

# Exhibit F

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# Monterey County Planning Commission

Item No.3

## Agenda Item No. 3

Board of Supervisors  
Chambers  
168 W. Alisal St., 1st Floor  
Salinas, CA 93901

Legistar File Number: PC 22-048

June 08, 2022

Introduced: 6/3/2022

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Matter Type: Planning Item

### PLN200118 - CALTRANS STATE ROUTE 156 INTERCHANGE ROUNDABOUTS CASTROVILLE

Public hearing to consider a Coastal Development Permit allowing the construction of three roundabouts to replace the existing Castroville Boulevard signalized intersection. Two of the three roundabouts will connect Highway 156 with Castroville Boulevard, just east of the existing intersection, by adding eastbound and westbound off ramps leading to a roundabout (on the north of the highway for westbound traffic and south side of the highway for eastbound traffic). Roundabouts will be connected by a bridge over the highway. The third roundabout will be located near the intersection of Castroville Blvd and Cielo Azul Road. The project will also provide a new Class 1 mixed use bicycle and pedestrian path. The improvements will be located within 100 feet of environmentally sensitive habitat. This hearing was continued from the May 25, 2022, Planning Commission meeting.

**Project Location:** Highway 156 between Castroville Boulevard (postmile R1.40) and the Moro Cojo Slough Bridge (postmile 1.60).

**Proposed CEQA Action:** Consider a Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) previously certified by the California Department of Transportation for the State Route 156 West Corridor Project on January 31, 2013 (SCH#1999111063).

#### RECOMMENDATION

It is recommended that the Planning Commission:

- a. Receive a report and presentation on the State Route 156 Interchange Roundabouts project;
- b. Continue the hearing to the June 29, 2022 Planning Commission hearing; and
- c. Direct staff to return with written findings, evidence and conditions of approval, as appropriate.

#### PROJECT INFORMATION

**Owner:** California Department of Transportation

**Planning File Number:** PLN200118

**Project Location:** Highway 156 between Castroville Boulevard (postmile R1.40) and the Moro Cojo Slough Bridge (postmile 1.60)

**APNs:** 133-071-010-000, 133-071-011-000, 133-071-012-000, 133-071-013-000, 133-071-021-000, 133-072-034-000, 133-073-001-000, 133-073-002-000, 133-073-003-000, 133-073-004-000, 133-073-005-000, 133-073-006-000, 133-073-007-000, 133-073-008-000, 133-073-009-000 and 133-081-007-000), North County Land Use Plan, Coastal Zone.

**Zoning:** Coastal Agricultural Preserve (CAP), Resource Conservation (RC), High Density Residential (HDR), and Coastal General Commercial (CGC)

**Parcel Size:** 43 acres for all parcels

**Plan Area:** North County Coastal

**Flagged and Staked** N/A

**BACKGROUND:**

This Caltrans Combined Development Permit was noticed and originally heard at the May 25, 2022 Planning Commission hearing. In preparation of the hearing documents, County staff worked with Caltrans staff to ensure project impacts and mitigations were appropriately identified in the draft resolution and incorporated as conditions of approval.

Staff has reviewed the project materials and due to the project's history, it's modified scope of development and the volume to documents to consider, staff recommends that the Planning Commission first be introduced to the project in more of a workshop format to allow discussion and/or feedback.

Staff also requests that the Planning Commission continue the hearing to June 29, 2022 and direct staff to return with appropriate findings, evidence and conditions of approval.

**SUMMARY:**

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHA), in cooperation with the Transportation Agency of Monterey County (TAMC), proposes to replace the existing at grade signalized intersection of Castroville Boulevard State Route 156 West (hereafter "Hwy 156" or "highway") with a new separated grade intersection containing off ramps, roundabouts, and road relocation. This Castroville Blvd interchange project has been separated out as Phase 1 of Caltrans Hwy 156 corridor safety improvements. The corridor improvements include projects from Highway 101 to Highway 1 along the highway; however, funding for the whole project is not available. The Castroville Blvd interchange project is moving forward as Phase 1 of the corridor improvements with funding from *Measure X* and because this improvement has been prioritized due to higher-than-average rates of collisions at this intersection. Other phases of the project will be studied when funding is identified. This report focuses on the Castroville Blvd interchange project/phase.

The project is located in the Coastal areas of North Monterey County (North County Land Use Plan area). Zoning designations in the project area include: Coastal Agricultural Preserve (CAP), High Density Residential (HDR), Coastal General Commercial (CGC) and Resource Conservation (RC). Within the project area, the existing land uses are a mix of active farmland properties, urban build environments and undeveloped commercial/residential sites. The improvements would disturb approximately 75 total acres. 43 of those acres will be permanently altered by roadway improvements. Of the 75 acre disturbance area, approximately 55 percent (41 acres) is farmland (mostly south of Hwy 156) and 45 percent (34 acres) is residential/commercial (mostly north of Hwy 156).



Caltrans, as the lead agency, prepared and certified an Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) for the Highway 156 corridor improvements, which include the Castroville Blvd interchange improvements as a component. Alternative designs for the intersection improvements were studied and Caltrans ultimately choose the roundabout design as the preferred alternative. This design takes into account current and potential future land use and road improvements in the area including the CHISPA Castroville Oaks project, railway alignments, future road widening designs, and other environmental considerations.

The EIR/EIS identified conversion of farmland for the project as a significant and unavoidable impact. Other impacts were found to be less than significant or less than significant with mitigation. Potentially significant but mitigatable impacts included visual/aesthetics, air quality, biology (including impacts to natural communities, wetlands, and special status species like the federally endangered Long-toed salamander), hydrology and water quality, noise, land use, and potential growth inducing effects. Staff has reviewed the EIR/EIS and found it adequate to comply with CEQA/NEPA. Mitigations applicable to the Castroville Blvd interchange portion of the project within the responsibility of the County (to issue a Coastal Development Permit) have been incorporated as conditions of approval of the project.

In this case, although there will be significant impacts as a result of conversion of farmlands, the benefits of the project may override the significant unavoidable impacts. The proposed intersection and driveway improvements will address long-standing safety issues and will help alleviate congestion.

During review of the application, one area of controversy has been identified. California Coastal Commission staff have reviewed the project and are suggesting that the project requires an amendment to the North County Land Use Plan (LUP) in order to be found consistent. Staff and Caltrans have reviewed that letter and disagree. The LUP was amended September 9, 2008 in association with the Salinas Road interchange improvements. That LUP amendment involved similar resource impacts. The proposed Castroville Blvd intersection improvements are consistent with the revised LUP and overall the project, as mitigated, minimizes impacts on coastal resources while providing needed safety improvements.

DISCUSSION:

See **Exhibit A** for a more detailed discussion of the project.

OTHER AGENCY INVOLVEMENT:

The following agencies have reviewed the project, have comments, and/or have recommended conditions:

- California Coastal Commission
- Environmental Health Bureau
- HCD-Engineering Services
- HCD-Environmental Services
- North County Fire Protection District
- North County Coastal Land Use Advisory Committee
- California Department of Transportation, District 5

Prepared by: Fionna Jensen, Associate Planner  
Elizabeth Gonzales, Supervising Planner, and  
Anna Quenga, AICP, Principal Planner  
Reviewed by: Craig Spencer, Chief of Planning  
Approved by: Erik Lundquist, AICP, Director HCD

The following attachments are on file with the HCD:

- Exhibit A - Detailed Project Discussion
- Exhibit B - Local Coastal Plan Consistency Matrix
- Exhibit C - NEPA/CEQA Re-Validation Form\* (hyperlink within attachment)
  - Attachment 1 - FEIR/EIS\* (hyperlink within attachment)
  - Attachment 2 - NES\* (hyperlink within attachment)
- Exhibit D - Project Plans

Exhibits which include an asterisk (\*) may also be found at:

<https://www.co.monterey.ca.us/government/departments-a-h/housing-community-development/planning-services/current-planning/general-info/current-major-projects>

cc: Front Counter Copy; California Coastal Commission; Erik Lundquist, HCD Director, Craig Spencer, Chief of Planning; Fionna Jensen, Associate Planner; Elizabeth Gonzales, Supervising Planner; Anna Quenga, AICP, Principal Planer; Mitch Dallas, Caltrans, Applicant/Owner; The Open Monterey Project (Molly Erickson); LandWatch (Executive Director); Project File PLN200118.

# Exhibit A

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## **DISCUSSION**

### **PLN2001180 – Caltrans**

#### **A. Project Background**

Due to safety concerns and congestion along State Route 156 West, Caltrans has considered improvements to the State Route 156 (Hwy 156) corridor. For the three-year period from January 2005 to December 2007, the total collision rate for State Route 156 was 20 percent higher than the state average. There were 196 collisions on State Route 156 during the three-year period. State Route 156 between Cathedral Oaks Road and the U.S. Route 101/State Route 156 interchange had the highest concentration of traffic collisions. To address this condition Caltrans proposes to widen State Route 156 between U.S. Route 101 and west of Castroville Boulevard and rebuild the U.S. Route 101/State Route 156 interchange in Monterey County. A Final Environmental Impact Report/Environmental Assessment (Final EIR/EA) with Finding of Overriding Considerations and No Significant Impact (FONSI) for the State Route 156 West Corridor Project was approved in January 2013.

Due to funding constraints the State Route 156 West Corridor Project was planned to be constructed in two phases consisting of Phase 1 (widening of State Route 156 to four lanes and construction of a new Castroville Boulevard and State Route 156 interchange, bridge at the Moro Cojo Slough, and soundwalls) and Phase 2 (construct a new U.S. Route 101 and State Route 156 interchange and work along U.S. Route 101 from Pesante Road to just north of Messick Road). Due to lack of funding after the Final EIR/EA was completed, the project was put on hold while management investigated several potential sources for project funding and re-strategized to further divide the project component in order to lower funding requirements. This resulted in breaking down Phase 1 into three segments (Segment 1 – construction of three new Roundabouts at the Castroville Boulevard/SR 156 interchange; Segment 2 – widen State Route 156 to 4 lanes; and Segment 3 – construction of the U.S. 101/Route 156 Separation) and focusing Phase 2 on the reconstruction of the U.S. Route 101 and State Route 156 interchange.

In 2016, Monterey County approved the Transportation Safety and Investment Plan, also known as *Measure X*, and a funding source for the State Route 156 West Corridor Project became available. The new funding source would allow Caltrans to conduct Plan, Specification and Estimates (PS&E) investigations for Segment 1 of Phase 1 as well as its eventual construction.

#### **B. Project Description**

Segments 2 and 3 and Phase 2 of the State Route 156 West Corridor Project would be constructed later when additional funds become available. Therefore, their consideration is not part of this project and separate review and permitting would be required. The proposed project, Segment 1 of Phase 1, is limited to construction of three new roundabouts, new on and off ramps, and a new bridge overpass to replace the existing Castroville Boulevard and State Route 156 Intersection. Additional safety designs include eliminating access points off Highway 156 through construction of a new frontage road and construction of a mixed-use bicycle and pedestrian path off Castroville Blvd. See Figure 1 below.



The current interchange design will require property acquisitions for additional right-of-way. However, this design has undergone refinements and adjustments to minimize impacts to sensitive environmental resources found in the project area and minimized new right-of-way requirement to only what is necessary for project completion. Caltrans has also coordinated with Monterey County and the California Coastal Commission to minimize the amount of new State right-of-way required for project completion. The project will require a total disturbance of approximately 75 acres. Approximately 32 acres will be temporarily disturbed during construction and approximately 43 acres, of which 23 acres are zoned for agricultural uses and 20 acres for residential uses, will be permanently converted as roadway facility.

Permitting authority of Monterey County is limited to the Combined Development Permit for the construction of the proposed Castroville Boulevard Interchange Project, the removal of one protected Coast live oak tree and allow development within 100 feet of environmentally sensitive habitat areas (ESHA). The current interchange design has been determined to meet the necessary goals of the project while minimizing impacts to resources in the project area.

### **C. Project Analysis**

The project has been reviewed for consistency with the North County Land Use Plan (LUP) and the Monterey County Coastal Implementation Plan (CIP) Part 1 (Title 20 – Zoning Ordinance) and Part 2 (Regulations for Development in the North County Land Use Plan Area).

The LUP traffic policies identify the need to improve Highway 156 to provide for a safe and uncongested flow of traffic. Section 3.1 of the LUP states: *“The prime transportation emphasis of the Coastal Act is to preserve highway capacity for coastal access and coastal-dependent land uses. Of primary concern in North County is the improvement of Highway 1 for safety and efficiency in carrying the increasingly large volumes of traffic using this corridor. Other transportation issues in the area include the adequacy of Highway 156 and other County roads which occasionally operate at capacity, the development of bicycle paths, and the improvement of the public transit system.”* (Paragraph 1); and

*“...the capacity of the roads burdened by traffic generated by new development should be a major concern. Major arterials will need to be upgraded to provide a reasonable level of service and traffic safety. This is particularly true for Highway 156 which connects the Prunedale and Castroville communities and for the County roads which carry heavy volumes of traffic between Highway 1 and Highway 101.”* (Paragraph 4)

Key Policy 3.1.1 of the NC LUP states: *“State highways within the North County coastal area should be upgraded to provide for a safe and uncongested flow of traffic. Major County roads should be expanded or managed to accommodate traffic volumes at Level of Service C. Public transit should be expanded to provide a viable transportation alternative.”*

Therefore, staff’s analysis includes the balance of considering the minimum development necessary for safety improvements while achieving the goals and policies for resource protection on North County. A consistency analysis was prepared by County of Monterey HCD-Planning staff. This analysis represents the County’s interpretation and does not reflect the current interpretation by the California Coastal Commission. It concludes that the project is consistent

with both the LUP and the CIP. Staff's matrix is included as **Exhibit B** and the discussion below focuses on issues that were identified and how they were addressed.

### **1. Existing and Future Land Use**

Monterey County zoning designation in the project area are a mix of: Coastal Agricultural Preserve (CAP), High Density Residential (HDR), Coastal General Commercial (CGC) and Resource Conservation (RC). The entire project area is identified as being in the Coastal Zone (CZ) by Monterey County. Within the project area, the existing land uses are a mix of active farmland properties, urban built environments and undeveloped commercial/residential sites.

In 2017, Monterey County received an application for a housing development project that would be developed by the Community Housing Improvement Systems & Planning Association (CHISPA). The housing development is identified as the Castroville Oaks project. The Castroville Oaks project is an affordable housing project that would construct approximately 90 housing units and 124 apartment units. The housing project is located on the northside of the State Route 156 and Castroville Boulevard intersection. The housing project would be constructed on currently undeveloped land zoned for residential and general commercial use.

The Castroville Oaks project has already been planned with Caltrans and the Transportation Agency of Monterey County (TAMC). It is anticipated that the Castroville Interchange Project will be completed before construction begins on the Castroville Oaks project. In 2018, the California State Rail Plan included the Monterey County Rail Extension project. The Monterey County Rail Extension project is currently being developed by TAMC and will be implemented in phases. The project plans to extend passenger rail service from Santa Clara County south to Salinas and will require the construction of new rail lines and new stations in northern Monterey County. The project is currently focused on improving the existing Salinas train station. One of the proposed train stations is planned to be located within the community of Castroville. The proposed improvements have been planned in coordination with and in anticipation of the Castroville Oaks project and the potential future rail improvements.

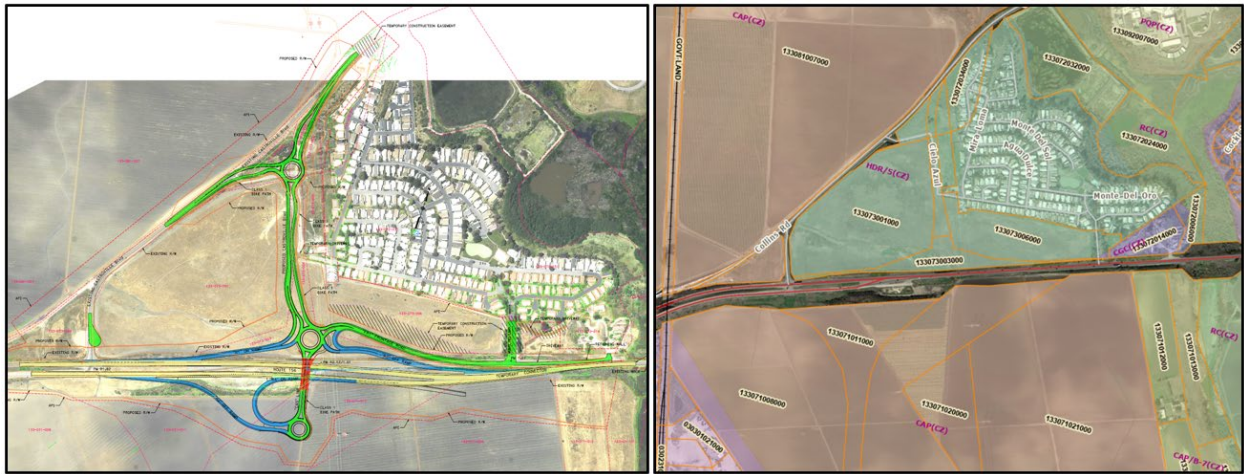
TAMC also completed the Monterey County Regional Transportation Plan (RTP) in 2020. The RTP helps guide current development trends in Monterey County in addition to other existing development plans. Existing urban and developed areas in the region are anticipated to continue to expand and develop to accommodate future population growth and population trends. However, it is expected that development of agricultural areas would be limited due to existing policies that protect and support agricultural resources.

### **2. Agricultural Land Impact**

Some agricultural property would be impacted by this project. The LUP recognizes that with overriding circumstances, conversion of agricultural lands may be required for public health and safety reasons. Loss of designated agricultural lands for the project shall be offset through implementation of an agricultural mitigation plan. Appropriate mitigation measures for an agricultural mitigation plan include, but are not limited to: preservation of existing or potentially productive croplands that under existing land division patterns could otherwise be lost to development; stabilization of urban-rural boundaries; restoration or enhancement of unproductive or degraded agricultural lands; and community garden or educational programs that support coastal zone agriculture.



Of the total affected acres in the current project design, approximately 55 percent are farmlands and 45 percent are developed/urban environments. The Castroville Boulevard Interchange Project will result in the partial property acquisition of approximately 23.29 acres out of the approximately existing 361.81 acres of properties zoned for Coastal Agricultural Preservation; resulting in the permanent loss of approximately 6.44 percent of existing acreages zoned for Coastal Agricultural Preservation within the project limits. No prime farmland will be taken for the project. As illustrated in Figure 2 below, the bulk of agricultural lands lost (approximately 21.36 acres) will occur within the southern portion of the project for construction of Roundabout No. 1 and it's associated on and off ramps. Loss of the remaining 1.93 acres will occur at the northern edge of the project at Castroville Blvd.



**Figure 2. CAP Zoning Areas**

Staff has found the project complies with the transportation goals and policies of the LUP and CIP but conflicts with an agricultural resource policy in the CIP intended to preserve agricultural lands from conversion. The transportation goals cannot be achieved without impacting agriculture so the analysis must be balanced. This project is a transportation project and so transportation policies should be guiding. The purpose of the agricultural policies in North County is to: *“...protect the region's economy, pattern of employment, quality of life, open space, and scenic quality. The Coastal Act requires that the maximum amount of prime agricultural land shall be maintained in production to assure the protection of the area's economy. Agriculture shall be protected by establishing stable boundaries separating urban and rural areas, by locating new development contiguous to existing developed area, and by minimizing conversions or divisions of productive agricultural land.”* The LUP goes on to state that *“...conversion of Agriculture Preservation or Agricultural Conservation farmland for non-agricultural use shall be permitted only where there is an overriding need to protect the public health and safety or where the land is needed to infill existing "developed" areas.”* A project that is located contiguous with existing infrastructure (the highway), that supports agriculture by improving critical transportation networks, that promotes safety and social justice, that improves coastal access routes, and that does not impact the areas open spaces and economy can be consistent with the with LUP despite minor conflicts with specific implementing regulations that discourage agricultural conversion.

Further, the partial property acquisition required for the project is not expected to prohibit continuing agricultural practice in the project area nor is it anticipated to have a substantial negative affect on the existing agricultural practices in the region. The environmental document (see CEQA/NEPA discussion below) has identified mitigation measures to avoid and minimize potential impacts to farmland resources.

### **3. Development within 100 feet of ESHA**

Pursuant to the CIP, all development located within 100 feet of ESHA must obtain a Coastal Development Permit. The FEIR/EA identified multiple potential project impacts on coastal plant and animal habitats, and details related mitigation actions and programs.

#### *Wetlands*

The project area contains six wetland areas, one coastal wetland area and one stream within the project are, totaling approximately 3.764 acres. Implementation of the project will permanently impact approximately 1.227 acres and temporarily impact approximately 0.048 acres of these areas. In 2008 the LUP and CIP was amended (Ordinance No. 5114, Board of Supervisors Resolution No. 08-159) to allow for the expansion of roadways and bridges into coastal wetlands and estuaries when no other alternative exists and when the expansion is required to maintain existing traffic capacity and will not result in an increase in overall traffic capacity. In this case, the project's wetland impacts are only incidental to the primary purpose of public safety improvement; there is no alternative that would further minimize impacts. The project includes mitigation measures that would replace and enhance wetland function and habitat in the project area. Therefore, as designed and mitigated, the project is consistent with the applicable LUP wetland protection policies and their counterpart California Coastal Act policies.

#### *Vegetation*

The project area contains four types of sensitive vegetation communities: Coastal Brackish Marsh, Herbaceous Semi-Natural, Coyote Brush Scrubland and Arroyo Willow Thicket. Biological analysis prepared for the CEQA/NEPA documents conclude that although the vegetation does not qualify as a critical vegetation community, they would provide marginal habitat to special status species discussed below. In total, the project will have permanent impacts to 8.141 acres and temporary impacts to 21.647 acres of vegetation communities. Caltrans has identified mitigation measures to ensure the project minimizes impacts to ESHA and where avoidance is not feasible, mitigation measures have been incorporated to reduce potential impacts to a less than significant level. The project also includes the removal of one Coast live oak tree less than 24 inches in diameter located adjacent to Roundabout No. 3. In this case, tree removal is the minimum necessary and due to safety design requirements and constraints from nearby residential development, avoidance is not feasible.

#### *Special Status Species*

A primary concern is the potential impact on the endangered Santa Cruz Long Toed Salamander, which has a wide-ranging habitat in the area of the highway project. The California Endangered Species Act prohibits the taking of an endangered or threatened species, except as specified. The act permits the Department of Fish and Wildlife to authorize, by permit, the take of listed species if the take is incidental to an otherwise lawful activity and the impacts are minimized and fully mitigated. In 2020, the California Legislature adopted a bill (SB1231) that expressly permits the department to authorize, by permit, the take of the Santa Cruz long-toed salamander resulting

from impacts attributable to construction along the State Route 156 corridor through the Moro Cojo Slough in the County of Monterey for the purpose of enhancing safety and access, if certain conditions are satisfied. The bill also provides that those conditions are subject to amendment if required by a certain monitoring program and adaptive management process. Caltrans has consulted with the appropriate federal and state agencies during the design phase of the project. USFWS issued a Biological Opinion outlining measures to reduce or avoid potential short and long term impacts to California red-legged frogs, Santa Cruz long-toed salamanders and California tiger salamanders.

#### **D. CEQA and NEPA**

As the “lead agency”, Caltrans is required to prepare and certify environmental documents pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). In accordance with CEQA, Caltrans prepared a draft environmental document that was circulated for comments from June 17, 2009 to August 17, 2009. Issues addressed in the FEIR/EA were farmlands, visual qualities, water quality, environmentally sensitive habitat and land use. On January 31, 2013 Caltrans adopted a finding that the project would have No Significant Adverse Impacts on the environment pursuant to the National Environmental Policy Act (NEPA) and Statement of Overriding Consideration pursuant to CEQA. The Overriding Consideration finding was premised upon the project’s permanent conversion of agricultural and residential zoned land to a public highway facility.

In accordance with Title 23 Code of Federal Regulations, part 771 section 771.129, a written evaluation of a draft EIS is required if there is a change in scope, setting, effects, mitigation measures, requirements. For this purpose, the NEPA/CEQA Re-validation form is used to document the determination of whether: 1) the original Draft EIS remains valid, or 2) additional documentation is needed to keep the document valid, or 3) a supplemental EIS or a new DEIS is required. To capture the reduced scope of work (only a portion of Phase 1) and in accordance with federal regulations, Caltrans prepared and approved a NEPA/CEQA Re-validation form on October 8, 2020. This re-validation form concluded that the EIR/EIS required additional documentation to keep the document valid. This re-validation form identified project specific potential impacts to land use (primarily agriculture), natural communities & habitats, jurisdictional waters, California tiger salamanders (CTS), Santa Cruz long-toed salamanders (SCLTS), California red-legged frogs (CRLF), migratory nesting birds and visual resources. Caltrans subsequently prepared a Natural Environment Study (NES) to serve as the updated biological assessment. The NES identified the required minimization and avoidance measures to reduce impacts to jurisdiction waters, SCLTS, CTS, CLRF, migratory nesting birds and trees to a less than significant level. Minimization and avoidance measures for land use and visual impacts are identified in the re-validation form.

The County is the “responsible agency” because of its permitting authority. As the decision-making body of a Responsible Agency, the Planning Commission must certify that it reviewed and considered the information contained in the Lead Agency's (Caltrans) FEIR/EA’s Finding of Overriding Considerations under CEQA and affirm the conclusions therein prior to acting upon or approving the project. Since this hearing focuses on presenting the project and it’s components, the Planning Commission need not take a CEQA/NEPA action at this time.

However, in order to allow the Commission ample review time, staff has provided Caltrans' environmental documents (**Exhibit C**).

# Exhibit B

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Castroville Blvd Interchange Project  
1982 Monterey County General Plan, North County Land Use Plan and Coastal Implementation Plan, Part 2 Consistency Analysis

**1982 General Plan**

<b>GOALS, OBJECTIVE AND POLICIES FOR NATURAL RESOURCES - ENERGY</b>		
Policy No.	Policy Language	Consistency Analysis
13.3.33	Plans for major projects shall address opportunities for reducing energy used for transportation, including pedestrian and bicycle pathways, access to transit, and roadway design.	The project is consistent with this policy as the roadway improvements allow for safe and efficient traffic flow. In addition, streetlighting will incorporate the use of energy-efficient lighting such as LED.
<b>GOALS, OBJECTIVE AND POLICIES FOR NOISE HAZARDS</b>		
Policy No.	Policy Language	Consistency Analysis
22.3.3	The County shall work with the California Department of Transportation to mitigate the effects of existing highway noise and to avoid future noise problems through careful analysis at the design stage of all new highway improvements.	A Noise Study Report was completed for the project as part of the environmental document which analyzed noise related impacts based on NEPA standards. There are 2 sensitive receptors within the project area; 9 residential homes located at 191 Highway 156, aka Simon Park, and the Monte Lago mobile home park. Existing noise levels at Simon Park read at 67 decibels and 5 decibels for the Monte del Lago mobile home area. Both receptors are below the allowable daytime noise level of 85 decibels. The purpose of the project is to address safety for the existing level of service of the roadway and is not intended to allow for greater capacity. Therefore, the predicted noise levels at both sensitive receptors will be below the daytime noise standards.

**North County Land Use Plan**

<b>SECTION 2.2 VISUAL RESOURCES</b>		
Policy No.	Policy Language	Consistency Analysis
2.2.2.5	Structures should be located to minimize tree removal and grading for the building site and access road. Disturbed slopes should be restored to their previous visual quality. Landscape screening and restoration should consist of plant and tree species complementing the native growth of the area.	Grading and construction of new roadway facilities is limited to that which is necessary to improve safety of the interchange and highway. Improvements would require removal of one Coast live oak tree less than 24 inches in diameter located adjacent to Roundabout No. 3. In this case, tree removal is the minimum necessary and due to safety design requirements and constraints from nearby residential development, avoidance is not feasible. After construction completion, adopted mitigations require Caltrans to restore and landscape disturbed areas. Therefore, the project is consistent with this policy.
2.2.3.4	New roads providing residential, recreational, or agricultural access should be considered only where it has been demonstrated that common use of neighboring roads is not feasible. Access roads should not be allowed to intrude upon public views of open frontal slopes or ridgelines visible from scenic routes or viewpoints. Roadways shall be designed to conform to the natural topography in order to minimize grading, erosion, and the scarring of hillsides.	The project is consistent with this policy as it is limited to safety improvements for an existing intersection and roadways. Although the proposed project does not include development in the scenic areas identified in the policy, implementation of Caltrans mitigation measures requires that all streetlights be downlit, stormwater features shall be sited and designed to appear natural, utility lines shall be placed underground, the roundabouts and right of way be landscaped, and aesthetic design and treatment be incorporated into the overcrossing structure, bridge rail, abutment, slope paving and other associated elements.
2.2.3.5	New overhead utility and high voltage transmission lines that cannot be placed underground should be routed to minimize environmental and scenic impacts.	The project is consistent with this policy as it includes placing utility lines underground.
2.2.3.7	Outdoor advertising signs shall be restricted and, where present, removed as	The project is consistent with this policy as it includes highway directional signs that meet the

	soon as possible in conformance to existing County regulations. Highway direction and other public signs should be minimized and designed to complement the visual character of the area.	safety and standards required by Caltrans.
SECTION 2.3 ENVIRONMENTALLY SENSITIVE HABITATS		
Policy No.	Policy Language	Consistency Analysis
2.3.2.1	With the exception of resource dependent uses, all development, including vegetation removal, excavation, grading, filling, and the construction of roads and structures, shall be prohibited in the following environmentally sensitive habitat areas: riparian corridors, wetlands, dunes, sites of known rare and endangered species of plants and animals, rookeries, major roosting and haulout sites, and other wildlife breeding or nursery areas identified as environmentally sensitive. Resource dependent uses, including nature education and research hunting, fishing and aquaculture, where allowed by the plan, shall be allowed within environmentally sensitive habitats only if such uses will not cause significant disruption of habitat values.	Consistent with this policy, Caltrans has prioritized the Castroville Blvd Interchange project to address the intersection's higher-than-average rate of collisions (21% higher than the state average). Development associated with this project is limited to improvements that eliminate unsafe turning movements onto and off of the highway, including a T-intersection for two major roadways. Best management practices and mitigation measures have been identified and adopted by Caltrans which would reduce project impacts to ESHA to a less than significant level.
2.3.2.2	Land uses adjacent to locations of environmentally sensitive habitats shall be compatible with the long-term maintenance of the resource. New land uses shall be considered compatible only where they incorporate all site planning and design features needed to prevent habitat impacts, upon habitat values and where they do not establish a precedent for continued land development which, on a cumulative basis, could degrade the resource.	Consistent with this policy, Caltrans consulted with US Fish and Wildlife Service, National Marine Fisheries Service, United State Army Corp of Engineers, California Department of Fish and Wildlife, and the Regional Water Quality Control Board to ensure the project minimizes impacts to ESHA and where avoidance is not feasible, mitigation measures have been incorporated to reduce potential impacts to a less than significant level.
2.3.2.5	Where private or public development is proposed in documented or potential locations of environmentally sensitive habitats - particularly those habitats identified in General Policy No. 1 - field surveys by qualified individuals or agencies shall be required in order to determine precise locations and to recommend mitigating measures to ensure protection of any sensitive habitat present. The required survey shall document that the proposed development complies with all applicable environmentally sensitive habitat policies.	Consistent with this policy, Caltrans has consulted with the appropriate federal and state agencies and their application materials, including their environmental documents, include proper biological surveys.
2.3.2.8	Where development is permitted in or adjacent to environmentally sensitive habitat areas (consistent with all other resource protection policies), the County, through the development review process, shall restrict the removal of indigenous vegetation and land disturbance (grading, excavation, paving, etc.) to the minimum amount necessary for structural improvements.	Consistent with this policy, the project is limited to safety improvements for an existing intersection and roadways resulting in minimizing grading, erosion, scarring, and the removal of protected trees (one Coast live oak) to the maximum extent feasible in this case.
2.3.2.10	Construction activities, industrial, and public and commercial recreational uses which would affect rare and endangered birds shall be regulated to protect habitats of rare, endangered, and threatened birds during breeding and nesting seasons. Regulations may include restriction of access, noise abatement, and restriction of hours of operation of public or private facilities. Regulations shall not prohibit emergency operation of service and public utility equipment.	Consistent with this policy, implementation of Caltrans mitigation measures will require that a migratory bird nesting survey be conducted; and as an ongoing basis, stop of work and appropriate biological monitoring will occur if a white-tailed kite is seen nesting within 500 feet of the project area.
2.3.3.B.1	Riparian plant communities shall be protected by establishing setback requirements consisting of 150 feet on each side of the bank of perennial streams, and 50 feet on each side of the bank of intermittent streams, or the extent of riparian vegetation, whichever is greater. In all cases, the setback must be sufficient to prevent significant degradation of the habitat area. The setback requirement may be modified if it can be conclusively demonstrated by a qualified biologist that a narrower corridor is sufficient or a wider corridor is necessary to protect existing riparian vegetation from the impacts of adjacent use.	Consistent with this policy, implementation of Caltrans mitigation measures will require installation of protective fencing, barriers and erosion control, conduct biological monitoring during grading and construction, restoration of disturbed areas and compliance with Caltrans Construction Site Best Management Practices. Caltrans will also be required to obtain a Section 404 Water Quality Certification from the USACE, a Section 401 Water Quality Certification from the RWQCB and a Section 1602 Lake and Streambed Alteration Agreement from CDFW.
2.3.3.B.2	All development, including dredging, filling, and grading within stream corridors, shall be limited to activities necessary for flood control purposes, water supply projects, improvement of fish and wildlife habitat, or laying of	Consistent with this policy, the project is limited to safety improvements for an existing intersection and roadways. Implementation of Caltrans mitigation measures will require installation of protection fencing, biological monitoring, restoration of disturbed areas and



	pipelines when no alternative route is feasible, and continued and future use of utility lines and appurtenant facilities. These activities shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution. When such activities require removal of riparian plant species, re-vegetation with native plants shall be required.	implementing construction best management practices.
2.3.3.B.3	The following activities shall be prohibited within intermittent and perennial stream channels: cultivated agriculture, pesticide applications, and installation of septic systems. would not destroy vegetative ground cover of the stream channel	Consistent with this policy, the project is limited to safety improvements for an existing intersection and roadways. Implementation of Caltrans mitigation measures will require installation of protection fencing, biological monitoring, restoration of disturbed areas and implementing construction best management practices. In addition, Caltrans will be required to obtain proper permits from USAC, RWQCB and CDFW.
2.3.3.B.6	Dredging or other major construction activities shall be conducted so as to avoid breeding seasons and other critical phases in the life cycles of commercial species of fish and shellfish and other rare, endangered, and threatened indigenous species.	Consistent with this policy, implementation of Caltrans mitigation will restrict construction in wetland areas to the dry season, typically from May 1 <sup>st</sup> to November 1 <sup>st</sup> .
<b>SECTION 2.4 DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES</b>		
Policy No.	Policy Language	Consistency Analysis
2.4.2.2	In order to prevent further reduction in the size and quality of remaining wetlands habitat, no diking, dredging, or filling shall be allowed except the minimum required for uses permitted in policy 2.4.2.(1). Such development shall be permitted only when an equivalent area of new or degraded wetlands (identified pursuant to Section 30411 of the Coastal Act), within the same estuarine system is created or restored in a manner which maintains or enhances overall biological productivity. Such mitigation shall precede diking, dredging, or filling activities.	Policy 2.4.2.1 referenced states that further alteration of natural shoreline processes including drainage, erosion, water circulation, and sand transport, shall be limited to protection of public beaches, existing significant structures, coastal dependent development, and the public health and safety.
2.4.2.4	Diking, dredging, or filling in Elkhorn Slough, Bennett/ Struve Slough, McClusky Slough, Moro Cojo Slough, and Parson's Slough shall maintain or enhance the biological productivity of the wetland or estuary. Any alteration of the coastal estuaries and wetlands in North County shall be limited to restorative measures and appropriate facilities associated with access, research, education, and aquaculture according to specific criteria designated in a wetland management plan. Prior to completion of wetland management plans, appropriate facilities are those consistent with Section 30233(a) of the Coastal Act.	Consistent with this policy, the project is limited to safety improvements for an existing intersection and roadways. In this case, the development is incidental to a public service purpose relative to health, life and safety.
2.4.2.5	Any site disrupted by future diking, dredging, or filling activities shall be fully restored to its original condition whenever desirable. The initial restoration work shall be undertaken immediately following project completion.	Consistent with this policy, implementation of Caltrans mitigation measures will require installation of protection fencing, biological monitoring, restoration of disturbed areas and implementing construction best management practices. In addition, Caltrans will be required to obtain proper permits from USAC, RWQCB and CDFW.
<b>SECTION 2.6 AGRICULTURE</b>		
Policy No.	Policy Language	Consistency Analysis
2.6.1	The County shall support the permanent preservation of prime agricultural soils exclusively for agricultural use. The County shall also protect productive farmland not on prime soils if it meets State productivity criteria and does not contribute to degradation of water quality. Development adjacent to prime and productive farmland shall be planned to be compatible with agriculture.	The project has incorporated avoidance, minimization and mitigation measures that would preserve agricultural lands to the fullest extent possible. This project is a health and safety project and impacts to agricultural resources must be balanced with the need to improve the safety and operations of Highway 156 as identified in Section 3.1 of the LUP. The new highway facility is compatible with the agricultural uses by providing for the necessary transport of agricultural products, particularly to and from the adjacent processing facility. With the mitigation measures incorporated the proposed project is consistent with this policy.

2.6.2.1	Prime and productive farmland designated for Agricultural Preservation and Agricultural Conservation land use shall be preserved for agricultural use to the fullest extent possible as consistent with the protection of environmentally sensitive habitats and the concentration of development.	<p>The project would result in the permanent loss of approximately 23.29 acres of land zoned Coastal Agricultural Preservation and are in agricultural crop production. The six affected properties have a combined acreage of 361.81 acres and implementation of the project would result in approximately 6.44% of this land.</p> <p>During the design process, Caltrans modified the project area to follow as closely to the existing alignment as feasible while still allowing the project to meet the safety standards and project purpose. The project has incorporated avoidance, minimization and mitigation measures that preserved, to the fullest extent possible, prime and productive farmland. Furthermore, there is no feasible alternative with less impact; the proposed project is consistent with this policy with the mitigation measures incorporated. The proposed project is consistent with this policy.</p>
2.6.2.2	Divisions of prime and productive farmland, designated as Agricultural Preservation, or Agricultural Conservation shall be permitted only when such division does not adversely affect the land's long-term agricultural viability. During the subdivision review process the applicant shall be required to demonstrate that the proposed division will not diminish the economic viability of the agricultural land. All subdivided agricultural parcels must be of a size that agricultural use is not diminished. All divisions of agricultural land shall be conditioned to ensure continued long term agricultural use by requiring recording easements, Williamson Act contracts or other suitable instruments. Subdivision or conversion of Agriculture Preservation or Agricultural Conservation farmland for non-agricultural use shall be permitted only where there is an overriding need to protect the public health and safety or where the land is needed to infill existing "developed" areas.	<p>The project has the overriding need to protect public health and safety and, therefore allows conversion of CAP and CAC lands to other uses. Impacts have been isolated to the areas adjacent to the new highway features and the new frontage road. Therefore, the project is consistent with this policy, provided it is demonstrated that the remainder parcels will remain viable or can be made viable for agriculture after the parts needed for highway improvements are divided from the existing property.</p>
2.6.3.2	Development of Agriculture Preservation lands shall be limited to accessory buildings, including farm residences, and uses required for agricultural activities on that parcel. Subdivision shall be allowed for agricultural use only with a minimum parcel size of 40 acres.	<p>Consistent with this policy, the proposed project benefits the agricultural uses by providing frontage roads for farming operations and local residences. The frontage road gives them a safer access to their properties instead of from Highway 156.</p>
2.6.3.5	<p>Conversion of Agricultural Conservation lands to non-agricultural uses shall be allowed if such conversion is necessary to:</p> <ul style="list-style-type: none"> <li>a. Establish a stable boundary between agriculture and adjacent urban uses or sensitive habitats; or</li> <li>b. Accommodate agriculture-related or other permitted uses which would economically enable continuation of farming on the parcel and adjacent lands.</li> </ul>	<p>Consistent with this policy, the proposed project is to provide improved safety and operational benefits to the Castroville Blvd. interchange and State Route 156. The project features will further separate the boundaries of the highway system from local farming operations through the addition of frontage roads. This new system will provide a stable boundary between the state transportation use and the agricultural uses in the area without impacting access to the highway system. The project improves agricultural operations and provides a safe transportation facility for farm workers, as well as safe access for adjacent local residences.</p>
<b>SECTION 2.8 HAZARDS</b>		
Policy No.	Policy Language	Consistency Analysis
2.8.1	Land uses and development in areas of high geologic, flood, tsunami, and fire hazard shall be carefully regulated through the best available planning practices in order to minimize risks to life and property and damage to the natural environment.	Portions of the project area are located within flooding and high erosion areas. Consistent with this policy, technical reports have been prepared by Caltrans to ensure proper design to address potential hazards.
2.8.3.B.3	All new development shall be located outside the 100-year floodplain to a maximum extent feasible. New development within designated 100-year floodplain areas shall conform to the guidelines of the National Flood Insurance Program. At a minimum, the lowest finished floor of new residential structures must be at least one foot above the 100-year flood level. New or	The project component located in the 100-year flood plain is limited to restriping of the existing roadway. Therefore, as proposed, the project is consistent with this policy.

	more intensive development, including major flood control measures shall be allowed only if located outside the zone of riparian vegetation and only where it has been conclusively demonstrated that the cumulative effect of the project in combination with all other existing and anticipated development will not cause an increase in the water surface elevation of the 100- year flood.	
SECTION 2.9 ARCHAEOLOGICAL RESOURCES		
Policy No.	Policy Language	Consistency Analysis
2.9.3.4	Public access to or over known archaeological or paleontological sites should be limited, and concentrated in areas where supervision and interpretive facilities are available.	The project is located within a high archaeological sensitivity area. Consistent with this policy, and archeological study has been conducted by Caltrans and no known archaeological or paleontological sites were identified in the development area.
SECTION 3.1 TRANSPORTATION		
Policy No.	Policy Language	Consistency Analysis
3.1.1	State highways within the North County coastal area should be upgraded to provide for a safe and uncongested flow of traffic. Major County roads should be expanded or managed to accommodate traffic volumes at Level of Service C. Public transit should be expanded to provide a viable transportation alternative.	The purpose of the proposed project is to improve the safety and function of an existing interchange and highway in a cost effective and timely manner, while minimizing environmental, social and economic impacts. Therefore, the project is consistent with this policy.
3.1.2.2	Highway 156 should be expanded to four lanes of traffic on the current alignment as soon as funds are available.	Although the project does not include widening Highway 156 to 4 lanes, it is consistent with this policy because the development addressed safety improvements for an existing intersection and roadways.
3.1.2.3	Construction of access roads to Highway 1 and Highway 156 should be limited due to impacts on the safe and free flow of traffic on these highways. Wherever feasible, access roads should be consolidated to provide fewer points where vehicles can turn onto or off of the highway.	Consistent with this policy, existing locations with at-grade property access on Highway 156 within the project limits will be removed and a new frontage road will be constructed to connect existing property access locations with Castroville Boulevard. This will eliminate 2 existing driveways with hazardous turning movements on and off Highway 156.
3.1.2.4	Improvements to Highway 1 and 156 and the design of access points, turnoffs, and intersections shall be consistent with the objectives and standards of a designated State Scenic Highway.	This segment of Highway 156 proposed as but not (yet) designated as a State Scenic Highway. Equivalent consideration of scenic resources will be provided through the measures listed under section 2.2 above. These measures include seeking recommendations from the community-based Land Use Advisory Committee.
3.1.2.5	The major arterial roads in North County should be upgraded as necessary to serve the planned growth of North County. Other local, rural roads should be upgraded only as necessary to serve local traffic and not through-traffic demand.	The improvements at Hwy 156 and Castroville Blvd will accommodate anticipated increased traffic from planned growth. The project is consistent with this policy.
3.1.3.4	Access to new development at the Highway 156-Castroville Boulevard intersection should be via Castroville Boulevard only.	The improvements will provide safe access to this area and provide Level of Service C on Castroville Boulevard. The project is consistent with this policy.
3.1.3.5	Provide additional transit services.	The frontage road west of Highway 156 will improve transit services for the North Coast in coordination with the Monterey Salinas Transit Service (MST). The project is consistent with this policy.
3.1.3.6	Bicycle shoulders should be provided and routes signed along Maher Road, Castroville Boulevard and Dolan Road.	The proposed project will provide a separation for the westbound lane between Castroville Blvd and Hwy 1. Bike detectors will be placed at the signals to improve bicycle access. The project is consistent with this policy.
SECTION 4.3 LAND USE		
Policy No.	Policy Language	Consistency Analysis
4.3.4	All future development within the North County coastal segment must be clearly consistent with the protection of the area's significant human and cultural resources, agriculture, natural resources, and water quality.	Consistent with this policy, the project has the overriding need to protect public health and safety and, therefore can be read together with LUP policy 2.6.2.2 that allows conversion of CAP and CAC lands to other uses. Impacts to agricultural lands would be mitigated through creation of CAP lands and restoration of degraded farmland to CAP land use.
4.3.4	Development must be consistent with the protection of the areas resources.	Throughout the environmental review and certification of the proposed project Caltrans has

		designed an alternative and worked with the local community and resource agencies to avoid, minimize and mitigate impacts to the resources identified in the project area. In summary, impacts identified to visual resources, agricultural resources and biological resources have been avoided through design changes that reduced overall footprint, selection of an alternative that is the least environmentally damaging, and provided mitigation and restoration for the impacts to farmland and biological resources. Continued community involvement was part of the Coastal Development permit application process. This involvement included coordination with the Land Use Advisory Committee and on-going other inter-agency coordination and communication to achieve a project that will meet the health and safety need identified in this area. The project is consistent with this policy.
4.3.5.8	Development within the North County coastal zone shall be consistent with the land uses shown on the plan map and as described in the text of this plan	The certified Land Use Plan map clearly shows Highway 156. Therefore, it can be inferred that such roadways, and associated roadway development, were intended to be allowable uses on the alignments shown on the LUP map.
4.3.5.9	Development and use of the land, whether public or private, must conform to the policies of the plan, must be consistent with the availability of public services and with established urban service lines, and must meet resource protection standards set forth in the plan.	The LUP traffic policies identify the need to improve Highway 156 to provide for a safe and uncongested flow of traffic. Therefore, staff's analysis includes the balance of considering the minimum development necessary for safety improvements while achieving the goals and policies for resource protection on North County. As identified throughout this matrix, the project is consistent with the resource protection policies of the plan.
4.3.6.G.3	Public and quasi-public uses should be located in areas where they will be compatible with adjacent land uses and local traffic conditions.	Project design modifications have been incorporated to minimize impacts on agricultural lands, as detailed above. Project will correct dangerous local traffic conditions. Also, project will reduce conflicts between agriculturally-related vehicle movements and local residences and mainstream highway traffic, through installation of frontage roads. Therefore, the project will ensure compatibility and is consistent with policy.

## Coastal Implementation Plan, Part 2 – Regulations for Development in the North County Land Use Plan

SECTION 20.144.030 VISUAL RESOURCES DEVELOPMENT STANDARDS		
Section No.	Regulation Language	Consistency Analysis
20.144.030. B.4	Structures shall be located and sited so as to minimize the amount of tree removal and grading to that amount necessary for construction of the building site and access road. Development proposals shall be modified as necessary for size, bulk, siting, location, and/or design where this would result in less tree removal and/or grading. All tree removal shall be in accordance with Section 20.144.050.B. (Ref. Policy 2.2.2.4 & 2.2.3.6)	Consistent with LUP Policy 2.2.2.5 and this regulation, grading, construction and the removal of protected trees, one Coast live oak, is limited to that which is necessary to improve safety of the interchange and highway. After construction completion, adopted mitigations require Caltrans to restore and landscape disturbed areas.
20.144.030. B.8	<p>Development of access roads shall meet, and be modified as necessary to meet, the following standards:</p> <ul style="list-style-type: none"> <li>a. Roads shall be sited so as to reduce visibility from a public viewing area, such as by being sited to allow natural screening by existing vegetation or topography. Road and driveway ingress and egress points shall meet traffic safety requirements of the Public Works Department on County roads and the State Department of Transportation on State Highways.</li> <li>b. Roads shall minimize grading, erosion, and scarring by being sited to conform to natural topography and by incorporating proper erosion control, drainage control, engineering, and stabilization as a condition of project approval.</li> <li>c. New roads shall not be permitted on slopes of greater than 25% subject to Section 20.144.070.E.2.</li> <li>d. Access to residential, recreational, and agricultural uses shall utilize existing access roads on the subject and/or neighboring parcels. Where proposed development includes construction of a new access road, the applicant shall demonstrate an inability to obtain easements for use of existing private roads or inability to use</li> </ul>	Consistent with LUP Policy 2.2.3.4 and this regulation, the project is limited to safety improvements for an existing intersection and roadways resulting in minimizing grading, erosion, and scarring to the maximum extent feasible in this case. Caltrans has designed the facility to meet state requirements and HCD-Engineering Services has reviewed the project and has found it acceptable. Implementation of Caltrans mitigation measures and Best Management Practices requires proper re-compaction, erosion control and revegetation of disturbed areas. The project does not include development in the scenic areas or on slopes in excess of 25%. Utility lines will be placed underground, the roundabouts and right of way will be landscaped, and aesthetic design and treatment will be incorporated into the overcrossing structure, bridge rail, abutment, slope paving and other associated elements.

	existing public roads as access. Such demonstration may include maps delineating roads and easements on adjacent properties and written verification from owners of property potentially providing access. Such information shall be required and submitted prior to the application being considered complete. (Ref. Policy 2.2.3.4)	
20.144.030. B.9	New utility and transmission lines shall be placed underground. Development of overhead lines may only be considered upon the applicant's demonstration that: 1) the utility provider is unable to feasibly place utilities underground; 2) overhead utilities will not have adverse visual impacts due to poles and lines being naturally screened from view of a public viewing area by existing topography or vegetation; or, 3) overhead utilities will better meet resource protection policies of the North County Land Use Plan or development standards of this ordinance. (Ref. Policy 2.2.3.5)	Consistent with LUP Policy 2.2.3.5 and this regulation, the project includes placing utility lines underground.
20.144.030. B.10	Highway direction and other public and private signs shall be of a size and design so as to be consistent with the visual character of the area where feasible. To this end, the sign shall be small in scale and of a height appropriate to its purpose where feasible. Highway direction signs shall be in conformance with California Vehicle Code 21401. (Ref. Policy 2.2.3.7)	Consistent with LUP Policy 2.2.3.7 and this regulation, the project includes highway directional signs that meet the safety and standards required by Caltrans.
<b>SECTION 20.144.040 ENVIRONMENTALLY SENSITIVE HABITAT DEVELOPMENT STANDARDS</b>		
Section No.	Regulation Language	Consistency Analysis
20.144.040. B.1	All development, including vegetation removal, excavation, grading, filling, and construction of roads and structures, shall be prohibited in the following environmentally sensitive habitat areas: riparian corridors, wetlands, dunes, sites of known rare and endangered species of plants and animals, rookeries, major roosting and haul-out sites, and other wildlife breeding or nursery areas identified as environmentally sensitive. As an exception, resource dependent uses, including nature education and research hunting, fishing and aquaculture, where allowed by the North County Land Use Plan, or activities for maintenance of existing structures and roads, or activities for watershed restoration may be allowed within environmentally sensitive habitats if it has been determined through the biological survey that impacts of development will not harm the habitat's long-term maintenance. (Ref. Policy 2.3.2.1)	Consistent with LUP Policy 2.3.2.1 and this regulation, the project is limited to safety improvements to an existing interchange and roadway. Implementation of Caltrans mitigation measures will require installation of protective fencing, biological monitoring and obtain proper permitting from state and federal agencies.
20.144.040. B.2	Development on parcels containing or within 100 feet of environmentally sensitive habitats, as identified on the current North County Environmentally Sensitive Habitat resource map, other resource information, or planner's on-site investigation, shall not be permitted to adversely impact the habitat's long-term maintenance, as determined through the biological survey prepared for the project. Proposals shall be modified for siting, location, bulk, size, design, grading vegetation removal, and/or other methods where such modifications will reduce impacts to an insignificant level and assure the habitat's long-term maintenance. Also, the recommended mitigation measures of the biological survey will be considered by the decision-making body and incorporated into the conditions of approval as found necessary by the decision-making body to implement land use plan policies and this ordinance and made conditions of project approval. (Ref. Policy 2.3.2.2)	Consistent with LUP Policy 2.3.2.2 and this regulation, Caltrans has consulted with the appropriate federal and state agencies during the design phase of the project. USFWS issued a Biological Opinion outlining measures to reduce or avoid potential short and long term impacts to California red-legged frogs, Santa Cruz long-toed salamanders and California tiger salamanders.
20.144.040. B.3	New land uses and new subdivisions on parcels within 100 feet of environmentally sensitive habitats, as identified on the current North County Environmentally Sensitive Habitat resource map, other resource information, or planner's on-site investigation, shall not be permitted where they will adversely impact the habitat's long-term maintenance, either on a project or cumulative basis. As such, a project shall only be approved where sufficient conditions of approval are available, such as for siting, location, design, setbacks, and size, which will mitigate adverse impacts to and allow for the long-term maintenance	Consistent with LUP Policies 2.3.2.2, 2.3.2.3 and this regulation, Caltrans has consulted with the appropriate state and federal agencies to ensure the project minimizes impacts to ESHA and where avoidance is not feasible, mitigation measures have been incorporated to reduce potential impacts to a less than significant level. The project is limited to safety improvements to an existing interchange and roadway. Therefore, in this case, approval of this development would not set a precedent for continued land development resulting in degradation of ESHA.

	of the habitat, as determined through the biological survey. Also, a project shall only be approved where the decision-making body is able to make a determination that the project will not set a precedent for continued land development which, on a cumulative basis, could degrade the habitat. (Ref. Policy 2.3.2.2 and 2.3.2.3)	
20.144.040. B.8	Removal of indigenous vegetation and land disturbance, such as grading, excavation, paving, and fill, on parcels containing or adjacent to environmentally sensitive habitats shall be limited to that necessary for the structural improvements and driveway access. Modifications to the proposal shall be made for siting, location, design, bulk, vegetation removal, and grading where such modifications will reduce impacts to the habitat. (Ref. Policy 2.3.2.8)	Consistent with LUP Policy 2.3.2.8 and this regulation, grading, vegetation removal and construction of new roadway facilities is limited to that which is necessary to improve safety of the interchange and highway.
20.144.040. B.10	Construction activities, and industrial, public and commercial recreational uses which would affect rare, threatened and endangered birds shall be regulated by conditions of project approval to protect habitats of the birds during their breeding and nesting seasons. As such, conditions of project approval may include restricted access, noise abatement, restricted hours of operation of public or private facilities, and other mitigation measures as 'recommended in the biological survey prepared for the project. Regulations shall not prohibit emergency operation of service and public utility equipment. (Ref. Policy 2.3.2.10)	Consistent with LUP Policy 2.3.2.10 and this regulation, Caltrans will be required to conduct a migratory bird nesting survey and to ensure protection of the white-tailed kite, work will be stopped and appropriate biological monitoring will occur if the bird is seen nesting within 500 feet of the project area.
20.144.040. C.2.a	Within intermittent and perennial stream channels, as mapped on U.S. Geological Survey maps or as identified by the Department of Fish and Game, the following development shall be prohibited: cultivated agriculture, pesticide applications, and installation of septic systems. Grazing may be permitted only at levels which will not destroy the vegetative ground cover of the stream channel, as determined through a biological survey and regulated through conditions of project approval. (Ref. Policy 2.3.3.B.3)	Consistent with LUP Policy 2.3.3.B.3 and this regulation, the project is limited to safety improvements for an existing intersection and roadways. Implementation of Caltrans mitigation measures will require installation of protection fencing, biological monitoring, restoration of disturbed areas and implementing construction best management practices. In addition, Caltrans will be required to obtain proper permits from USAC, RWQCB and CDFW.
20.144.040. C.2.b	All development shall be set a minimum of 150 feet back from each bank of perennial streams, 50 feet back from the top of each bank of intermittent streams (as mapped on U.S. Geological Survey maps or as identified by the Department of Fish and Game), or the extent of riparian vegetation, whichever is greater. The decision-making body may allow a reduction in the required setback if it has been conclusively demonstrated in a biological survey that the reduced setback is sufficient to protect existing riparian vegetation from the impacts of development. As well, the decision-making body may require a wider setback if so recommended in the biological survey or otherwise necessary for the mitigation of development impacts to existing riparian vegetation. (Ref. Policy 2.3.3.B.1)	Consistent with LUP Policy 2.3.3.B.1 and this regulation, a wetland delineation report was prepared and Caltrans consulted with appropriate state and federal agencies. Mitigation measures have been incorporated requiring protection measure, biological monitoring, restoration of disturbed areas and implementing construction best management practices. In addition, Caltrans will be required to obtain proper permits from USAC, RWQCB and CDFW.
20.144.040. C.2.c	All development, including dredging, filling, and grading, within stream corridors and their associated riparian vegetation shall be limited to flood control projects to protect existing development, water supply projects, improvement of fish and wildlife habitat, laying of pipelines when no alternative route is feasible, and continued and future use of utility lines and appurtenant facilities. These activities shall be carried out, and conditions of project approval required, in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution. A geologic report shall be required in accordance with Section 20.144.100.A.1. When the development requires removal of riparian plant species, revegetation with native plants shall be required as conditions of project approval. (Ref. Policy 2.3.3.B.2)	Consistent with LUP Policy 2.3.3.B.2 and this regulation, the project is limited to safety improvements for an existing intersection and roadways. Implementation of Caltrans mitigation measures will require installation of protection fencing, biological monitoring, restoration of disturbed areas and implementing construction best management practices. Compliance with required state and federal permits will also require revegetation with appropriate plant species.
20.144.040. C.2.e	Development which includes dredging or other major construction activities which are considered to be those with potential to adversely impact riparian, wetland, or aquatic habitats shall be conducted so as to avoid breeding	Consistent with LUP Policy 2.3.3.B.6 and this regulation, implementation of Caltrans mitigation will restrict construction in wetland areas to the dry season, typically from May 1 <sup>st</sup> to November 1 <sup>st</sup> .

	seasons and other critical phases in the life cycles of commercial species of fish and shellfish and other rare, endangered, and threatened indigenous species. Recommended mitigation measures to avoid disruption of plant and animal lifecycles, as contained in the biological survey required in accordance with Section 20.144.040.A, shall be made conditions of project approval. (Ref. Policy 2.3.3.B.6)	
<b>SECTION 20.144.050 FOREST RESOURCES DEVELOPMENT STANDARDS</b>		
Section No.	Regulation Language	Consistency Analysis
20.144.050.A.1	A coastal development permit must be obtained for the removal of trees and other major vegetation	Consistent with this policy, the project includes a Coastal Development Permit to allow removal of one Coast live oak tree.
20.144.050.C.3	Removal of native trees shall be limited to that which is necessary for the development of the structure and access road and/or necessary for the improvement of an unhealthy forest condition and for the forest's long-term maintenance, as assessed in the Forester's Assessment and Recommendation, if prepared for the proposed development. Proposed development shall be modified for siting, location, design, size, and bulk where such modifications will result in less removal of healthy trees in a healthy forest condition, as assessed in the Forester's Assessment and Recommendation, if prepared for the proposed development.	Project improvements would require removal of one Coast live oak tree less than 24 inches in diameter located adjacent to Roundabout No. 3. In this case, tree removal is the minimum necessary and due to safety design requirements and constraints from nearby residential development, avoidance is not feasible. Therefore, the project is consistent with this policy.
20.144.050.C.5	Native trees to be removed which are 12 inches or more in diameter, or madrone trees which are 6 inches or more in diameter when measured at breast height, and oak trees to be removed which are 6 inches or more in diameter when measured 2 feet above the ground shall be replaced on the parcel. Replacement shall be at a rate of one tree of the same variety for each tree removed, except where demonstrated in the forester's assessment and recommendation (if prepared for the proposed development) that this would result in an overcrowded, unhealthy forest condition.	Consistent with this policy, grading, construction and the removal of protected trees, one Coast live oak, is limited to that which is necessary to improve safety of the interchange and highway. After construction completion, adopted mitigations require Caltrans to restore and landscape disturbed areas.
<b>SECTION 20.144.060 DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES DEVELOPMENT STANDARDS</b>		
Section No.	Regulation Language	Consistency Analysis
20.144.060.C.2	<p>The diking, filling, or dredging of coastal wetlands or estuaries shall be limited to restorative measures to maintain and enhance the long-term maintenance of the biological habitat, and to appropriate facilities associated with access, research, education, mariculture, and aquaculture. The development shall be in accordance with the requirements and specific criteria designated in an approved wetland management plan for the area. If no wetland management plan has been approved for the area, appropriate facilities shall be limited to those consistent with Section 30233(a) of the Coastal Act, as follows:</p> <ol style="list-style-type: none"> <li>a. new or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities;</li> <li>b. maintaining existing or restoring previously dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps;</li> <li>c. in wetland areas only, entrance channels for new or expanded boating facilities; and, in "degraded wetland areas as identified by the California Department of Fish and Game, entrance channels for boating facilities, where a substantial portion of the degraded wetland is restored and maintained as a biologically-productive wetland along with development of the boating facilities. In the degraded wetland areas, the size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25% of the degraded wetland.</li> <li>d. in open coastal waters, other than wetlands, including streams, estuaries,</li> </ol>	Consistent with LUP Policy 2.4.2.4 and this regulation, a need for public health and safety has been demonstrated. Caltrans has prioritized the project to address the intersection's higher-than-average rate of collisions (21% higher than the state average). Development associated with this project is limited to improvements that eliminate unsafe turning movements onto and off of the highway, including a T-intersection for two major roadways. Therefore, and in this case, the development is incidental to a public service purpose relative to health, life and safety. Best management practices and mitigation measures have been identified and adopted by Caltrans which would reduce project impacts to ESHA to a less than significant level.

	<p>and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities;</p> <p>e. incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines, and other such temporary disruptions, as well as limited expansion of roadways and bridges when no other alternative exists, the expansion is necessary to maintain existing traffic capacity, and the expansion will not result in an increase in traffic capacity overall;</p> <p>f. mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas;</p> <p>g. restoration purposes; and</p> <p>h. nature study, aquaculture, or similar resource dependent activities. (Ref. Policy 2.4.2.4 &amp; Coastal Act Section 30233[a])</p>	
20.144.060. C.6	Where diking, dredging, or filling will disrupt a site, that site shall be restored to its original condition if restoration is feasible and also desirable for maintenance or enhancement of the area's biological productivity, as determined through the biological survey prepared for the project. Site restoration plans shall incorporate recommendations included in the biological survey prepared for the project and shall be implemented directly following project completion, as a condition of project approval. (Ref. Policy 2.4.2.5)	Consistent with LUP Policy 2.4.2.4 and this regulation, implementation of Caltrans mitigation measures will require installation of protection fencing, biological monitoring, restoration of disturbed areas and implementing construction best management practices. In addition, Caltrans will be required to obtain proper permits from USAC, RWQCB and CDFW.
<b>SECTION 20.144.080 AGRICULTURAL DEVELOPMENT STANDARDS</b>		
Section No.	Regulation Language	Consistency Analysis
20.144.080. B.1	An Agricultural Viability Report shall be required for the subdivision of parcels in CAP (Coastal Agricultural Preservation) or "AC" (Agricultural Conservation) zoning districts or any parcel under Williamson Act contract. A report may also be required, at the discretion of the Director of Planning, for other development proposals where agricultural viability is in question and could be a factor in the decision-making process. (Ref. Policy 2.6.2.2)	Consistent with LUP Policy 2.6.2.2 and this regulation, implementation the project has the overriding need to protect public health and safety and, therefore allows conversion of CAP and CAC lands to other uses. Impacts have been isolated to the areas adjacent to the new highway features and the new frontage road. Therefore, the project is consistent with this policy, provided it is demonstrated that the remainder parcels will remain viable or can be made viable for agriculture after the parts needed for highway improvements are divided from the existing property.
20.144.080. D.2	In CAP (Coastal Agricultural Preservation) or AC (Agricultural Conservation) zoning districts, subdivision or conversion of cultivated land for non-agricultural uses shall be permitted only where there is an overriding need to protect the public health and safety from adverse erosion or water quality/quantity impacts, or where the land is needed to infill existing developed areas. Such infilling shall be considered appropriate when the parcel to be developed is surrounded entirely by parcels in a RDR (Rural Density Residential), "LDR (Low Density Residential), "MDR (Medium Density Residential), and/or "HDR (High Density Residential) zoning districts. (Ref. Policy 2.6.2.2)	Consistent with LUP Policy 2.6.2.2 and this regulation, the purpose of the project is to resolve a very serious, traffic-related public health & safety problem. However, the policy limits public health & safety conversions to those involving water quality or erosion problems. An amendment is proposed to clarify that the overriding public safety warrants conversion to include this project.
<b>SECTION 20.144.120. TRANSPORTATION DEVELOPMENT STANDARDS</b>		
Section No.	Regulation Language	Consistency Analysis
20.144.120	Provides that a traffic study may be required for expansion or improvements to Highway 156.	Traffic studies & project planning already completed and can be provided to County upon request.
20.144.120 B) 4, 5	<p>Development Standards for Highway 156:</p> <p>4. Development to new access roads to Hwy 156...shall only be permitted if use of existing access points is not feasible or if easements for their use are not obtainable. An Demonstration shall be through the provision of appropriate maps showing locations of existing easements and access point on the subject and adjacent property and written verification from owners of property potentially providing access that an access easement will not be granted for the proposed use.</p> <p>5. Improvements, including access points, turnoffs, and intersections</p>	Consistent with this regulation, existing locations with at-grade property access on Highway 156 within the project limits will be removed and a new frontage road will be constructed to connect existing property access locations with Castroville Boulevard, eliminating 2 existing driveways with hazardous turning movements on and off Highway 156. The frontage road west of Highway 156 will improve transit services for the North Coast in coordination with the Monterey Salinas Transit Service (MST). The proposed project will provide a separation for the westbound lane between Castroville Blvd and Hwy 1. Bike detectors will be placed at the signals to improve bicycle access.



	proposed to Highway 156 shall be consistent with the "Standards for Development": contained in the Monterey County Scenic Highway Plan for Highway 156, on file in the Monterey County Planning Department.	
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**Coastal Implementation Plan, Part 1 – Zoning Ordinance, Coastal Zone**

**SECTION 20.144.080 AGRICULTURAL DEVELOPMENT STANDARDS**

Section No.	Regulation Language	Consistency Analysis
20.30.050	Defines conditional uses allowed in Ag Preservation zoning district.	Public utilities & infrastructure, lot line adjustments, and frog farms all constitute allowable categories of use.
20.64.260	Specifies that "...public utilities and roads are consistent land uses...in all zoning districts except for AP(CZ)..." and requires a specific finding of compatibility with surrounding land uses.	The avoidance, minimization & mitigation measure enumerated above constitute substantial evidence of compatibility. However, the project will unavoidably encroach on adjacent lands zoned CAP (CZ). The certified Land Use Map specifically shows Hwy 156 as an existing feature, and therefore, by inference "allowed" use—but, this is not explicit.

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## Exhibit C

Can be found on the following link:  
NEPA/CEQA Re-Validation Form

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## Attachment 1

Can be found on the following link:

FEIR/EIS

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## Attachment 2

Can be found on the following link:

NES

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# Exhibit D

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**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION**

**PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY**

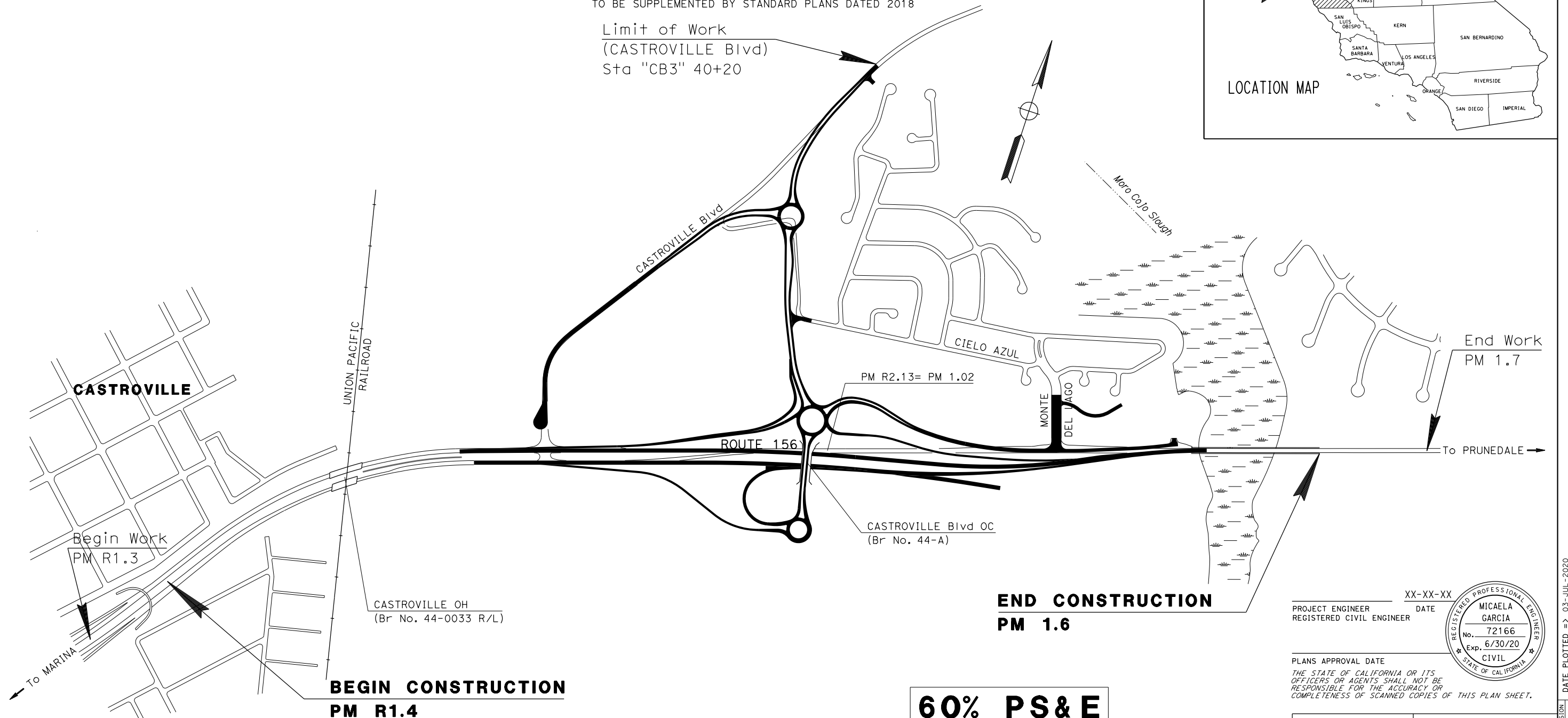
**IN MONTEREY COUNTY NEAR CASTROVILLE  
ON ROUTE 156 FROM 0.1 MILE WEST OF CASTROVILLE BOULEVARD  
TO MORO COJO SLOUGH**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	156	R1.4-R2.1 /1.0-1.6	1	??



TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

Limit of Work  
(CASTROVILLE Blvd)  
Sta "CB3" 40+20



**60% PS&E**

PROJECT ENGINEER  
REGISTERED CIVIL ENGINEER

DATE  
XX-XX-XX

MICAELA GARCIA  
No. 72166  
Exp. 6/30/20  
CIVIL

PLANS APPROVAL DATE  
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

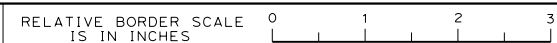
CONTRACT No.	<b>05-316014</b>
PROJECT ID	<b>0518000120</b>

PROJECT MANAGER  
DAVID SILBERBERGER

DESIGN MANAGER  
ROBERTO BANDA

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

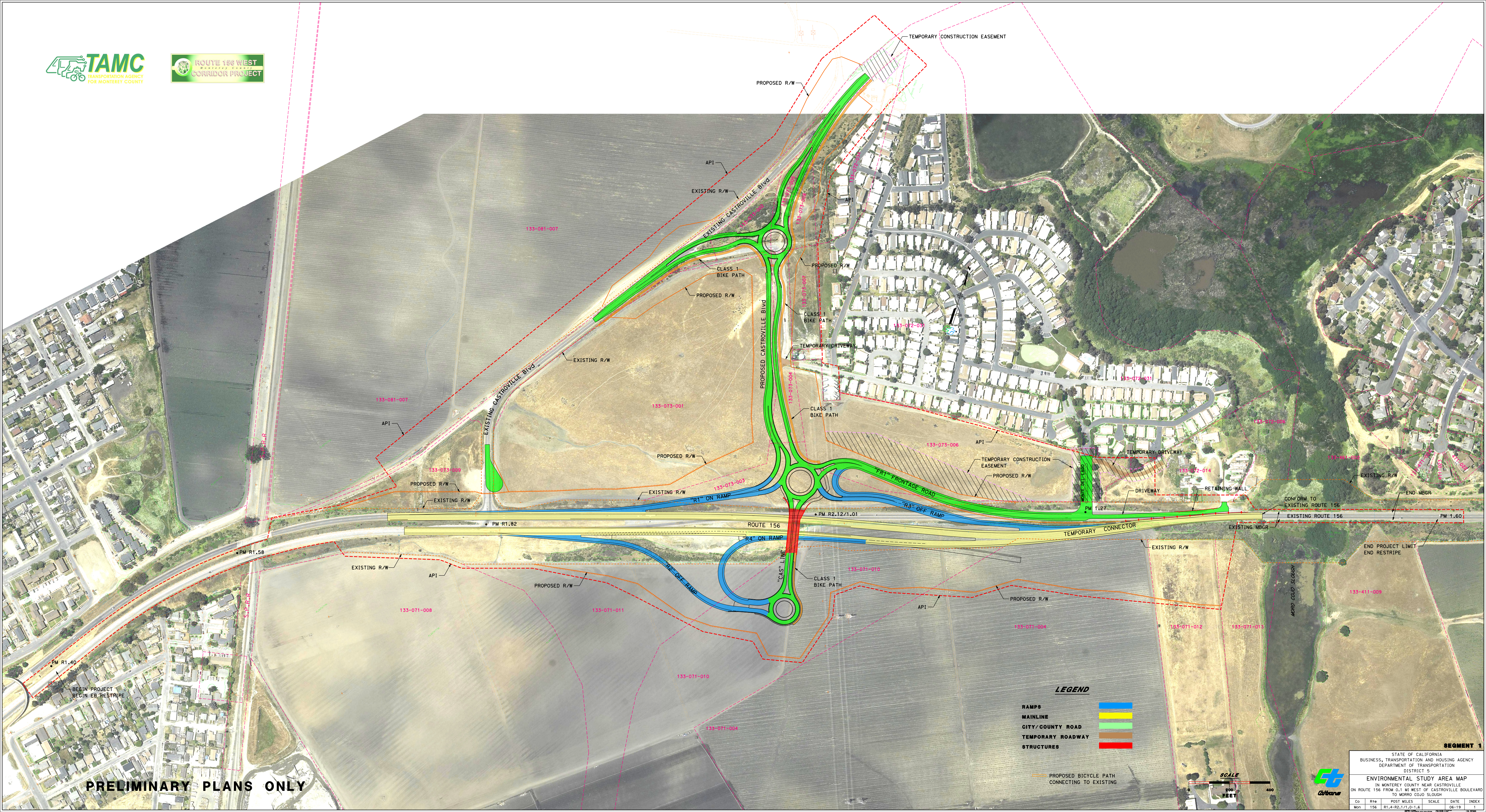


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UNIT 1469 PROJECT NUMBER & PHASE 05180001201

DATE PLOTTED => 03-JUL-2020  
TIME PLOTTED => 09:15  
LAST REVISION 02-20-19



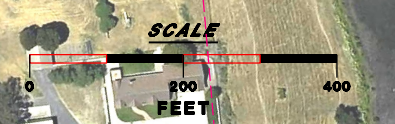


**PRELIMINARY PLANS ONLY**

**LEGEND**

- RAMPS █
- MAINLINE █
- CITY/COUNTY ROAD █
- TEMPORARY ROADWAY █
- STRUCTURES █

— PROPOSED BICYCLE PATH  
CONNECTING TO EXISTING



**SEGMENT 1**




STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 5

**ENVIRONMENTAL STUDY AREA MAP**  
IN MONTEREY COUNTY NEAR CASTROVILLE  
ON ROUTE 156 FROM 0.1 MI WEST OF CASTROVILLE BOULEVARD  
TO MORRO COJO SLOUGH

Co	R#	POST MILES	SCALE	DATE	INDEX
Mon	156	R1.4-R2.1/1.0-1.6		06-19	1



**LEGEND**

-  REMOVE BASE AND SURFACING
-  CONFORM TO EXISTING PAVEMENT
-  OBLITARATE SURFACE

**ABBREVIATIONS**

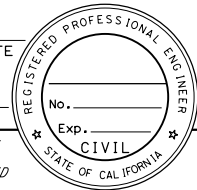
HSSG HIGH SIDE SURFACE GUTTER

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	156	R1.4-R2.1 /1.0-1.6		??

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

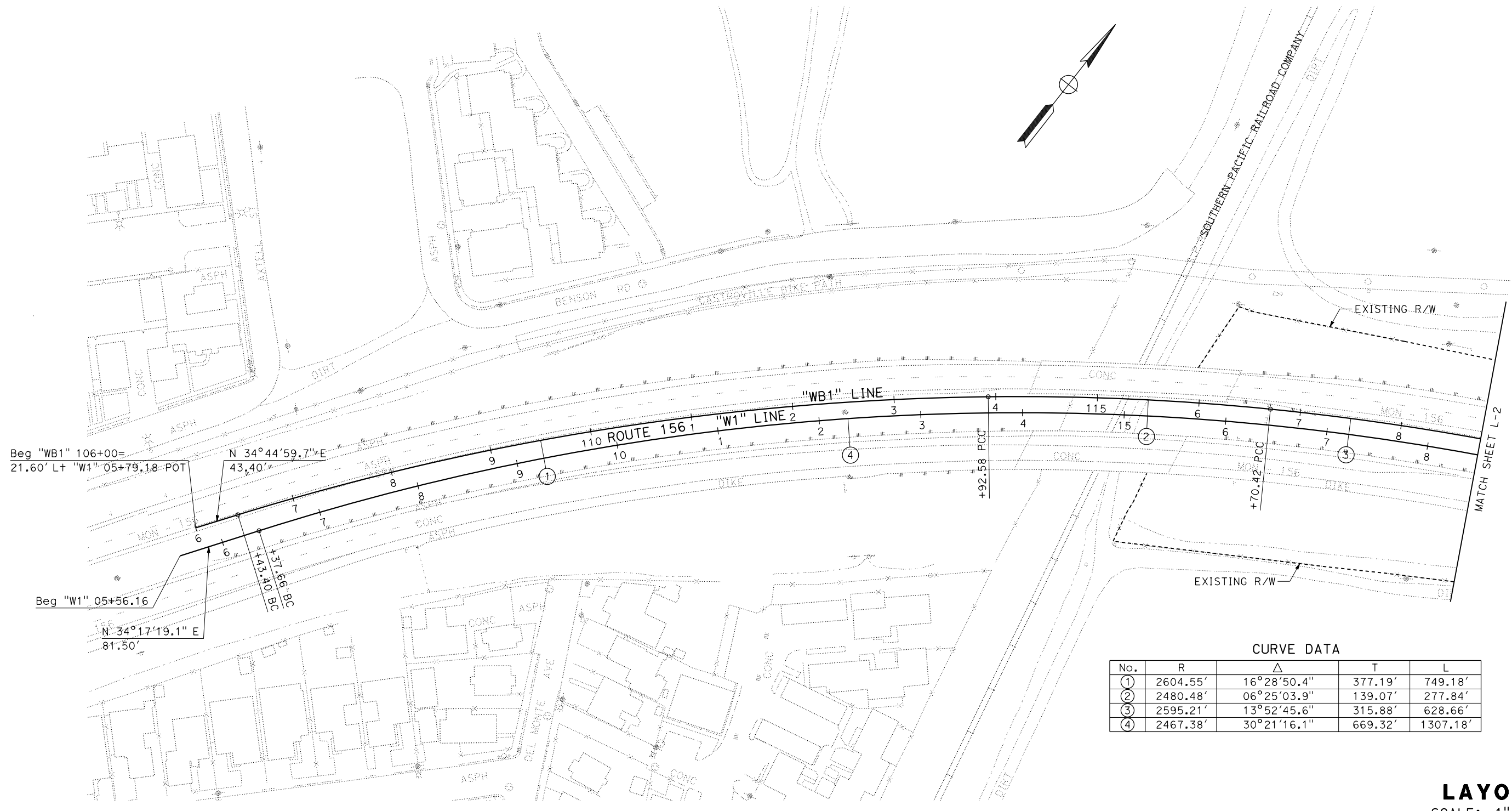


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** DESIGN DIVISION

FUNCTIONAL SUPERVISOR: ROBERTO BANDA

CALCULATED-DESIGNED BY: MICAELA GARCIA  
 CHECKED BY: ARMANDO OROZCO

REVISED BY: DATE REVISED



**CURVE DATA**

No.	R	Δ	T	L
①	2604.55'	16°28'50.4"	377.19'	749.18'
②	2480.48'	06°25'03.9"	139.07'	277.84'
③	2595.21'	13°52'45.6"	315.88'	628.66'
④	2467.38'	30°21'16.1"	669.32'	1307.18'

**LAYOUT**  
 SCALE: 1" = 50'

**L-1**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** DESIGN DIVISION

FUNCTIONAL SUPERVISOR: ROBERTO BANDA  
 CALCULATED/DESIGNED BY: MICHAELA GARCIA  
 CHECKED BY: ARMANDO OROZCO  
 REVISED BY: DATE  
 REVISIONS: REVISED BY DATE

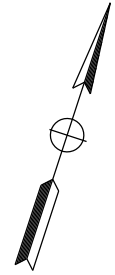
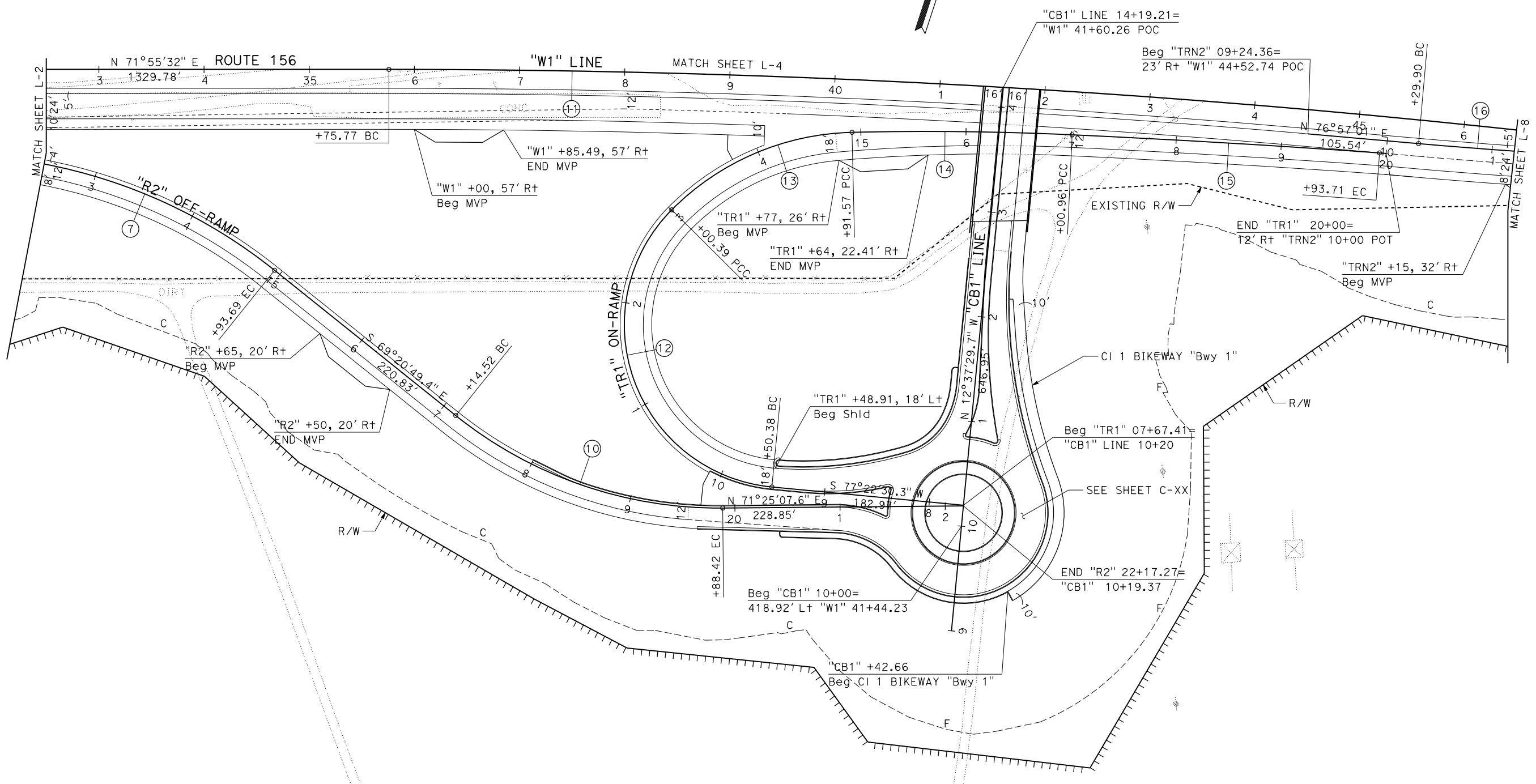
CURVE DATA				
No.	R	$\Delta$	T	L
7	500.00'	33°51'30"	152.19'	295.47'
10	400.00'	39°14'03"	142.57'	273.91'
11	10000.00'	09°09'47.1"	801.34'	1599.26'
12	155.00'	129°22'45.1"	327.75'	350.00'
13	250.00'	43°48'59.6"	100.54'	191.19'
14	3000.00'	03°59'56"	104.73'	209.38'
15	11400.00'	01°28'16.9"	146.38'	292.75'
16	5000.00'	13°01'25.5"	570.73'	1136.54'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	156	R1.4-R2.1 /1.0-1.6		??

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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**LAYOUT**  
 SCALE: 1" = 50'

**L-3**

DATE PLOTTED => 03-JUL-2020 TIME PLOTTED => 09:15

CURVE DATA

No.	R	Δ	T	L
⑥	3000.00'	05°55'56.5"	155.45'	310.62'
⑦	10000.00	09°09'47.1"	801.34'	1599.26'
⑧	600.00'	25°49'22.3"	137.54'	270.42'
⑨	170.00'	42°38'33.2"	66.35'	126.52'
⑩	400.00'	25°13'03.8"	89.48'	176.05'
⑪	92.00'	53°31'13.5"	46.39'	85.94'
⑫	600.00'	14°02'44.9"	73.91'	147.09'
⑬	1640.00'	17°45'36.3"	256.23'	508.35'
⑭	810.00'	10°51'12.7"	76.95'	153.44'

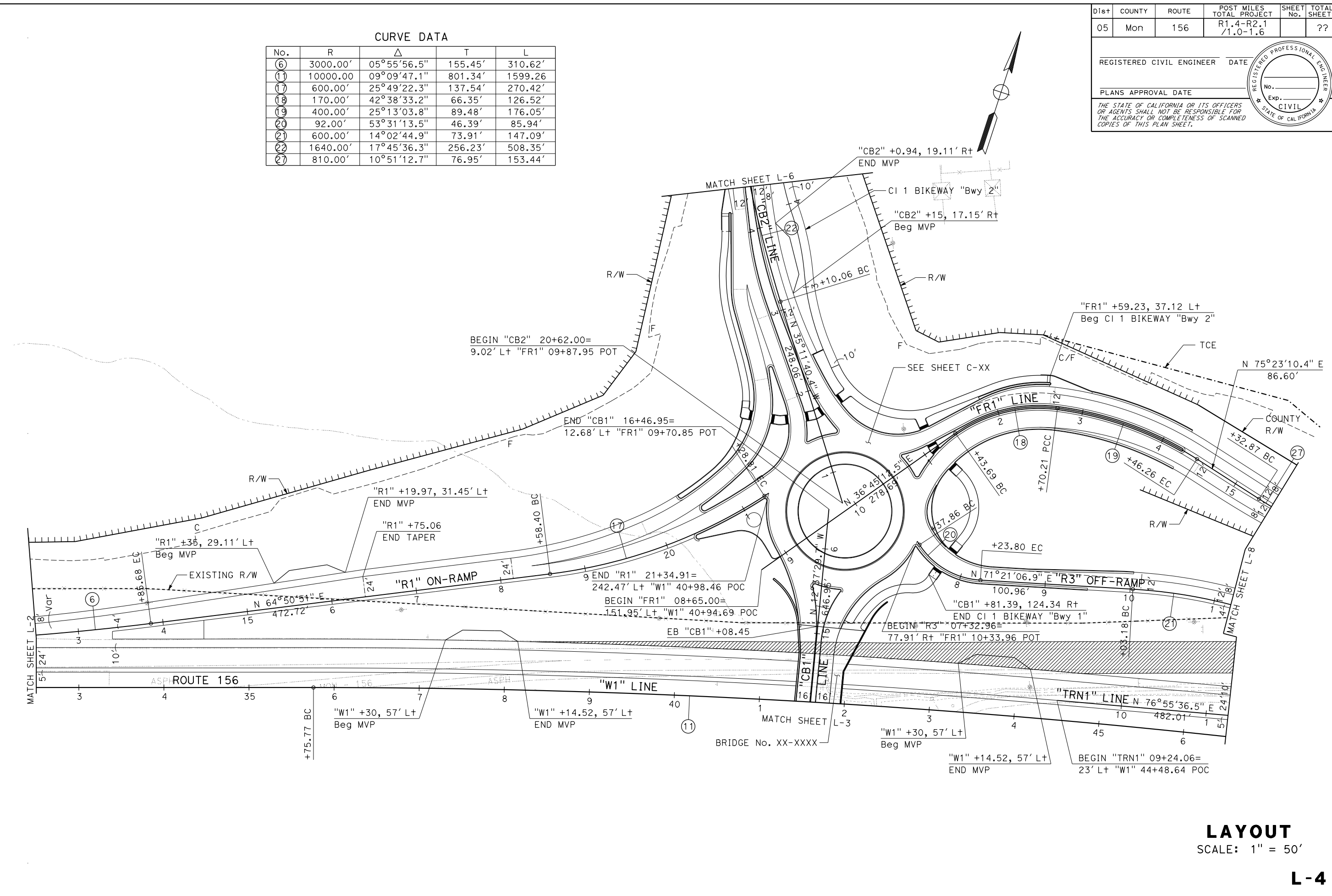
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	156	R1.4-R2.1 / 1.0-1.6		??

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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**Caltrans** DESIGN DIVISION



**LAYOUT**  
 SCALE: 1" = 50'  
**L-4**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** DESIGN DIVISION

FUNCTIONAL SUPERVISOR  
 ROBERTO BANDA

CALCULATED-DESIGNED BY  
 CHECKED BY

MICAELA GARCIA  
 ARMANDO OROZCO

REVISED BY  
 DATE REVISED

CURVE DATA

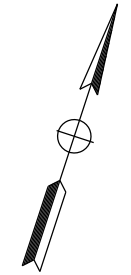
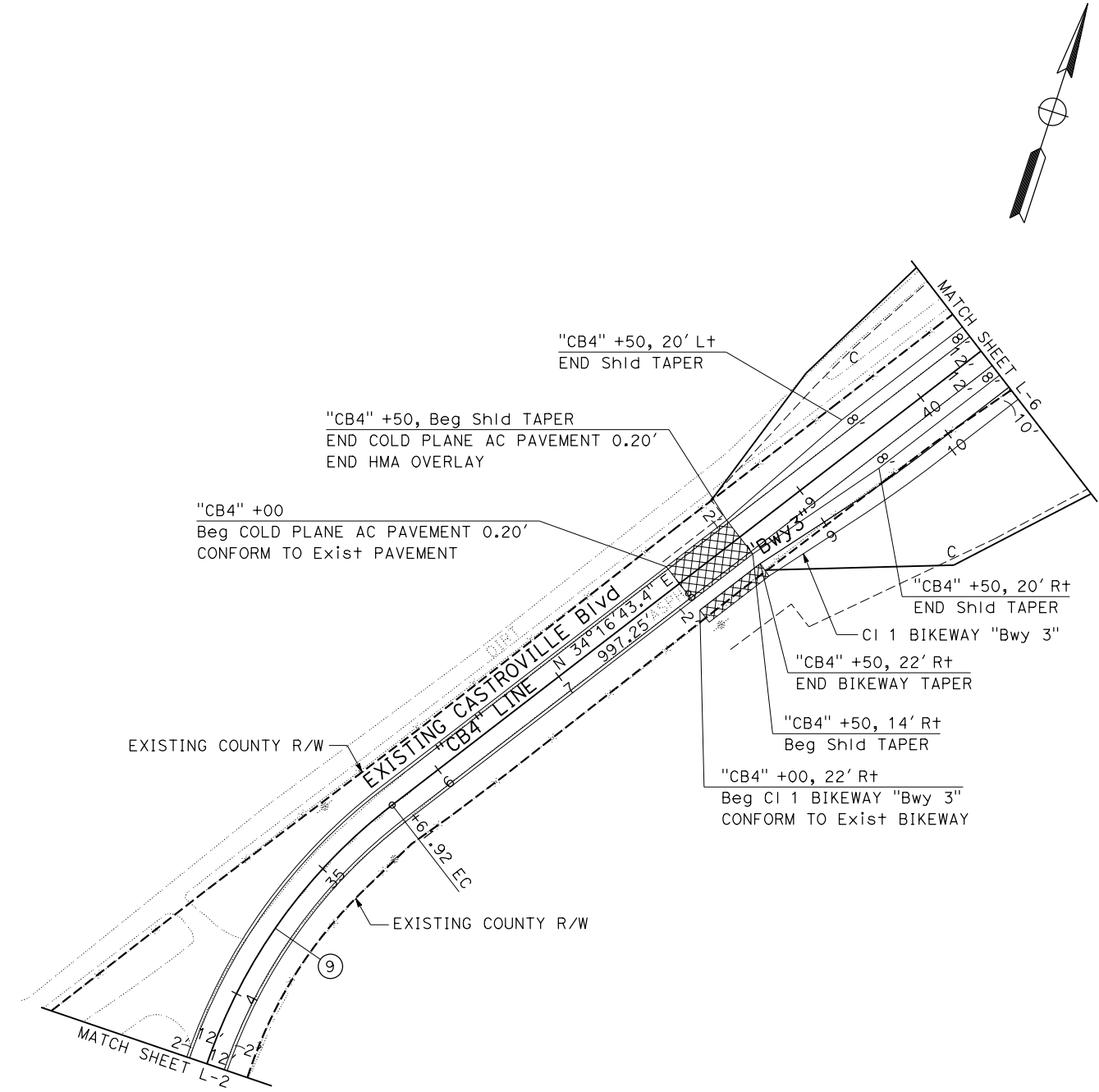
No.	R	$\Delta$	T	L
⑨	362.00'	53°57'19.8"	184.27'	340.90'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	156	R1.4-R2.1 /1.0-1.6		??

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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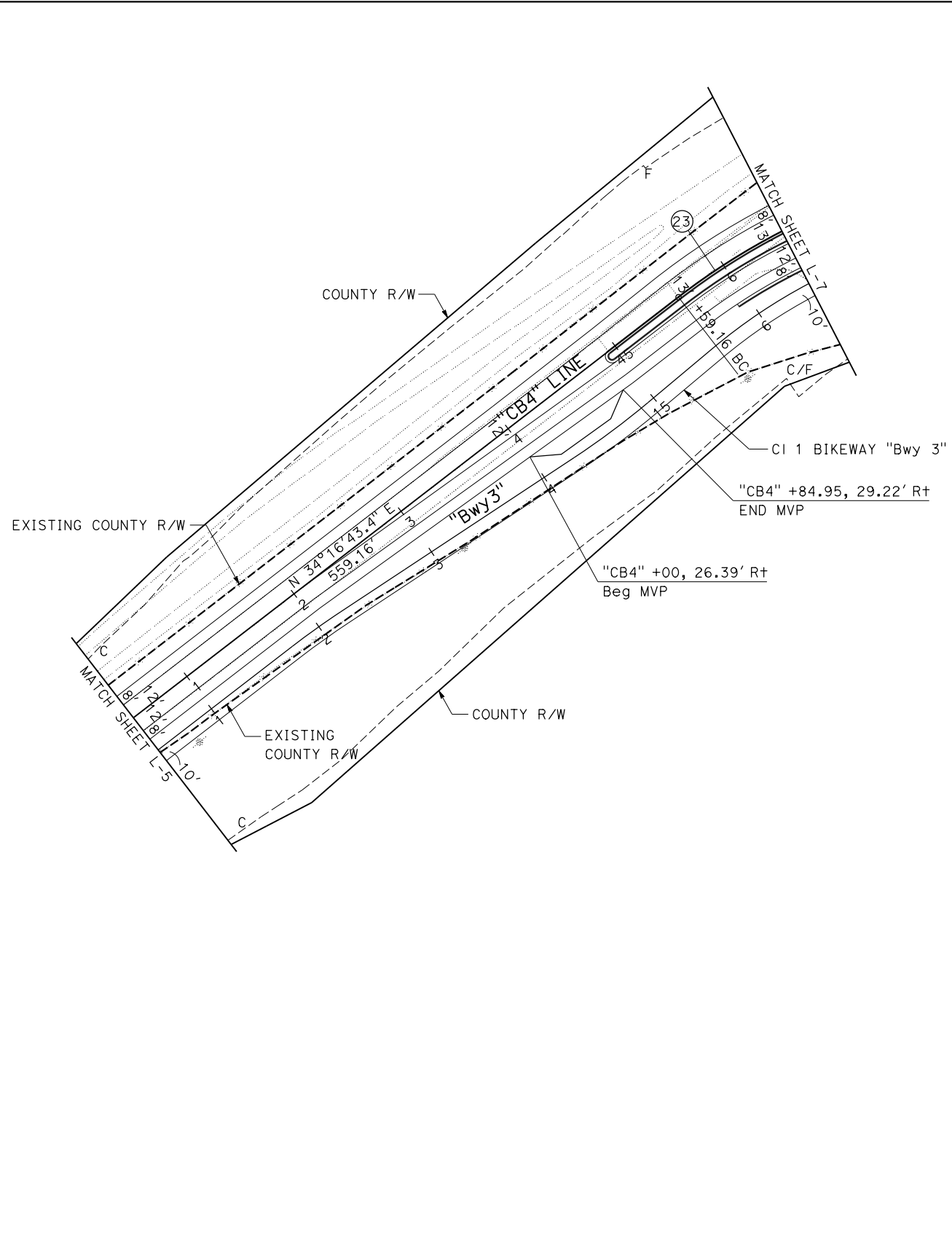
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 SCALE: 1" = 50'

**L-5**

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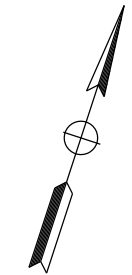
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** DESIGN DIVISION

FUNCTIONAL SUPERVISOR: ROBERTO BANDA  
 CALCULATED/DESIGNED BY: CHECKED BY:  
 REVISIONS:  
 REVISION BY: DATE REVISION  
 MICHAELA GARCIA  
 ARMANDO OROZCO



**CURVE DATA**

No.	R	$\Delta$	T	L
22	1640.00'	17°45'36.3"	256.23'	508.35'
23	500.00'	37°26'57.2"	169.48'	326.81'

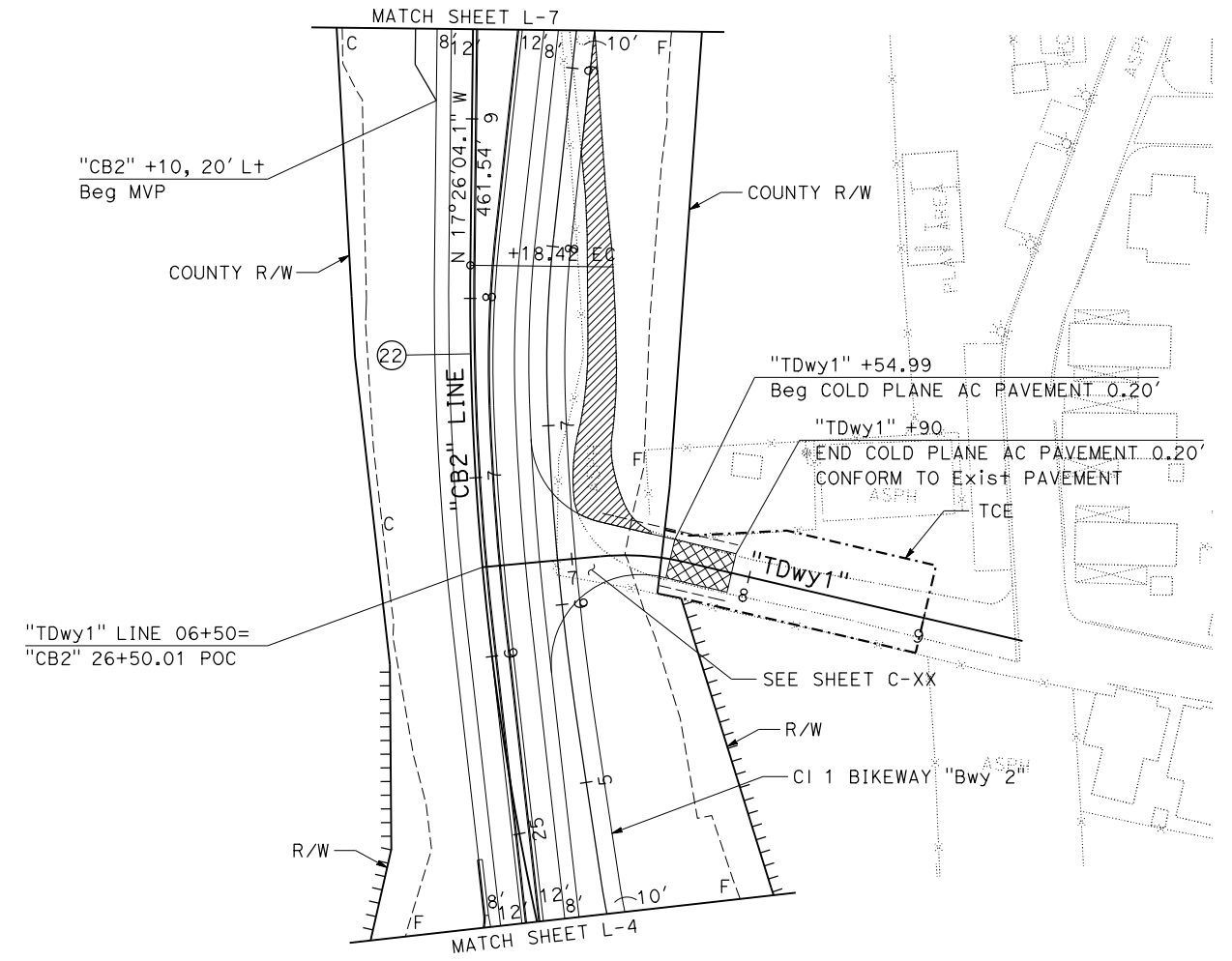


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	156	R1.4-R2.1 / 1.0-1.6		??

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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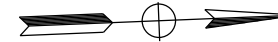
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 SCALE: 1" = 50'

**L-6**

LAST REVISION DATE PLOTTED => 03-JUL-2020 TIME PLOTTED => 09:15

CURVE DATA

No.	R	Δ	T	L
23	500.00'	37°26'57.2"	169.48'	326.81'
24	500.00'	25°02'15.7"	111.02'	218.50'
25	1200.00'	16°57'09.2"	178.83'	355.05'
26	1430.00'	08°38'08.4"	107.97'	215.53'



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	156	R1.4-R2.1 /1.0-1.6		??

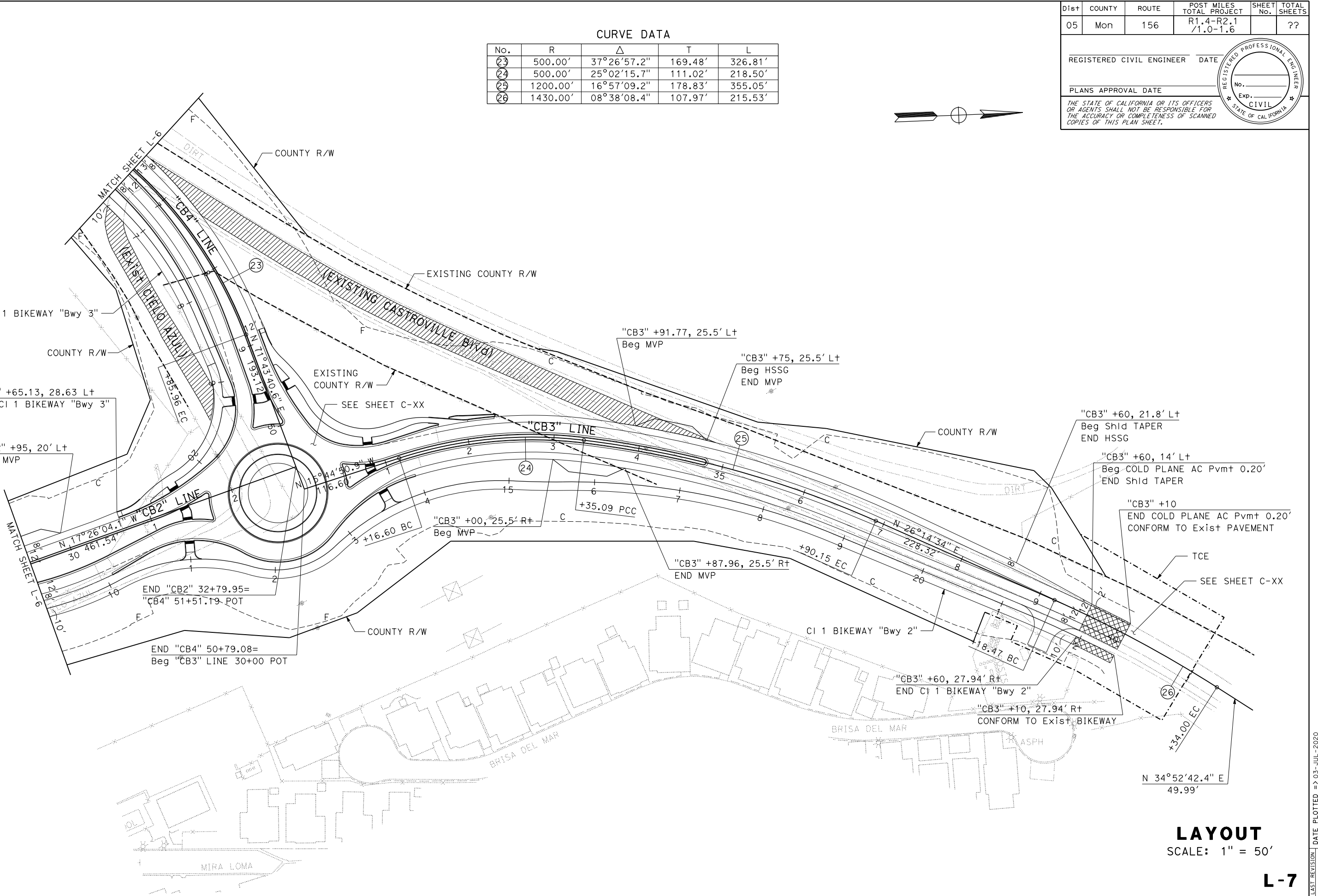
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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 CHECKED BY: ARMANDO OROZCO  
 REVISED BY: DATE REVISED



**LAYOUT**  
 SCALE: 1" = 50'

L-7

DATE PLOTTED => 03-JUL-2020  
 TIME PLOTTED => 09:15  
 LAST REVISION 01-10-20

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	156	R1.4-R2.1 /1.0-1.6		??

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

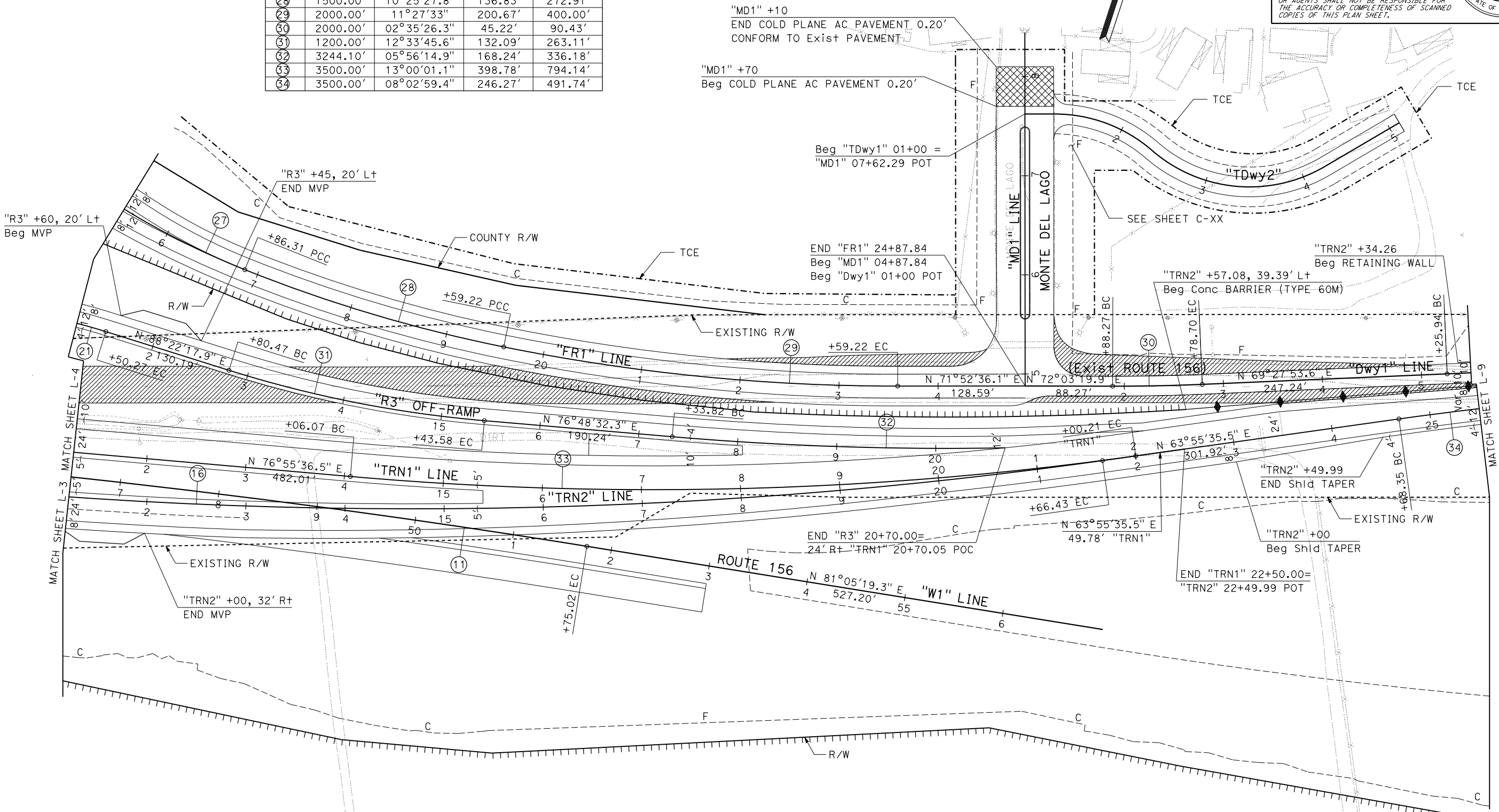
  

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**CURVE DATA**

No.	R	Δ	T	L
11	10000.00'	09°09'47.1"	801.34'	1599.26'
16	5000.00'	13°01'25.5"	570.73'	1136.54'
21	600.00'	14°02'44.9"	73.91'	147.09'
27	810.00'	10°51'12.7"	76.95'	153.44'
28	1500.00'	10°25'27.8"	136.83'	272.91'
29	2000.00'	11°27'33"	200.67'	400.00'
30	2000.00'	02°35'26.3"	45.22'	90.43'
31	1200.00'	12°33'45.6"	132.09'	263.11'
32	3244.10'	05°56'14.9"	168.24'	336.18'
33	3500.00'	13°00'01.1"	398.78'	794.14'
34	3500.00'	08°02'59.4"	246.27'	491.74'



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 DESIGN DIVISION  
 FUNCTIONAL SUPERVISOR: ROBERTO BANDA  
 CALCULATED/DESIGNED BY: MICHAELA GARCIA  
 CHECKED BY: ARMANDO OROZCO  
 REVISED BY: DATE REVISED

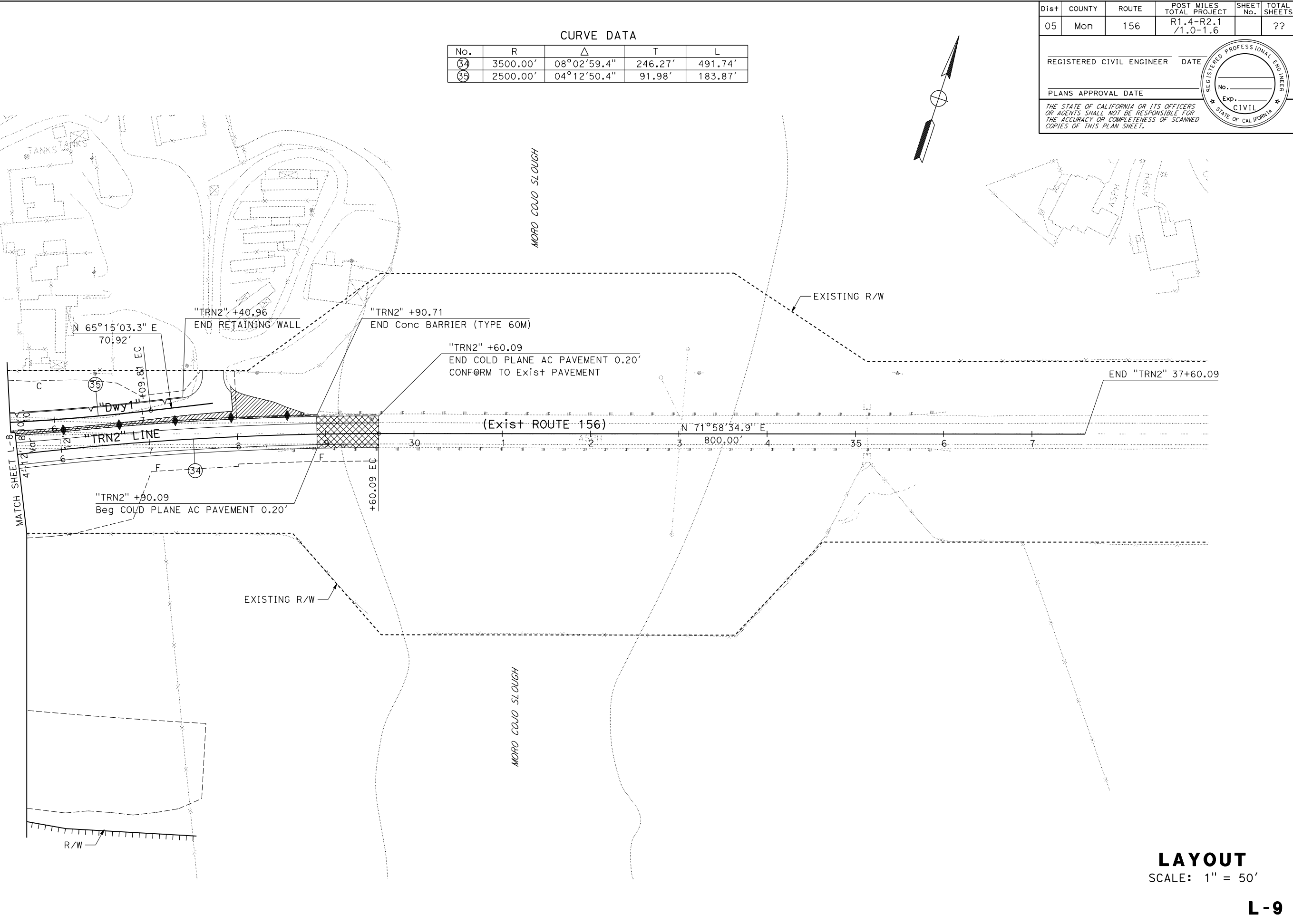
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SCALE: 1" = 50'

**L-8**

LAST REVISION 01-10-20    DATE PLOTTED => 03-JUL-2020    TIME PLOTTED => 09:15

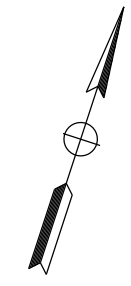
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans** DESIGN DIVISION

FUNCTIONAL SUPERVISOR: ROBERTO BANDA  
 CALCULATED-DESIGNED BY: MICAELA GARCIA  
 CHECKED BY: ARMANDO OROZCO  
 REVISED BY: DATE REVISED



**CURVE DATA**

No.	R	$\Delta$	T	L
34	3500.00'	08°02'59.4"	246.27'	491.74'
35	2500.00'	04°12'50.4"	91.98'	183.87'



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	156	R1.4-R2.1 /1.0-1.6		??

REGISTERED CIVIL ENGINEER DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

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REGISTERED PROFESSIONAL ENGINEER  
 No. \_\_\_\_\_  
 Exp. \_\_\_\_\_  
 CIVIL  
 STATE OF CALIFORNIA

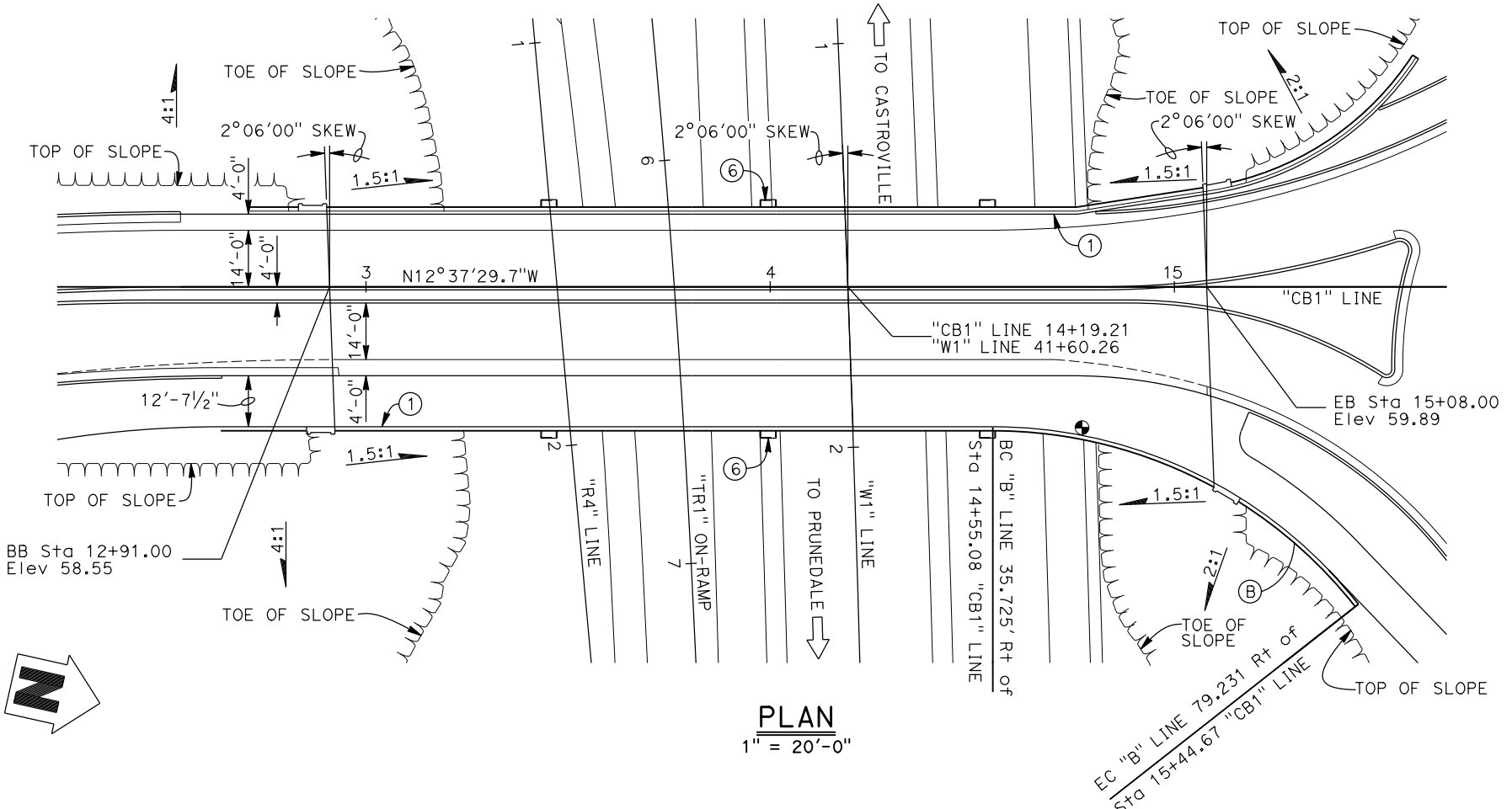
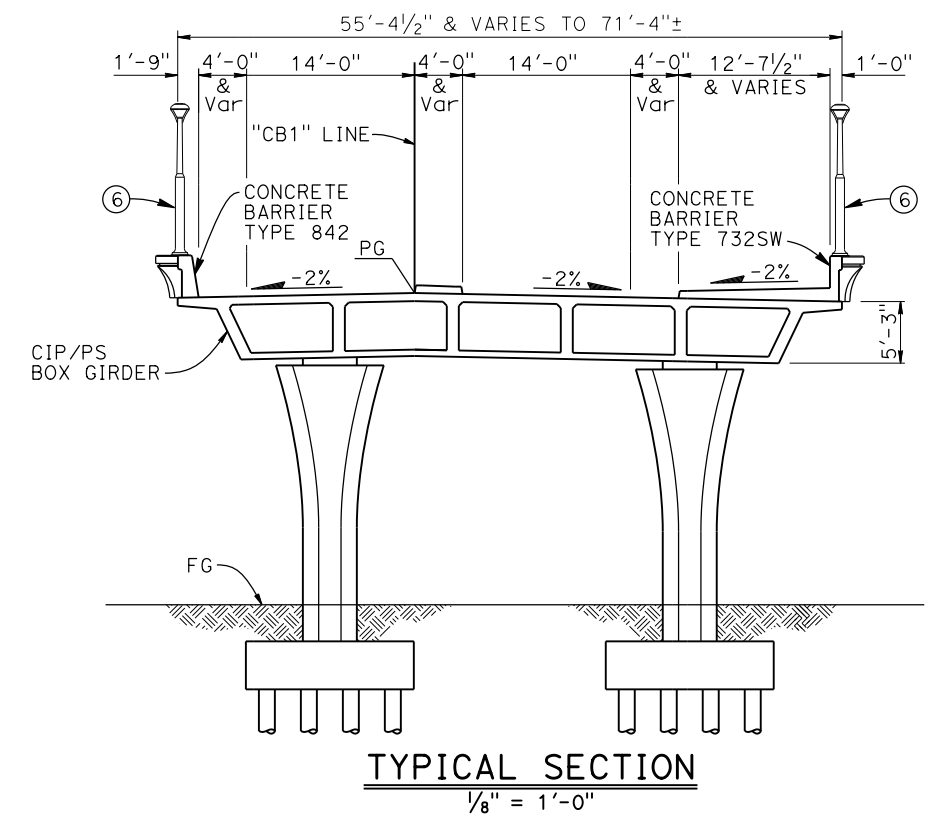
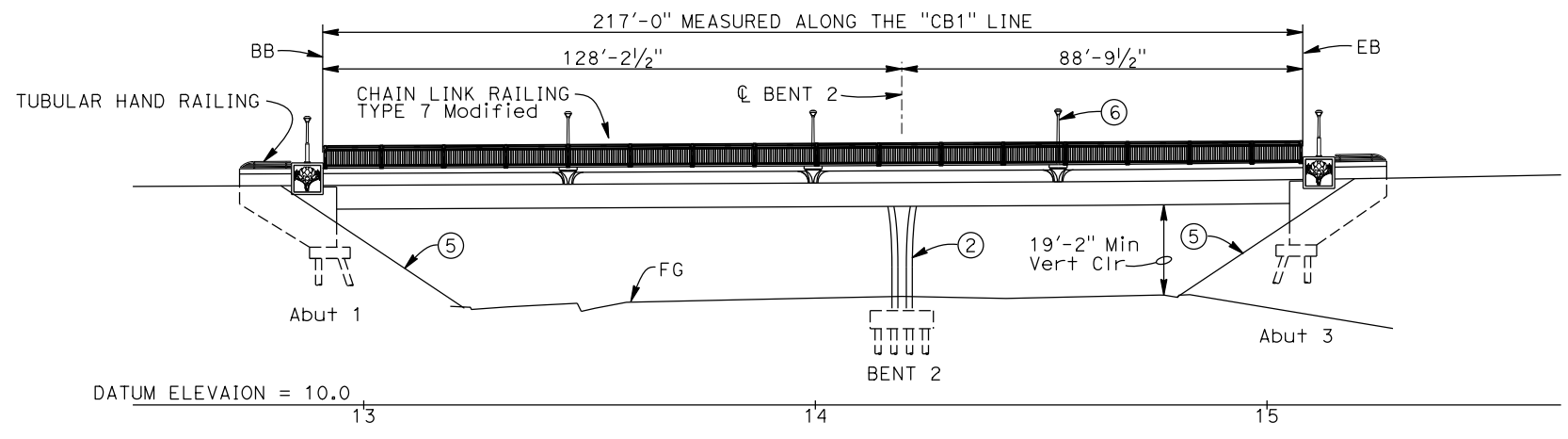
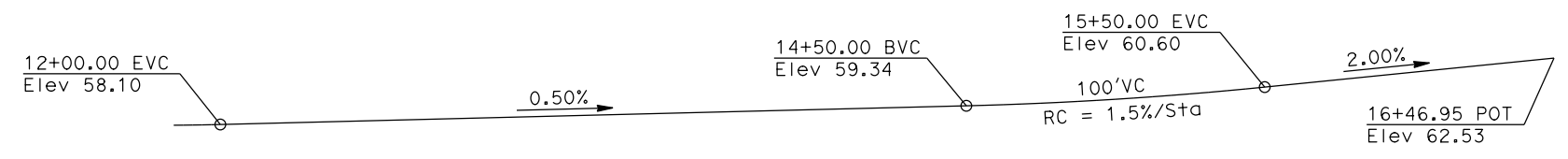
**LAYOUT**  
 SCALE: 1" = 50'  
**L-9**

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
REGISTERED CIVIL ENGINEER			X	DATE	
PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

NOTES:

- ① Paint "CASTROVILLE BLVD OC BRIDGE No. 44-A" Year constructed
- ② Paint Bent Number
- ③ Concrete Barrier, Type
- ④ Structure Approach, Type
- ⑤ Slope Paving
- ⑥ Electrolier, See "Roadway Plans"

For "INDEX TO PLANS", "GENERAL NOTES" and "STANDARD PLANS" list see "INDEX TO PLANS" sheet



CURVE DATA

"B" LINE
R = 114.00'
Δ = 51°48'10"±
T = 55.36'±
L = 103.07'±

P. Peterson BRANCH CHIEF	DESIGN	BY J. Peterson	CHECKED P. Peterson	LOAD & RESISTANCE FACTOR DESIGN	BY J. Peterson	CHECKED P. Peterson	<b>STATE OF CALIFORNIA</b> DEPARTMENT OF TRANSPORTATION	<b>DIVISION OF ENGINEERING SERVICES</b> BRIDGE DESIGN <b>BRANCH 13</b>	BRIDGE No.	44-A	<b>CASTROVILLE BLVD OVERCROSSING</b> <b>GENERAL PLAN</b>
	DETAILS	BY A. Onodera / C. Cancino	CHECKED P. Peterson	LAYOUT	BY J. Peterson	CHECKED P. Peterson			POST MILE	X.X	
	QUANTITIES	BY J. Peterson	CHECKED P. Peterson	SPECIFICATIONS	BY X	PLANS AND SPECS COMPARED					



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