

EXHIBIT A

BLM Upper Terrace Parking Lot
for Southern Entrance
at Marina Ranch Gate

ACCESS ROAD DENIED FOR
BISECTING AGRICULTURAL FIELD



DRAFT CONCEPT: MARINA RANCH GATE

LEGEND

- SOLAR ARRAY
- TRANSMISSION LINE
- ACCESS ROAD
- OVERLOOK
- LANDMARK
- CREEK

SCALE

0 100 200 300 400 500 600 700 800 900 1000

INSET MAP

NAVJO NATION

PROPOSED 12 MW SOLAR FACILITY

12 MW SOLAR FACILITY
12 MW SOLAR FACILITY
12 MW SOLAR FACILITY

EXHIBIT 3

CD 2005-00



Age Group	1000 Condition (%)	2000 Condition (%)
7	~85	~75
10	~90	~80
13	~95	~85
16	~100	~90

DRAFT CONCEPT: MARINA RANCH GATE
 Concept-Phase Studies and/or Feasibility Studies

EXHIBIT B

RRM Yellow Bank South Gate Alternative
Package (Cover Memo, Concept Design
Multi-Views 3-10-2022, and
Higgins Traffic Engineer Access Evaluation)
Prepared for The Trust for Public Land,
Initiated by “7 Organization” Group, and
Supported in Concept by BLM

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.



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 equals to 1.05 acres.



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



- LEGEND**
- 77 Parking Spaces
 - 3 ADA Parking Spaces
 - 5 Horse Trailer Parking
 - COTTON-COAST DAIRIES TRAIL
 - ACCESSIBLE TRAIL, Paved/Gravel Drive
 - COTTON-COAST DAIRIES TRAIL
 - EQUESTRIAN PATH
 - MONTEREY BAY SANCTUARY
 - SCENIC TRAIL
 - AGRICULTURAL FENCE
 - CATTLE BARRIER GATE ACCESS
 - BROOKVALE AND SITE DRAINAGE

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 require to 1.85 acres.



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

YELLOW BANK TRAILHEAD

October 20, 2021

All of the parking areas and access roads are proposed to be designed and constructed within the Trust For Public Land property boundary. The proposed parking and access roads require to 1.68 acres.



Colon-Coast Dairies Feasibility Management Study

- 77 Parking Spaces
- 3 ADA Parking Spaces
- 5 Horse Trailer Parking

LEGEND

- COTTON-COAST DAIRIES TRAIL
- ACCESSIBLE TRAIL (Paved/Gravel Only)
- COTTON-COAST DAIRIES TRAIL
- BOULEVARD PATH
- AGRICULTURAL FENCE
- CATTLE BARBERS GATE ACCESS
- BRUSHWALL AND SITE DRAINAGE



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

YELLOW BANK TRAILHEAD

October 20, 2021

Keith Higgins

Traffic Engineer

December 8, 2021

Brian Hannegan
RRM Design Group
32332 Camino Capistrano, Suite 205
San Juan Capistrano, CA 92675

Re: Cotoni-Coast Dairies National Monument – Yellow Bank Access Evaluation, Santa Cruz County, California

Dear Brian:

Per your request, this is a preliminary traffic assessment of the schematic plan you prepared dated October 20, 2021, of the proposed Yellow Bank parking lot intersection with Highway 1 (Proposed Driveway Intersection) across from the Santa Cruz Regional Transportation Commission (SCCRTC) Panther Beach parking lot entry intersection with Highway 1. The schematic plan, which does not provide dimensions, is included herein as **Attachment 1**. The Yellow Bank parking lot is being considered by the Bureau of Land Management (BLM) and Trust for Public Land (TPL) as a new option to serve the Cotoni-Coast Dairies National Monument in northern Santa Cruz County, California. It will likely include a pedestrian /bicycle bridge over Highway 1 that will provide pedestrian and bicycle access to Panther Beach and the Monterey Bay Sanctuary Scenic Bike Trail (Scenic Trail).

As you described in your email to me dated 8/23/21, Caltrans has indicated that this alternative is viable assuming the following issues can be addressed.

- (1) a location acceptable to Caltrans;
- (2) a design to Caltrans standards;
- (3) environmental clearance;
- (4) adequate sight distance;
- (5) built with channelization for the ingress and egress movements; and
- (6) stormwater data to ensure no additional flow is conveyed to the State system.

The above are standard encroachment permit conditions. In my brief discussion with John Olejnik, Caltrans Senior Transportation Planner, an additional item that will need to be verified is that there are access rights from the Yellow Bank site onto Caltrans right of way. As you mentioned in your 8/23/21 email, this evaluation only addresses Items 1, 2, 4 and 5 in a preliminary manner. This letter represents my opinion based on my experience working with Caltrans on other projects and compliance with basic

Caltrans Highway Design Manual (HDM) standards and guidelines. I cannot guarantee that Caltrans will agree with my recommendations due to new policies, more conservative interpretations of the HDM or other Caltrans policies and standards in order to provide for horse trailers, environmental considerations, Coastal Commission issues regarding new access points and associated visual impacts.

1. Driveway Location (Caltrans Item 1)

The proposed Yellow Bank parking lot driveway (Proposed Driveway) is proposed to be directly across Highway 1 from the proposed location of the entrance to the Panther Beach parking lot that will be constructed as a part of the Monterey Bay Sanctuary Scenic Bike Trail. This is also the approximate location of the driveways serving the existing unimproved Panther Beach parking lot. The Proposed Driveway would represent the fourth leg of the proposed intersection. To my knowledge, there is no formal restriction to driveway access at this location. The topography in the vicinity of the Proposed Driveway on the inland side of Highway 1 at this location is hilly but the slopes appear to be gradual enough to accommodate an entrance road to the parking lot such that acceptable horizontal and vertical entrance road alignments can be provided. The proposed driveway location should be acceptable to Caltrans subject to non-traffic considerations such as drainage, storm water quality, habitat conservation and endangered species, etc. The California Coastal Commission may have non-traffic issues as well.

2. Sight Distance (Caltrans Item 4)

- a. Sight distance looking south: The proposed driveway intersection location is near the north end of a crest vertical curve that limits sight distance to the south (left) for vehicles that would be exiting the proposed driveway location. A site visit was conducted on Sunday, August 28, 2021, to verify sight distance and field conditions in the Proposed Driveway vicinity. A total of 6 time gap readings were taken, with northbound vehicles approaching from the south visible for between 10.1 seconds and 13.1 seconds as they approached the approximate location of the Proposed Driveway. These exceed the requirement of 9.5 seconds per HDM Table 405.1A – "Corner Sight Distance Time Gap (Tg) for Unsignalized Intersections" to accommodate single unit trucks. This is greater than the typical requirement of 7.5 seconds to accommodate passenger cars but is the recommended criteria to provide for trucks with horse trailers, which would utilize this driveway. Adequate sight distance is provided to the south.
- b. Sight distance looking north: The Proposed Driveway is located about one-fourth mile south of Bonny Doon Road. There is a large radius horizontal curve between Bonny Doon Road and Proposed Driveway location. This does not appear to limit sight distance to the north to observe southbound traffic on Highway 1 approaching the Proposed Driveway Intersection. Adequate sight distance is provided to the north.
- c. The sight lines will be measured from a point 15 feet clear of the southbound travel way, which is the shoulder stripe. The embankment along the east side of Highway 1 in the vicinity of the Project Driveway will need to be designed to avoid encroaching into the sight line. This will need to consider future vegetation in the vicinity of the intersection.

3. Intersection Geometrics (Caltrans Items 2 and 5)

- a. Left turn Deceleration Lane - No left turn channelization is currently provided at the existing Panther Beach parking lot driveway. A northbound left turn lane is proposed to be provided at the Panther Beach parking lot as a part of the Scenic Trail. A southbound left turn lane would be required as shown on Attachment 1. This will need to accommodate a minimum of two vehicles of storage, which would include one passenger car and one passenger car/pickup truck with a trailer. It will also need to accommodate deceleration. The posted speed limit is 55 miles per hour which indicates a design speed of about 60 miles per hour. Caltrans may allow 10 to 20 miles per hour of deceleration in the through lane, with about 40 to 50 miles per hour of deceleration in the left turn lane. Transitions from the existing centerline stripe to the left turn lane median width at the design speed of 60 miles per hour needs to be accommodated as well. The basic layout alternatives are indicated in HDM Chapter 400 – Figure 405.2A through C. These result in substantially different improvement lengths with varying construction costs and environmental effects. Some of the design criteria has likely been established during the design of the Panther Beach left turn lane. Caltrans should be consulted prior to proceeding into detailed channelization design. The California Coastal Commission may also have approval authority and is essential to be included early in the design process.
- b. Left Turn Acceleration Lane – A Left turn median acceleration lane (MAL) is apparently not being proposed for the Panther Beach left turn lane improvement. This component of the intersection would be similar to the MAL provided for eastbound left turns exiting the Wilder Ranch driveway. It does not appear that a MAL will be warranted based on level of service, which would be associated with unacceptable delay for left turns exiting the Proposed Driveway. This feature will need to be evaluated in consultation with Caltrans. It would add 12 feet more to the pavement width and much longer approach tapers with the associated impacts on habitat and construction costs.
- c. Right Turn Deceleration Lane – The northbound right turn volumes to enter the Proposed Driveway will be low and probably will not warrant full right turn deceleration lanes. If required, the deceleration lane would have a similar length to the left turn lane, although there would not be a vehicle storage requirement because right turns would be able to enter the Proposed Driveway without yielding to any conflicting traffic movement. At a minimum, a right turn deceleration flare will be required, conforming with HDM Figure 205.1, "Access Openings on Expressways."
- d. Right Turn Acceleration Lane – A right turn lane is unlikely to be required due to the low volume delay anticipated of this movement. However, a right turn acceleration flare will be required conforming with HDM Figure 205.1, "Access Openings on Expressways."
- e. Bike Lane - A bike lane may be required between the right turn lane and northbound travel lane. However, the shoulder width along Highway 1 is as narrow as 3 feet, which is not

Brian Hannegan
December 8, 2021

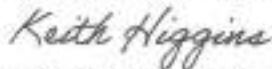
adequate to provide a bike lane elsewhere along Highway 1. In addition, the Scenic Trail will provide a facility for bikes that would remove them from the high speed roadway in this area. This element of the design will need to be verified with Caltrans early in the design process.

- f. Entrance Road Alignment – The entrance horizontal alignment will need to accommodate cars and pickup trucks with horse trailers.

Based on the site visit, the entire Proposed Driveway Intersection channelization and sight distance provisions will be able to be physically accommodated at the proposed location. Caltrans will require much more detailed analysis of sight distance, traffic volumes, traffic operations, crash history as well as improvement plans showing horizontal and vertical alignment and supporting environmental, geotechnical, hydrology and other documents.

If you have any questions, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you.

Respectfully submitted,



Keith B. Higgins, PE, TE
Attachments

Attachment 1
Highway 1 / Yellow Bank Trailhead Entrance
Intersection Channelization
Schematic Plan



YELLOW BANK TRAILHEAD

October 20, 2021

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



EXHIBIT C

BLM Northern Entrance Plan
at Warrenella Gate

Presented to Coastal Commission and Public
at 12/20/2020

Federal Consistency Public Hearing
as “Site-Specific Design and Location”

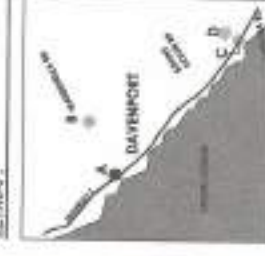
COTONI-COAST DAIRIES DRAFT CONCEPTS



LEGEND:

- GRAVEL BASE
- TRAIL OPPORTUNITY
- RESTROOM
- PICNIC SHELTER
- OVERLOOK
- CONTOUR LINE
- CREEK ALIGNMENT
- FENCING
200 ACRES (0.48 MI²)
- GRADED AREA (PARKING)
1.42 ACRES (0.03 MI²)
- CONTOUR INTERVAL: 5'
- PARKING CAPACITY:
49 STANDARD SPACES

REMAP:



A



NORTH



DRAFT CONCEPT: WARRENELLA ROAD GATE

Cotoni-Coast Dairies Trailhead Feasibility Refinements

JULY 2020



EXHIBIT D

BLM 4/13/2022 Modified Site Plan
For Northern Entrance Plan
at Warrenella Gate



PROJECT NO.				
DESIGN OFFICE				
DESIGNED BY: A. Parker, P.E.				
DRAWN BY: A. Parker, P.E.				
CHECKED BY:				
DATE: 4/13/08				
APPROVED BY:				
DATE: 4/13/08				

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Parking Lot Site Plan
Warrenella Parking Lot

Central California District



EXHIBIT E

DNCA Mocettini Cheese Barn Alternative
For Northern Entrance

Concept Initially Presented to BLM in 2018

RRM Drawing + Notes Obtained 3/18/2022

Shown to BLM at Meeting on 3/28/2022



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 F

Compilation of Concerns and Responses re
Mocettini Cheese Barn Alternative
For Northern Entrance

Exhibit F

Compilation of Concerns and Responses re Mocettini Barn Alternative

BLM concerns listed below include those mentioned in DNCA's June 2020 conversations with Field Manager Blom, BLM statements in CCC Staff Report, Decision Record, or the Field Manager's 4/24/2022 Email to DNCA's John Barnes, et al. DNCA Responses are in RED, taken largely from DNCA's thorough analysis at pages 100-106 of the Correspondence Section of the CCC Staff Report (including consultations with experts as appropriate).

BLM expressed a concern that the Mocettini cheese barn alternative parking lot:

would harm Steelhead in Agua Puerca Creek (6/20 conversation with Field Manager). DNCA consulted with Jon Jankovitz, the former District Biologist for California Department of Fish and Wildlife where he worked on a Coastal Monitoring Plan, a statewide assessment of streams that met anadromous salmonid characteristics. He said, "I never came across Agua Puerca as salmonid bearing. It is my understanding there are some passage and severe habitat constraints to that small watershed. (i.e., the Abalone Farm). It likely supported steelhead in some regards historically, but steelhead are the cockroaches of the salmonid world. I certainly wouldn't focus any monitoring or management efforts on the watershed." Based on Mr. Jankovitz' statement, there is no salmonid population and virtually no opportunity for establishing a new population due to the lower watershed modifications at the Abalone Farm. Thus trailhead development (and associated parking) 300 feet away should have no impact.

could disturb the On-Going Grazing Operations (Stmt. by BLM in CCC Stf. Rpt. p.20) / substantial impacts to existing livestock operations Decision Record p.6). The professionally prepared RRM Drawing and Notes for the Mocettini Barn Alternative Parking Lot state that "[t]he drawing shows the existing ranch fence in light blue and a proposed fence in yellow. The area of the parking impact into the corral would be about 0.29 acres." The lost portion of the corral is a miniscule portion of the grazing lease in which the growing thistles demonstrate the cattle do not graze. In any event, BLM has control over the area of the grazing lease and could easily provide a compensating 0.29 acres of corral.

If the concern is proximity of the public to the grazing operation, the impact of the addition of the Trailhead parking to BLM's acknowledged need for a parking lot in this location for a Living History Center at a restored Mocettini Barn and the nearby trails already in the RMPA will be marginal.

would not provide adequate parking without significant impacts to sensitive resources (6/2020 conversation with Field Manager/Stmt. by BLM in CCC Stf. Rpt. p.20). DNCA's professionally prepared Drawing and Notes in Exhibit E show that up to 69 parking spaces can be provided at the Mocettini Barn Alternative Parking Lot, the number approved by the CCC Concurrence for the Warrenella Gate Parking Area. BLM's current 4/13/2022 Modified Plan for Warrenella Gate reduces the number of parking spaces to 42.

would impact a cultural site (Stmt. by BLM in CCC Stf. Rpt. p.20) / the integrity of the Mocettini (sic) cheese barn historic site (Decision Record p.6). The cheese [Mocettini] barn parking lot site would enable the cultural site to be better featured and its cultural values interpreted. The fact that this site is already heavily altered by human activities and over a century of dairy farming and ranching activity makes it an ideal location for all the necessary access facilities for the Northgate Trailhead. Because of the historic nature of the barn, the ongoing ranch activity, the riparian habitat of Agua Puerca Creek, and views of the hills of the Monument, this site offers a rich palate of interpretation opportunities. The Mocettini Barn is a resource that deserves to be restored and adaptively reused in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and BLM's Policy 8120 and 8110. While the barn is of an age and integrity that, for a different structure would allow it to qualify, it does not rise to a level of significance as defined in 36 CFR Section 60.4. Therefore, with appropriate setbacks, design, and use of appropriate materials DNCA's proposed location of parking and associated facilities would not adversely impact the Mocettini Barn. In fact, the location of the Northgate Trailhead nearby would give life and purpose to whatever programmed adaptive reuse BLM deemed suitable. Otherwise, the Mocettini Barn becomes a derelict artifact and a public nuisance destined for untimely and unfortunate decay.

DNCA AND RBDA HAVE RECENTLY LEARNED FIRSTHAND FROM BLM'S FIELD MANAGER AS FOLLOWS (combined statements of Field Manager Blom on 3/16/2022 to RBDA and on 3/28/2022 to DNCA):

BLM has received [\$2.5M] in funding through the Great American Outdoors Act to restore a historic site on the property. It's an old cheese barn that's located along Cement Plant Road. So we [BLM] just started a design contract to try to figure out what's feasible, what's salvageable with that building that we would really like to turn into a Living History Center on the property. (Confirmed Transcription of excerpt from RBDA Video Archive per Declaration of Lisa Ortiz)

See, Barnes Dec'l, ¶ 9.A-C; Eaton Dec'l, ¶ 4; Hannon Dec'l, ¶ 6. Field Manager Blom further stated that the restored barn would require a parking lot closer than the planned Parking Lot at the top of the knoll as shown in the Site Plan. *Id.*, ¶ 9.C; Eaton Dec'l, ¶ 4; Hannon Dec'l, ¶ 6.C. He pointed out the likely site for this additional parking lot, which was the very area that the DNCA has long advanced as a preferred site for parking for trail access. *Id.* Barnes, Eaton, Hannon, McElroy

could lead to impacts to wetlands (6/2020 conversation with Field Manager) or ESHA/Riparian Habitat at Agua Puerca Creek (Stmt. by BLM in CCC Stf. Rpt. p.20/Decision Record p.6). Impacts to ESHA/Riparian Habitat in the vicinity of Agua Puerca Creek are avoided in the professionally prepared RRM Drawing. The parking lot will generally be 275' to 300' away and separated from Agua Puerca Creek Riparian Habitat by a long-standing cattle ranching/grazing operation.

BLM's Warrenella Gate alternative will be more harmful to ESHA due to the presence of coastal prairie habitat as verified by Dr. Grey Hayes. Coastal prairie habitat is a habitat which is an "Object of the Monument" to be protected pursuant to the Presidential Proclamation. It will be impacted at virtually each of the potential public access sites. DNCA urges BLM to select the Mocettini Barn Alternative, which has already experienced the greatest amount of human

intervention rather than placing the Warrenella Road Gate parking area on the less disturbed raised bluff exposed to viewshed issues and inclement weather (extreme Northwest winds prevail at the site February-September). The richness of the interpretive value and the opportunities for restoration of the riparian zone of Agua Puerca Creek would provide the public with a much fuller picture of the complexities of the landscape they are visiting.

the soils in the vicinity of the cheese barn become highly saturated and are susceptible to flooding during wet winters (BLM Field Manager's 4/24/2022 Email). In response to concerns about the wetness of the flatlands that lie generally to the south of Agua Puerca Creek, DNCA met on site (prior to the 12/11/2020 Federal Consistency Public Hearing) with Cal Poly Ecologist Dr. Grey Hayes who has extensive knowledge and professional experience with grasslands and wetland ecology on the North Coast. We also met on site with Dr. Bill Henry, Director of Groundswell Coastal Ecology (a BLM Partner). In each case they were supportive of locating trailhead parking facilities at the site of DNCA's Mocettini Barn Alternative and did not find conditions that would approach the wetland designation that Field Manager Blom mentioned. According to Dr. Hayes, the California Coastal Commission considers three indicators of wetlands: vegetation, soil type, and hydrology. The Commission is clear that the presence of only one indicator would be necessary to delineate wetlands for the proposed project. Regarding vegetation, the Mocettini Barn site has been highly disturbed up to the present day with cattle grazing and potentially past grading and drainage manipulation. And so, the use of the vegetation as an indicator is not advised. Regarding soils, there are two difficulties: prior disturbance and a soil type that masks redoximorphic features. And so, as has been the case with other projects in our area, one must defer to hydrology to determine the extent of wetlands. This entails monitoring soil saturation throughout a "normal" rainy season, and there are some areas that do, indeed, appear to have saturated soils. However, in Dr. Hayes' and Dr. Henry's opinions there are various ways to site and design a parking area and trailhead facilities so as not to interfere with existing drainage conditions. If the parking and trailhead facilities are located at the toe of the existing slope, that area is nearly a foot higher than the area within the fencing that is actively grazed. The use of permeable paving systems, such as True Grid, and proper runoff filtration systems, such as Contech, would also be easy mitigations to implement and have been used successfully in similar Coastal Zone conditions on the North Coast.

The historic Mocettini cheese barn has stood the test of time and survived many "wet winters." The RRM preparer of the professional Mocettini Barn Alternative Parking Lot Drawing has previously informed BLM that the location is appropriate and at one point at BLM's request provided BLM with a Drawing of Equestrian Parking at that same location and approximate ground coverage. As pointed out above, that location is a slightly higher elevation than the Mocettini Barn and largely sheltered from any significant water flow by the knoll to its south.

the cheese barn itself poses a significant public safety hazard in its current state. Introducing public access immediately adjacent to the building would bring the public too close to this hazard. DNCA notes that fencing the Mocettini cheese barn until restoration is complete would solve this concern. Furthermore, the presence of persons visiting a National Monument will serve to protect this historic structure, particularly with appropriate signage.

The Field Manager's 4/24/2022 Email misapprehends DNCA's "temporary" Mocettini Barn Alternative by adding the following budgetary or procedural concerns:

establishing a temporary parking lot would still require facilities (e.g. bathroom, information kiosks, trash cans). **These facilities will be needed for the intended BLM Living History Center in any event.**

establishing these facilities at a temporary site with the intention of moving them to a permanent location is not feasible nor desirable. **Under DNCA's Alternative, there is no intent to move the facilities to a different permanent location; rather they will be installed in accordance with a professionally prepared long-term Plan and remain there once the Supplemental Consistency Determination and Concurrence process is completed.**

establishment of a temporary parking lot would still require additional NEPA and consultation with our Federal, State and Local partners. **So does the 4/13/2022 Modified Site Plan substantially modifying the Warrenella Gate Parking Lot and Access. The DNCA proposal would enable less intensive NEPA for a temporary parking lot allowing public access while the Supplemental Consistency Determination is processed with more robust NEPA.**

The Field Manager's 4/24/2022 Email attempts to recast what he told DNCA Board members at a 3/28/2022 on-site meeting and the public as a Panelist at a 3/16/2022 RBDA meeting. That Email states:

The BLM has received funding to restore the cheese barn, as mentioned in the DNCA's letter, and is currently exploring the feasibility of a variety of restoration options with a design contractor. **The ultimate use of the barn depends on the outcome of this feasibility study and a public planning process that has not begun yet.**

DNCA notes that the actual "receipt" of the funding is acknowledged in the above BLM statement. The Declaration of John Barnes states at ¶s 9.A & B that at the 3/28/2022 on-site meeting he personally heard Field Manager Blom make the following statements:

A. Blom confirmed BLM has received \$2.5 million in funding for the historic Mocettini "cheese barn" restoration and that **preliminary planning for restoration has been initiated; and**

B. Blom stated that the expected use of the restored historic barn is to be a **visitor-serving facility** with interpretive displays used for educational purposes and hosting special events.

It is common sense that BLM's "ultimate use" will be a visitor-serving facility needing a nearby parking lot. Field Manager Blom acknowledged that during the 3/28/2022 meeting as well. He also confirmed that the parking lot proposed for the top of the knoll for trailhead access would not work and pointed to DNCA's Mocettini Barn Alternative parking site as the likely location. *Id.*