

DNCA/FONC/RBDA Preferred Northern Entrance Package

Since 2018, DNCA (subsequently joined by FONC and RBDA) has been fighting for the sole (non-emergency) Northern Trailhead and Parking Lot to be the Mocettini Barn Alternative at the foot and immediately north of the knoll on which BLM's Warrenella Road Gate Parking Area was proposed. **See Exhibit 1, DNCA's Mocettini Barn Alternative - 3/18/2022 RRM Preliminary Plan and supporting Notes (the Landscape Architect).**

On 7/21/2021 DNCA, FONC, and RBDA appealed BLM's decision to place the Northern Entrance at the intersection of Warrenella Road and Cement Plant Road, as well as the Warrenella Top Parking Lot about a mile up Warrenella Road. On 8/31/2022 the Interior Board of Land Appeals (IBLA) rendered a Decision in Appellants favor setting aside Implementation Action MA-REC-23 (all north of Davenport parking) and found that Implementation Action MA-REC-24 (Marina Gate Parking Area) is impossible to implement.

The basis of the IBLA order to set aside was "the importance [in the RMPA] of concurrently building both the Warrenella Road Gate and the Marina Ranch Gate Parking Areas and the potential environmental impacts of building only the Warrenella Road Gate Parking Area." Even though BLM is not in position to build both areas concurrently at this time, it has now started a new environmental review process toward adoption of an Implementation Action for the Northern Entrance. In the interim there is new information or changed circumstances which warrant consideration:

- Warrenella Road Gate Parking Area was rough graded commencing about 13 days prior to the IBLA Decision and while a Petition for Stay had been pending for approximately 100 days. As a result of the Decision, further grading work had to cease.
- Video <https://youtu.be/6wGkWoxGxpw> of recreation vehicles simultaneously attempting to traverse the Cement Plant Road in opposite directions in a narrow stretch up to 300 feet long commencing about 150 feet south of Mocettini Barn shows that travel by visitors and others to or from an entry/exit adjacent to Warrenella Road is not feasible. See Statement of Don Curfman (Exhibit 2). Widening is not proposed by either the County or BLM and would not be feasible economically or environmentally.
- the Mocettini Barn Alternative has become even more logical as BLM has received a \$2.5 Million Great American Outdoors Act Legacy Restoration Fund Grant for Restoration of Mocettini Barn and that project includes funding to "improve recreation access" and was described by the BLM Field Manager as a Living History Center/Event Center needing parking in the location generally shown in DNCA's 3/18/2022 Preliminary Plan.

The DNCA/FONC/RBDA "Preferred Northern Entrance" addresses all of the above issues in the **Conceptual Schematic** (Exhibit 3). It would allow the already graded knoll site to be used as Mitigation until the Southern Entrance is implemented (accessed **ONLY** from the inland end of the Mocettini Barn Parking Area along the inland side of the knoll and up an already-graded access to the graded knoll top); and/or restored or partially restored based on parking demand.

The Southern Entrance must be processed concurrently and constructed within a limited agreed upon time by using the Yellow Bank South Gate Alternative already supported in concept by BLM (**Yellow Bank RRM Preliminary Plans**, Exhibit 4).

The way forward should include BLM collecting a baseline inventory as legally required.

EXHIBIT 1

DNCA's Mocettini Barn Alternative 3/18/2022 RRM Preliminary Plan and supporting Notes



3-18-2022

A few things to note about this layout:

1. The parking and access road are laid out to avoid the steep slope of the mesa to the south.
2. There's a power pole on Cement Plant Road right at the entrance location which I show (approximate) in the lower left corner. Your [John Barnes] parking layout does not show the pole and it didn't appear there was enough room to put the parking entrance road on the south side of the pole.
3. The drawing shows the existing ranch fence in light blue and a proposed fence in yellow. The area of the parking impact into the coral would be about 0.29 acres.
4. There are roughly 55 parking spaces and 2 ADA spaces. You could probably squeeze in 10 more spaces or provide parallel parking in a few locations.
5. The road is 24' wide, the parking spaces 9'x18' and the turnaround has 37' Rad.



Brian A. Hannegan, ASLA

Manager of Landscape

Architecture

949 547 8596

EXHIBIT 2

Statement of Don Curfman

10/30/2022

To Whom It May Concern:

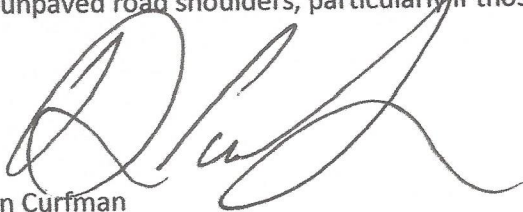
On October 26, 2022 at the request of representatives of the Davenport North Coast Association (DNCA) and Friends of the North Coast (FONC) I drove my Class A motorhome north on Highway 1 and turned right onto the northernmost end of Cement Plant Road near Davenport California. The purpose was to ascertain the feasibility of driving a large vehicle on that road, particularly if other large vehicles are driving in the opposite direction. My motorhome is 8.5 feet wide (excluding mirrors).

The following activities were videotaped by DNCA representatives. I first headed south on Cement Plant Road and stopped beyond the Mocettini Barn and the cattle loading chute and adjacent to a gate wide enough for large vehicles. I was informed that this was the approximate location for access to a proposed alternative parking lot preferred by DNCA and FONC. I stopped with my passenger side wheels sitting on the outside right edge of the pavement of Cement Plant Road. While stopped at this location three "test" vehicles of varying widths passed my motorhome going in the opposite direction. All three vehicles were able to pass my motorhome safely, including the 8.5 foot wide Recreational Vehicle with a Camper on the back and towing a trailer full of bicycles (Camper RV).

At this location I also demonstrated that my motorhome could turn left so as to pass through the gate at this DNCA-proposed parking lot access point.

I then drove further south up the narrowing stretch of Cement Plant Road approximately 120 feet and stopped the motorhome at the narrowest section of the road. Again, my passenger side wheels were sitting on the outside edge of the pavement. At this location none of the "test" vehicles could pass my motorhome and remain on the pavement; in fact the two larger vehicles were physically incapable of passing my motorhome even by driving onto the shoulder/drainage area and the driver of the third (and smallest) "test" vehicle gave up passing by when it appeared that it would scrape against the bank of the road on its passenger side if it attempted to completely pass my motorhome.

I have driven my motorhome cross-country several times and have a good sense of its limitations. I was careful to not leave the pavement of Cement Plant Road because it is unsafe to drive vehicles of this size on unpaved road shoulders, particularly if those dirt shoulders could be wet or sloped.

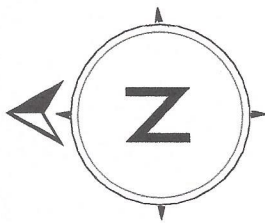
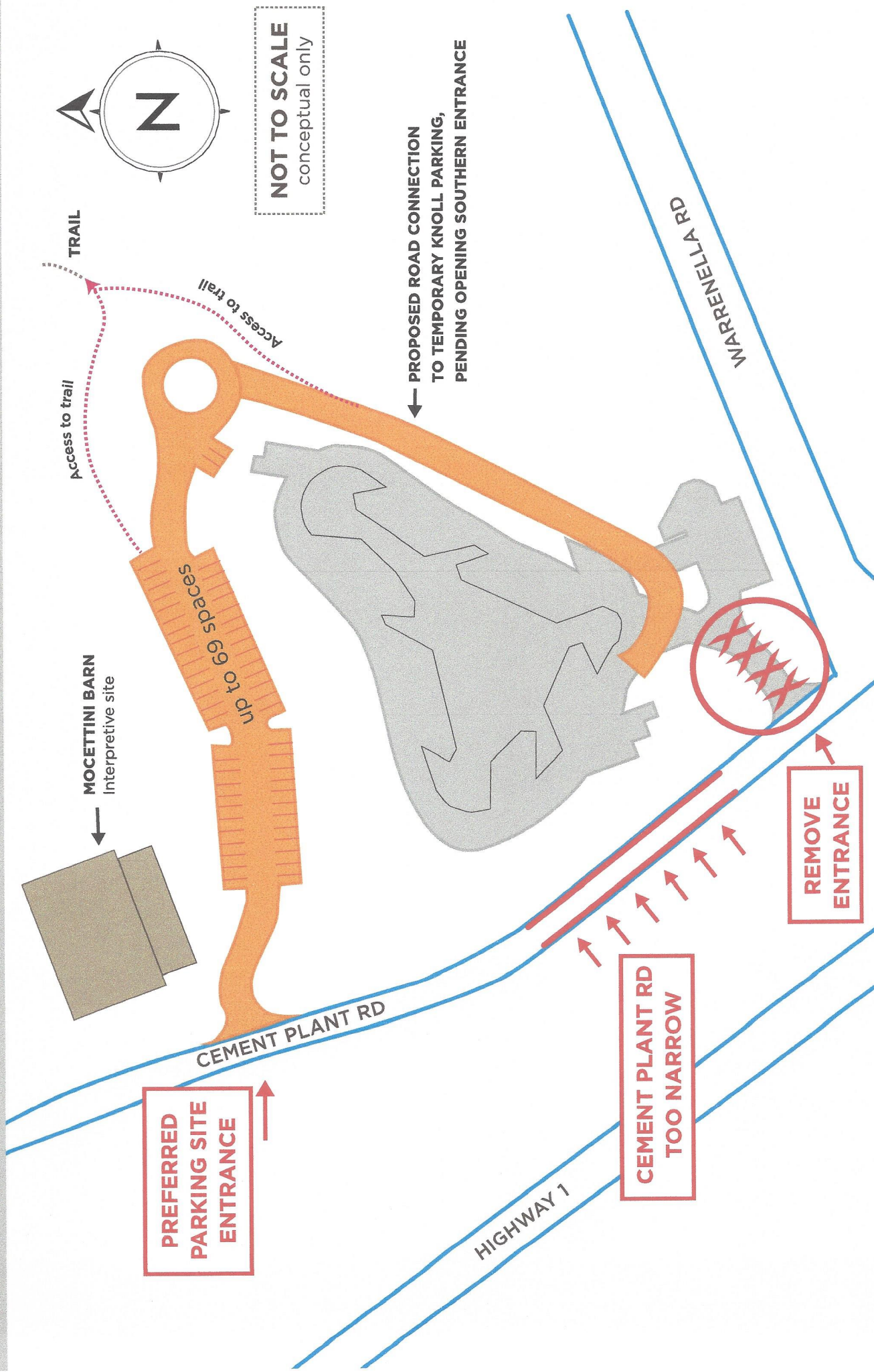


Don Curfman
100 Hope Drive
Watsonville, CA 95076

EXHIBIT 3

Conceptual Schematic

CEMENT PLANT RD PARKING LOT ALTERNATIVE



NOT TO SCALE
conceptual only

TRAIL

Access to trail

Access to trail

MOCETTINI BARN
Interpretive site

**PREFERRED
PARKING SITE
ENTRANCE**

CEMENT PLANT RD

HIGHWAY 1

**CEMENT PLANT RD
TOO NARROW**

**REMOVE
ENTRANCE**

PROPOSED ROAD CONNECTION
TO TEMPORARY KNOLL PARKING,
PENDING OPENING SOUTHERN ENTRANCE

WARENELLA RD

EXHIBIT 4

**Yellow Bank RRM Preliminary Plans
and Memorandum
(Southern Entrance)**

NOTES:

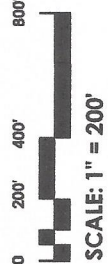
All of the parking area and access road are proposed to be designed and constructed within the Trust For Public Land property boundary. The proposed parking and access road equate to 1.85 acres.



Cotoni-Coast Dairies Recreational Management Zone #3

LEGEND

- TRAILHEAD ACCESS
- COTONI-COAST DAIRIES TRAIL ACCESSIBLE TRAIL Alternatives (Pedestrians Only)
- COTONI-COAST DAIRIES TRAIL
- MONTEREY SANCTUARY SCENIC TRAIL
- PANTHER BEACH ACCESS
- EQUESTRIAN PATH (MULTIUSE PATH)
- AGRICULTURAL FENCE
- CATTLE BARRIER GATE ACCESS
- BIOSWALE AND SITE DRAINAGE



Trust For Public Land - Preliminary Draft
Cotoni-Coast Dairies Trailhead Feasibility Refinements

YELLOW BANK TRAILHEAD

October 11, 2021



MEMORANDUM

Date: February 22, 2022	
To: Christy Fischer	Organization: Trust for Public Lands
From: Brian Hannegan	Title: Manager of Landscape Architecture
Project Name: Yellow Bank Trailhead	Project Number:
Topic: Concept design of the Yellow Bank Trailhead on Bureau of Land Management Property	

The concept design for the Yellow Bank parking lot is designed to accommodate up to 77 vehicle parking spaces, 3 accessible parking spaces and 5 pull-through equestrian trailer spaces. The overall parking lot and access road requires roughly 2 acres (87,000sf) of space. The proposed trailhead parking will provide opportunity access to the Bureau of Land Management's (BLM) Cotoni Coast-Dairies National Monument property. The trailhead concept design also includes Hwy 1 modifications to include left turn lanes, deceleration and acceleration lanes, and the entrance to the proposed parking area off Hwy 1 across from the proposed Panther parking lot. (See attached preliminary traffic assessment and access evaluation)

The Yellow Bank parking lot is situated approximately 8 to 10 feet above Hwy 1 at the north end of the agriculture field. The grades gently slope down to the west and will provide opportunities for the storm water to be captured on site within the parking area footprint with infiltration areas adjacent to the parking access lanes and parking spaces. New modified fencing is also proposed to allow for continued agricultural operations and fence barriers for current cattle operations on the upper coastal terraces. The proposed primary trail alignment options accommodate for mountain bike access to the current and proposed Cotoni Coast-Dairies trail network. The proposed trailhead design explores options to include ADA accessible trail alignment options to the upper coastal terrace.