

Traffic. Comments suggesting a roundabout are noted. Please see Master Response 1 regarding traffic operations. See also Letter RD-1, which identifies that Caltrans requires the signalized intersection.

Response to Comment RD-23-2

Water. Please see Master Response 2.

Response to Comment RD-23-3

Trees. Comments regarding tree removal are noted. This impact is addressed in RDEIR Section 3.3.

Response to Comment RD-23-4

Fort Ord. Comments are noted for the record.

Letter RD-24

Gonzales, Eva x5186

From: Steffanie Peterson [jlocal104@gmail.com]
Sent: Saturday, August 09, 2014 11:09 AM
To: ceqacomments
Subject: Project #pln040758

Hi, just wanted to put my 2 cents in on the proposed Ferrini ranch subdivision. I think that this area of monterey county is at its maximum occupancy as it is. Traffic on why. 68 is awful. We are having a terrible drought and how could this many new homes be supported? This area of salinas is one of the last beautifully scenic areas to live. I think it would be such a shame to pave it over and cover up this natural environment with more homes. Those of us lucky enough to live in this area would hate to have our lifelong dreams of providing a wonderful environment for our children to call home squashed. Not to mention all of monterey county residents who visit this area to enjoy the natural beauty. Thank you for considering my family's opinion.

John Peterson



3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-24– JOHN PETERSON

General comment in opposition to the project is noted for the record.

Letter RD-25

Gonzales, Eva x5186

From: Timothy Knapp [lostshaker09@yahoo.com]
Sent: Tuesday, August 12, 2014 11:31 PM
To: Mack, David x5096
Cc: 112-Clerk of the Board Everyone
Subject: Comment on Ferrini Ranch Project



Hello,

Dry year/wet year .. makes no difference. History shows that we are taking more water from the ground in Monterey county than is supplied back into the aquafir. Recent projects are positive steps, but demand is still greater than supply. Until this process is reversed - no new demand should be approved. Monterey county has a water problem, California has a water problem. Let's learn from the past 70 years. No new projects until our water situation is under control for the people who already live here.

Tim Knapp
109 San Benancio Rd
Salinas, CA 93908
831 484-6242

3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-25– TIMOTHY KNAPP

Comments regarding water supply are noted. Please see Master Response 2.

Letter RD-26

Gonzales, Eva x5186

From: Hogan, Laurel A. [lhogan@miiis.edu]
Sent: Wednesday, August 13, 2014 11:34 AM
To: Mack, David x5096
Cc: laurelahogan@gmail.com
Subject: Ferrini Ranch



Dear Mr. Mack,

Last night I attended a meeting held by Mr. Harrod, Mr. Kelton, and Ms. Ingram regarding the draft environmental import report for Ferrini Ranch. We were informed that we need to send our written comments on Ferrini Ranch to the County by August 18, therefore, I am writing to you to express my STRONG OPPOSITION to the project for the following reasons:

1. **WATER**—I have read the newest version of the environmental report and where the water will be sourced from. The fact remains, however, that California is in an extreme state of drought and adding more homes is only going to further drain what little resources are currently available. In response to my question in this regard last night, Mr. Ray Harrod’s response was “rain.” I strongly disagree with that and do not think rain can be counted on, as evidenced by what has happened this year. RD-26-1
2. **SEWER**—The Toro Park Homeowners Association is already having SERIOUS problems with the California Utilities Service. We are currently working on creating our own sewer system to disassociate ourselves with the current provider who has been charging exorbitant fees and has been nothing but problems to say the least. Adding more homes to a system already in jeopardy will only make this problem worse. RD-26-2
3. **AIR QUALITY**—Moving Highway 68 closer to my house will mean my family and I will be forced to breathe foul air and exhaust from the cars and trucks being much closer to our back yard. My health and that of my family will be in jeopardy being forced to inhale the exhaust fumes and foul air. RD-26-3
4. **NOISE**—Moving Highway 68 closer to my backyard by extending the highway from 2 lanes to 4 lanes means GREATLY increased noise levels. The current noise levels, which were discussed at last night’s meeting, are already in excess of the acceptable decibel level. Adding more noise makes no sense whatsoever. I am already exposed to a high enough level of noise from current traffic and now if Ferrini Ranch is approved, the NOISE LEVEL WILL BE UNACCEPTABLE and make sleeping difficult since my bedroom is alongside the highway. RD-26-4
5. **TRAFFIC PROBLEMS**—As a homeowner in Toro Park for close to 30 years, I consider myself an expert in Highway 68 traffic. Last night I got up and told Mr. Harrod and Mr. Kelton my story to put a personal face to the problems they are only going to make much worse. In the past 4 years, I have been in 4 accidents. In each case, I was stopped at an intersection and had my car totaled by drivers going too fast. The last accident was so bad I required 6 months of physical therapy and my insurance company refused to further insure me even though none of the 4 accidents were my fault!! My point is this: Adding the Ferrini Ranch homes and adding more cars to Highway 68 which is already dangerous and overly congested is a SERIOUS MISTAKE. I strongly feel like I take my life in my hands every day I have to drive Highway 68, and adding more cars only means my chances and getting hit and killed are increasing. RD-26-5
6. **DECREASED HOME VALUE**—The changes planned for Ferrini Ranch involving moving Highway 68 closer to my home, increasing the noise level, removing the nice view, increasing exhaust, removing trees, etc. will only decrease the value of my home and make it less desirable to live in. Obviously that is a very serious concern of myself and all of my neighbors. As a homeowner for almost 30 years, I am sure you can respect my STRONG OBJECTION to said loss of home value due to the negative effects of this project. RD-26-6
7. **VIEW**-The nice view I currently have of the hills filled with cows and flowers will be replaced with the view of a home and God knows what else. Yet another negative!!!! RD-27-7
8. **TREES**—Hundreds of majestic thirty-plus-year old oak trees will be removed. Supposedly they will be replaced with new trees, but those trees will be small. Those trees will require lots of watering. Those trees won’t protect the carbon footprint like the oak trees. Need I say more! RD-27-8

Letter RD-26 Continued

9. **MOVING EXIT ENTRY OF TORO PARK FROM TORERO**—Currently, cars exit at Torero onto Highway 68. Moving the exiting traffic to the location proposed by the owners of Ferrini Ranch further down the road will not solve the problem of cars cutting through Toro Park Estates even though the owners would like us to believe it will. During the meeting, they also discussed the negative impact to some homeowners whose homes will be close to the newer exit. It is my believe, as well as others, that the prior plan with the road at Toro Regional Park makes more sense to relieve those cars that choose to cut through Toro Park Estates (illegally since signs are posted not to do so) to lessen their commute time. **RD-26-9**
10. **CONSERVATION**—The Ferrini Ranch area is beautiful and pristine and should stay that way. There are plenty of new homes nearby (such as the new subdivision off of Reservation Road) still open for ownership. We don't need more homes in the Ferrini Ranch area, and there's no guarantee people will even buy them once all of them are built. Why subject all of the Toro Park Homeowners to all of the negative effects when the homes might end up unoccupied? **RD-26-10**
11. **WINERY LOCATION**—Do we really need a winery/wine site so close to our homes? Aren't the wineries on River Road close enough? We don't need further traffic, we don't need possible intoxicated drivers, we don't need more accidents. **RD-26-11**

Please take these matters into serious consideration.

Thank you,

Laurel A. Hogan
22805 Bravo Place
Salinas, CA 93908
laurelahogan@gmail.com
(831) 905-3345

RESPONSE TO LETTER RD-26– LAUREL HOGAN

Response to Comment RD-26-1

Water. Please see Master Response 2.

Response to Comment RD-26-2

Sewer. Please see response to comment 73a.

Response to Comment RD-26-3

Air Quality. Please see Master Response 1 and analysis of Alternatives 3 and 5 in the RDEIR.

Response to Comment RD-26-4

Noise. Please see Master Response 1, as well as Attachment 3 to RDEIR Section 4.0, which contains additional noise analysis relative to the alternatives and at-grade intersection.

Response to Comment RD-26-5

Traffic. Please see Master Response 1 regarding traffic operations along SR 68.

Response to Comment RD-26-6

Home Values. Home values are not an environmental issue addressed in the EIR.

Response to Comment RD-26-7

Views. Please see Master Response 1.

Response to Comment RD-26-8

Tree Removal and Replacement/Carbon Footprint. Carbon sequestration is addressed in RDEIR Section 3.11.

Response to Comment RD-26-9

Realigned Torero/SR 68 Intersection. Please see Master Response 1 regarding traffic operations with this improvement.

Response to Comment RD-26-10

Conservation. Commentary regarding Ferrini Ranch property is noted for the record.

Response to Comment RD-26-11

Winery Location. Commentary regarding the winery use is noted for the record.

Letter RD-27

Gonzales, Eva x5186

From: Lynn Hamilton [lynham@sbcglobal.net]
Sent: Thursday, August 14, 2014 2:31 PM
To: 112-Clerk of the Board Everyone
Subject: Ferrini subdivision



Dear Supervisors,

I am writing to submit my opinion, as a 30-year Monterey County resident, regarding another subdivision off Highway 68, and River Road. This is not smart growth! Can developers not make enough money with urban infill development? Just how much is enough? When do we begin to enhance and enjoy our urban areas, bring them business and vibrant life, and encourage alternate forms of transportation, instead of fleeing to the hills and habitat that is still, barely, "scenic"? I would suggest that if the Ferrini development goes through, the "Scenic Route" signs be dismantled. The view shed from 68 is one issue. But how about the view from the many trails at our Fort Ord National Monument?! Do we want to surround the monument with mostly unaffordable developments, which also ruin the wildland views for hikers and bikers? View sheds are important, but there is also the more critical matter of **habitat** for wildlife.

Local wildlife corridors in the area have been dangerously diminished for years, as human population grows.

Traffic is another issue. It is increasingly horrendous during commuter times, on 68. Of course, the developers plan a new interchange, which will help a bit, but only in the short term. But if we don't begin to build homes where people work, traffic and pollution will continue to grow, while we continue to spend money we don't have, on fossil fuel that is less and less available.

Water. Infrastructure. Would it not make more sense to build where the infrastructure for delivering water and energy already exists? Where restaurants and cultural events are closer? We should be in-building Salinas, adding a decent sized downtown grocery store, condos, apartments and bike paths. I think it is actually possible, although the developers might not make as much profit. I see it (smart growth) happening in the northwest states, and I see Californians abandoning this state to go there and enjoy the benefits of smart growth. I have read, and believe, that the "millenials" (youngish people!) are staying in urban areas where they don't need to own a car, where they can "hang out" at local coffee houses, bars, restaurants with music, educational and cultural events. This is also how

1

Letter RD-27 Continued

we "boomers" are trending! Walkability, bikeability, environmentally sane living.

Much has changed in the 30+ years since the 1982 General Plan. I think we need to adapt, and take the long view.

Thanks for your attention.

Lynn Hamilton

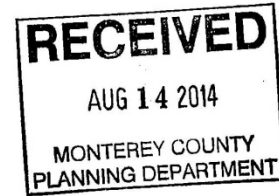
3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-27– LYNN HAMILTON

Issues raised in the letter are addressed in Master Response 1 and Master Response 2. Comments regarding the State Scenic Route are noted for the record. Regarding water and energy infrastructure, the project site fronts a Cal Water main and can connect to existing utilities.

Letter RD-28

William T. Kelley
22850 Bravo Place
Salinas, CA 93908-1003
Toro Park Estates Resident (1978 – Present)



August 13, 2014

David Mack, Associate Planner
Planning Department
Monterey County Resource Management Agency
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

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

Dear Mr. Mack

Thank you for the opportunity to comment on the Ferrini Ranch Subdivision project. On August 12, 2014, I attended the Site Visit offered by the principals in the project, Mr. Mark Kelton and Mr. Ray Harrod Jr. While the principals have obviously spent a lot of time and effort on this project, and incorporated both staff and community input into the current design, there are numerous community impact issues that indicate that this is not the time to approve this project.

This letter focuses on the marketing aspects of the Ferrini Ranch Web Site, which offers the supposed benefits to the community of this project.

The Ferrini Ranch Web Site is a well-written, creative marketing document describing the benefits of the Ferrini Ranch project. If you've ever worked in marketing, you understand the concept – The Seller takes the facts about the project and applies marketing spin to feature the benefits of the project to the Buyer, while ignoring, downplaying, or mitigating the disadvantages to the Buyer.

The first "Marketing Spin" is the Web Site Photograph. Every Marketer loves photographs – a good photograph is worth 10,000 words. The Web Site Photograph identifies the words: "Ferrini Ranch" superimposed over a pastoral scene of rolling hills, open spaces, and oak trees. What it doesn't show is a photograph of Highway 68, a former National Scenic Highway, now turned into a linear parking lot by developers with idling vehicles wasting thousands of gallons of fuel each year. What it doesn't show is a photograph of Mothers, trying to navigate across Portola Drive through gridlocked, impatient drivers, to get their children to Toro Park School.

RD-28-1

Letter RD-28 Continued

The Web Site describes “A Well-Balanced Plan” which started with 599 residential lots, later reduced to 447; then describes a proposed plan of 212 residences, with a Reduced Impact Alternative of 185 units. The “Marketing Spin” carefully avoids the fact that none of these reductions were voluntary; or that 185 units along Highway 68 would still add approximately 400 additional daily vehicle trips by residents, or mention the additional vehicle trips by service providers – pest controllers, appliance mechanics, water softener vehicles, grounds maintenance, tree maintenance, various cleaners, etc.

The Web Site re-assures the Buyer that water will not be drawn from the Toro Aquifer, but will be drawn from the Salinas Valley aquifer; but fails to point out that the Salinas River is, at best, an intermittent stream; it is not the Mississippi River.

There is one Feature specifically directed at Buyers, who are biking enthusiasts. This Feature is a paved bike and pedestrian path that will be open to the public. If granted permission by the County (not guaranteed, as there are other current competing uses for the proposed use of Toro Regional Park land), the path will extend from River Road to San Benancio Road. What it fails to mention is that there is already a safe bike route from River Road to San Benancio Road that runs along Portola Drive to the 7/11 Store, across the front of Toro Park Estates, and joins the new Badger Hills Trailhead, which connects to 86 miles of trails on 7,200 Acres with an additional 7,450 acres added in the future. It also fails to mention that the new, proposed traffic light interchange to provide access to the project would destroy a portion of the existing bike route in front of Toro Park Estates. The resulting sound-attenuating berm will leave space for a 10-foot wide path to the existing property fence line; however, there is ample evidence in the similar berm constructed near the Portola Road interchange that these berms become magnets for ground squirrels that become pests for the nearby property owners.

The Plan describes an alternative that will increase the permanently dedicated open space from 70% to 80%, while avoiding the fact that 20% of the open space will be gone, forever; or that the extremely long footprint of the project will permanently affect wildlife over a much greater percentage of the site.

The Project Objectives include providing a fair share contribution of funds, or actual widening a portion of Highway 68, while avoiding what a “fair share” percentage is or the fact that taxpayers will be paying the rest to provide access to the project.

The Project Objectives include providing a new signalized at-grade intersection to improve safety and help reduce area congestion. This Feature is a reach for even the most gifted Marketer. During the last 25 years, at least 4 new traffic signals have been added to Highway 68. None of them helped reduce area congestion. Every one of them increased the travel time, and backed traffic along

**RD-28-1
cont.**

RD-28-2

Letter RD-28 Continued

an increasing length of Highway 68. This proposed traffic light will encourage more drivers to extend their travel along an even greater part of Portola Drive through Serra Village and Toro Park Estates to the proposed new intersection. In addition, the proposed westbound two lanes will merge into one lane just as traffic enters the hazardous S-turn between the Toro Café and the new BLM Badger Hills Trailhead. The entrance to the Badger Hills Trailhead was not built with a safe turning lane for westbound traffic. Traffic departing from the proposed new traffic light will tend to turn into a "Drag Race" for ½ mile before the road merges into one lane just as traffic is slowing to enter the new trailhead. This proposed access solution to Ferrini Ranch is an unacceptable safety risk at an already dangerous and deadly S-Turn on Highway 68.

RD-28-2
cont.

The Project Objectives identify 11 Features without mentioning the real Project Objective: A very few people will realize millions of dollars in profits without regard for decreasing the quality of life of thousands of current residents along the Highway 68 corridor.

The Web Site introduces us to the two principles driving this project. It features two hard-working guys, who can trace their family history for three or four generations that have been building quality homes. That history is commendable. However, it does not mention that, for at least the past ten years, the **DEFINITION** of a **QUALITY** home in California (except in snow country) should have included a requirement to build every new home with a self-sustaining solar power design with systems built by an American manufacturer; and for at least the past two years, every new home should have had a rain water collection system built by an American manufacturer. Since those features would reduce profits for both utility companies and developers, we won't be seeing them added either voluntarily or through California Law.

This letter addresses only a few of the Marketing Features and the supposed benefits to buyers. As far as this Buyer is concerned, until the state builds a new 4-lane highway along another corridor that connects Salinas and Monterey, and the Monterey Peninsula develops another source of drinking and irrigation water, it is time to stop future housing development along the Highway 68 corridor.

Thank you for your consideration.

Sincerely,


William T. Kelley

3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-28– WILLIAM T. KELLEY

Response to Comment RD-28-1

Project Website. Letter addresses a website related to the Ferrini Ranch project. Issues related to the website are noted for the record, although they do not pertain directly to the RDEIR.

Please see Master Response 1 regarding traffic operations and trail impacts associated with the at-grade signalized intersection analyzed in Alternatives 3B and 5.

Letter RD-29



Dear Board of Supervisors,

After reading through the entire RDEIR, plus attending a meeting hosted by proponents of the Ferrini Ranch development this past Tuesday, August 12, 2014 at Toro Park School, I am convinced that Alternative 5 is the best choice currently being proposed...IF any development has to take place at all.

Rather than denying any construction for all time has a moratorium been considered? A moratorium that would persist until we are past our current, very serious drought? One that would assure current property owners that their land won't loose value due to an increasing lack of water? The current rate at which the effects of climate change are being felt here in Monterey County should all give us pause.

There are many valid, important questions still being asked regarding the adequacy and sustainability of water sources for this project. Additionally, the frightening thought that 1700 additional vehicle trips along Hiway 68 could result from this development boggles the mind! Vehicle emissions, sound and odor pollution, time lost in transit on an already over burdened roadway once another traffic signal is installed is difficult to swallow. Also, shockingly, the equivalent of 14 acres of mature coast live oaks are to be cut down and destroyed to make way for the 185 houses in this proposal. Visually this will be a disaster but even worse is the impact on the climate. Those trees sequester 172 metric tons of CO2 annually while living; if cut and burned they will release 2,590 metric tons of CO2, thus doubling the total effect of their loss. The mitigation for removing 921 protected coast live oaks is to replant them on a 1:1 ratio. The RDEIR report states that it will take 25 years for the newly planted trees to grow to a comparable size, a size that will sequester CO2 at the same levels they had done prior to being cut down -assuming they live that long. That is 25 more years of climate damage, of increased lung and asthma trauma. It is 25 years of lost habitat for the animals that rely upon the trees for food and shelter; 25 years of struggle for the plants which sprout at the base of these trees, that rely upon them for shade and nourishment.

RD-29-1

I repeatedly read that alternatives offered to the original Ferrini Ranch proposal must: 1) not be total denial of any development, 2) must offer reasonable monetary return on the investment and 3) must address environmental, wildlife, historic, etc. concerns. That does not actually leave very many viable options.

My husband and I feel the most prudent action at this point is to propose a moratorium of the entire Ferrini Ranch development until our County has had a minimum of 5 consecutive years of normal or above normal rainfall, thus assuring an adequate water supply for both the new homes being proposed as well as for the hundreds of families already established in the Toro corridor. A moratorium could also allow time to rethink the Hiway 68 over-use dilemma...could there be a throughway built on former Fort Ord land to connect the Salinas Valley with the Peninsula that would reduce the number of vehicle trips along the Toro scenic

RD-29-2

Letter RD-29 Continued

corridor? Might there be better public transit options available? Further studies might conclude the County is already "built out" and the 185 proposed houses won't be bought, or will sell for much less than the anticipated market value? So many unforeseen results could be ahead.

The Spring of 2013 had a stupendous and abundant display of lupine splayed across the hills you want to build upon. We were in a constant state of wonder as we walked the newly dedicated BLM trails that look back across Hiway 68 and enjoyed the splendor and bounty of those blue/purple islands of color everywhere we looked. Our four year old granddaughter reported to her mother, after one such walk, that we had seen "herds" of lupine! We want that beauty, that sense of awe to exist for generations to come. Please consider a building moratorium, or at the very least restrict all building of homes to the southern side of the hills, thus preserving the unique view shed along the Hiway 68 corridor forever.

Thank you for your consideration of these comments.

Lauren and Bill Keenan
22 Paseo Cuarto (San Benancio Cyn)
484-2252
bkeenan@sbcglobal.net

RD-29-2
cont.

RESPONSE TO LETTER RD-29 – LAUREN AND BILL KEENAN

Comments address several issues raised in other comment letters.

Response to Comment RD-29-1

Regarding the adequacy and sustainability of water supplies, please see Master Response 2.

Regarding visual impacts, see Master Response 1, response to letter RD-1, and response to comment 27-1.

Regarding carbon sequestration, the comment is correct that the analysis of the RDEIR (Section 3.11) identifies a 25-year timeline for replanted oaks to reach maturity. It should also be noted that the estimated removal of 921 oak trees is a worst-case scenario and does not account for mitigation that requires avoidance on a parcel-by-parcel basis. Please see responses to letter RD-14 regarding project alternatives.

Response to Comment RD-29-2

Comments calling for a moratorium on development are noted for the record.

Please see Letter RD-9 regarding the area's limited transit options.

Regarding the lupine fields see response to comment 24-1.

Letter RD-30

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

August 15, 2014



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

General Comment Concerning Visual Impacts of Ferrini Ranch Proposed Development:

The overall premise that the public views from Highway 68 are more critical to protect today than the sweeping vistas of the subject property from Fort Ord National Monument is outdated, even flawed, and should be re-examined. Because the now superseded 1982 General Plan is being used as the benchmark for examining the adequacy of the proposed development, both the 2012 draft EIR and Revised Draft EIR fail to recognize the importance and relevancy of the nearby national monument and, consequently, discount the impact to scenic vistas of the project site from these public lands as "insignificant." In addition, the high visibility of the proposed development from multiple aspects of the Toro Creek portion of the monument (and not from just the two viewpoints noted on Figure 3.1-2) is inaccurately described and assessed in the 2012 Draft EIR (see our comments dated Nov. 16, 2012). See also photos provided in Attachment 2 to these comments.

Contrary to assertions otherwise in the draft EIR, dispersed development of both roads and structures within the uplands portion of the project site will have significant, unavoidable impacts to the public viewshed, altering the character of a highly scenic resource. While such upland development may have more limited visibility from Highway 68 due to the natural screening provided by existing topography and vegetation, upland development on the project site will be highly visible from multiple vantage points (lower and higher elevations) of the Toro Creek section of Fort Ord National Monument. While travelers on Highway 68 may have limited, passing views lasting not more than one or two seconds, the affected views for recreational users of the national monument will be a constant factor, lasting as long as the duration of the visit, and affecting the quality of that recreational experience.

While it is true that development of the level portions of the Ferrini Ranch property would be highly visible from both Highway 68 and the National Monument, it is also undeniable that clustered, higher density on level ground can be much more readily screened from public views through a combination of berming, walls and vegetation. The same claim **cannot** be said for the dispersed, low density development proposed for the property's uplands area with its steep terrain and the two to three miles of project roads needed to access it. And, when combined with the significant traffic and noise issues associated with a new signalized intersection in the Toro Park community, a traffic "improvement" needed only because development is proposed in the uplands portion of the property, developing the level portions of the property at its northeasterly end becomes that much more an appealing and preferable alternative.

More Extensive Visual Analysis Is Needed:

In reviewing the revised draft EIR and examining the visibility of proposed new home sites from the highway, we realized that a number of proposed lots on a hilltop could be visible from a viewpoint (eastbound direction) on Highway 69. This particular viewpoint is located a short distance east of Viewpoint 4, on Fig. 3.1-2 of the 2012 Draft, directly opposite a proposed fire emergency access road. The photo taken from that viewpoint is attached. The lots of concern are Lot #'s 103 – 108 and 91 – 100 on proposed Roads F, G, and H. As these lots were apparently not identified as being

RD-30-1

Letter RD-30 Continued

potentially visible from Highway 68 in the 2012 Draft EIR, we request that further visual analysis of these lots be conducted prior to certification of the EIR to verify that there are buildable sites outside of Highway 68's viewshed.

In contrast, after visiting the project site with the Applicant, it appears that Lots 81 through 85 are not actually located within the critical viewshed as indicated by Figure 3.1-1A and noted by Impact 3.1-1 of the 2012 draft EIR (pp. 3.1-18 - 3.1-19). The low visibility of this area along proposed Road "K" is apparently the reason behind the increase in number of lots from the original 6 lots to 13 lots under Proposed Alternatives 3 and 5 (i.e., Lots 80, 80a, 80b, 81, 81a, 82, 82a, 83, 83a, 84, 84a, 85, 85a).

RD-30-1
cont.

These two possible errors call into question the accuracy of the visual analysis conducted as part of preparation of the 2012 draft EIR. This analysis clearly was not comprehensive in scope as it was based on only three viewpoints from Highway 68. We request that, prior to approval of the vesting tentative map, a panoramic simulation from Highway 68 be completed along the length of the project site or, alternatively, that all proposed sites be flagged to ensure that there are buildable sites located out of view from Highway 68.

Expanded Noise Analysis:

A new noise analysis has been presented within the discussion of Alternative 3 (but applicable also to Alternative 5), focusing on the re-alignment of the Torero Drive entrance to Toro Park Estates and the planned widening of Highway 68 to four lanes along a 1.2 mile stretch. Although it is not clearly stated whether these planned improvements will actually be required and implemented in tandem with the proposed project, the new noise discussion analyzes the impact of such widening on nearby sensitive receptors – i.e., Toro Park homes backing onto the highway. Clearly, such widening (in the worst case scenario identified in Noise Table 4.1a) could have a significant noise impact upon the residents of the nearest homes per the County's 1.5 dB threshold (noted in Footnote 5, p. 4.0-31). Yet, despite the extensive discussion, this noise impact has not been clearly identified as significant. Given the fact that this is a newly identified significant impact not previously identified as such in the original draft EIR, the entire noise impact section of the EIR should have been revised to incorporate this additional analysis and included in the revised draft EIR in accordance with CEQA. The Executive Summary should be revised as well to identify this new impact as a potentially significant effect.

RD-30-2

Revised Alternatives Section:

Our previous comments on the original draft EIR, dated November 16, 2012, contended that this section failed to provide a truly environmentally superior alternative, consistent with the intent of CEQA, other than the "No Project" alternative. This conclusion remains true for the Alternatives Section presented in the current revised Draft EIR. Not one of the alternatives discussed in the Draft EIR is a meaningful alternative that fulfills 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.

RD-30-3

While the Revised Draft EIR includes a new Alternative 5, it is essentially not much more than a variation on an existing alternative – Alternative 3 – presented previously in the original draft EIR. Although Alternative 5 mitigates perceived impacts on existing residences along Highway 68 by reducing the number of proposed units in Parcel E from 66 to 18 units, the number of units have been increased in areas identified as "visually sensitive" by the Draft EIR (August, 2012), thereby

Letter RD-30 Continued

exacerbating the potentially significant impacts on scenic views from Highway 68 and Fort Ord National Monument. Specifically, both Alternatives 3 and 5 propose to increase the number of homes and structures that would be sited on Road E (and new Road E1), from 8 to 19 lots (Lots 40 et al through 47 et al).

Per Impact 3.1-6, page 3.1-49 of the 2012 draft EIR, development on Lots 45 - 47 would constitute ridgeline development when viewed from Fort Ord National Monument. However, the draft EIR dismisses any impact to scenic views from this increasingly important natural recreational area as being "less than significant" because views from Fort Ord National Monument apparently do not meet the County's definition of "common public viewing area." According to the 2012 draft EIR, pg. 3.1-49, "common public viewing areas are areas from which the general public ordinarily views the surrounding viewshed, such as from key roadways, parks and designated scenic vistas." It would seem that the National Monument should fall within the category of parks and open space. We fail to understand the rationale for excluding the National Monument, an open space area of regional and national importance, from the County's definition of "common public viewing area," and respectfully request further explanation for what appears to be an arbitrary determination. Photos in Attachment 2 show the high visibility of Ferrini Ranch from the Toro Creek area of the monument.

None of the development alternatives presented in the original or revised draft EIR adequately address or mitigate the visual and aesthetic impacts resulting from extensive grading, construction on 30 percent or greater slopes, and development on hillsides and ridgetops. As stated in our earlier comments on the 2012 Draft EIR, the project will, in fact, have "significant and unavoidable" impacts to areas identified as visually sensitive and from the nationally designated recreational lands backing onto Toro Park Estates. In addition, the new noise analysis of the revised Draft EIR indicates that both Alternatives 3 and 5 would have a new significant noise impact upon a number of Toro Park homes and residents due to construction of a new signalized intersection.

The EIR must identify and consider a viable alternative that is sufficiently different from the proposed project to enable legitimate discussion and comparison by County decision-makers and other interested and concerned entities. Not one of the development options include concentrated development at higher densities (e.g., 4,000 – 8,000 square foot lots) similar to development patterns found in nearby cities or, for that matter, in Toro Park Estates. While it may not be feasible to develop at higher densities on the steeper slopes that characterize the uplands portion of the property, it certainly is feasible to do so on the level portions of the site. Retaining the current land use designation of "Low Density Residential" and residential use on the 34-acre parcel - referred to as the Winery site or Parcel D - is also a land use option that should be considered. If such an alternative(s) that incorporated such concepts was considered, development would still have significant traffic and noise impacts and still engender significant concerns about the sustainability of this area's water supply, but the visual impacts of development on level portions of the site could at least be adequately mitigated through a combination of berms, walls and vegetation screening. Moreover, the significant visual and biological impacts resulting from grading and road construction and development of structures in the uplands of the property would be avoided!

New Signalized Intersection in Toro Park Estates and Widening of Highway 68 to Four Lanes:

Though not clearly disclosed in the revised Draft EIR, the Applicant indicated in a recent community meeting that widening would indeed be required by the California Department of Transportation in exchange for CalTran's approval of a new signalized intersection southwest of Torero Drive as proposed by Alternatives 3 and 5. Widening of Highway 68 at this time, based upon a 35 - 40 year old concept or plan, seems premature due to the lack of any current publicly vetted master plan for overall widening of Highway 68 between the Toro Park community and Monterey. In addition, construction of a new signalized intersection as proposed by Alternatives 3 and 5 conflicts with the overall objective of improving traffic flow on the highway, especially during peak hours. This proposed intersection is not an acceptable "improvement" either for the public travelling on Highway 68 or for residents of the Toro Park community.

RD-30-3
cont.

RD-30-4

Letter RD-30 Continued

The most obvious solution to this dilemma is to relocate the majority of proposed development so that the new intersection will not be needed. Relocating development elsewhere on the property could be achieved by concentrating the majority of housing in the northeasterly portion of the property, at much higher densities than those presently proposed (i.e., 4,000 to 8,000 square foot lots). This could entail residential development of all or part of the Bull Field and perhaps even part of the 34 acre Parcel D. If feasible, access could be provided through a much shorter frontage road through Toro Regional Park to the Portola Drive interchange, or via access to River Road. This circulation alternative represents a far better approach for the public travelling on Highway 68 and for Toro Park residents than slowing traffic with a new signalized intersection in Toro Park. The property owners have plenty of land to easily exchange for the minor loss of park land and which could result in a net increase for Toro Regional Park and County residents. The visual impacts from Highway 68 could be substantially reduced through screening with vegetation, berming and/or a wall. Yes, the aesthetic appeal and nostalgia associated with the pastoral Bull Field would be lost, but the significant impacts associated with the proposed development related to loss of upland scenic vistas, loss of 900 plus oak trees, loss or substantial reduction of wildlife habitat values, and noise impacts to Toro Park residents will be avoided, making this the overall superior environmental alternative.

RD-30-4

We'd like to make one final comment before closing:

Need for Revised Executive Summary. A range of new biological mitigation measures and new significant impacts (Greenhouse Gases and Climate Change and Noise) were identified in the revised draft EIR. A revised Executive Summary should have been included in the revised, re-circulated document.

RD-30-5

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

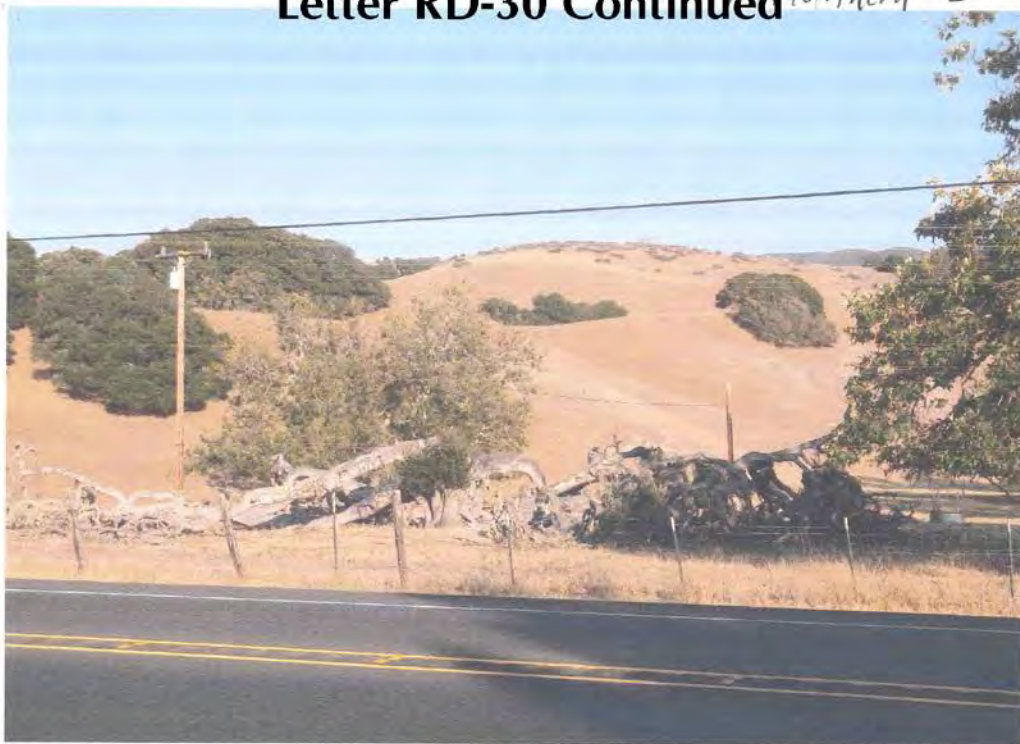
Sincerely,



Bill Farrel, AICP and Susan Hilinski, AICP

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

Letter RD-30 Continued *Attachment 1*



*Referenced Viewpoint NE of Viewpoint #4
w Directly Opposite Fire Access Rd.
looking Across Highway 68 toward
Ridge where lots #103-108 and #91-
100 would be located*

Letter RD-30 Continued

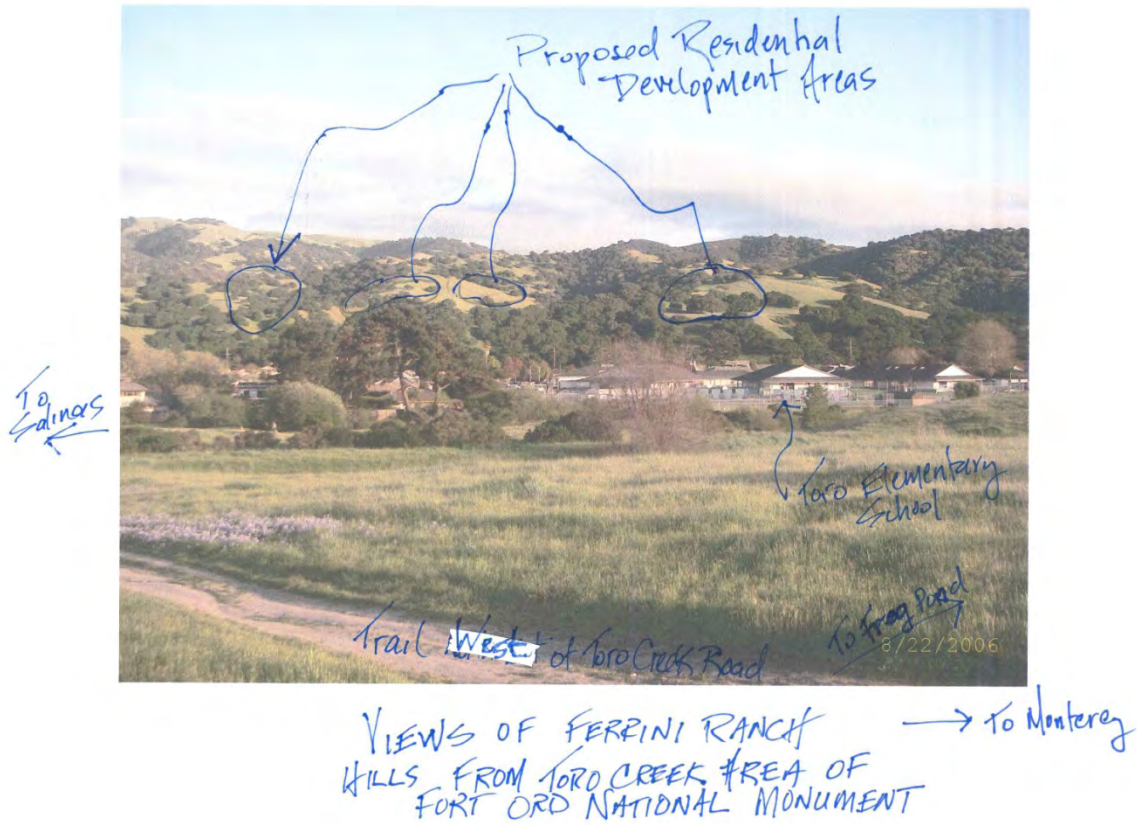
Attachment 2



VIEWS OF FERRINI RANCH HILLS
FROM TORO CREEK AREA TRAILS
IN FORT ORD NATIONAL MONUMENT

Letter RD-30 Continued

Attachment 2



RESPONSE TO LETTER RD-30 – SUSAN HILINSKI AND BILL FARREL

Response to Comment RD-30-1

Aesthetics and Visual Analysis. Section 3.1, Aesthetics and Visual Sensitivity, was not a subject of the RDEIR. Nonetheless, comments regarding views of the project, visual impacts, and recommendations for additional analysis are appreciated and noted for the record. Regarding this issue, please see Master Response 1, as well as response to comments 19-1, 27-1, 24-2, and 36-4 through 36-10, and letter RD-1. The DEIR documents the anticipated changes to the scenic character of the area from various locations that may be caused by the project. The photographs provided in the comment letter are not dissimilar to the visual simulations of the DEIR (Figures 3.1-9 through 3.1-11). Critical viewshed areas as mapped by the County were overlain with the project site plan to determine the relationship of certain lots to those areas regulated by the County. The mitigation of the DEIR requires relocating the lots or otherwise confirming that development is not visible in these areas. If topographic conditions in the area of Lots 81–85 serve to screen development despite the critical viewshed map, the mitigation would be considered satisfied.

Response to Comment RD-30-2

Expanded Noise Analysis. Please note that the 2012 DEIR did not include an analysis of noise impacts caused by the alternative at-grade intersection and project entrance, because that feature, including highway widening, was not a component of the original project description. The new entrance concept and highway widening are components of Alternative 3B and Alternative 5. Since the revised Alternatives section now includes Alternative 5 and several comments had already been received regarding the potential impacts of Alternative 3B, it was appropriate to provide the additional, quantitative noise analysis within the Alternatives section of the EIR. This analysis was included to evaluate the potential noise impacts of these alternatives on the community. All mitigation measures of the DEIR remain applicable, and if the at-grade intersection is approved by the County, mitigation would be required to maintain noise levels within County standards, as described in Attachment 3 to Section 4.0 of the RDEIR. Mitigation and barrier type along the widened highway ultimately depend upon median width; however, a 5-foot earthen berm is recommended as mitigation should an alternative be considered for approval. See also responses to letter RD-13 regarding this issue.

Response to Comment RD-30-3

Revised Alternatives Section. Please see responses to letter 27 regarding the scope and content of the alternatives analysis. See also responses to letters RD-1 and RD-14 regarding the mitigation measures of the DEIR as they relate to the alternatives analysis. Alternatives 3B and 5 reduce the “significant and unavoidable” effect associated with the development of Ferrini Ranch Road to a less than significant level. See above responses regarding visual impacts associated with the project and project alternatives.

Regarding additional suggested alternatives, see responses to letters RD-13 and RD-15, which also suggest concentrating development on the flatter portions of the site. As noted in those responses, such an alternative (“flatland alternative” 2) was assessed in the DEIR.

3.0 RESPONSE TO COMMENTS ON THE RDEIR

Response to Comment RD-30-4

New Intersection, Realigned Torero Drive, and Highway Widening. Please see letter RD-1 (and response) that describes the Caltrans requirement for widening of the highway in order to gain project access. Please see Master Response 1 regarding traffic operations with this facility, as described in the RDEIR. See also response to letter RD-13.

Response to Comment RD-30-5

Executive Summary. Comments suggesting a revised executive summary are noted. The County will prepare a comprehensive condition compliance matrix, including all mitigation measures. This information will also be made part of any staff reports prepared for the project.

Letter RD-31



Timothy D. Sanders
25075 Pine Hills Drive • Carmel • CA • 93923
(831) 625-4324 • tds@oxy.edu

August 18, 2014

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

Re: Woods Rodgers Memorandum, RDEIR for Ferrini Ranch

Dear Mr. Mack:

The Woods Rodgers Memorandum of February 23, 2012 on the Ferrini Ranch Subdivision, also referred to as Attachment 1 to Section 4.0 (Alternatives) in the Technical Appendices (Volume II) of the RDEIR for the Ferrini Ranch Subdivision proposal, should be **rejected in its entirety** because of both **technical and conceptual flaws** that **invalidate its approach and its conclusions**.

Description of the memorandum

The content of the memorandum is a “corridor analysis” (corridor meaning something different here than in the 2010 Highway Capacity Manual (HCM2010); e.g., see HCM2010 p. 2-5)) to “determine the improvements needed on SR68 to accommodate

- the project’s additional traffic and
 - new signalized access
- while
- improving traffic safety
 - reducing neighborhood cut-through traffic, and
 - decreasing travel time for existing traffic
- on SR 68.” (Bullet points added)

Character of the analysis

A heavy burden in the analysis is placed on reductions in travel times that are based on roadway modifications and improvements. Dependable estimation of future travel times requires

- a baseline of existing travel times that is accurate and reliable
- verified and robust forecasting models
- accurate calibration of the model’s faithfulness under existing conditions, and

RD-31-1

Letter RD-31 Continued

- reliable data on anticipated changes in road conditions, traffic composition and traffic volumes.

The Woods Rodgers baselines of AM and PM peak hour traffic used in to forecast travel times for “existing plus project” scenarios were generated using

- Sim Traffic models”
- “traffic count data,
- observed vehicle queuing, and
- GPS travel time data for SR 68 between Blanco Road and York Road” (Bullet points added),

with travel times being computed for each of the nine segments shown in Table 2 and the tables in Appendices A and B.

The fundamental baseline for assessment of traffic for the project is the set of observed existing GPS travel times, but the basis for all “existing” and “existing plus project” travel times used in the Appendix B tables actually are values computed using the Sim Traffic software. In order for these to be reliable, the Sim Traffic computations must be applied first to the existing GPS data in a calibration process, as discussed on the fifth page of the Woods Rodgers memo and in footnote 2 on that page. **This calibration is critical to the validity of the analysis.**

Failure in critical calibration of the Sim Traffic model on SR68

If the Sim Traffic model were adequately calibrated (in the Woods Rodgers memo), its values for existing traffic would consistently be very close to the corresponding values for the existing GPS travel times. But in fact the Sim values exceed the GPS values for all but 6 of 36 data points, and by as much as 2.42 minutes, (segment 5, AM, EB) and by as much as 120% (segment 6, PM, EB). Thus **calibration of Sim against GPS values in order to generate a reliable baseline (existing conditions) for applying the Sim model failed very badly.**

Another way to observe this failure is to plot existing Sim values against existing GPS values, and observe the large deviations from a straight line at 45 degrees (which represents perfect calibration, i.e., Sim values equal to GPS values), especially for large GPS values. (See Figure 1. below.)

Please explain why no level of tolerable deviation (e. g., in minutes, say 0.10 minutes; or in percentages, say 2%) from target values (GPS travel times) was established for the calibration of Sim values in advance of the calibration procedure.

Table 1 of the memorandum also reflects, in a general way, the failure of calibration of the Sim model to local travel times. It indicates in its last two columns that deviations of the model values from observed values for the entire study span from Blanco Road to York Road, for AM and PM, Westbound and Eastbound all are positive, varying from 0.8 to 3.1 minutes over the entire length, and from 5.8% to 14.5%. However, it is incorrect to claim that discrepancies of such magnitudes are acceptable on grounds that day-to-day traffic count fluctuations range from 10% to 20%. First, the Sim calibration variability is an instrumental effect that is *distinct from and in addition to* the fluctuations, inevitably increasing the error/uncertainty value even if the deviations were negative. Second, it is especially important – indeed critical – that in calibrations

RD-31-1
cont.

RD-31-2

Letter RD-31 Continued

the error levels should be very small, whereas the deviations in this case are quite large and hardly can be regarded as negligible. Third, for the calibration to be robust (as required in HCM2010, for example), deviations must be small for every segment, not just for the cumulative length of the roadway under study; apparent statistical compensations from variations in the signs of deviations could occur in the cumulative value, but do not occur in error/uncertainty estimates, and always contribute positive variances.

Table 1 should have caused rejection of the calibration, but instead was ignored in all further considerations.

Please explain why the analysis went forward using the Sim model, in the presence of abundant evidence (such as Table 1) showing that the calibration had not been successful.

Please explain why additional methods of examining the effectiveness of the calibration (such as plotting Sim existing travel times against GPS travel times) were not undertaken.

Given that "traffic counts can fluctuate by 10 to 20 percent" and that "15 percent is an acceptable variance" (sic), please specify how many significant figures (or decimal places, when minutes are the time units) are justified in reporting travel times in Table 1 and in the tables in Appendices A and B.

Please explain why, given the extensive role played by quantitative data in the memorandum, the standards for engineering data analysis (to be found, for example, in elementary textbooks on data management and analysis for engineers and scientists or even data-rich social sciences) were not followed in this report.

Impossibility of achieving meaningful Sim estimates of impacts for this project

The effects of faulty calibration propagate throughout those parts of an analysis that use the supposedly calibrated tool or instrument (Sim in this case).

In the absence of a reliably calibrated Sim model, assessed against measured (existing) GPS travel times, it is not possible to reasonably estimate the impacts of development projects; there is then no evidence that the Sim model adequately relates known (existing) traffic volumes to known (GPS-measured) local travel times. In particular, the Table 3 "existing plus project" travel time values for the entire length of the SR68 study roadway, and the "delta" values all are irretrievable incorrect, having been based on a defectively calibrated model. All of the travel-time results for all three scenarios lack a sound arithmetic and logical basis, and carry no meaningful significance.

The "Findings" at the end of the memo are, as a result, invalid.

Please describe how the quantitative results of the Woods Rodgers analysis, as reported in the tables of Appendix B, would usefully contribute to understanding and responding to the impacts and proposed mitigations of traffic on SR 68 resulting from the Ferrini Ranch subdivision.

RD-32-2
cont.

RD-31-3

Letter RD-31 Continued

Further comments

Aside from the comments and requests above, related to the data themselves, there are serious questions about how the memorandum's concept and approach could have served its stated purpose "to determine the improvements needed on SR68."

For example, the "corridor" approach used here, which emphasizes the overall times of travel between York Road and Blanco Road, actually obscures the specificity required to locate and identify required improvements. Attention to improvements needed on individual segments automatically takes into account needs along the length of the road; the single potential exception here is the neighborhood cut-through effect, but in that case too, individual segment and intersection improvements along SR68 cover the issue. Travel times for the entire road length add nothing that segment-by-segment travel time analysis does not provide. The approach is flawed from the outset and does not further the stated objectives of the memorandum.

Determination of needed improvements is equivalent to determining mitigations needed. But needed mitigations are determined by significance criteria, which in turn are expressed in this case by County LOS standards. These standards are not specified in terms of travel times, and especially not in terms of multi-segment travel times. It is difficult to see how the multi-segment travel time analysis of this memorandum serves the purposes described in the memorandum's introduction.

Please explain in detail how the "corridor analysis" as carried out in the Woods Rodgers memorandum serves to strengthen the Ferrini Ranch Draft Environmental Impact Report.

Should the analysis of the Woods Rodgers memorandum be incorporated into the Ferrini Ranch Draft Environmental Impact Report, as suggested at the end of the fourth paragraph of the memorandum? Please explain why or why not.

Conclusion

In my judgment the Woods Rodgers memorandum should be rejected by the County and should be withdrawn from further consideration, for the reasons described above.

Sincerely,

Tim Sanders

Attached: Calibration diagram, Figure 1.

RD-31-3
cont.

Letter RD-31 Continued

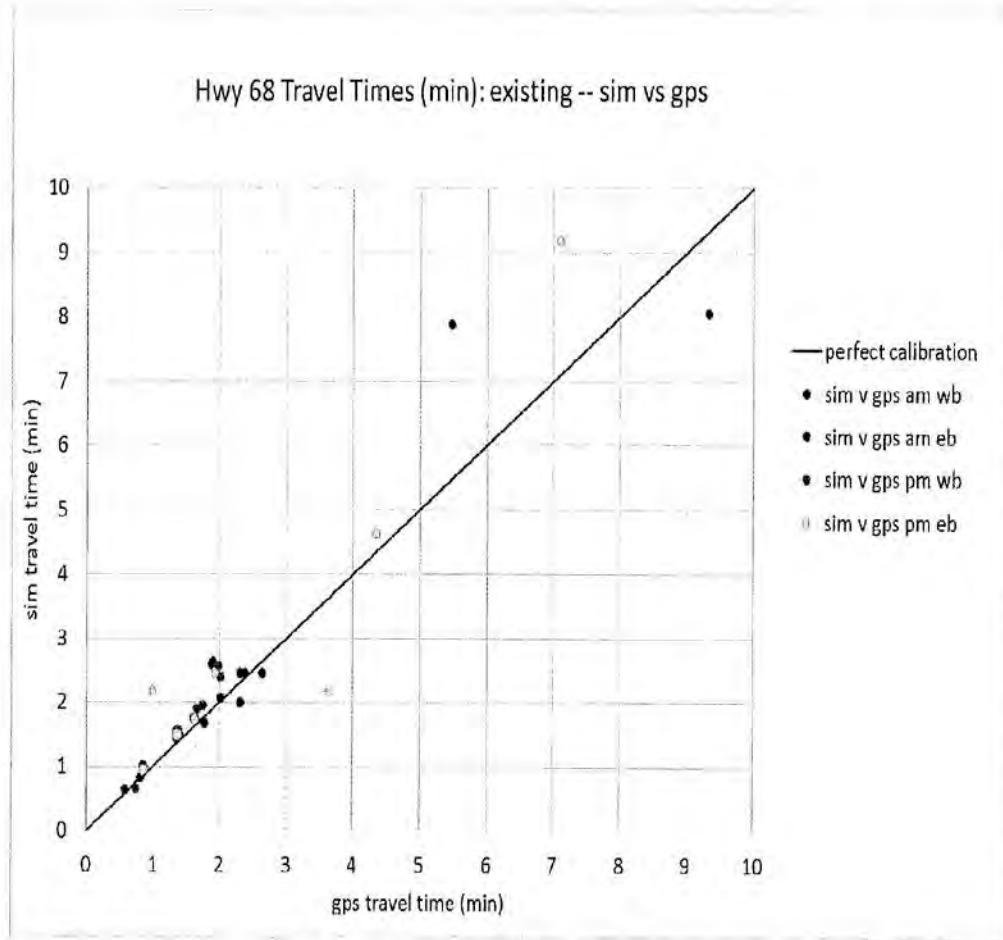


Figure 1. "Calibration" of Sim software travel times against GPS travel times. Dark blue line represents perfect calibration; points far from the line show poor calibration.

Letter RD-31 Continued

Timothy D. Sanders
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August 20, 2014

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

Re: Woods Rodgers Memorandum, RDEIR for Ferrini Ranch
CLARIFYING ADDENDUM

Dear Mr. Mack:

Please attach, to my comments of Augusty18 on the *Woods Rodgers Memorandum, RDEIR for Ferrini Ranch*, the following brief clarification.

The graphical representation below helps to clarify and emphasize the reasons why the findings and results of the Woods Rodger Memorandum are wrong. It displays unequivocally the fundamental defects in the calibration effort for the Sim Traffic model against GPS measurements. The data themselves and data sources are the same as in the original comments; the data simply are displayed differently here, and perhaps the discrepancies can be seen more plainly.

Sincerely,

Tim Sanders

Letter RD-31 Continued

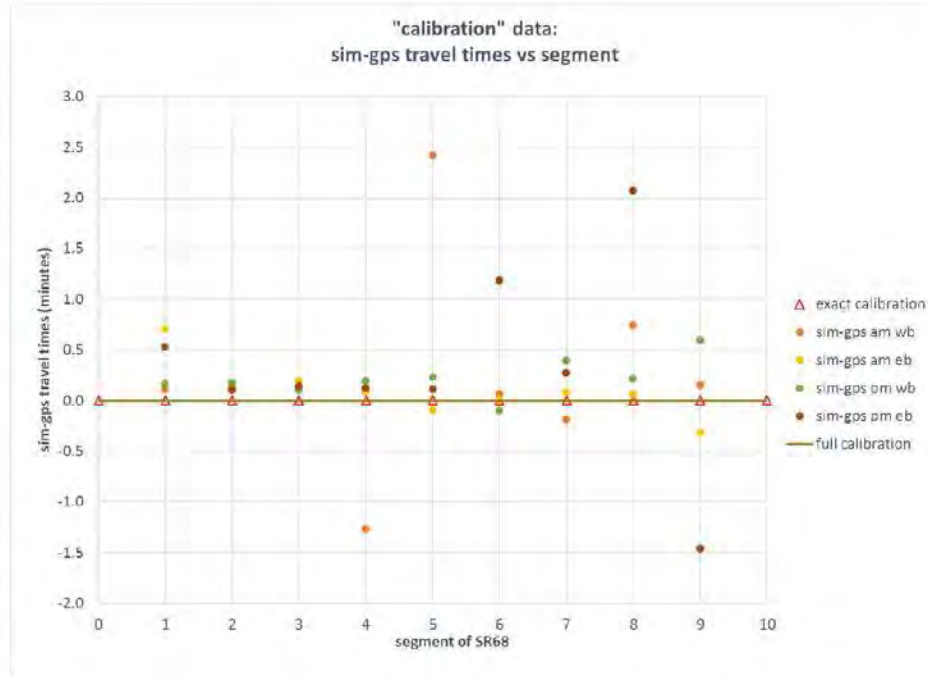


Figure 1a. *Failure of Sim calibration*, showing differences between (1) "calibrated" Sim travel times, and (2) GPS travel times. Note (1) the great predominance of positive values of the differences (calibration bias), and (2) extreme deviations on segments 4, 5, 6, 8 and 9. For a good calibration, all differences should be near 0 and roughly balanced between positive and negative.

3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-31– TIMOTHY D. SANDERS

This letter (and an addendum to the letter) addresses the Wood Rogers memorandum contained within the attachments to the RDEIR.

Response to Comment RD-31-1

Purpose and Character of the Analysis. The primary purpose of the Wood Rodgers study was to analyze the length of widening that would be needed to create a “neutral” corridor travel time after the installation of the new at-grade signal and taking into consideration the Alternative 3B project traffic. This analysis also applies to Alternative 5, although Alternative 5 has 27 fewer units and a correspondingly reduced number of vehicle trips.

This study was undertaken by the applicant at the request of Caltrans in connection with the proposed new intersection concept. The study was reviewed by Caltrans and Monterey County RMA-Public Works. The study was not intended to create a new “threshold of significance” under CEQA, nor was it intended to re-analyze levels of service for intersections and segments that had already been fully evaluated and included in the DEIR’s TIA. Even with a corridor neutral travel time, the report does not address the DEIR’s conclusion that the project-specific traffic impact is considered significant and unavoidable.

Response to Comment RD-31-2

Modeling and Calibration. The Wood Rodgers report was completed consistent with the industry standards and guidelines as presented in HCM-2010 and in the Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software. These are considered the industry standard for corridor analysis.

Consistent with the above standards and industry practice, travel time calibration within 15 percent for the corridor in question is an acceptable tolerance level. In addition, the overall corridor times versus the GPS measured times are also well within the industry standards and practice of ± 15 percent for this type of corridor analysis.

The modeling was thoroughly vetted with Caltrans prior to running, and the results were vetted with Caltrans and Monterey County Public Works.

Response to Comment RD-31-3

Travel times. The analysis was performed on a “macro level” to focus on the overall corridor travel times. The study also looked at the potential effects of the new signal on the cut-through traffic that is problematic through the existing Toro Park neighborhood during the a.m. peak hour. It also noted that this new configuration provides additional safety improvements over the current configuration.

Please also see response to letter RD-14 regarding the purpose and context for this analysis, and how the Wood Rodgers report relates to the EIR’s Traffic Impact Analysis for Ferrini Ranch.

Letter RD-32

Mack, David x5096

From: Janet [janetegates@gmail.com]
Sent: Monday, August 18, 2014 11:55 AM
To: Mack, David x5096
Cc: 100-District 5 (831) 647-7755; Janet Gates
Subject: comments on Ferrini Ranch RDEIR (June 2014)



22270 Veronica Dr.
 Salinas, Ca. 93908
 August 18, 2014

David Mack
 Resource Management Agency, Planning, Monterey County
 168 W. Alisal St.
 Salinas, Ca. 93901

Subj: Ferrini Ranch, Recirculated Draft Environmental Impact Report (RDEIR), June 2014
 SCH#2005091055
 PLN040758

David Mack,

We are residents and homeowners in Toro Park Estates since 1994. Below are our concerns with the RDEIR of June 2014 for Ferrini Ranch. They involve widening Route 68, installation of another traffic signal and Road 117 development proposal.

I. Widening.

We are opposed to the proposed widening of State Route 68 to four lanes to support this project for a few reasons:

1. Safety. The current merge between two and four lanes occurs near the Portola Drive interchange. There are no distractions, curves or side access points in this area. The proposed merge would be near the curve close to the Toro Cafe. As well as being careful on the curve, merging drivers would need to be alert to vehicles exiting/entering and crossing the roadway from both the Toro Cafe and the BLM parking area which are on opposite sides of the highway. While most drivers are safe drivers, there are always the few who want to rush to pass when entering a four lane section, or rush to pass a slower driver when exiting a four lane section. Four lanes, as opposed to two, also encourages a general uptick in speeding along this corridor.

RD-32-1

Letter RD-32 Continued

2. Impact on Toro Park Estates. Having a four lane divided freeway alongside Toro Park Estates will have a big impact on both noise and pollution that this neighborhood experiences. Whether the median is 36 feet or just 12 feet, the road widening and accompanying berm will constrain what are currently heavily used walking/jogging/biking paths into a narrow unappealing strip between property owners' fences and the berm. We are concerned about the negative impact on property values with a four lane road so close to back yards.
3. Aesthetics. A four lane divided highway is not in keeping with what is still a semi-rural area. We expect that at least several mature trees would be lost in doing this road conversion.
4. A more general traffic solution needed. A 1.1 mile stretch of four lanes is not a comprehensive plan to address the chronic commuter tie ups all along Route 68. As traffic continues to increase, from all parts of the county, we would predict that the four lanes will just be an extension of what we call the '68 parking lot' during commute hours.
5. Expense. Although the cost of this widening is unknown to us, it is our understanding that the expense will be born by the developer. We wonder if this is the best use of the developer's resources. The developer needs to provide access and traffic mitigation - but a mile of highway and a signal(?). We are concerned that the developer may try to offset this large expense by creating mega estates.

RD-32-1 cont.

II. Traffic Signal.

We are opposed to the installation of a signal light at State Route 68 near Ordonez Drive in Toro Park to allow access to Ferrini Ranch. We believe that an additional signal along this highway will further significantly impede commuter traffic flow, as we have experienced with other lights along the corridor. We think access to the highway should be through existing infrastructure, at River Road, Portola Drive and San Benancio Road. Any or all of these could be implemented. All would be safe alternatives and not have as much impact as another signal on traffic flow along Route 68. We also believe modifying existing accesses to Route 68 could be a far less expensive option than the lane conversion and new signal.

RD-32-2

III. Road 117 Proposal.

Our last specific concern is with the proposal for seventeen single family 3-4 bedroom homes, with garages, on Road 117. Each of these lots is only four thousand (4,000) square feet. We feel that this is too small of a lot size and would create a cramped, over crowded development. The lot size is not in keeping with other lots in the existing neighborhood. This small neighborhood has medium sized ranch style homes on moderate lots. The feel of this neighborhood should be maintained, by somewhat increasing lot sizes.

RD-32-3

We are not opposed to developing the Ferrini Ranch land, but we do feel that the efforts to preserve the view shed for Route 68 drivers of the bull field, the lupine field near San Benancio School, and the general hillsides have led to proposals which are sprawling, and which have expensive infrastructure in terms of water, sewage, electricity, roads, and resident and emergency access. Those infrastructure maintenance expenses ultimately impact everyone living in the area. Many people are frustrated with our high sewage expenses in the Toro area, for example.

With Toro Regional Park bounding so much of the proposed development, the risk of fire spreading to that park must also be mitigated, not an inconsequential concern. Just last week, a news report stated that the California coast has, on average, 30 fewer days of fog per year than 50 years ago.

Letter RD-32 Continued

Overall, we hope the Resource Management Agency takes a fresh look at recommending development in the lower flat lands as actually the best alternative. With the right mission or ranch architecture and landscaping, one or more low flat land developments could turn out to be the best overall option for everyone – developers, new residents of all income levels, existing residents and pass thru commuters, who will still have the beautiful hills to view.

Thank you for your consideration of these comments.

Craig and Janet Gates, Toro Park

3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-32 – CRAIG AND JANET GATES

Response to Comment RD-32-1

Highway Widening and Safety. Please see Master Response 1 regarding traffic operations of the proposed at-grade intersection, as well as response to letter RD-14. The widening and intersection concept is not yet at a detailed design phase and would be subject to the Caltrans Highway Design Manual, which addresses the design and safety of state highways. Comments regarding the cost of highway improvements are noted for the record, but are not the subject of environmental review.

Response to Comment RD-32-2

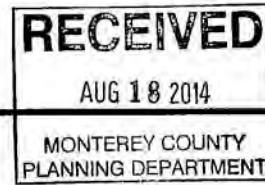
Traffic Signal. Please see Master Response 1 regarding traffic operations.

Response to Comment RD-32-3

Road 117 Proposal. Regarding the development proposal for Parcel E, please see response to comment 36-1, as well as Attachment 4 to Section 4.0 of the RDEIR. To meet affordable housing requirements, projects are often required to provide smaller lot product or multi-family housing in order to make units affordable to lower-income residents. This parcel may not be developed as individual single-family parcels if a multi-family design would accommodate the units.

Please see Master Response 1 and response to comment 27-1 regarding aesthetic concerns, Master Response 2 regarding water, and response to comment 73a regarding sewer capacity. See response to comment 36-35 regarding fire hazards. See responses to letters RD-13 and RD-15 regarding “flatland” alternative proposals.

Letter RD-33



Gonzales, Eva x5186

From: Rocco Cusenza [cusenzarocco@gmail.com]
Sent: Sunday, August 17, 2014 8:09 PM
To: ceqacomments
Subject: No Ferrini Ranch Development !!!

Doesn't this entire projects need to be put aside given water concerns ? Scuttle this thing !

I vote for keeping the space open and minimizing traffic and reducing our already overburdened water situation.

Rocco Cusenza, Toro Park Homeowner

3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-33 – ROCCO CUSENZA

General comments regarding water, open space, traffic, and opposition to the project are noted for the record.

Letter RD-34



Gonzales, Eva x5186

From: TOM JONES [tomjonesr99@yahoo.com]
Sent: Sunday, August 17, 2014 3:06 PM
To: ceqacommments
Subject: FILE #PLN040758
Attachments: Ferrini Ranch Development Proposal RDEIR Questions and Comments.docx

David J.R. Mack
Monterey County Resource Management Agency
Planning Department

Comments regarding Ferrini Ranch RDEIR (Project File #PLN040758)

After review of the Ferrini Ranch RDEIR, I continue to have a number of concerns and questions in regard to that project. These questions and concerns focus on the negative effects of that project, including the necessary Highway 68 widening and four-way signalized stop that is an integral part of Alternative 3b & 5b.

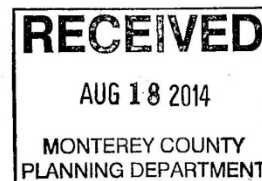
As will be explained (see attached document) I do not feel that the RDEIR is accurate or adequate in its consideration of transportation and circulation effects or noise effects that will be generated by this project.

Thank you for consideration of my views.

Dr. Thomas N. Jones
22917 Espada Drive
Salinas, CA 93908
(831) 998-8696
tomjonesr99@yahoo.com

Letter RD-34 Continued

Dr. Thomas N. Jones
22917 Espada Drive
Salinas, CA 93908
(831) 998-8696



Ferrini Ranch Development Proposal RDEIR Questions and Comments

Project File #PLNO40758

1. ADDITIONAL NOISE FROM THE EXTENSION OF THE FOUR LANE HIGHWAY AND THE 4-WAY SIGNALIZED STOP WILL ADD TO THE ALREADY HIGH NOICE LEVELS FROM HIGHWAY 68 FOR TORO PARK RESIDENTS.

The DEIR for this project indicates that "for outdoor communication, interference with speech becomes a problem when steady noise levels reaches approximately 60-65 dB". In the RDEIR Noise Table 4.1A (Fretag and Associates) it indicates that existing noise levels for the Toro Park neighborhoods near Highway 68 fall between 68.6dB and 69.6 dB depending on where you are standing in your back yard. In addition, at open windows or doors,(the nearest façade) the existing noise level is 68.9. NOISE LEVELS ARE ALREADY TOO HIGH BY YOUR OWN FIGURES.

Noise levels with this project will increase 3.3 dB from 69.6 to 72.9. The County Planning Department notes (pg. 4.0-31) that an increase of 1.5dB or greater will result in "increased levels of noise annoyance" for residents living in areas similar to the nearby Toro Park residents. In the DEIR you recognize that the **"implementation of the proposed project combined with other foreseeable projects, may result in a cumulative increase in transportation noise levels that may be unacceptable to noise-sensitive land uses"** (such as residences).

RD-
34-1

2. THE RDEIR NOISE CALCULATIONS DO NOT TAKE INTO ACCOUNT THAT STARTING AND STOPPING OF DIESEL TRUCKS, LARGE SERVICE VEHICLES, MOTOR CYCLES AND BUSES AT THE SIGNALIZED STOP WILL CREATE ADDITIONAL NOISE BEYOND THE CURRENT STEADY FLOW OF VEHICLES.

Under Alternative 3 and 5 the proposal calls for direct primary access from the western portion of the project to Highway 68. This proposal would necessitate a four-way signalized intersection 800 ft. from Torero, and would focus the increased noise generated from the exit and entry of the sub-division to the existing Toro Park houses that back onto that portion of 68.

The RDEIR indicates that their sound projections for the widening of 68 from two to four lanes were based on the assumption of a 55MPH traffic flow. This is **not** an appropriate assumption for predicting noise generation since the 4-way signalized stop will generate constant stopping and starting of traffic.

Letter RD-34 Continued

There are several other residential areas of Salinas which have neighborhoods next to four lane roads with traffic signals. Blanco Road between Davis and South Main is one of those neighborhoods. In those residential areas the braking and gearing down by large trucks as they come to a stop on the highway and the gearing up as they start from a stop on the highway creates considerable additional noise beyond the steady flow of those vehicles in normal traffic. Signs along Blanco Road read **"Trucks Minimize Engine and Brake Noise Next 1.6 Miles"**. Truck noise is a major problem in these residential areas which have lower speed limits than the 55MPH on Highway 68 as it passes the residential developments at Toro Park Estates.

Highway 68 is the primary service road between Salinas and the Monterey Peninsula. Many construction and transport vehicles utilize that road for access to and from the Monterey Peninsula, as well as to sites along the "68 corridor". Diesel trucks, large service and delivery trucks, motorcycles, busses and other large vehicles produce much greater noise when starting or stopping. This additional noise on top of high existing noise levels in the immediate area of the Ferrini Ranch Project's primary access road will make a bad noise situation worse for the residents of that area of Toro Park.

RD-
34-1

3. WHY DOES THIS RDEIR NOT ADVOCATE OR SUPPORT THE MOST EFFECTIVE NOISE MITIGATION TO REDUCE THE UNACCEPTABLE NOISE LEVELS FOR TORO PARK RESIDENTS?

Several times the RDEIR mentions width of medians, and construction of landscaped berms as "possible" noise mitigation measures. However, the RDEIR is careful to say it does not "propose" or "support" specific noise mitigation measures (pg. 4.0-32) Instead, it says somebody else (Caltrans and the County) will decide that issue. This leaves Toro Park residents without an understanding of which, if any, of the noise mitigation measures will be used.

At one point in the report, the RDEIR does say it favors the 12 foot median over the 36 ft. It should be noted that this is not the most effective noise mitigation measure of the four scenarios for Toro Park residents, but it probably is the least expensive scenario for the developer.

4. THE PROPOSED SIGNALIZED STOP ON 68 WILL CREATE TRAFFIC BACK-UP JUST OVER THE BACK FENCE OF TORO PARK HOMES NEAR THE FOUR-WAY STOP DURING PEAK HOURS.

Currently Highway 68 westbound traffic backs up approximately 1/3 of a mile (1760 feet) onto the four-lane west-bound section during the morning commute/school delivery time period (7:00-8:30AM) at the point where the divided 4-lane highway changes to 2 lanes. Moving the 4 lane section of the highway 1.2 miles west will not solve this back-up!

RD-
34-2

However, it will move the "four-lane back up" from a section of the highway which is not visible to most Toro Park residents to just over their back yard fence.

Letter RD-34 Continued

5. IS THIS FOUR-LANE EXTENSION OF HIGHWAY 68 A PART OF THE OVERALL OPERATIONAL PLAN FOR WIDENING HIGHWAY 68 OR IS IT BEING DONE JUST TO ACCOMMODATE THE NEEDS OF THIS DEVELOPER'S PROJECT?

Why extend Highway 68 for 1.2 miles with all of the disruption that it will involve when there is no agreement about when, where or how the Highway 68 project will ever be completed?

RD-
34-2
cont.

6. IN ADDITION TO THE ABOVE ISSUES OF INCREASED NOISE LEVELS THERE ARE MANY OTHER SERIOUS ISSUES WITH THIS PROJECT: such as water, sewage, air pollution, destruction of the view on a scenic highway, destruction of oak trees and the natural habitat, increased traffic (almost 2,000 additional cars per day on an already overcrowded highway), intrusion of light into the backyards and windows of nearby homes from the signal light, and possible destruction of walking paths.

RD-
34-3

RESPONSE TO LETTER RD-34 – DR. THOMAS N. JONES

Response to Comment RD-34-1

RDEIR Noise Analysis. The noise levels reported in the comment letter correctly reflect existing and future conditions shown in Table 4.1A. The analysis in the RDEIR measures the increase noise caused by the project and the implementation of roadway improvements with different median widths. The table shows that a widening concept with a 36-foot median, with a berm, noise is reduced by 4dB to a level comparable or slightly less than existing conditions. With the wider median, impacts would be significant unless mitigated with the berm. Any detailed design proposal would be required to attenuate noise to County standards for any impacts caused by the project.

The Caltrans and Monterey County noise standards are similar (and often identical) to those used throughout the California, the United States and internationally. These standards consider only (1) the level of noise, (2) the duration of noise, and (3) the occurrence of noise during sensitive nighttime periods. The standards are “objective” and not “subjective”; that is, they rely solely on the measured aspects of the noise environment and not on any person’s independent subjective opinions or experiences. There are no standards for the sound level, duration, time of day, frequency of occurrence, etc., for starting and stopping of vehicles, although noise measurements taken over shorter intervals (such as 15 intervals) may show “peaks” in noise from a range of sources, compared to a 24 hour average, for example.

Noise standards only assess and regulate the level, duration, and period of the day in which noise occurs; they do not address the “character” of the noise environment. Many factors such as pure tones, impulsive noise, sharpness, fluctuation, roughness, and spectral balance affect human perception of the acoustic environment. The character of noise environments is not standardized because (1) subjective judgments vary considerably among individuals (i.e., little consensus), (2) it is difficult and expensive to make these types of measurements, and (3) existing acoustical standards already considered complex, particularly for purposes of CEQA review.

Please see also response to letter RD-30 regarding the noise analysis and proposed mitigation to attenuate noise levels to County standards for any impacts caused by the project.

Response to Comment RD-34-2

Traffic Operations. Please see Master Response 1 regarding operations associated with the at-grade intersection and existing long-term plans for highway widening. See also responses to letter RD-14, which address this issue and vehicle queuing.

Response to Comment RD-34-3

Other Issues. General comments and listing of additional issues are noted for the record. The DEIR and RDEIR address these environmental issues, and several related comments have been addressed in this Final EIR.

Letter RD-35



Gonzales, Eva x5186

From: Gordon Mayfield [gordonamayfield@gmail.com]
Sent: Sunday, August 17, 2014 12:36 PM
To: ceqacomments
Subject: Ferrini Ranch EIR

To Whom It May Concern,

My name is Gordon Mayfield. I live at 25981 High Terrace Lane in San Benancio. 831 484 6539

I am concerned about a number of issues mentioned in the initial EIR and the latest rewritten EIR.

In the original EIR under the cultural resources section it was not mentioned that in the area directly west of San Benancio School, Native American remains have been found along the creek bank. Most of the site has been covered with some debris because of work and equipment using the area during projects on the road. I met years ago with planners and Lynn Monday and representatives of the Ohlone group and told them about a femur I had left undisturbed on the bank.

RD-35-1

This was probably 25 years ago. I'm not sure if Gary Breschini was at the meeting or not.

I would immediately contact him.

Any house sites on this flat west of the school would quite likely be placed on burials.

Another concern is the viewshed impacts mentioned in the EIR. Since the National Monument

in Fort Ord has been established, many more hikers, bikers and walkers use the area. Tourists

are

starting to come to the area simply to hike and view the unique pastoral beauty across the way.

It would be a mistake to destroy these views from the National Monument looking toward the hills to the east.

RD-35-2

Another concern is water. How can we justify using Spreckels area water when our drought is

RD-35-3

Letter RD-35 Continued

so severe and the Salinas Valley basin is experiencing intrusion issues.

**RD-35-3
cont.**

I have limited my concerns to these three areas so as not to overwhelm you. The project is simply too huge, and too impactful. It will destroy cultural resources as well as destroy a viewshed enjoyed by thousands each month. It also flies in the face of reason approving hundreds of homes in an area as devoid of water resources as ours.

Thanks, Gordon Mayfield

3.0 RESPONSE TO COMMENTS ON THE RDEIR

RESPONSE TO LETTER RD-35 – GORDON MAYFIELD

Response to Comment RD-35-1

Cultural Resource Impacts. The DEIR addresses known and potential resources in detail and documents the sensitivity of the site. Mitigation and alternatives to the project have been proposed to mitigate for potential impacts.

Response to Comment RD-35-2

Viewshed Impacts. This issue has been addressed in detail in this Final EIR. Please see Master Response 1, response to letter RD-1, and response to comment 27-1.

Response to Comment RD-35-3

Water. Please see Master Response 2 regarding water issues.

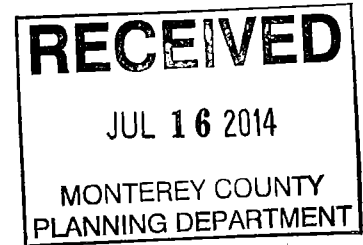
RESPONSE TO LETTER RD-36 THROUGH RD-90 – LETTERS OF SUPPORT

This group of letters has been submitted in support of the project (or one or more of the project alternatives) and does not raise new or significant environmental issues. No further response is necessary.

Letter RD-36

Gonzales, Eva x5186

From: Sandra Iman [iman@redshift.com]
Sent: Tuesday, July 15, 2014 8:32 PM
To: ceqacomment
Subject: PLN 040758



I am voting YES on the Ferrini Ranch Project.

Thank you,

Sandra Iman GRI
CaLBRE#01254268
Sotheby's International Realty
574 Lighthouse Avenue
Pacific Grove, CA 93950
831-809-6636 cell
831-319-0338 efax
iman@redshift.com
sandraiman@gmail.com

Letter RD-37

Gonzales, Eva x5186

From: Dale Camany [Dale.Camany@mascocs.com]
Sent: Monday, August 04, 2014 7:39 PM
To: ceqacommments
Subject: Project File PLN040758



Dear David J.R Mack and others it may concern:

I am a resident of Corral de Tierra off of Highway 68 and in favor of the Ferrini Project as outlined in Alternate 5A plan.

This project was anticipated for over 40 years and it is time to allow the developers to put their 9 years of input and suggestions from interested parties behind them and start the development.

The proposed reduction in homes from the original plan and the wine related facility will be a nice add to the area. Also, the proposed widening of Hwy. 68 will make access to Toro and the area safer.

The Ferrini Ranch property owners have waited long enough and have a right to develop their property especially given their willingness to adjust plans.

The time has come, please approve this project.

Thank you.

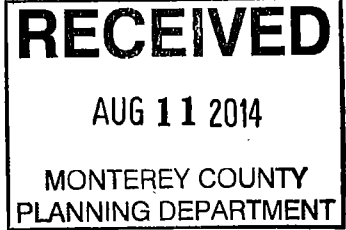
Dale Camany
14145 Vereda Del Portal
Corral de Tierra, Ca. 93908

The content of this email does not necessarily represent the views/opinions of my employer. If you are not the intended recipient of this email please delete it from your computer system. My employer does its best to eliminate viruses and other malicious software in emails and attachments coming through its servers and so cannot be held responsible if malicious software is inadvertently embedded in this communication.

Letter RD-38

Gonzales, Eva x5186

From: Howard Given [hgiven@givencap.com]
Sent: Monday, August 11, 2014 10:52 AM
To: ceqacomments; 112-Clerk of the Board Everyone
Subject: Comments regarding PLN040758



August 11, 2014

David J.R. Mack
Monterey County Resource Management Agency Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Dear Mr. Mack:

I am writing in support of the proposed Ferrini Ranch Development for the following reasons:

- The development will be environmentally friendly as 70% of the project land will be open space, will preserve the beauty of the highway 68 corridor and includes a bike/pedestrian path that increases recreation in the area.
- The project will provide badly needed jobs for the local construction industry.
- The compromises by the long-time land owners are substantial and demonstrates their long-term commitment to providing a wonderful project for our community.
- It addresses Alternative 5 to reduce environmental impact.

In sum, these developers are of the highest character and integrity and are proposing a project that will be of significant value for our community.

Sincerely,

Howard C. Given II

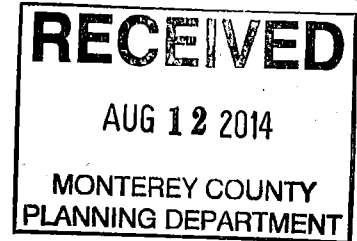
****THIS IS A CONFIDENTIAL CORRESPONDENCE****

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Letter RD-39

Gonzales, Eva x5186

From: SUSAN LUBIN-BROWNLIE [slubin@coldwellbanker.com]
Sent: Tuesday, August 12, 2014 8:12 AM
To: ceqacomment
Cc: 112-Clerk of the Board Everyone
Subject: PLN040758- Recirculated DEIR- Reduced impact alternative 5A/B



To whom it may concern:

This comment is in reference to the recirculated DEIR for the Ferrini Ranch- Alternative 5A/B.

Development of the Ferrini Ranch has been allowed and expected for over 40 years as part of the County's planning for the Toro Area.

I find that the reduced impact alternative 5A/B which modifies the originally submitted plan to be environmentally superior and agree I with it.

It is my understanding that this project preserves prime agricultural land which is very important to the Salinas Valley.

This project contains a bike/pedestrian path linking River Road and San Benancio to increase recreation and safety in the area to further encourage a neighborhood feeling along Highway 68. I also approve and agree with a wine-related facility to help support economic development of the County's wine corridor.

It is also my understanding that no water will be coming from the Toro Basin, that the developer has been paying assessment fees for projects for Cal Water not Cal Am.

I support the Ferrini Project and especially the reduced impact alternative 5A/B.

Thank you for your consideration.

Susan

Susan Lubin-Brownlie

Coldwell Banker/Gay Dales Inc.

2014-2015 Monterey County Board of Realtors Director

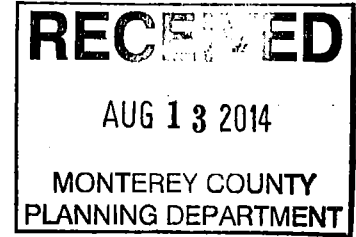
831 320 3001- Cell

831 484 9359- Fax

Letter RD-40

Gonzales, Eva x5186

From: roxana.bnk@comcast.net
Sent: Wednesday, August 13, 2014 10:06 AM
To: cegacomments
Subject: Fwd: PLN040758 Alternative 5A/B



From: "roxana bnk" <roxana.bnk@comcast.net>
To: cegacomments@co.monterey.ca.us
Cc: COB@co.monterey.ca.us, markandray@ferriniranch.com
Sent: Wednesday, August 13, 2014 9:23:19 AM
Subject: PLN040758 Alternative 5A/B

Roxana Boneschans
18567 Northridge Dr
Salinas CA 93906

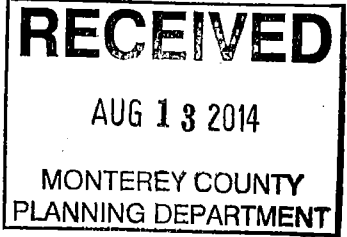
To Whom It May Concern,

After reading about this project I truly believe it is a good and well thought out plan that gives the best of everything. A housing plan that gives people the opportunity to live in this beautiful area, not only for their selves, but future generations, as well and protecting the open space and wildlife that it offers. I look forward to seeing this go through.

Thank you,

Roxana Boneschans

Letter RD-41



Hayward
429 Front Street
Salinas, Ca. 93901

Phone 831 754-3300
Fax 831 755-8821
Web: www.haywardlumber.com

August 13, 2014

Ref: PLN040758 Reduced Impact
Alternative 5A/B

David J.R. Mack
Monterey County Resource Management Agency
Planning Department
168 West Alisal Street, 2nd Floor
Salinas, Ca. 93901

CC: Gail T. Borkowski
Clerk of the Board

Dear Mr. Mack,

I comment in support of the Ferrini Ranch Development. The Ferrini Ranch property owners have met with County staff, members of the community, and many interested and potentially interested parties and individuals prior to submitting the project for review and approval in 2005 to clearly understand their concerns and priorities. They have continued to meet with interested parties over the past 9 years, and have modified the original plans significantly based on their input and suggestions.

The Ferrini Ranch property has been part of the County's planning for the Toro area for more than 40 years and the property owners have a right to develop their property. They have been sensitive in their planning and willing to adjust their plans. Few land owners would be willing to give up 80% of their property for permanent conservation and open space.

Other benefits are the proposed gateway location for the wine corridor center, increasing Hwy. 68 safety by reducing the "cut through" commuter traffic in Toro Park Estates neighborhoods, the creation of bike and pedestrian paths, the development of single family detached home sites for moderate income families and substantial additional school fees paid to the Washington Union School District. The proposed project will continue to preserve the scenic beauty of the Hwy. 68 by locating almost all of the home sites in areas not visible from Hwy. 68.

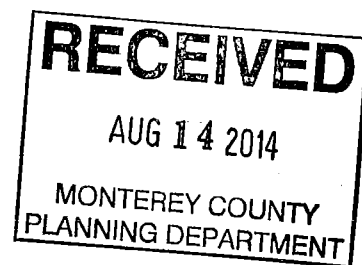
The proposed project is expected to provide significant number of jobs for the local construction industry and increased business for the local communities.

The reduced Impact Alternative 5A/B is an opportunity and a good option.

Steve Hardy
Hayward

Letter RD-42

August 1, 2014



Monterey County Resource Management Agency
Planning Department
David J.R. Mack
168 W. Alisal Street , 2nd Floor
Salinas Ca 93901

Regarding: Hiway 68- Ferrini Ranch Development recirculated Draft EIR
PLN040758

To David J.R.Mack,

Violini Brothers, has been leasing the property and grazing cattle on the Ferrini Ranch,(located on the Hiway 68 between River Road and San Benancio Road) for many years. Referring to the recirculated Draft EIR, regarding the impact alternative 5A/B, it would allow reduced residential units and thus increase the remaining amount of open space for grazing. Installation of a new signal light would allow safer access to the grazing lands on the west side of Toro County Park as well as improve traffic flow in the subdivision. The most positive point to make about the project is the owners of the property are willing to put 80% of the property in an open space easement which says a lot for how they feel about protecting and providing for the wildlife and yet still allow for continued grazing of livestock. . We support the project and look forward to working with the developer and will continue grazing cattle on the available lands as the Ranch project progresses.

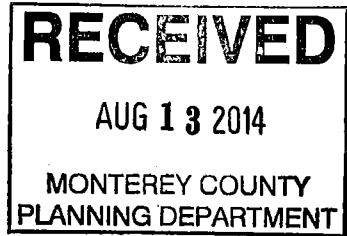
Respectfully,

Jim and Scott Violini
Violini Brothers

cc.

Gail T. Borkowski, Clerk to the Board

Letter RD-43



August 13, 2014

To: ceqacomment@co.monterey.ca.us
Clerk of the Board: COB@co.monterey.ca.us


Re: PLN040758

As a local resident of Monterey County for 54 years and a Salinas business owner for 39 years I strongly support Alternative 5 for the development of the Ferrini Ranch property.

While growing up in North Monterey County, my parents were strawberry farmers for many years. As an adult I lived in North Salinas and 6 years ago, my husband and I purchased a new 2 story home in Spreckels. Due to the limited number of resale homes for sale, we were fortunate to find new construction as an option. Although we enjoyed the small town atmosphere of Spreckels, we decided we wanted to purchase a single level home somewhere off the Hwy. 68 corridor. As usual, the inventory of homes for sale was very limited and even as a local Realtor for 39 years, it took us approximately 2 years to find the right home that was within our budget. Finally, in May 2014 we moved into our nicely updated 30 year old home off the Hwy. 68 corridor! Based on our personal house hunting experience, I believe when buyers have choices in their house hunting search, many of the frustrations associated with finding and purchasing a home (the largest purchase in many people's lives) are eliminated. The Ferrini Ranch project will provide options to many home buyers that we did not have when we recently purchased our home in May of this year. The increased housing inventory is a good solution to the limited supply of homes for sale and will benefit the local residents of Monterey County. And, the project will attract new businesses to our community because we would have an increased housing inventory needed for their employees.

I'm excited about the Ferrini Ranch project and the expansive layout of the housing units that would be nestled among the beautiful hills off Hwy. 68. It is a well thought out plan that would leave 80% of the property in open space and retain the views along the scenic Hwy. 68 corridor. With a new signalized intersection and widening of a portion of Hwy. 68, the Toro Park Estates homeowners would have a safer secondary entrance/exit from Hwy. 68. In addition, it would increase jobs in the construction and related industries - which would be an economic boost to our local economy.

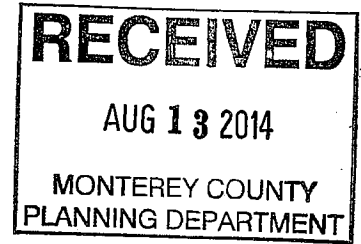
With the input from many individuals over the years, the developer has taken the right steps in creating a beautiful housing project for Monterey County residents. I give my full support to the developers of the Ferrini Ranch project.

Respectfully submitted,
Kathy Yamamoto, Broker/Owner 
Coldwell Banker Gay Dales, Inc., Realtors
444 South Main Street, Salinas, Ca 93901

Letter RD-44

Gonzales, Eva x5186

From: garyR21 [garyr21@comcast.net]
Sent: Wednesday, August 13, 2014 1:27 PM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone
Subject: PLN40758



Dear Mr. Mack:

After attending community meetings regarding the Ferrini Ranch project, I strongly support the development, most importantly the Reduced Impact Alternative 5A/B.

This reduced impact allows for more open space, something I think everyone would appreciate. The proposed signalized intersection and widening of Highway 68 should help with congestion and ease the amount of traffic going through Toro Park Estates. In addition, the project will increase the housing supply as well as provide much needed jobs.

The property owners have presented their project and have made every attempt to address issues raised by individuals and other interested parties. Alternative 5 suggests they have listened and want to make this a viable development.

I hope you will support their efforts by allowing this project to come to fruition.

Regards,

Gary Reibert

Letter RD-45

Gonzales, Eva x5186

RECEIVED

From: Paul Danielson [paul_danielson@hotmail.com]
Sent: Wednesday, August 13, 2014 6:34 PM
To: ceqacomment
Cc: 112-Clerk of the Board Everyone
Subject: Project file number PLN040758

AUG 14 2014

MONTEREY COUNTY
PLANNING DEPARTMENT

My name is Paul Danielson. I am a long-time Toro Park Estates resident (January, 1969) and homeowner (1976). I am also a conservationist: --- having served on the Big Sur Land Trust Board, as well as the board of the Ventana Wilderness Alliance. I am an avid hiker and have authored two books on the Ventana Wilderness. I also was directly involved in the early stages of the process whereby the BSLT acquired the Marks Ranch property. I say all this, so that you may know that I care very much about the environment, how we treat it, and how we develop it.

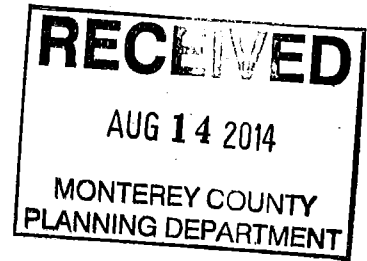
After taking a guided tour of a portion of the Ferrini Ranch property earlier this week, and hearing a briefing on the new "Reduced Impact Alternative 5A/B"; --- I would like to make the following comments and observations:

1. I am well impressed with the great amount of time and energy the property owners have put into generating a plan that is environmentally sensitive to the land itself and the concerns of nearby residents.
2. I believe they have gone way beyond the 2nd mile, to accommodate the numerous valid concerns that have been brought before them.
3. I believe they have thoroughly and adequately addressed traffic and water issues.
4. I feel personally assured that my life here in Toro Park Estates will not be negatively impacted by their latest plan. In fact, it appears, the owners are prepared to offer new amenities: --- such as a bike/pedestrian path as well as widening sections of Highway 68.
5. There are pre-existent issues (especially traffic concerns) that will continue to plague us, but I do not believe their project bears the blame, or adds to these woes.
6. I cannot in all good conscience blockade the arrival of new residents who sincerely and legitimately wish to make their home in in our neighborhood. Someone made it possible for us. I think we can return the favor.

Thank you for considering my comments. I wish you well, as you ponder the many concerns and make your decisions.

Sincerely, Paul Danielson
22481 Ferdinand Drive, Toro Park Estates

Letter RD-46



August 12, 2014

David J. R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, Ca. 93901

Re: PLN040758

Dear Mr. Mack:

This is my correspondence in support of the Ferrini Ranch project Alternative 5A/B.

I'm a resident at 138 San Benancio Road, and I support the many improvements that this project will provide. Better traffic control, more funding for the School District and a preservation of open space, mixed with a new subdivision.

Respectfully,

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

Mark Gingles

Letter RD-47

Gonzales, Eva x5186

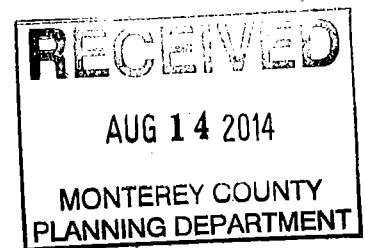
From: Tackett, Stephen (Steve) (CIV) [shtacket@nps.edu]
Sent: Thursday, August 14, 2014 12:48 PM
To: ceqacomments
Cc: mkelton054@aol.com; 112-Clerk of the Board Everyone; markandray@ferriniranch.com
Subject: project PLN040758

Hello,

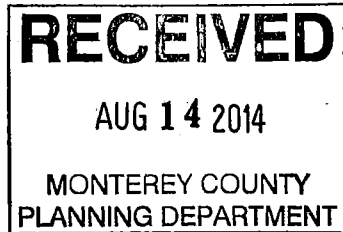
I attended a project presentation Tuesday night held at the Toro Elementary school. The presentation was very well done. It covered the changes made in Reduced Impact Alternative 5A/B. Many questions were asked and quite a bit of time was taken to answer all of them as thoroughly as possible. It was clear that a lot of thought has gone into this plan, and in addressing as many concerns as possible.

I support this project. I also live in Toro Park.

Thank you
Steve Tackett



Letter RD-48



August 13, 2014

David J. R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, Ca. 93901

Re: PLN040758

Dear Mr. Mack:

I am a property owner off the corridor of Hwy 68, (795 Quail Ridge Lane) residing there for over twenty five years. My husband and I follow any changes that may occur in our area.

Reading extensively on the Ferrini Ranch property, both my husband I support the Reduced Impact Alternative 5A/B.

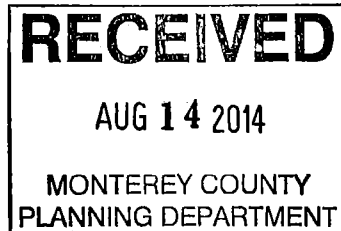
We believe the owners have accommodated all the demands that have been brought forth to start this wonderful project. The Ferrini Ranch property owners have a right to develop their property. They have waited for over forty years, altering this project many times. Most land owners **would not** give up 80% of their property for permanent conservation and open space. We especially like the monies to the school district and the bike pedestrian path.

Please approve this project.

Sincerely,


Kathy Anderson
Property Owner

Letter RD-49



August 13, 2014

David J. R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, Ca. 93901

Re: PLN040758

Dear Mr. Mack:

I travel the corridor every day and I am supportive of the Ferrini Ranch project,
Reduced Impact Alternative 5A/B.

For many reasons,

1. Better traffic control
2. The bike path
3. Economic development
Wine – related facility, (County's Wine Corridor)

It would be good for everyone to have a needed subdivision in this area. It is important to keep the area growing. We believe the developer has done more than enough due diligence for this project.

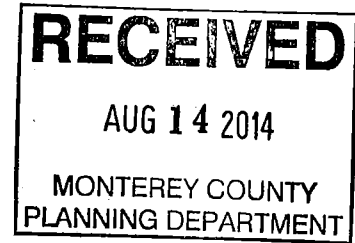
I support this project.

Fondly,

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end.

Kimberly Verania
17643 Winding Creek Rd
Salinas, Ca. 93908.

Letter RD-50



August 13, 2014

David J. R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, Ca. 93901

Re: PLN040758
Ferrini Ranch Development

Dear Mr. Mack:

After reviewing the proposal of the Reduced Impact Alternative 5A/B, I am supportive of this project. We travel the Hwy 68 many times during the week and do not recognize any harm this project will do to the esthetics for this area. I feel that the inclusionary housing that will be provided is much needed in our county. Not to mention the addition money to the Washington Union School District, and provided better infrastructure on the corridor.

Please know I support this project.

Sincerely

A handwritten signature in black ink, appearing to read "K. Pitts". The signature is fluid and cursive, with a long horizontal stroke at the end.

K. Pitts
Salinas, CA

RECEIVED

AUG 14 2014

**MONTEREY COUNTY
PLANNING DEPARTMENT**

August 14, 2014

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

Re: PLN040758

Dear Mr. Mack,

As a daily commuter and hopeful, future resident of the Highway 68 corridor I support the Reduced Impact Alternative 5 of the Ferrini Ranch development. This modification (Alternative 5) seems to take into account all the concerns of the original plan and show good faith and flexibility by the owners of the property.

In the last 7 years of driving Highway 68 every day for work I've noticed morning and afternoon drive times becoming substantially more congested, especially during the school year. The proposed widening of the highway and addition of a traffic light along this stretch should greatly improve the flow of traffic and also add to the safety of those driving.

As a current Salinas resident with a growing family, I hope to one day be able to move out to the Highway 68 corridor. Part of the appeal of this area is the wide open spaces and scenic views. It seems the Ferrini Ranch owners have taken this into account by leaving 80% of this property as open space, reducing the number of housing units from 212 to 185, and locating almost all the homes so that they're not visible from the highway.

Furthermore, our family has an active lifestyle and a commitment to health. The new bike/pedestrian path linking River Road and San Benancio Road would be a HUGE draw for us. The ability to run or bike on another scenic trail, that at the moment is only being utilized by cattle, would be a benefit to the whole community.

Please give your support of this project.

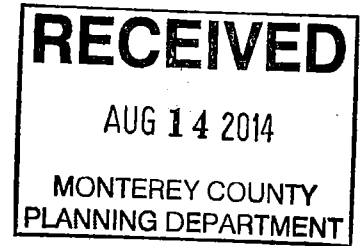
Thank you,



Brandon Cline

August 11, 2014

David J. R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, Ca 93901



Re: PLN040758

Dear Mr. Mack:

As a resident off Hwy. 68 and a property owner in Toro Park Estates (22688 Coleta Drive), I strongly support Alternative 5 for the development of the Ferrini Ranch property.

The Ferrini Ranch property owners have met, in good faith, with many interested parties and individuals during an extended review process over the past 9 years. Alternative 5, as a modification of the original plans, has been developed as a good solution to address the input and suggestions that have come forward.

Among the reasons for my support of the Reduced Impact Alternative 5A/B are the following:

1. Open spaces in the property have been increased to 80% of the property.
2. Residential units have been reduced from 212 to 185 housing units.
3. The plan retains scenic views in the Hwy. 68 corridor.
4. Water comes from zones 2A and 2C, NOT the Toro basin.
5. Water will be provided by Cal Water, not Cal Am.
6. A new signalized intersection and proposed widening of a segment of Hwy. 68 will help with congestion and make access from the Toro Park Estates neighborhoods easier and safer.
7. The development will increase the supply of housing in the area which will increase the number of Monterey County residents who can afford to own a home.
8. The project will create much needed jobs in construction and related industries.

Please join me in supporting this well conceived and carefully thought out project for the betterment of Monterey County.

Respectfully submitted,

A handwritten signature in black ink that reads "Robert C. Spier, Jr." with a stylized flourish at the end.

Robert C. Spier, Jr.
19570 Redding Drive
Salinas, Ca 93908

cc: Gail T. Borkowski, Clerk of the Board
Monterey County Board of Supervisors
PO Box 1728, Salinas, Ca. 93902



Gonzales, Eva x5186

From: Darius Livian [darius.livian@academymortgage.com]
Sent: Thursday, August 14, 2014 4:18 PM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone; markandray@ferriniranch.com
Subject: Project file number: PLN040758 and the new Reduced Impact Alternative 5A/B !!!

To whom this may concern,

I personally 100% endorse this project for development as a person that lives, works, and plays on the 68 corridor in Salinas.

Here are some facts to consider:

- Development of Ferrini Ranch has been allowed and expected for over 40 years as part of the County's planning for the Toro area.
- The Ferrini Ranch property owners met with County staff, members of the community, and many potentially interested parties and individuals prior to submitting the project for review and approval in 2005 to clearly understand their concerns and priorities. They have continued to meet with interested parties over the past 9 years. And they have modified original plans based on input and suggestions.
- The originally submitted project in 2005 proposed nearly 70% of the project land as permanent open space (602 acres). It reduced the amount of residential units allowed in the County's plan for the Toro area by more than 50% (447 to 212).
- The project includes a wine-related facility to help support the economic development of the County's Wine Corridor.
- The project contains a bike/pedestrian path linking River Road and San Benancio Road to increase recreation and safety in the area (there has not been any prior public use or access to the property - only the cows have been able to enjoy access).
- The cows will be able to continue to enjoy the property as it is designed to continue the cattle ranching. The continued grazing will allow the continuation of a healthy lupin bloom in the spring (the cows eat the grass but don't eat lupin).
- The proposed project will continue to preserve the scenic beauty of Hwy 68 by locating almost all the homesites in areas that are not visible from Hwy 68.
- Water comes from Zones 2A and 2C, not the Toro Basin. The property owners have been paying assessment fees for nearly 40 years that have already helped with costs for several water-related system planning and improvements within the Salinas Valley. Water will be provided by Cal Water, not Cal Am.

- The proposed project will pay substantial school fees to the Washington Union School District.
- The project preserves prime agricultural land
 - The proposed project is expected to provide a substantial number of jobs for the local construction industry and increased business for those businesses located in and around the area.

New Proposed Plan in the Recirculated DEIR (2014): Reduced Impact Alternative 5A/B

- Reduced Impact Alternative 5A/B increases open space to 80% of the property (703 acres), reduces residential units even more from 212 to 185 housing units, and reduces the size of the wine-related facility from 110,000 to 28,500 sq ft.
- Reduced Impact Alternative 5A/B has fewer homesites and more open space but retains (or increases) all of the benefits of the project including: providing a key gateway location to supporting plans and options for the Wine Corridor, retaining scenic views in the Hwy 68 corridor, retaining grazing and natural resources on the property, increasing Hwy 68 safety and reducing the "cut-through" commuter traffic in the existing Toro Park neighborhoods, retains wildlife corridors, and creates a new bike/pedestrian path connecting River Road and San Benancio Road. It also retains 17 single family detached homesites for moderate income families such as local teachers and other service professionals.
- A new signalized intersection and proposed widening of a segment of Hwy 68 can't make traffic go away or fix traffic congestion on this highway, but a signal and widening can help with congestion and make access from the Toro Park Estates neighborhoods easier and safer. The vast majority of the traffic on Hwy 68 is not from corridor residents, but from commuters (and parents driving children to schools) living outside the Hwy 68 corridor.
- Ferrini Ranch property owners have a right to develop their property. They have been sensitive in their planning and willing to adjust their plans. Few land owners would be willing to give up 80% of their property for permanent conservation and open space.
- Reduced Impact Alternative 5A/B is an opportunity and a good option. It is more than "reasonable". Decision-makers can adopt the proposed project as it was submitted or if an alternative is preferred, Alternative 5A/B should be adopted.

Sincerely,
Darius Livian

RECEIVED

AUG 15 2014

MONTEREY COUNTY
PLANNING DEPARTMENT

Gonzales, Eva x5186

From: Wendy Shillcock [wendy@shillcock.net]
Sent: Friday, August 15, 2014 8:17 AM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone; markandray@ferriniranch.com
Subject: I support Project file number: PLN040758 and the new Reduced Impact Alternative 5A/B

To whom this may concern,

After reviewing the project plans and understanding the efforts to make it a project that is best for the community as a whole, I would like to express my full support of the Ferrini Ranch development.

Here are facts that were made available for my review:

- Development of Ferrini Ranch has been allowed and expected for over 40 years as part of the County's planning for the Toro area.
- The Ferrini Ranch property owners met with County staff, members of the community, and many potentially interested parties and individuals prior to submitting the project for review and approval in 2005 to clearly understand their concerns and priorities. They have continued to meet with interested parties over the past 9 years. And they have modified original plans based on input and suggestions.
- The originally submitted project in 2005 proposed nearly 70% of the project land as permanent open space (602 acres). It reduced the amount of residential units allowed in the County's plan for the Toro area by more than 50% (447 to 212).
- The project includes a wine-related facility to help support the economic development of the County's Wine Corridor.
- The project contains a bike/pedestrian path linking River Road and San Benancio Road to increase recreation and safety in the area (there has not been any prior public use or access to the property - only the cows have been able to enjoy access).
- The cows will be able to continue to enjoy the property as it is designed to continue the cattle ranching. The continued grazing will allow the continuation of a healthy lupin bloom in the spring (the cows eat the grass but don't eat lupin).
- The proposed project will continue to preserve the scenic beauty of Hwy 68 by locating almost all the homesites in areas that are not visible from Hwy 68.
- Water comes from Zones 2A and 2C, not the Toro Basin. The property owners have been paying assessment fees for nearly 40 years that have already helped with costs for several water-related system planning and improvements within the Salinas Valley. Water will be provided by Cal Water, not Cal Am.
- The proposed project will pay substantial school fees to the Washington Union School District.
- The project preserves prime agricultural land

- The proposed project is expected to provide a substantial number of jobs for the local construction industry and increased business for those businesses located in and around the area.

New Proposed Plan in the Recirculated DEIR (2014): Reduced Impact Alternative 5A/B

- Reduced Impact Alternative 5A/B increases open space to 80% of the property (703 acres), reduces residential units even more from 212 to 185 housing units, and reduces the size of the wine-related facility from 110,000 to 28,500 sq ft.
- Reduced Impact Alternative 5A/B has fewer homesites and more open space but retains (or increases) all of the benefits of the project including: providing a key gateway location to supporting plans and options for the Wine Corridor, retaining scenic views in the Hwy 68 corridor, retaining grazing and natural resources on the property, increasing Hwy 68 safety and reducing the "cut-through" commuter traffic in the existing Toro Park neighborhoods, retains wildlife corridors, and creates a new bike/pedestrian path connecting River Road and San Benancio Road. It also retains 17 single family detached homesites for moderate income families such as local teachers and other service professionals.
- A new signalized intersection and proposed widening of a segment of Hwy 68 can't make traffic go away or fix traffic congestion on this highway, but a signal and widening can help with congestion and make access from the Toro Park Estates neighborhoods easier and safer. The vast majority of the traffic on Hwy 68 is not from corridor residents, but from commuters (and parents driving children to schools) living outside the Hwy 68 corridor.
- Ferrini Ranch property owners have a right to develop their property. They have been sensitive in their planning and willing to adjust their plans. Few land owners would be willing to give up 80% of their property for permanent conservation and open space.

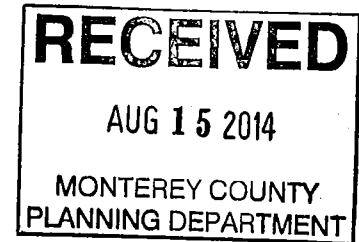
Reduced Impact Alternative 5A/B is an opportunity and a good option. It is more than "reasonable". Decision-makers can adopt the proposed project as it was submitted or if an alternative is preferred, Alternative 5A/B should be adopted.

Sincerely,

Wendy Bluhm Shillcock
819 Walnut Street
Pacific Grove Ca 93950
831-277-8210

Gonzales, Eva x5186

From: A. Anderson [anderson9930@gmail.com]
Sent: Thursday, August 14, 2014 5:23 PM
To: ceqacomments
Subject: RE: PLN040758



August 14, 2014

Dear Mr. Mack,

I am emailing my support of the Reduced Impact Alternative 5A/B for the development of the Ferrini Ranch property in Salinas (project file number PLN040758).

As a teacher at Toro Park School, I lend my support to the project due to the fact that it will be very beneficial to the Washington Union School District. Substantial fees paid by the developers will be of huge financial value to the school district. Also, families moving into the proposed 185 homes will likely have children attending school in my district; this would bring additional ADA (average daily attendance) funds and keep enrollment up without having to hope that inter-district transfer students round out classes that would not otherwise be full.

I also support the portion of the project that calls for a new traffic signal and the widening of Highway 68 in front of Toro Park Estates, the main thoroughfare my school's families traverse to get their children to and from school. Commuters regularly use Portola Drive to bypass Highway 68 traffic, which impacts our busing system and adds a lot of congestion for people that are legitimately using the road to access the school. I have personally witnessed a number of close calls with children's safety due to the recklessness of these drivers using Portola Drive to bypass Highway 68.

I have also seen near-accidents at the intersection of Highway 68 and Torero Drive. It is a dangerous intersection; a traffic signal and wider road would make things much safer.

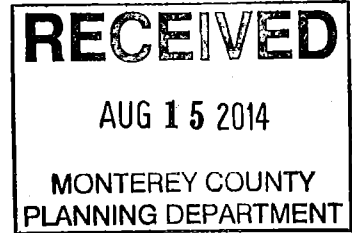
Yes, the new housing development and changes to Highway 68 will have an impact on the environment; however, there is no question that it is a worthwhile trade-off for the benefits Washington Union School District, and its students, will see.

Sincerely,

Ashleigh Anderson
9930 Holt Road
Carmel, CA 93923

August 14, 2014

David J. R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, Ca 93901



RE: PLN040758 Reduced Impact Alternative 5A/B
CEQA Comments

Dear Mr. Mack,

As a resident and property owner of the Highway 68 corridor I strongly support The Ferrini Ranch Proposed Reduced Impact Alternative 5 A/B.

The property owners have been more than cooperative through this 40+ year approved plan. With the reduction of homes, and the proposed placement of the individual properties to ensure the "Highway 68 Scenic Views" should be more than satisfying to all residents.

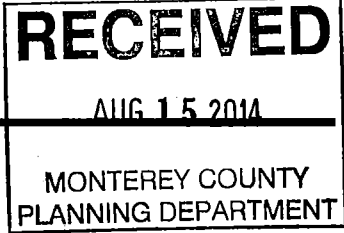
The Washington Union School District which has had to open it's enrollment to inter district transfers will benefit , not only tax revenue, but also local enrollees. This in turn will help with the traffic during the most frustrated times of the day, to and from school.

The open space this project provides will be greatly appreciated by all residents of the "68" area. Bike paths, pedestrian paths , and other recreational opportunities will be very much welcomed.

This project should be approved.

A handwritten signature in black ink, appearing to read "Michael Cline". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michael Cline
65 Paseo Hermoso
Salinas, ca 93908



Gonzales, Eva x5186

From: fjdress@pacbell.net
Sent: Thursday, August 14, 2014 5:59 PM
To: ceqacomment
Cc: 'Mark and Ray'
Subject: Toro PLN040758

My wife and I recently attended a meeting concerning a development in the Toro area. I believe this referred to as PLN040758.

We found the meeting informative and it addressed a number of our concerns regarding the project.

My wife and I came away very comfortable with the plans. We especially liked the idea that people taking their children to either nearby school would not be traveling on hwy 68 adding to our traffic problems. A no turn on red at the proposed signal during certain hours would also clear some local road congestion.

According to what we were told in the meeting, very few homes will be visible from the highway, the Lupin field will remain intact and unaltered, as will the bull & steer grazing area down the road.

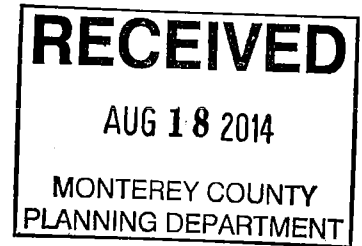
Many other issues seemed to be addressed and well thought out.

In speaking with a few of my neighbors in attendance they came away with the same opinion.

John Dresser
Long time Toro Park resident

Gonzales, Eva x5186

From: Peter Sheets [petersheets@gmail.com]
Sent: Friday, August 15, 2014 7:10 PM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone
Subject: Ferrini Ranch Project File# PLN040758



David J.R. Mack
Monterey County Resource Management Agency -Planning Department
168 W. Alisal Street, 2nd Floor - Salinas, CA 93901
ceqacomments@co.monterey.ca.us

Re: Proposed homes at Ferrini Ranch. Project File# PLN040758, Alternative 5

August 15, 2014

Dear Sir,

I have recently read the articles in the local papers regarding the proposed Ferrini development. I have also heard of this project periodically over the last eight or nine years and have wondered what happened to it. Its proposal seemed appropriate to meet the housing needs for our local citizens, whom you represent.

Please review some of the benefits these new houses will bring to our area:

Local jobs (construction and support services), homes for local families, developer-paid school fees to Washington Union School District, students for the school district, *real estate tax revenues to the county, customers for local businesses, and as a result, *sales tax revenues to Salinas and other nearby cities, a congested section of Highway 68 widened to make driving easier, safer and less stressful.

The new alterative plan will still allow for cows to graze the land, for lupines to display their glory and for drivers to see them both, in addition to the grass and oak covered hills that will remain and obscure most of the new homes.

The land owners and developers have compromised tremendously and spent a lot of money earnestly trying to appease those who were originally doubtful of the project, but the special interest groups and those opposed to the project keep asking for more. It is obvious, by now, that they do not want to participate in meaningful conversation and genuine compromise. They don't want to discuss, they want to dictate. They are not interested in downsizing the project, they want to eliminate it. We should all recognize that as being an unfair, one sided position.

There is simply no reason why these homes should not be built. Please do all you can to approve the new amended Ferrini Ranch project. I humbly request that it be approved by the county and allowed to be built as presently proposed without any unnecessary delays.

Thank you very much.
Sincerely,

Peter Sheets

cc: Clerk of the Board cob@co.monterey.ca.us

*A separate comment on taxes. The city of Salinas is planning on putting a sales tax increase of an additional 1% on the ballot later this year. They plan to put a 5% utility tax increase on cell phones on the ballot as well. Salinas and other cities are looking for more tax revenue. The best way to increase tax revenue is not to increase the tax rate on the existing base/people, but to increase the base. More housing means more real estate tax revenue. More local residents equate to more shopping and therefore, more sales tax revenue. A winery on Hwy 68 would bring more revenue and jobs.

RECEIVED

AUG 18 2014

**MONTEREY COUNTY
PLANNING DEPARTMENT**

Gonzales, Eva x5186

From: William A Silva [wsilva@woodmandev.com]
Sent: Friday, August 15, 2014 5:14 PM
To: ceqacomments
Subject: PLN040758

Please receive this letter in support of the Ferrini Ranch project and more specifically Alternative 5 as represented in the EIR. This is a good project that will create new housing in a reasonable manner that will also preserve extensive open space for generations to enjoy.

William A. Silva
President & Managing Broker
2457 Silver Cloud Court, Suite 102
Monterey, CA 93940

Woodman Development Company, Inc.
www.woodmandev.com
wsilva@woodmandev.com
(831) 647-2440
(831) 647-2450 Fax

Legacy Real Estate Group, Inc.
www.legacy-re.com
silva@legacy-re.com
(831) 647-2447

Century Construction Group, Inc.
www.centuryconstructiongroup.com

LUKE 14: 28-30

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AUG 15 2014

MONTEREY COUNTY
PLANNING DEPARTMENT

Gonzales, Eva x5186

From: Scott Sturvist [scott@sspre.com]
Sent: Friday, August 15, 2014 1:14 PM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone
Subject: PLN040758

To Mr. David Mack in reference to PLN0400758 the new Alternative 5A/B which modifies the Original submitted Plan. I would like to throw in my support for the Ferrini Ranch Subdivision, I am and have been a real estate broker right here in the Toro Park Shopping Center since 1997 and prior to that had been a Land Surveyor working with Ag Surveys for the 10 years prior to that. I have had a lot of foot traffic into my office regarding the Ferrini Ranch this last year. I get a different view from what I hear from the very vocal minority. I also have lived here in Toro Park since 1992 and have seen this school grow and contract a couple times. Adding 60 more kids to our school would just reduce the number of kids being inter district transferred and bussed in or from what I observe being driven into the area by their parents adding to our traffic problem. I am in favor of a light and the location to aide in getting onto highway 68 during rush hours and these last few years all hours of the day. I also believe that would alleviate the traffic flow going through Toro Park, even onto the side streets like mine off of Portola. By adding the additional lanes and moving the light to where it should have been years ago from what I see from the original subdivision maps of the Toro Park Estates, it makes sense. The light location would also move the congestion further away from the school parking and drop off congestion which makes getting out of Toro in the morning a nightmare. I see nothing but positive attributes to our area with the addition of this new Alternative 5A/B plan, a non-water issue, mostly invisible from sight, new homes with views-acreage, beautiful setting, not being your usual southern cal. Subdivision, hopefully local jobs, more taxes to our county, Lupin fields to remain, four lane and light improvements (the more of a four lanes along the Highway the better or at least some passing lanes). Our homes in the Highway 68 corridor are all considered older homes. Its time for a development like what is proposed for this area. Feel free to call me with ant questions.

Thank You and make Everyday a Great Day!

Scott Sturvist

Broker/Owner

Scott Sturvist Properties

Your Key to Sun Blessed Properties

DRE#01198763

MCAR Board Member, Director

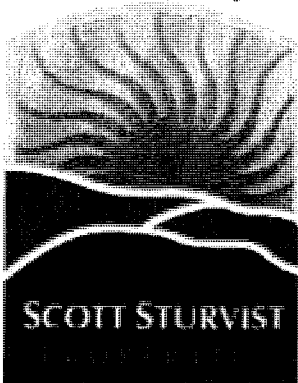
Cell 831.905.9876 Office 831.484.6621

Efax 831.789.1816

scott@sspre.com

22758 Portola Drive Salinas, Ca. 93908

Located off Hwy 68 in the Toro Park Shopping Center



RECEIVED

AUG 15 2014

**MONTEREY COUNTY
PLANNING DEPARTMENT**

Gonzales, Eva x5186

From: Tony Brigantino [tonybrig@sbcglobal.net]
Sent: Friday, August 15, 2014 10:01 AM
To: cegacomment@co.monterey.ca.us; 112-Clerk of the Board Everette
markandray@ferriniranch.com
Subject: Ferrini Ranch

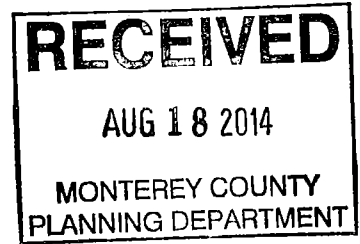
Monterey County Board of Supervisors:

I am a resident of the Toro Park area and I give my complete support for you to approve the Ferrini Ranch project. This project seems to be a moderate use of resources to provide greatly needed housing in this area. I love the fact that there will be a "bike/pedestrian path linking River Road and San Benancio Road" and a new signalized intersection at Toro Park Estates. I also like the fact that the frontage road through the "bull field" has been removed. I wholehearted agree that the vast majority of traffic on Highway 68 is caused by commuters living outside the Highway 68 corridor.

This is a spectacularly beautiful part of the world and this project brings a nice balance of supplying housing for future generations and conserving open space. We weren't the first people to inhabit this area and we shouldn't close the door on future generations. There are plenty of resources available if managed wisely and this project has been well thought out over the span of decades. I support this project as a wise use of resources, the additional highway improvements, and the bike/pedestrian path.

Sincerely,

Tony Brigantino
20295 Anza Drive, Salinas, CA



August 13, 2014

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

Re: PLN040758 Reduced Impact Alternative 5
CEQA Comments

Dear Mr. Mack,

As a resident and property owner of the Highway 68 corridor, I support the Reduced Impact Alternative 5 of the Ferrini Ranch property.

Although development of this property has been allowed and planned for forty years, this new Alternative 5 reduces the number of residential units significantly while increasing open space to 80% of the property and moving them out of view from Highway 68.

Widening of Highway 68 and the new signalized intersection for Toro Park Estates and Ferrini Ranch will increase safety and traffic flow, reducing the daily bottle-neck backup.

The addition of a pedestrian and bike path from River Road to Toro Regional Park and on to San Benancio Canyon Road will be an enormous benefit to the entire community.

Thank you for your consideration.

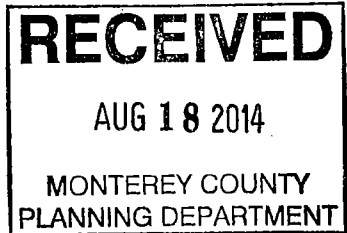
Warmly,

Catherine K. Kobrinsky-Evans

CATHERINE Kobrinsky Evans



ckevans100@sbcglobal.net
P 831 757 4089 x701 / F 831 757 0826
295 Main Street, Suite 500 / Salinas, California 93901



August 14, 2014

David J.R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

PLN040758


Mention the word development in Monterey County and everyone has an opinion so here is mine.

The recirculated draft EIR describes an alternative that cuts the amount of development allowed on the Ferrini Ranch. It raises the amount of open space to 80% of the property. It puts in a spotlight on Highway 68. Most of the development will be out of sight and not disturb people's views.

Why did it take so long to do an EIR? It's getting so that no one can do anything. Stopping everything is not a solution. The original plan was reasonable. The alternative included in the recirculated draft EIR is very generous.

What I can't understand is why adding lanes to Highway 68 is required for 185 homes or even 212 homes. Isn't Highway 68 the responsibility of the state or the county's Transportation Agency TAMC? Don't we already pay taxes to government agencies to improve our roads? If you widen lanes on the highway, will it be a new raceway for a short space? How can one development this small size be required to "fix" something because agencies haven't done their jobs? Why didn't the Bureau of Land Management have to "fix" the road when it put it the new trail head parking? There will be far more hikers than new home residents using Highway 68 over time.

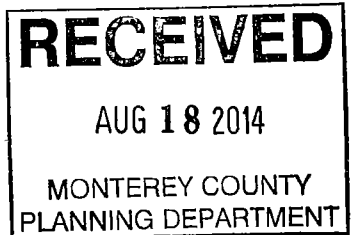
I support development of the Ferrini Ranch property.


Janet M. Parks
1269 Shell Avenue
Pacific Grove CA 93950

cc: Gail T. Borkowski, Clerk of the Board
Monterey County Board of Supervisors
P.O. Box 1728 Salinas, CA 93902

Gonzales, Eva x5186

From: William Tarp [wttarp@msn.com]
Sent: Monday, August 18, 2014 10:49 AM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone
Subject: Ferrini Ranch - PLN040758



August 17, 2014

To: David J.R. Mack, Monterey County Planning Department

ceqacomments@co.monterey.ca.us

To: Gail T. Borkowski, Clerk of the Board of Supervisors

COB@co.monterey.ca.us

From: Bill Tarp

Re: Ferrini Ranch - PLN040758

The residents of Monterey County are lucky to have the Ferrini Ranch Project proposal. Building homes in the foothills is a great alternative to building homes on the valley floor. Building homes in the hills reduces the impact to farming in the Salinas Valley. We will always need new homes in our county and by placing those in the foothills we can help protect our farming industry.

I travel Highway 68 every day and welcome the proposed improvements. It is obvious that that most of the traffic problems are caused by commuters and not residents. The new signaling and road widening will help move traffic away from the current bottlenecks.

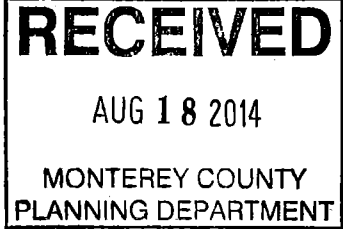
In the new Plan, there is a Reduced Impact Alternative 5A/B that I support. It lessens the impact to the Ferrini Ranch by maintaining the Cattle Ranch operation on the property as permanent open space and reduces the number of homes from 447 to 212. It is not often that we see 602 acres set aside as grassland and oak forest. I welcome this alternative.

This is a plan worth supporting.

Bill Tarp
PO Box 1251
Salinas, CA 93902
831-443-8300

Gonzales, Eva x5186

From: Norm Groot [norm@montereycfb.com]
Sent: Monday, August 18, 2014 10:21 AM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone
Subject: Comment Letter: FERRINI RANCH D-EIR
Attachments: Ferrini Ranch support letter 081814.pdf



Attached please find our comment letter on the Ferrini Ranch draft EIR, reference # PLN040758.

Norm Groot

Executive Director,

Monterey County Farm Bureau

931 Blanco Circle / P.O. Box 1449, Salinas CA 93902-1449

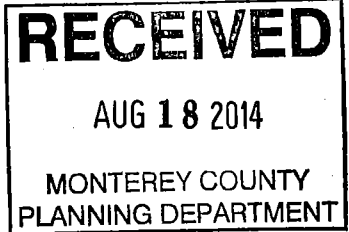
Office: 831/751-3100 Cell: 626/893-2277 Fax: 831/751-3167

norm@montereycfb.com

www.montereycfb.com



**FARM BUREAU
MONTEREY**



August 18, 2014

David J.R. Mack
Planning Department,
Monterey County Resource Management Agency
168 W. Alisal St., Second Floor
Salinas, CA 93901

RE: Ferrini Ranch DRAFT Environmental Impact Report
Reference # PLN040758

Dear Mr. Mack:

Monterey County Farm Bureau represents family farmers and ranchers in the interest of protecting and promoting agriculture throughout our County. We strive to improve the ability of those engaged in production agriculture to provide a reliable supply of food and fiber through responsible stewardship of our local resources.

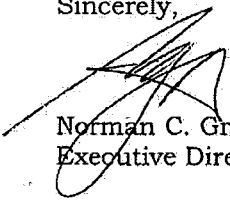
Upon review of the recirculated draft Environmental Impact Report for this project, we find the Alternative 5 project plan fits within the land use policies of our organization. The amount of dedicated open space that this project will preserve will allow continued grazing activities, maintain view sightlines, and enhance traffic management in the Toro Park area of Highway 68. The project also includes a wine welcoming center that will serve as a gateway to the Monterey County Wine Corridor, and important element of this project.

Development of the Ferrini Ranch property has been contemplated for more than 40 years; over the years of planning, many iterations of the project plan have evolved upon consideration of input from interested parties and are now included as elements of this alternative plan.

On behalf of the Board of Directors of Monterey County Farm Bureau, we offer our support of the recirculated draft Environmental Impact Report for Alternative 5 of the Ferrini Ranch development project.

Thank you for the opportunity to comment.

Sincerely,



Norman C. Groot
Executive Director

Cc: Gail T. Borkowski, Clerk of the Board, Monterey County Board of Supervisors

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AUG 18 2014

MONTEREY COUNTY
PLANNING DEPARTMENT

Gonzales, Eva x5186

From: Tom Carvey [tcarvey23@gmail.com]
Sent: Saturday, August 16, 2014 6:19 PM
To: cegacomments@co.monterey.ca.us; 112-Clerk of the Board Everyone
Cc: markandray@ferriniranch.com
Subject: Comments on PLN040758
Attachments: Ferrini Ranch letter of support from Tom Carvey 08-16-14.pdf

To David Mack, Monterey County Resource Management Agency

Please see below and attached my comments on PLN040758, the Ferrini Ranch Project, concerning the Recirculated DEIR and the Reduced Impact Alternative 5A/B

August 16, 2014

Dear Mr. Mack,

I am writing to express my support for the Ferrini Ranch project, especially in the light of the Recirculated DEIR and the Reduced Impact Alternative 5A/B. In order for our county to move forward economically, predictability on the part of government is a key requirement. Our county has had a plan for the Toro area for more than 40 years, and the development of the Ferrini Ranch has been a part of that plan for that entire time.

As you know, the recent Recirculated DEIR and Reduced Impact Alternatives 5A/B offer an excellent way for this area to be developed, new homes to be built, and our community kept economically viable. I have personally toured the proposed project, and was very impressed with the way the building sites have been located. The proposed building sites are scarcely, if at all, visible from Highway 68 or the Toro Park area. In addition, I understand that 80% of the 703 acres will be kept in open space. I think it is remarkable that the developers have agreed to use only 20% of the land they own for building.

Considering the future economy of our county, the proposed wine corridor offers an excellent way for the diversification of our agriculture industry. Viticulture offers great opportunities for jobs and the economic growth of our county. The Ferrini Ranch project proposes a gateway to such a wine corridor; we should take advantage of this opportunity.

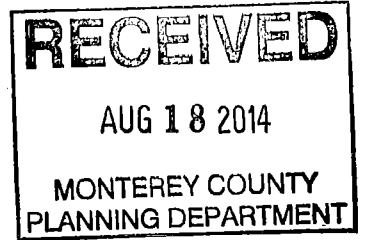
85% of our county's population growth is the result of people having children. We are growing naturally, and our housing must grow also. Along with growth, growing pains are to be expected. There will be more cars on the road, and water will be needed. But Alternatives 5A/B have addressed these concerns in reasonable and well-vetted ways. Property owners have the right to develop their property, and it is the role of government to assure predictability in this process.

After 40 years, it is time to move ahead with this project. The Ferrini Ranch project offers many benefits to the community and should be adopted. The original project proposal was a good one, but if an alternative need be chosen, Alternative 5A/B would be best.

Sincerely,

Tom Carvey

Best regards,
Tom Carvey
P.O. Box 225
Lockwood, CA 93932
(831) 596-6587
tcarvey23@gmail.com



Tom and Susan Carvey
PO Box 225
Lockwood, CA 93932
Tcarvey23@gmail.com

David J.R. Mack
Monterey County Resource Agency
Planning Department
168 W. Alisal St., 2nd Floor
Salinas, CA 93901

August 16, 2014

Dear Mr. Mack,

I am writing to express my support for the Ferrini Ranch project, especially in the light of the Recirculated DEIR and the Reduced Impact Alternative 5A/B. In order for our county to move forward economically, predictability on the part of government is a key requirement. Our county has had a plan for the Toro area for more than 40 years, and the development of the Ferrini Ranch has been a part of that plan for that entire time.

As you know, the recent Recirculated DEIR and Reduced Impact Alternatives 5A/B offer an excellent way for this area to be developed, new homes to be built, and our community kept economically viable. I have personally toured the proposed project, and was very impressed with the way the building sites have been located. The proposed building sites are scarcely, if at all, visible from Highway 68 or the Toro Park area. In addition, I understand that 80% of the 703 acres will be kept in open space. I think it is remarkable that the developers have agreed to use only 20% of the land they own for building.

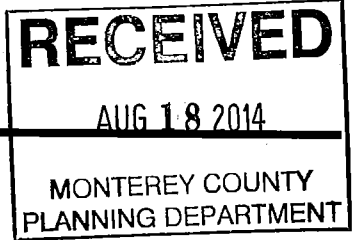
Considering the future economy of our county, the proposed wine corridor offers an excellent way for the diversification of our agriculture industry. Viticulture offers great opportunities for jobs and the economic growth of our county. The Ferrini Ranch project proposes a gateway to such a wine corridor; we should take advantage of this opportunity.

85% of our county's population growth is the result of people having children. We are growing naturally, and our housing must grow also. Along with growth, growing pains are to be expected. There will be more cars on the road, and water will be needed. But Alternatives 5A/B have addressed these concerns in reasonable and well-vetted ways. Property owners have the right to develop their property, and it is the role of government to assure predictability in this process.

After 40 years, it is time to move ahead with this project. The Ferrini Ranch project offers many benefits to the community and should be adopted. The original project proposal was a good one, but if an alternative need be chosen, Alternative 5A/B would be best.

Sincerely,

Tom Carvey



Gonzales, Eva x5186

From: al [alnjeannie@comcast.net]
Sent: Sunday, August 17, 2014 7:30 PM
To: ceqacomments
Subject: Ferrini Ranch

Myrna Pedersen
22309 Capote Dr
Salinas, CA 93908
(831) 484-9350

August 17, 2014

RE: Ferrini Ranch Subdivision
(PLN040758)

I appreciate this opportunity to express my thoughts on the Ferrini Ranch plans. On the surface, the plan appears to be well thought out. However, in view of the current economy (with little expectation of change in the near future) I question the wisdom of adding more housing with the current drought situation.

The **impact on our limited water resources** needs to be considered. The proposal to pull water from wells in the Salinas Valley aquifer does spare the Toro aquifer but the Salinas Valley aquifer does not represent an unlimited supply. With pending legislation to monitor and therefore regulate ground water pumping, there is a serious threat to our local agriculture economy. Providing water for large residential units would further impact the amount of water available to our agriculture. The prospect of increased tax revenue does not offset the possible loss of revenue from our agriculture industry. I have also heard that this water use will help replenish the Toro aquifer. This would happen only if a large amount of water is used and allowed to percolate into the Toro system.

The **impact on Hwy 68** is a major traffic issue. The proposed freeway expansion will have a negative impact on many homes in Toro Park Estates, decreasing their value. It has the potential of increasing the noise level throughout the Toro Park Estates subdivision.

Another of my major concerns is the **segregation of housing**, clustering the lower priced homes on small lots on the east side of Toro County Park. These homes should be mixed with the other homes on the west side of the park with a few of the higher priced homes being placed on larger lots on the east side. These homes should be of the design and density of existing homes on 117 Drive. This is an ideal spot to place a few homes that would allow the families to raise a horse or 4-H animals. Blending the two types of housing in both the east and west side of the park could then be of benefit to both Spreckels and Washington Union School districts.

Alternative Suggestions:

Re Water No approval of residential draws on the Salinas Valley or Toro aquifers until a sustainable water source is available and proven.

Re Traffic: Postpone development until the road at East Garrison is open and connected to Seaside/Monterey. Much of the traffic could be directed that way.

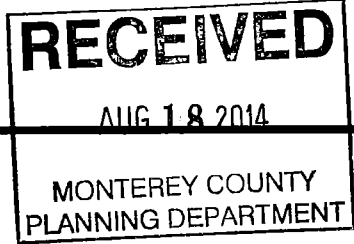
Re: Spreckels School and Washington Union School : Mix all levels of housing, dividing the population between the two school districts.

I would welcome the opportunity to further discuss this with you.

Yours truly,

Myrna Pedersen

Gonzales, Eva x5186



From: Mike Parrish [mdpfly93908@yahoo.com]
Sent: Sunday, August 17, 2014 3:12 PM
To: ceqacomments
Subject: Ferrini Ranch

I would like to post a comment regarding file number PLN040758.

I have been a resident of Toro park Estates for 38 years. I have been to two town hall meetings about the proposed Ferrini Ranch project and have read several pieces of information about it. I am in favor of alternate plan 5a/b, the reduced lot count and reduced impact design.

I feel the developers have made an honest effort to address the concerns of the local residents. There will be fewer lots developed than originally proposed. The footprint of the wine facility will be reduced. The increased traffic will be abated by widening Highway 68 to four lanes in the area of the project. I also like the fact that the scenic areas known as the, "lupine field," and the, "bull pasture," will be left untouched. About 70% of the land will be left as open space.

I am also in favor of the project for the economic boost it will give to local construction, landscape, and materials companies. I also feel the local school district will benefit.

For these reasons, I am in favor of the project and would like to see it built.

Mike Parrish
22586 Veronica Dr.
Salinas, Ca 93908

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AUG 18 2014

MONTEREY COUNTY
PLANNING DEPARTMENT

Gonzales, Eva x5186

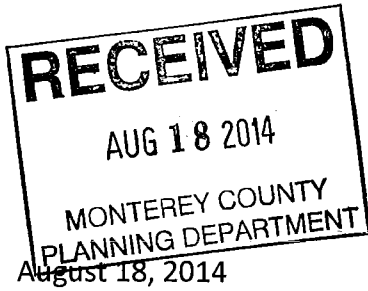
From: Virgil Piper [pipersvc@sbcglobal.net]
Sent: Sunday, August 17, 2014 2:18 PM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone
Subject: Ferrini Ranch PLN040758
Attachments: County Planning Ferrini Ranch 14-01.docx

Gentlemen:

Please forgive this late response (a letter is also in the mail), but I have a couple of comments with respect to the Ferrini ranch development - please see attached.

Virgil M. Piper

Marina Planning Commissioner



Virgil M. Piper
3010 Eddy St., Marina, CA. 93933
(831) 384-9595 (fax 384-6059)
pipersvc@sbcglobal.net

Mr. David J.R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901
Re: Ferrini Ranch: PLN040758

Gentlemen:

Us older folks can remember a time when small communities actually placed a welcome mat out for strangers to come and be a part of the community. But times have changed and the welcome mat has been replaced with a "keep out" attitude – not just in Monterey County but in nearly every community throughout our state.

On the other hand, state politicians favor population growth. California Code section 65580-65589.8, passed in 1969 mandates that local governments plan to meet existing and projected housing needs for all economic segments of the community. According to data provided by California's Department of Finance, Monterey County is expected to have a population increase of more than 150,000 between 2010 and 2060 – or an average of a modest 3,000 residents per year. This, compared to the Los Angeles, Sacramento or San Francisco area, is almost a "no-growth" computation – so it would appear those who have favor a "keep out" policy have succeeded in our community.

Never-the-less, State law requires our community to plan for that modest 3,000 per year population growth. Those folks who favor "smart growth" point to Fort Ord and contend those developments handle Monterey County's obligations with respect to the California Code. In other words: "Not here – **let George do it!**"

We come at last to "**FERRINI RANCH.**" Project plans for this development originated in 1980 but Monterey County did not deem the development application complete until April, 2005. Incredibly, it is nine years later and this project is still seeking final approval . . . why?

Land Watch of Monterey County has jumped into the fray with the usual warnings of massive destruction of historic oak trees, exacerbated traffic problems and additional strain on the already over-drafted Salinas Valley groundwater basin. The Ferrini Ranch project has been reduced from the original 599 residential units to 447, then to 212 units, and now 185 housing units to be strategically placed to preserve existing trees. Moreover, 703 acres of this 870 acre site will be dedicated as open space in perpetuity.

The entire project will utilize lots east of existing hills which will obscure housing development from the Highway 68 corridor. The current scenic view with grazing land will be preserved. This project will widen the highway for a little more than one mile and offers a signalized intersection to assist in traffic control not only for their project but will assist the existing Toro Park access to Hwy 68.

This project does not draw water from the Toro Basin; instead it comes from the Salinas Valley aquifer upon which the owners have paid standby fees for many years. This project creates bike and pedestrian paths, offers new funding for the local school district, etc, etc.

*The owners and builders of this project have virtually bent over backward in compromise with **Monterey County**. It is unlikely this county will ever see another project offering and even being able to afford the amenities provided in this plan. So what's the hold-up here? Don't let "George" do it. . . **get on with it!***

Sincerely,

ss: Virgil M. Piper

Virgil M. Piper

Marina Planning Commissioner

cc: Gail T. Borkowski, Clerk of the Board

Monterey County Board of Supervisors

P.O. Box 1728

Salinas, CA. 93902

RECEIVED

AUG 18 2014

MONTEREY COUNTY
PLANNING DEPARTMENT

Gonzales, Eva x5186

From: Tom Folliard [tomfolliard57@gmail.com]
Sent: Friday, August 15, 2014 8:29 PM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone
Subject: Ferrini Ranch Project (PLN040758)
Attachments: David Mack letter.pdf

To who it may concern:

Please include the attached letter when making your decision regarding the Ferrini Ranch Project.

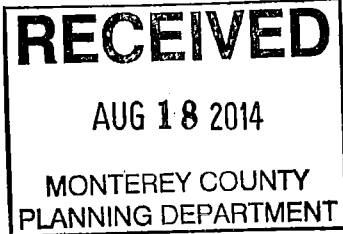
Thank you.

"A great attitude is not the result of success; success is the result of a great attitude". Earl Nightingale

Tom Folliard
Coldwell Banker - Gay Dales Realtors
444 South Main Street
Salinas, Ca. 93901
Office: (831) 424-0771 Cell: (831) 262-9296
Website: www.tomfolliardsellshomes.com

August 15, 2014

David J.R. Mack
Monterey County Resource Management Agency
Planning Department
168 West Alisal Street
Salinas, Ca. 93901



Dear David,

As a long term resident of Highway 68 and South Salinas and frequent commuter using the Highway 68 corridor, I strongly support the Reduced Impact Alternative 5A/B plan for the Ferrini Ranch property. While I, like many people, tend to resist further development, I believe after studying the project, that the benefits of the Ferrini Ranch project should justify moving forward on this.

The reasons that I believe this project should be approved are as follows:

- 1) They are only developing 20% of the property creating a minimal impact on the scenery that we all enjoy. I'm happy that the cows and the lupin will remain significantly undisturbed.
- 2) This project is being built on land that is not considered prime agricultural land, preserving that land.
- 3) Most of the homes are being built so that they will not even be visible from Highway 68 preserving the scenery we all enjoy.
- 4) The partial widening of some of Highway 68 can do nothing but improve the traffic congestion we already experience.
- 5) The building of this project will create an economic boost that Monterey County so desperately needs.
- 6) After the neighborhood is established it will be a long term, strong economic boost to the Highway 68 business community and school district.
- 7) I personally will be looking forward to the new bike paths this project will provide.

Please support this project which I believe is very well designed and will be a benefit for all involved.

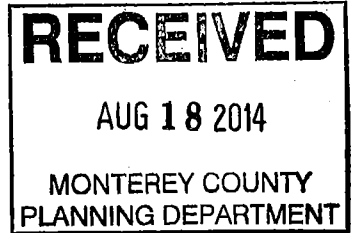
Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tom Folliard". The signature is fluid and cursive, written over a horizontal line.

Tom Folliard

Gonzales, Eva x5186

From: Warren Wayland [warrenw@hw-cpa.com]
Sent: Monday, August 18, 2014 2:44 PM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone
Subject: PLN040758 -Alternative 5A/B
Attachments: Shelpdesk14081813411.pdf



F. WARREN WAYLAND

Co-Founder



warrenw@hw-cpa.com | 831.759.6306

HAYASHI | WAYLAND

1188 Padre Drive, Suite 101

Salinas, CA 93901

FAX: 831.759.6380

  hw-cpa.com

From: helpdesk@hw-cpa.com [<mailto:helpdesk@hw-cpa.com>]

Sent: Monday, August 18, 2014 2:42 PM

To: Warren Wayland

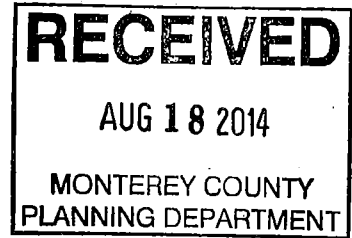
Subject: Message from helpdesk

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For information on new tax laws, upcoming events, or other useful information, please visit our website at www.hw-cpa.com.



August 14, 2014

To: ceqacomment@co.monterey.ca.us
Cc: Clerk of the Board -- COB@co.monterey.ca.us
SUBJECT: PLN040758 – Alternative 5A/B

This letter is to express my support of the new proposed plan for the Ferrini Ranch project in the Recirculated DEIR (2014): Reduced Impact Alternative 5A/B.

The proposed project has been well designed to respect and minimize potential visual, traffic, wildlife corridors and open space impacts. It provides opportunity for helping the local economy with inclusion of a wine-related facility, as well as jobs during planning, construction and on-going maintenance of the homes and facility.

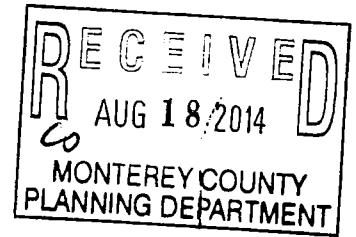
I believe the property owners have been quite sensitive to the community's concerns and have responded by adjusting their plans to positively meet the community's needs, including a reduction to 185 homes. This is significantly less than one-half of the 447 homes allowed under the applicable County land use plan.

For all of the above reasons, and more, I strongly recommended approval of the project, as proposed.

Sincerely,

A handwritten signature in black ink that reads "Warren Wayland". The signature is written in a cursive style with a large, prominent "W".

Warren Wayland



To: David Mack
Monterey county Resource Management Agency
Planning Department
Re: PLN040758
Reduced Impact Alternative 5A/B

Mr. Mack,

After careful review of the alternative plan, I support the plan as written. The planned development is a well-balanced percentage of residential, commercial and open land. The Access road and improvements that will be made on Highway 68 is a fair requirement that the developer will bear. The minimal number of residential structures will ensure that there will be a negligible increase in the numbers of "rush hour Commuters."

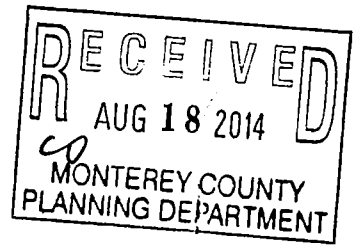
Again, I state that I support the Reduced Impact Alternative Plan 5A/B.

Thank you

A handwritten signature in cursive script that reads "Shirley Vuksic".

Shirley Vuksic
Salinas resident

8/15/14



To: David Mack
Monterey county Resource Management Agency
Planning Department
Re: PLN040758
Reduced Impact Alternative 5A/B

Mr. Mack,

After careful review of the alternative plan, I support the plan as written. The planned development is a well-balanced percentage of residential, commercial and open land. The Access road and improvements that will be made on Highway 68 is a fair requirement that the developer will bear. The minimal number of residential structures will ensure that there will be a negligible increase in the numbers of "rush hour Commuters."

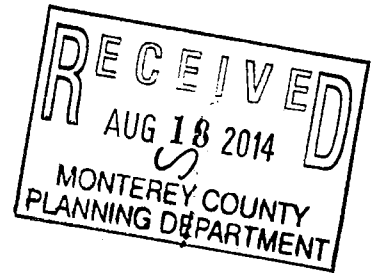
Again, I state that I support the Reduced Impact Alternative Plan 5A/B.

Thank you

A handwritten signature in cursive script that reads "Mitchel Vuksic".

Mitchel Vuksic
Salinas resident
831-214-0437

8-16-14



David J.R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas CA 93901
RE: PLN40758 Alternative 5A/B

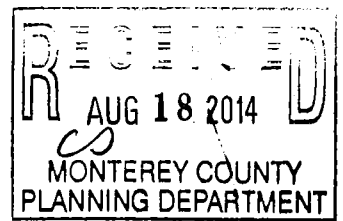
Dear Planning Department,

I think the developer has taken great measures for this plan and including the new signalized intersection for widening a part of HWY 68 and the open space, I think this should be approved.

Thank you,

Olivia Chaboya
18591 Northridge Dr
Salinas Calif 93906

81614



David J.R. Mack

Monterey County Resource Management Agency

Planning Department

168 W. Alisal Street, 2nd Floor

Salinas CA 93901

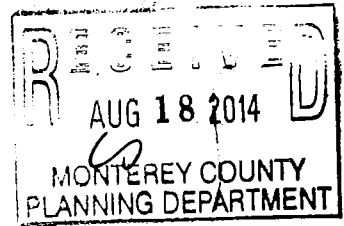
RE: PLN40758 Alternative 5A/B

Dear Mr. Mack,

I believe this plan should be approved....after 40 years and all the developer has done, I don't think you could ask for more. This is a great plan that benefits everyone.

Thank you,

Clemente Chaboya
18541 Northridge Drive 8-16-14
Salinas, CA 93906



David J.R. Mack

Monterey County Resource Management Agency

Planning Department

168 W. Alisal Street, 2nd Floor

Salinas CA 93901

RE: PLN40758 Alternative 5A/B

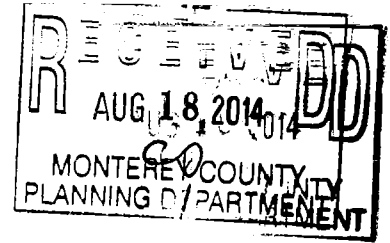
Dear Mr. David Mack,

After looking at this plan I think it gives great opportunities to my children and grandchildren for homes and jobs. I think this should be approved.

Thank you,

Shane Chaboya
18591 Northridge Dr
Salinas Ca 93904

8-16-14



David J.R. Mack

Monterey County Resource Management Agency

Planning Department

168 W. Alisal Street, 2nd Floor

Salinas CA 93901

RE: PLN40758 Alternative 5A/B

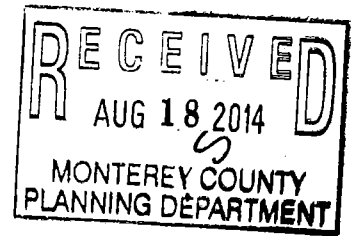
To whom it may Concern,

This project preserves agricultural land and gives homes and open space to the area. This should be approved. Really unsure why this is a question.

Sincerely

ERIC CHATBOY
185591 Northridge Dr
Salinas CA 93916

8-16-14



David J.R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas CA 93901
RE: PLN40758 Alternative 5A/B

Dear Mr. Mack,

After reading the article in the Californian, I think this is a great plan and should be approved.

With the housing and open space I think it is a great plan for Salinas.

Thank you,

Lena Keller
1855 Northridge Dr.
Salinas, CA 93906

8-16-14

RECEIVED
AUG 18 2014
CS
COUNTY
DEPARTMENT

To: David Mack
Monterey county Resource Management Agency
Planning Department
Re: PLN040758
Reduced Impact Alternative 5A/B

Mr. Mack,

After careful review of the alternative plan, I support the plan as written. The planned development is a well-balanced percentage of residential, commercial and open land. The Access road and improvements that will be made on Highway 68 is a fair requirement that the developer will bear. The minimal number of residential structures will ensure that there will be a negligible increase in the numbers of "rush hour Commuters."

Again, I state that I support the Reduced Impact Alternative Plan 5A/B.

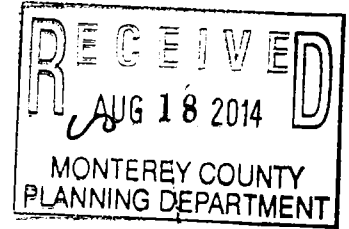
Thank you



Chris Mayer
Salinas resident

8-15-14

To: David Mack
Monterey county Resource Management Agency
Planning Department
Re: PLN040758
Reduced Impact Alternative 5A/B



Mr. Mack,

After careful review of the alternative plan, I support the plan as written. The planned development is a well-balanced percentage of residential, commercial and open land. The Access road and improvements that will be made on Highway 68 is a fair requirement that the developer will bear. The minimal number of residential structures will ensure that there will be a negligible increase in the numbers of "rush hour Commuters."

Again, I state that I support the Reduced Impact Alternative Plan 5A/B.

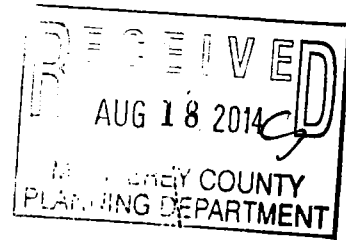
Thank you

A handwritten signature in black ink, appearing to be "Heather Rosbach".

Heather Rosbach
Salinas resident

8-15-14

To: David Mack
Monterey county Resource Management Agency
Planning Department
Re: PLN040758
Reduced Impact Alternative 5A/B



Mr. Mack,

After careful review of the alternative plan, I support the plan as written. The planned development is a well-balanced percentage of residential, commercial and open land. The Access road and improvements that will be made on Highway 68 is a fair requirement that the developer will bear. The minimal number of residential structures will ensure that there will be a negligible increase in the numbers of "rush hour Commuters."

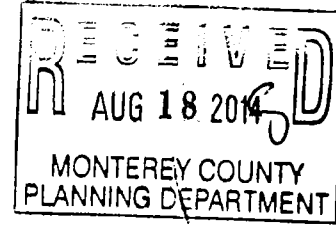
Again, I state that I support the Reduced Impact Alternative Plan 5A/B.

Thank you

Michael Mayer
Salinas resident

A large, stylized handwritten signature in black ink, appearing to read "Michael Mayer".

8-15-14



David J.R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Re: PLN040758 -- Alternative 5A/B

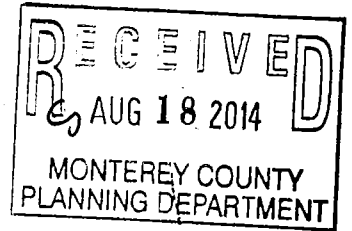
Dear Mr. Mack:

I am in favor of the new proposed plan in the Recirculated DEIR (2014): Reduced Impact Alternative 5A/B. It substantially reduces the amount of development. For example, it reduces the number of residential units, the size of the wine-related facility, creates more open space and retains scenic views – all of which I think is very significant.

I appreciate the opportunity to comment on the development plan and thank you for your consideration.

Gordon Palmer
18444 OAKVIEW PLACE
SALINAS, CA.
93908

Copy: Gail T. Borkowski, Clerk of the Board



David J.R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Re: PLN040758 -- Alternative 5A/B

Dear Mr. Mack:

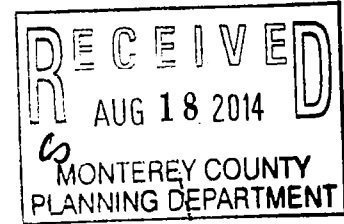
This project has my approval. I am pleased with the limited development, as proposed, and foresee it as a positive future addition to our community.

Thank you.

A handwritten signature in black ink, appearing to read "John Paluck". The signature is fluid and cursive.

JOHN PALUCK
22512 INDIAN SPRINGS RD
SALINAS CA 93908

CC: Gail T. Borkowski, Clerk of the Board, Monterey County Board of Supervisors



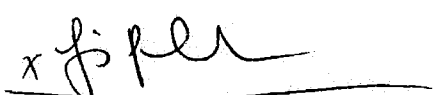
David J.R. Mack
 Monterey County Resource Management Agency
 Planning Department
 168 W. Alisal Street, 2nd Floor
 Salinas, CA 93901

Re: PLN040758 -- Alternative 5A/B

Dear Mr. Mack:

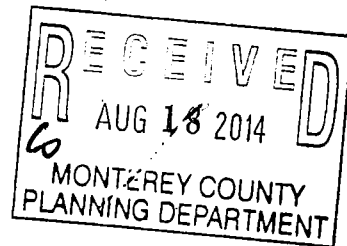
The property owners of the Ferrini Ranch Project have responded to the community's concerns in an environmentally responsive manner. Therefore, I am in favor of the project being approved.

Your consideration is appreciated.

x 
 Louis Paluch

27597 Prestancia Cir.
 Salinas, CA 93908

Copy to: Gail T. Borkowski, Clerk of the Board



David J.R. Mack
Monterey County Resource Management Agency
Planning Department
168 W. Alisal Street, 2nd Floor
Salinas CA 93901
RE: PLN40758 Alternative 5A/B

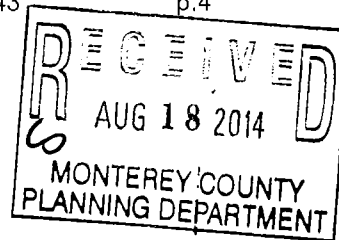
The Ferrini Ranch property owners have a right to develop their property. They have been sensitive in their planning and will to adjust their plans. Few land owners would be willing to give up 80% of their property for permanent conservation and open space and have fewer homesites. As a resident of Salinas and a business owner, I think this plan should be approved.

Thank you,

A handwritten signature in cursive script, appearing to read "Maria Lavorato".

- Maria Lavorato
1157 San Fernando
Salinas, CA 93901

Cc: Gail T. Borkowski, Clerk of the Board
Monterey County Board of Supervisors
P.O. Box 1728
Salinas, CA 93902



David J.R. Mack

Monterey County Resource Management Agency

Planning Department

168 W. Alisal Street, 2nd Floor

Salinas CA 93901

RE: PLN40758 Alternative 5A/B

As a resident of Salinas and a business owner I believe the Ferrini Ranch proposed project will provide a substantial number of jobs for the local construction industry and increased business for those businesses located in and around the area and will still keep the beauty of the area. I think it is more than reasonable and should be approved.

Thank you,

A handwritten signature in black ink, appearing to read "Ralph Bozzo". The signature is fluid and cursive.

Ralph Bozzo

22751 Picador

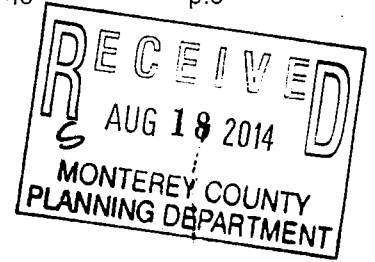
Salinas, CA 93908

Cc: Gail T. Borkowski, Clerk of the Board

Monterey County Board of Supervisors

P.O. Box 1728

Salinas, CA 93902



David J.R. Mack

Monterey County Resource Management Agency

Planning Department

168 W. Alisal Street, 2nd Floor

Salinas CA 93901

RE: PLN40758 Alternative 5A/B

After reading this plan, I feel it would benefit Salinas and the County by offering homes and keeping the views from HWY 68. The addition of the bike/pedestrian path is a great idea. I like this plan and think it should be approved.

Thank you,

A handwritten signature in cursive script that reads "Gina Filice".

Gina Filice

22380 Ortega

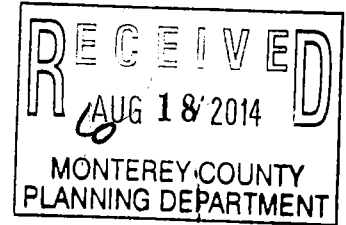
Salinas, CA 93908

Cc: Gail T. Borkowski, Clerk of the Board

Monterey County Board of Supervisors

P.O. Box 1728

Salinas, CA 93902



David J.R. Mack

Monterey County Resource Management Agency

Planning Department

168 W. Alisal Street, 2nd Floor

Salinas CA 93901

RE: PLN40758 Alternative 5A/B

The Ferrini Ranch owners have spent years fine tuning this plan. With the reduced amount of homes and increased amount of permanent open space, I don't see a down side to this project and hope it is approved.

Thank you,

A handwritten signature in cursive script, appearing to read "Anna Altomare".

Anna Altomare

239 Encinada Dr.

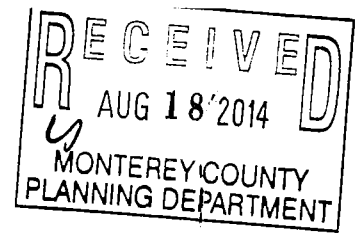
Salinas, CA 93901

Cc: Gail T. Borkowski, Clerk of the Board

Monterey County Board of Supervisors

P.O. Box 1728

Salinas, CA 93902



To: David Mack
Monterey county Resource Management Agency
Planning Department
Re: PLN040758
Reduced Impact Alternative 5A/B

Mr. Mack,

After careful review of the alternative plan, I support the plan as written. The planned development is a well-balanced percentage of residential, commercial and open land. The Access road and improvements that will be made on Highway 68 is a fair requirement that the developer will bear. The minimal number of residential structures will ensure that there will be a negligible increase in the numbers of "rush hour Commuters."

Again, I state that I support the Reduced Impact Alternative Plan 5A/B.

Thank you

A handwritten signature in cursive script that reads "Katie Sanchez".

Katie Sanchez
Salinas resident

8-15-14

RECEIVED

AUG 18 2014

**MONTEREY COUNTY
PLANNING DEPARTMENT**

Gonzales, Eva x5186

From: Susan Merrill [susanwmerrill@yahoo.com]
Sent: Monday, August 18, 2014 3:28 PM
To: ceqacomments
Cc: 112-Clerk of the Board Everyone
Subject: PLN040758--Alternative 5A/B

Please accept this email in support for the Ferrini Ranch project in the Recirculated DEIR (2014), Reduced Impact Alternative 5A/B.

The proposed project has been well designed and addressed all issues of concern. I feel the plans have been reduced to meet the community concern and the owners deserve this to move forward. Again, I totally support the approval of this project.

Thank you.

Sincerely,

Susan Merrill
Reservation Rd.
Salinas, Ca. 93908