

County of Monterey

Monterey County Zoning Administrator
Monterey County Government Center - Thyme Conference Room
1441 Schilling Place, 2nd Floor



Meeting Agenda - Final

Thursday, May 8, 2025

9:30 AM

Monterey County Zoning Administrator

The Recommended Action indicates the staff recommendation at the time the agenda was prepared. That recommendation does not limit the Zoning Administrator alternative actions on any matter before it.

In addition to attending in person, public participation will be available by ZOOM and/or telephonic means:

PLEASE NOTE: IF THE ZONING ADMINISTRATOR IS PRESENT IN PERSON, PUBLIC PARTICIPATION BY ZOOM IS FOR CONVENIENCE ONLY AND IS NOT REQUIRED BY LAW. IF THE ZOOM FEED IS LOST FOR ANY REASON, THE MEETING MAY BE PAUSED WHILE A FIX IS ATTEMPTED BUT THE MEETING MAY CONTINUE AT THE DISCRETION OF THE ZONING ADMINISTRATOR.

You may participate through ZOOM. For ZOOM participation please join by computer audio at:

<https://montereycty.zoom.us/j/92771458150?from=addon>

OR to participate by phone call any of these numbers below:

- + 1 669 900 6833 US (San Jose)
- + 1 346 248 7799 US (Houston)
- + 1 312 626 6799 US (Chicago)
- + 1 929 205 6099 US (New York)
- + 1 253 215 8782 US
- + 1 301 715 8592 US

Enter this Meeting ID number 927 7145 8150 when prompted.

PUBLIC COMMENT: Please submit your comment (limited to 250 or less) to the Clerk at zahearingcomments@countyofmonterey.gov. In an effort to assist the Clerk in identifying the agenda item relating to your public comment please indicate in the Subject Line, the meeting body (i.e. Zoning Administrator Agenda) and item number (i.e. Item No. 10). Your comment will be placed into the record at the meeting.

Public Comment Prior to Wednesday at 5:00 PM will be distributed to the Zoning Administrator via email.

Public Comment submitted during the meeting can be submitted at any time and every effort will be made to read your comment into the record, but some comments may not be read due to time limitations. Comments received after the agenda item will be made part of the record if received prior to the end of the meeting.

ALTERNATIVE FORMATS: If requested, the agenda shall be made available in appropriate

alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132) and the federal rules and regulations adopted in implementation thereof. For information regarding how, to whom and when a person with a disability who requires a modification or accommodation in order to participate in the public meeting may make a request for disability-related modification or accommodation including auxiliary aids or services or if you have any questions about any of the items listed on this agenda, please call the County of Monterey Housing and Community Development at (831) 755-5025.

INTERPRETATION SERVICE POLICY: The County of Monterey Zoning Administrator invites and encourages the participation of Monterey County residents at its meetings. If you require the assistance of an interpreter, please contact the County of Monterey Housing and Community Development Department located in the County of Monterey Government Center, 1441 Schilling Place, 2nd Floor South, Salinas - or by phone at (831) 755-5025. The Clerk will make every effort to accommodate requests for interpreter assistance. Requests should be made as soon as possible, and at a minimum 24 hours in advance of any meeting.

La medida recomendada indica la recomendación del personal en el momento en que se preparó la agenda. Dicha recomendación no limita las acciones alternativas del Administrador de Zonificación sobre cualquier asunto que se le haya sometido.

Además de asistir en persona, la participación del público estará disponible por ZOOM y/o medios telefónicos:

TENGA EN CUENTA: SI EL ADMINISTRADOR DE ZONIFICACIÓN ESTÁ PRESENTE EN PERSONA, LA PARTICIPACIÓN PÚBLICA DE ZOOM ES SOLO POR CONVENIENCIA Y NO ES REQUERIDA POR LA LEY. SI LA TRANSMISIÓN DE ZOOM SE PIERDE POR CUALQUIER MOTIVO, LA REUNIÓN PUEDE PAUSARSE MIENTRAS SE INTENTA UNA SOLUCIÓN, PERO LA REUNIÓN PUEDE CONTINUAR A DISCRECIÓN DEL ADMINISTRADOR DE ZONIFICACIÓN.

Puede participar a través de ZOOM. Para la participación de ZOOM, únase por computadora en:

[https://montereycty.zoom.us/j/927 7145 8150](https://montereycty.zoom.us/j/92771458150)

O para participar por teléfono, llame a cualquiera de estos números a continuación:

- + 1 669 900 6833 US (San Jose)
- + 1 346 248 7799 US (Houston)
- + 1 312 626 6799 US (Chicago)
- + 1 929 205 6099 US (New York)
- + 1 253 215 8782 US
- + 1 301 715 8592 US

Presione el código de acceso de reunión: 927 7145 8150 cuando se le solicite.

COMENTARIO PÚBLICO: Por favor envíe su comentario (limitado a 250 palabras o menos) al personal de la reunión del Administrador de Zonificación al correo electrónico:

zahearingcomments@countyofmonterey.gov . En un esfuerzo por ayudar al personal, indique en la línea de asunto, la audiencia de la reunión (por ejemplo, Administrador de Zonificación) y el número de la agenda (por ejemplo, el No. de agenda 10). Su comentario se incluirá en el registro de la reunión del Administrador de Zonificación.

Los comentarios públicos recibidos antes de las 5:00 p.m. el miércoles antes de la reunión del Administrador de Zonificación del Condado de Monterey se distribuirán por correo electrónico.

El comentario público enviado durante la reunión se puede enviar en cualquier momento y se hará todo lo posible para leer su comentario en el registro, pero algunos comentarios pueden no leerse debido a limitaciones de tiempo. Los comentarios recibidos después del tema de la agenda se incluirán en el registro si se reciben antes de que finalice la junta.

FORMATOS ALTERNATIVOS: Si se solicita, la agenda se pondrá a disposición de las personas con discapacidad en formatos alternativos apropiados, según lo exige la Sección 202 de la Ley de Estadounidenses con Discapacidades de 1990 (42 USC Sec. 12132) y las reglas y regulaciones federales adoptadas en implementación de la misma. Para obtener información sobre cómo, a quién y cuándo una persona con una discapacidad que requiere una modificación o adaptación para participar en la reunión pública puede hacer una solicitud de modificación o adaptación relacionada con la discapacidad, incluidas las ayudas o servicios auxiliares, o si tiene alguna pregunta sobre cualquiera de los temas enumerados en esta agenda, llame al Departamento de Vivienda y Desarrollo Comunitario del Condado de Monterey al (831) 755-5025.

POLÍZA DE SERVICIO DE INTERPRETACIÓN: El Administrador de Zonificación del Condado de Monterey invita y apoya la participación de los residentes del Condado de Monterey en sus reuniones. Si usted requiere la asistencia de un intérprete, por favor comuníquese con el Departamento de Vivienda y Desarrollo Comunitario localizado en el Centro de Gobierno del Condado de Monterey, (County of Monterey Government Center), 1441 Schilling Place, segundo piso sur, Salinas – o por teléfono al (831) 755-5025. La asistente hará el esfuerzo para acomodar los pedidos de asistencia de un intérprete. Los pedidos se deberán hacer lo más pronto posible, y a lo mínimo 24 horas de anticipo para cualquier reunión.

NOTE: All agenda titles related to numbered items are live web links. Click on the title to be directed to corresponding Staff Report.

9:30 A.M - Call to Order**ROLL CALL**

Mike Novo, Zoning Administrator
Representative from Environmental Health
Representative from Public Works
Representative from Environmental Services

PUBLIC COMMENT

This is a time set aside for the public to comment on a matter that is not on the agenda.

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

The Zoning Administrator Clerk will announce agenda corrections, deletions and proposed additions, which may be acted on by the Zoning Administrator as provided in Sections 54954.2 of the California Government Code.

ACCEPTANCE OF MINUTES

- A. Acceptance of the February 27, 2025, March 13, 2025, March 27, 2025, and April 10, 2025, County of Monterey Zoning Administrator Meeting minutes.

Attachments: [Cover Letter](#)
 [Draft Minutes 02-27-25.pdf](#)
 [Draft Minutes 03-13-25.pdf](#)
 [Draft Minutes 03-27-25.pdf](#)
 [Draft Minutes 04-10-25.pdf](#)

9:30 A.M. - SCHEDULED ITEMS

1. PLN240238 - CALIFORNIA DEPARTMENT OF TRANSPORTATION (Coastlands II Retaining Wall)

Consider demolition of a failed retaining wall, construction of a replacement retaining wall and new guard rail barrier system, restoration of the roadway, development within the Critical Viewshed, and development on slopes in excess of 30%.

Project Location: State Route Highway 1, Post Mile Marker (PM) 44.34, Big Sur

Proposed CEQA action: Consider a previously adopted Mitigated Negative Declaration pursuant to CEQA Guidelines section 15162 and find that no additional environmental review is required.

Attachments: [Staff Report](#)
[Exhibit A - Draft Resolution](#)
[Exhibit B - Adopted Mitigated Negative Declaration \(SCH No. 2023040738\)](#)
[Exhibit C - Big Sur LUAC Minutes for December 10, 2024](#)
[Exhibit D - Vicinity Map](#)
[Exhibit E - Arborist Report](#)

2. PLN240072 - CAPPO REAL ESTATE HOLDINGS LLC

Public hearing to consider construction of a 173 square foot deck, reconstruction of a retaining wall, and installation of site improvements, including landscaping and a walkway within 750 feet of known archaeological resources.

Project Location: 26357 Scenic Road, Carmel, Carmel Area Land Use Plan

Proposed CEQA action: Find the project Categorical Exempt pursuant to Section 15301 of the CEQA Guidelines, and there are no exceptions pursuant to Section 15300.2.

Attachments: [Staff Report](#)
[Exhibit A - Draft Resolution](#)
[Exhibit B - Vicinity Map](#)

OTHER MATTERS

ADJOURNMENT



County of Monterey

Item No.A

Board Report

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

Legistar File Number: MIN 25-027

May 08, 2025

Introduced: 4/28/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Minutes

Acceptance of the February 27, 2025, March 13, 2025, March 27, 2025, and April 10, 2025,
County of Monterey Zoning Administrator Meeting minutes.



County of Monterey

Item No.A

Zoning Administrator

Legistar File Number: MIN 25-027

May 08, 2025

Introduced: 4/28/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Minutes

Acceptance of the February 27, 2025, March 13, 2025, March 27, 2025, and April 10, 2025,
County of Monterey Zoning Administrator Meeting minutes.

County of Monterey

Monterey County Zoning Administrator
Monterey County Government Center - Thyme Conference Room
1441 Schilling Place, 2nd Floor
Salinas, CA 93901



Meeting Minutes - Draft

Thursday, February 27, 2025

9:30 AM

Monterey County Zoning Administrator

9:30 A.M - CALL TO ORDER

Mike Novo called the meeting to order at 9:30 am

ROLL CALL

**Mike Novo, Zoning Administrator
Kyler Asato, Environmental Health
Arlen Blanca, and Bora Akkaya, Public Works
Jess Barreras, Environmental Services**

PUBLIC COMMENT

N/A

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

The Clerk informed the Zoning Administrator of two correspondence letters received from the public for Agenda Item No. 1, PLN240143.

ACCEPTANCE OF MINUTES

- A.** Acceptance of the January 30, 2025, County of Monterey Zoning Administrator Meeting minutes.

The Zoning Administrator accepted the January 30, 2025, County of Monterey Zoning Administrator meeting minutes.

9:30 A.M. - SCHEDULED ITEMS

- 1. PLN210100 - AGARWAL PUNEET & AARTI NASTA TRS**
Public hearing to consider demolition of an existing 3,264 square foot single family dwelling and construction of a 4,910 square foot two-story single-family dwelling with an attached garage within 750 feet of known archaeological resources, 50 feet of a coastal bluff, and 100 feet of Environmentally Sensitive Habitat Area, and less than 120 square feet of development on slopes in excess of 30 percent.
Project Location: 30950 Aurora Del Mar, Carmel
Proposed CEQA Action: Find the project Categoricaly Exempt pursuant to CEQA Guidelines section 15302, and there are no exceptions pursuant to Section 15300.2.

Joseph Alameda, Project Planner, presented the item. Jess Barreras, Environmental Services.

Public Comment: Adam Bittle, Architect

The Zoning Administrator found that the project is exempt pursuant to CEQA Guidelines section 15302, and there are no exceptions pursuant to section 15300.2; and approved a Combined Development Permit consisting of a Coastal Administrative Permit and Design Approval to allow demolition of an existing 3,264 square foot single-family dwelling and construction of a 4,910 square foot two-story replacement single-family dwelling with an attached

garage; a Coastal Administrative Permit to allow less than 120 square feet of development on slopes in excess of 30%; a Coastal Development Permit to allow development within 750 feet of known archaeological resources; a Coastal Development Permit to allow development within 100 feet of an Environmentally Sensitive Habitat Area; and a Coastal Development Permit to allow development within 50 feet of a coastal bluff. The Zoning Administrator made non-substantive changes to the resolution and a change to condition 11 to include the habitat restoration.

2. PLN240136 - ASMA ESTATES INC

Public hearing to consider the construction of a 2,133 square foot single family dwelling with an attached 516 square foot two-car garage.

Project Location: 10361 Mc Dougall St, Castroville.

Proposed CEQA action: Find the project Categorical Exempt pursuant to CEQA Guidelines section 15303; and there are no exceptions pursuant to Section 15300.2.

Joseph Alameda, Project Planner, presented the item. Jess Barreras, Environmental Services

Public Comment: Abdul Altahan, Applicant

The Zoning Administrator found that the project is exempt pursuant to CEQA Guidelines section 15303 and there are no exceptions pursuant to Section 15300.2, and approved a Design Approval to allow the construction of a 2,133 square foot single family dwelling with an attached 516 square foot two-car garage. The Zoning Administrator made non-substantive changes to the resolution.

3. PLN240261 - EVERS TODD M & SHARYN F

Public hearing to consider construction of a 5,700 square foot single family dwelling with an attached 804 square foot garage, 256 square foot covered front porch, 224 square foot patio, a 400 square foot detached Accessory Dwelling Unit, and associated site improvements including the removal of three Coast live oak trees.

Project Location: 423 Estrella D'Oro, Monterey

Proposed CEQA action: Find the project Categorical Exempt pursuant to CEQA Guidelines section 15303, and there are no exceptions pursuant to Section 15300.2.

McKenna Bowling, Project Planner, presented a request to continue the hearing on this item.

Public Comment: None.

The Zoning Administrator continued the hearing on this item to March 6, 2025.

4. PLN220215 - DUERR DANIEL B & SMITH-DUERR AUBREY M

Public hearing to consider a Commercial Vacation Rental to allow the use of residential property for transient lodging for a period of 30 calendar days or fewer.

Project Location: 20451 Cachagua Road, Carmel Valley

Proposed CEQA Action: Find the project Categorically Exempt pursuant to Section 15301 of the CEQA Guidelines and none of the exceptions to the exemptions listed in Section 15300.2 can be made.

Taylor Price, Project Planner, presented the item.

Public Comment: Daniel Duerr, Applicant; Christine Pihl, neighbor

The Zoning Administrator found that the project is exempt pursuant to CEQA Guidelines Section 15301 and no exceptions under section 15300.2 apply; and approved a Use Permit for a Commercial Vacation Rental to allow the use of a residential property for transient lodging for a period of 30 calendar days or fewer. The Zoning Administrator made some non-substantive changes to the resolution and wanted to ensure that condition 5 included the sign posting for the emergency response time.

5. PLN240143 - SEARLE PHILIP A & BANU TRS

Public hearing to consider demolition of an existing residence, and construction of a replacement 2,700 square foot with an attached garage and associated site improvements within 750 feet of known archaeological resources.

Project Location: 2480 Bay View Avenue, Carmel, Carmel Land Use Plan

Proposed CEQA action: Find the project Categorically Exempt pursuant to CEQA Guidelines section 15302, and there are no exceptions pursuant to Section 15300.2.

McKenna Bowling, Project Planner, presented the item.

Public Comment: Erik Miller, architect; Bonner Sears, neighbor; Gail Sears, neighbor

The Zoning Administrator found that the project is exempt pursuant to CEQA Guidelines sections 15303 and none of the exceptions pursuant to Section 15300.2 apply; and approved a Combined Development Permit consisting of a Coastal Administrative Permit and Design Approval to allow demolition of existing two-story residence and associated site improvements and construction of a 2,700 square-foot single-family dwelling with an attached garage and associated site improvements; and a Coastal Development Permit for development within 750 feet of

known archaeological resources. The Zoning Administrator made some non-substantive changes to the resolution and a change to condition 8 to add monitoring for the demolition phase, archaeological resources.

OTHER MATTERS

None

ADJOURNMENT

The meeting was adjourned at 10:40 am

County of Monterey

Monterey County Zoning Administrator
Monterey County Government Center - Thyme Conference Room
1441 Schilling Place, 2nd Floor
Salinas, CA 93901



Meeting Minutes - Draft

Thursday, March 13, 2025

9:30 AM

Monterey County Zoning Administrator

9:30 A.M - Call to Order

Mike Novo called the meeting to order at 9:30 a.m.

ROLL CALL

Mike Novo, Zoning Administrator

Kyler Asato, Environmental Health

Armando Fernandez, Public Works

Jess Barreras, Environmental Services 9:35 am

PUBLIC COMMENT

None

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

The Secretary distributed additional correspondence for agenda item no. 3 – PLN240261 – Evers and agenda item no. 5 PLN240020 -Poss

ACCEPTANCE OF MINUTES

None

9:30 A.M. - SCHEDULED ITEMS

1. PLN230137 - CAMPBELL S JAMES JR & LYNDA R TRS (CONTINUED FROM MARCH 6, 2025)

Public hearing to consider demolition of an existing 1,173 square foot single family residence, a 364 square foot detached garage, and a 111 square foot guesthouse, and construction of a 3,403 square foot single family dwelling and an attached 805 square foot three-car garage with a second story 606 square foot Accessory Dwelling Unit within the floodway fringe of the Carmel Valley River.

Project Location: 23 Wawona Road, Carmel Valley.

Proposed CEQA action: Find the project Categorical Exempt pursuant to CEQA Guidelines section 15303, and there are no exceptions pursuant to Section 15300.2.

McKenna Bowling, Project Planner, presented the item. Kyler Asato provided additional information regarding EHB topics. Jess Barreras provided additional information regarding flooding concerns and requirements.

Public Comment: Jim Campbell, applicant; Merit Holly, architect.

The Zoning Administrator found that the project qualifies for a Class 3 Categorical Exemption pursuant to CEQA Guidelines sections 15303 and none of the exceptions pursuant to Section 15300.2 apply; and approved a Combined Development Permit consisting of an Administrative Permit and Design Approval to allow demolition of existing 1,173 square foot single family dwelling, a 364 square foot detached garage, and a 111 square foot guesthouse, construction of a 3,403 square foot single family dwelling and an attached 805 square foot garage with a second story 606 square foot Accessory

Dwelling Unit, and associated site improvements; and Use Permit to allow development within the Carmel Valley floodplain. The Zoning Administrator made non-substantive changes to the resolution and a modification to condition 4 (EHB condition).

2. PLN240045 - PIETRO FAMILY INVESTMENTS LP

Public Hearing to consider construction of an approx. 2,438 square foot family dwelling with a 269 square foot attached garage, 637 square feet of patios, and associated site improvements within 750 feet of a known archaeological resource.

Project Locations: 26307 Isabella Avenue, Carmel.

Proposed CEQA action: Consider an Addendum together with a previously approved Mitigated Negative Declaration (State Clearinghouse No. 2018091011, HCD-Planning File PLN170611) pursuant to CEQA Guidelines Section 15164.

Ben Moulton, Project Planner, presented the project.

Public Comment: Eric Miller, architect

The Zoning Administrator continued the hearing on this item to a date certain of March 27, 2025.

3. PLN240261 - EVERS TODD M & SHARYN F

Public hearing to consider construction of a 5,700 square foot single family dwelling with an attached 804 square foot garage, 256 square foot covered front porch, 224 square foot patio, a 400 square foot detached Accessory Dwelling Unit, and associated site improvements including the removal of three Coast live oak trees.

Project Location: 423 Estrella D'Oro, Monterey

Proposed CEQA action: Find the project Categorical Exempt pursuant to CEQA Guidelines section 15303, and there are no exceptions pursuant to Section 15300.2.

McKenna Bowling, Project Planner, presented the project.

Public Comment: Todd Evers, applicant.

The Zoning Administrator found that the project qualifies as a Class 3 Categorical Exemption pursuant to Section 15303 of the CEQA Guidelines and there are no exceptions pursuant to Section 15300.2; and approved a Design Approval to allow construction of a 5,700 square foot single family dwelling with an attached 804 square foot garage, 256 square foot covered front porch, 224 square foot patio, a 400 square foot detached Accessory Dwelling Unit, and associated site improvements including the removal of three Coast live oak trees (24", 36", and 20" diameters). The Zoning Administrator made non-substantive changes to the resolution.

4. PLN240331 - BOUDREAULT DANIEL

Public hearing to consider a Commercial Vacation Rental to allow the use of residential property for transient lodging for a period of 30 calendar days or fewer.

Project Location: 17717 CACHAGUA RD, CARMEL VALLEY, CA 93924

Proposed CEQA Action: Find the project Categorically Exempt pursuant to section 15301 of the CEQA Guidelines and none of the exceptions to the exemptions listed in section 15300.2 can be made.

Taylor Price, Project Planner, presented the project.

Public Comment: Daniel Boudreault, applicant; Margie Kay.

The Zoning Administrator found that the project qualifies for a Class 1 Categorical Exemption pursuant to CEQA Guidelines section 15301 and no exceptions under section 15300.2 apply; and approved a Use Permit for a Commercial Vacation Rental to allow the use of a residential property for transient lodging for a period of 30 calendar days or fewer. The Zoning Administrator made non-substantive changes to the resolution and wanted to ensure that condition 5 clearly required the posting of a sign regarding emergency response times.

5. PLN240020 - POSS ROY JAMES JR & DEBRA ANN

Public hearing to consider a commercial vacation rental to allow the use of residential property for transient lodging for a period of 30 calendar days or fewer.

Project Location: 1138 Chaparral Road, Pebble Beach, CA 93953

Proposed CEQA Action: Find the project Categorically Exempt pursuant to section 15301 of the CEQA Guidelines and none of the exceptions to the exemptions listed in section 15300.2 can be made.

Taylor Price, Project Planner, presented the project. Armando Fernandez provided information regarding the road conditions.

Public Comment: Debra and Roy Poss, applicant; Steve Perlsnick; Greg Looney; Kathleen Lee, Pebble Beach Company, Domi Saul; Margie Kay; Rick Verbanec; anonymous constituent.

The ZA recessed at 11:02 a.m. and returned at 11:07 a.m.

The Zoning Administrator found that the project qualifies for a Class 1 Categorical Exemption pursuant to CEQA Guidelines Section 15301 and no exceptions under section 15300.2 apply; and approved a Use Permit for a Commercial Vacation Rental to allow the use of a residential property for transient lodging for a

period of 30 calendar days or fewer. The Zoning Administrator made non-substantive changes to the resolution, updated condition 4 to tie its timing to condition 9 being resolved, and wanted to ensure that condition 5 clearly required the posting of a sign regarding emergency response times.

OTHER MATTERS

None

ADJOURNMENT

The meeting was adjourned by Mike Novo at 11:10 a.m.

County of Monterey

Monterey County Zoning Administrator
Monterey County Government Center - Thyme Conference Room
1441 Schilling Place, 2nd Floor
Salinas, CA 93901



Meeting Minutes - Draft

Thursday, March 27, 2025

9:30 AM

Monterey County Zoning Administrator

9:30 A.M - Call to Order

Mike Novo called the meeting to order at 9:30 a.m.

ROLL CALL

**Mike Novo, Zoning Administrator
Kyler Asato, Environmental Health
Arlen Blanca and Bora Akkaya, Public Works
Jess Barreras, Environmental Services**

PUBLIC COMMENT

None

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

None

ACCEPTANCE OF MINUTES

- A.** Acceptance of the March 6, 2025, County of Monterey Zoning Administrator Meeting minutes.

The Zoning Administrator accepted the March 6, 2025, County of Monterey Zoning Administrator meeting minutes.

9:30 A.M. - SCHEDULED ITEMS

- 1. PLN240045 - PIETRO FAMILY INVESTMENTS LP**

Public Hearing to consider construction of an approximately 2,438 square foot family dwelling with a 269 square foot attached garage, 637 square feet of patios, and associated site improvements within 750 feet of a known archaeological resource.

Project Location: 26307 Isabella Avenue, Carmel

Proposed CEQA action: Continuing the public hearing on the project would be an administrative activity of government which would not be a project under CEQA.

Benjamin Moulton, Project Planner, presented a request to continue the hearing on the item.

Public Comment: None.

The Zoning Administrator continued the hearing to a date uncertain to allow the applicant additional time to finalize project revisions.

2. PLN190327 - LAURA MONTEJANO

Public hearing to consider construction of two 2,689 square foot single-family dwellings each with an attached 441 square foot garage and a detached 1,002 square foot second-story accessory dwelling unit above a garage.

Project Location: 12749 Via Linda, Castroville, North County Area Plan, Castroville Community Plan

Proposed CEQA Action: Find the project Categorical Exempt pursuant to California Environmental Quality Act Guidelines section 15303.

Joseph Alameda, Project Planner, presented the item.

Public Comment: Laura Montejano, applicant; Barnaby Torres.

The Zoning Administrator continued the hearing to April 24, 2025 to allow time to work with the applicant to address comments with the fire district.

OTHER MATTERS

None

ADJOURNMENT

The meeting was adjourned at 9:53 a.m.

County of Monterey

Monterey County Zoning Administrator
Monterey County Government Center - Thyme Conference Room
1441 Schilling Place, 2nd Floor
Salinas, CA 93901



Meeting Minutes - Draft

Thursday, April 10, 2025

9:30 AM

**1441 Schilling Place, Salinas, CA 93901
South Building 1st. Floor, Saffron Conference Room**

Monterey County Zoning Administrator

9:30 A.M - Call to Order

Mike Novo called the meeting to order at 9:30 a.m.

ROLL CALL

Mike Novo, Zoning Administrator

Kyler Asato and Connor Cappi, Environmental Health

Bora Akkaya, Public Works

Jess Barreras, Environmental Services

PUBLIC COMMENT

None

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

Clerk Armida Estrada addressed that additional correspondence for PLN240107 did come in via e-mail as well as hard copy and was distributed to the Zoning Administrator in addition to all interested parties.

9:30 A.M. - SCHEDULED ITEMS**1. PLN240107 - CHAMISAL FAMILY PARTNERSHIP LTD ET AL**

Public hearing to consider a Minor Amendment to a previously approved Use Permit (PC1584) that allowed the establishment of the Chamisal Tennis and Fitness Club consisting of 14 courts, a clubhouse, and a swimming pool. This Amendment would allow for the conversion of two existing tennis courts into eight pickleball courts, the addition of three new pickleball courts, and the future conversion of one existing tennis court into four pickleball courts.

Project Location: 185 Robley Rd, Salinas

Proposed CEQA action: Find that the project qualifies for a Class 1 Categorical Exemption pursuant to CEQA Guidelines section 15301, and that no exceptions pursuant to section 15300.2 apply.

Joseph Alameda, Project Planner, presented the item.

Public Comment: Luis Reyes, agent; Herman Campos; Holger Kappler; Richard Cornelson; Kim Bergam; Steve Cluse; Laura Borzini; Ariel Colby; Michael Zury. After public testimony, Luis Reyes provided responses to some of the comments.

Kyler Asato, Environmental Health, did not have further information on whether the water system has any known issues.

The Zoning Administrator continued the hearing on this item to May 29, 2025, to address information related to noise quantity and quality, parking, the design and use of the proposed courts next to the road, and to better understand whether any restrictions are needed based on the B-8 zoning

overlay district.

OTHER MATTERS

None

ADJOURNMENT

The meeting was adjourned at 10:42 a.m.



County of Monterey

Item No.1

Board Report

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

Legistar File Number: ZA 25-030

May 08, 2025

Introduced: 5/1/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Zoning Administrator

PLN240238 - CALIFORNIA DEPARTMENT OF TRANSPORTATION (Coastlands II Retaining Wall)

Consider demolition of a failed retaining wall, construction of a replacement retaining wall and new guard rail barrier system, restoration of the roadway, development within the Critical Viewshed, and development on slopes in excess of 30%.

Project Location: State Route Highway 1, Post Mile Marker (PM) 44.34, Big Sur

Proposed CEQA action: Consider a previously adopted Mitigated Negative Declaration pursuant to CEQA Guidelines section 15162 and find that no additional environmental review is required.

RECOMMENDATIONS

It is recommended that the Zoning Administrator adopt a resolution to:

- a. Consider a previously adopted Mitigated Negative Declaration (SCH No. 2023040738) pursuant to CEQA Guidelines section 15162 and find that no additional environmental review is required; and
- b. Approve a Combined Development Permit consisting of:
 1. Coastal Development Permit for the demolition of a failed retaining wall, construction of a 185 linear foot retaining wall and a 360 linear foot guardrail, restoration of the roadway, and associated site improvements;
 2. Coastal Development Permit to allow development within the Critical Viewshed; and
 3. Coastal Development Permit for development on slopes in excess of 30%.

The attached draft resolution includes findings and evidence for consideration (**Exhibit A**). Staff recommends approval subject to 6 conditions of approval.

PROJECT INFORMATION

Agent: Adam Digiovine, Caltrans

Property Owner: California Department of Transportation (Caltrans), District 5

APN: 000-000-000-000 (within Caltrans right-of-way)

Parcel Size: Approximately 0.2 miles

Zoning: Unclassified

Plan Area: Big Sur Coast Land Use Plan

Flagged and Staked: N/A

SUMMARY/DISCUSSION

Caltrans proposes to construct a soldier pile retaining wall along the southbound lane to restore and protect Highway 1 from a failed retaining wall and slide activity at this location. The project would

also increase the shoulder width to 4 feet, replace an existing culvert to improve drainage, and include installation of a bridge rail with guardrail approaches along the length of the project. As proposed, the development would be consistent with other retaining walls constructed along the highway and within the vicinity. The project also involves approximately 1,200 square feet of development on slopes exceeding 30 percent, and development within the Big Sur Critical Viewshed. The proposed retaining wall would be constructed with 12 steel piles, timber lagging inserted between the piles, and ground or soil anchors drilled into the slope.

Land Use

Big Sur Coast Land Use Plan (LUP) Policies in Chapter 4 are directed at maintaining and enhancing the aesthetic beauty of Highway 1, and to protect its primary function as a recreational route. The LUP also promotes improvements for safety and traffic capacity (Policies 4.1.2.1 and 4.1.3.A.1). The project, as proposed, is an improvement required to assure the continued use of the highway for recreational and emergency access; therefore, it is consistent with applicable policies.

Big Sur Critical Viewshed & Design

The project includes a Coastal Development Permit to allow development within the Big Sur Critical Viewshed, which is defined as everything visible from Highway 1. The Critical Viewshed Key Policy 3.2.1 prohibits all future public and private development visible from Highway 1 and major public viewing areas (the critical viewshed), and to condition all new development in areas not visible from Highway 1 or major public viewing areas on the siting and design criteria set forth in Sections 3.2.3, 3.2.4, and 3.2.5 of the LUP. As proposed, the project would stabilize the highway from continued slide activity and erosion at this location. County staff reviewed plans of the proposed development, as well as aerial imagery of the site and surrounding area, to assess the potential viewshed impacts of the project and ensure consistency with applicable LUP policies. LUP Policy 3.2.5.C.1 allows exceptions to the Scenic Resources Key Policy involving safety improvements to Highway 1, provided such improvements are consistent with LUP Sections 4.1.1, 4.1.2, and 4.1.3. LUP Key Policy 4.1.1 states that the County's objective is to maintain and enhance the highway's aesthetic beauty and to protect its primary function as a recreational route. Policy 4.1.2.1 states that improvements to Highway 1 shall be undertaken in order to increase its service capacity and safety, consistent with its retention as a scenic two-lane road. Policy 4.1.3 states that in order to maximize vehicular access to the Big Sur coast, the width of Highway 1 should be upgraded to a standard of 12-foot lanes and 2-4 foot shoulders where physically practical and consistent with the preservation of other coastal resources values.

County staff has reviewed the required sections, and the project is consistent with the subject policies. The project is a safety improvement that, as proposed, will maintain the roadway and its continued use as a two-lane highway for access to the Big Sur community, as well as maximizing vehicular access by widening the lanes to 12 feet and providing a 4-foot shoulder. The ST-75 guardrail allows for continuous visual passthrough and will not significantly impede on existing ocean and Big Sur coastline views pursuant to LUP Policy 3.2.3.A.4. In addition to the BSC LUP, the project is also consistent with the primary goals of the Big Sur Coast Highway Management Plan (BSCHMP), which are as follows: maintaining the road in a safe operating condition, supporting the traveler experience, protecting corridor resources, and providing for a balanced, coordinated, action-oriented approach to achieving the corridor vision. The project, as proposed, is consistent as the repair of the failed retaining wall at this location and installation of a needed barrier system to preserve utility and public access to

the Big Sur area while also protecting resources and providing a balanced, coordinated approach to the corridor's vision. The proposed retaining wall and guardrail are consistent with other retaining walls found along this corridor (ST-75 guardrail) and the guardrail's steel horizontal rails will be darkened or stained to maintain the rustic look of the Big Sur Highway identified in the BSCHMP. Therefore, the County finds that the proposed project minimizes development within the Big Sur Critical Viewshed, and meets the intent of the applicable policies regarding visual resources.

Development on Slopes Exceeding 30 Percent

The proposed development is necessary to protect Highway 1 from additional slides and scour activity at this location. Additionally, there are no feasible alternative building sites or project designs that would avoid development on slopes that exceed 30% while continuing to meet the project's goal: improve Highway 1 safety. The project site slopes steeply down from Highway 1, and based on site topography, construction of the retaining wall is not feasible without encroaching into slopes exceeding 30%. Winter storms in 2016 and 2017 caused erosion and failure of the southbound roadway embankment slope and shoulder. Subsequent temporary stabilizing measures have also failed. Without the proposed retaining wall, the area below the highway would continue to be vulnerable to further sloughing, which could undermine and potentially close the highway. Additionally, per the project applicant, the proposed length and height of the retaining wall are the minimum necessary to prevent further slide activity at this location. Thus, as proposed, the subject project is necessary to address a potential public safety concern and minimize development on slopes exceeding 30%, in accordance with the applicable goals and policies of the LUP.

Tree Removal

The project involves the removal of five Monterey cypress, two Coast live oak, and one Buckeye tree. Pursuant to LUP Policy 5.4.2.13, CIP section 20.145.060.A.1, and Title 20 section 20.70.025, a Coastal development permit is required for the removal of trees with the following exceptions: removal of planted trees, and removal of trees with a diameter of 12" or less at breast height. An arborist report (Monterey County Document No. LIB250024) identified that three of the Monterey cypress trees were planted and the remaining five trees are below the 12" diameter threshold, and are therefore exempt from needing a Coastal Development Permit. There are no landmark native trees proposed for removal in accordance with CIP section 20.145.060.D. The Mitigated Negative Declaration requires revegetation for aesthetic and slope stabilization purposes, as well as to provide screening from the retaining wall for nearby residences. The arborist report noted that while Monterey cypress are native to California and to parts of Monterey County, they are not native to this specific area of Big Sur and it is recommended to replant Coast live oak trees in lieu of cypress trees, which is appropriate for this area of Big Sur, and a total of five trees are proposed to be replanted (four Coast live oak and one Buckeye).

OTHER AGENCY INVOLVEMENT

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

- HCD-Engineering Services
- Environmental Health Bureau
- HCD-Environmental Services
- Carmel Fire Protection Associates

LAND USE ADVISORY COMMITTEE

County staff referred the project to the Big Sur Land Use Advisory Committee (LUAC) for review. The LUAC, at a duly-noticed public meeting on December 10, 2024, voted unanimously (5-0) to support the project with the recommendation for a five year landscape monitoring plan to include the removal of invasive species such as jubata grass. Caltrans responded that they include a standard one-year monitoring plan requirement with their contracts; however, the responsibility of maintenance falls under Caltran's responsibility after the contract has ended and they do not have a maintenance program that would allow the ability to monitor and remove invasive species.

CEQA

On October 10, 2023, California Department of Transportation (CalTrans), as Lead Agency, adopted an Initial Study/Mitigated Negative Declaration (State Clearing Housing No. 2023040738) for the demolition of a failed retaining wall and the construction of a replacement retaining wall and new guardrail system, restoration of the roadway, widening the shoulder to 4 feet, reconstruction of the drainage inlet and culvert, development within the Critical Viewshed, and development on slopes in excess of 30%. The Mitigated Negative Declaration identified potentially significant impacts to biological resources, cultural resources, geology and soils, land use and planning, and tribal cultural resources. Mitigation measures were adopted to reduce the identified impacts to a level of less than significant. The proposed project involves the demolition of a failed retaining wall and the construction of a replacement retaining wall and new guardrail system, restoration of the roadway, widening the shoulder to 4 feet, development within the Critical Viewshed, and development on slopes in excess of 30%. The proposed project description is consistent with the scope analyzed in the adopted Mitigated Negative Declaration - the construction of a new retaining wall and guardrail system.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15162, when an EIR has been certified or a negative declaration has been adopted, no subsequent EIR or negative declaration shall be prepared for the project unless the agency determines that substantial changes are proposed, or substantial changes occur with respect to the circumstances under which the project is undertaken. As amended, the proposed project has eliminated the reconstruction of the drainage inlet and culvert from the scope of work. The project also involves development within the Critical Viewshed and development on slopes in excess of 30%. The proposed project description is consistent with the scope analyzed in the adopted Mitigated Negative Declaration - the construction of a new retaining wall and guardrail system. In this case, no new information has been presented to warrant further environmental review. No new information of substantial importance has been identified that was not known at the time the Mitigated Negative Declaration was adopted, which would indicate that the project would have significant effects which have not been evaluated, an increase in severity for any potential environmental effects, or the modification of any of the adopted mitigation measures.

Prepared by: Hya Honorato, Assistant Planner, x5173
Reviewed and Approved by: Fiona Jensen, Principal Planner

The following attachments are on file with HCD:
Exhibit A - Draft Resolution including:

- Recommended Conditions of Approval
- Site Plans

Exhibit B - Adopted Mitigated Negative Declaration (SCH No. 2023040738)

Exhibit C - Big Sur LUAC Minutes for December 10, 2024

Exhibit D - Vicinity Map

Exhibit E - Arborist Report

cc: Front Counter Copy; Calfire Big Sur Fire Protection District; HCD-Environmental Services; HCD-Engineering Services; Environmental Health Bureau; Hya Honorato, Project Planner; Fionna Jensen, Principal Planner; Caltrans, Property Owners; The Open Monterey Project; LandWatch (Executive Director); Lozeau Drury LLP; Christina McGinnis, Keep Big Sur Wild; Planning File PLN240238.



Zoning Administrator

Legistar File Number: ZA 25-030

May 08, 2025

Introduced: 5/1/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Zoning Administrator

PLN240238 - CALIFORNIA DEPARTMENT OF TRANSPORTATION (Coastlands II Retaining Wall)

Consider demolition of a failed retaining wall, construction of a replacement retaining wall and new guard rail barrier system, restoration of the roadway, development within the Critical Viewshed, and development on slopes in excess of 30%.

Project Location: State Route Highway 1, Post Mile Marker (PM) 44.34, Big Sur

Proposed CEQA action: Consider a previously adopted Mitigated Negative Declaration pursuant to CEQA Guidelines section 15162 and find that no additional environmental review is required.

RECOMMENDATIONS

It is recommended that the Zoning Administrator adopt a resolution to:

- a. Consider a previously adopted Mitigated Negative Declaration (SCH No. 2023040738) pursuant to CEQA Guidelines section 15162 and find that no additional environmental review is required; and
- b. Approve a Combined Development Permit consisting of:
 1. Coastal Development Permit for the demolition of a failed retaining wall, construction of a 185 linear foot retaining wall and a 360 linear foot guardrail, restoration of the roadway, and associated site improvements;
 2. Coastal Development Permit to allow development within the Critical Viewshed; and
 3. Coastal Development Permit for development on slopes in excess of 30%.

The attached draft resolution includes findings and evidence for consideration (**Exhibit A**). Staff recommends approval subject to 6 conditions of approval.

PROJECT INFORMATION

Agent: Adam Digiovine, Caltrans

Property Owner: California Department of Transportation (Caltrans), District 5

APN: 000-000-000-000 (within Caltrans right-of-way)

Parcel Size: Approximately 0.2 miles

Zoning: Unclassified

Plan Area: Big Sur Coast Land Use Plan

Flagged and Staked: N/A

SUMMARY/DISCUSSION

Caltrans proposes to construct a soldier pile retaining wall along the southbound lane to restore and protect Highway 1 from a failed retaining wall and slide activity at this location. The project would

also increase the shoulder width to 4 feet, replace an existing culvert to improve drainage, and include installation of a bridge rail with guardrail approaches along the length of the project. As proposed, the development would be consistent with other retaining walls constructed along the highway and within the vicinity. The project also involves approximately 1,200 square feet of development on slopes exceeding 30 percent, and development within the Big Sur Critical Viewshed. The proposed retaining wall would be constructed with 12 steel piles, timber lagging inserted between the piles, and ground or soil anchors drilled into the slope.

Land Use

Big Sur Coast Land Use Plan (LUP) Policies in Chapter 4 are directed at maintaining and enhancing the aesthetic beauty of Highway 1, and to protect its primary function as a recreational route. The LUP also promotes improvements for safety and traffic capacity (Policies 4.1.2.1 and 4.1.3.A.1). The project, as proposed, is an improvement required to assure the continued use of the highway for recreational and emergency access; therefore, it is consistent with applicable policies.

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County staff has reviewed the required sections, and the project is consistent with the subject policies. The project is a safety improvement that, as proposed, will maintain the roadway and its continued use as a two-lane highway for access to the Big Sur community, as well as maximizing vehicular access by widening the lanes to 12 feet and providing a 4-foot shoulder. The ST-75 guardrail allows for continuous visual passthrough and will not significantly impede on existing ocean and Big Sur coastline views pursuant to LUP Policy 3.2.3.A.4. In addition to the BSC LUP, the project is also consistent with the primary goals of the Big Sur Coast Highway Management Plan (BSCHMP), which are as follows: maintaining the road in a safe operating condition, supporting the traveler experience, protecting corridor resources, and providing for a balanced, coordinated, action-oriented approach to achieving the corridor vision. The project, as proposed, is consistent as the repair of the failed retaining wall at this location and installation of a needed barrier system to preserve utility and public access to

the Big Sur area while also protecting resources and providing a balanced, coordinated approach to the corridor's vision. The proposed retaining wall and guardrail are consistent with other retaining walls found along this corridor (ST-75 guardrail) and the guardrail's steel horizontal rails will be darkened or stained to maintain the rustic look of the Big Sur Highway identified in the BSCHMP. Therefore, the County finds that the proposed project minimizes development within the Big Sur Critical Viewshed, and meets the intent of the applicable policies regarding visual resources.

Development on Slopes Exceeding 30 Percent

The proposed development is necessary to protect Highway 1 from additional slides and scour activity at this location. Additionally, there are no feasible alternative building sites or project designs that would avoid development on slopes that exceed 30% while continuing to meet the project's goal: improve Highway 1 safety. The project site slopes steeply down from Highway 1, and based on site topography, construction of the retaining wall is not feasible without encroaching into slopes exceeding 30%. Winter storms in 2016 and 2017 caused erosion and failure of the southbound roadway embankment slope and shoulder. Subsequent temporary stabilizing measures have also failed. Without the proposed retaining wall, the area below the highway would continue to be vulnerable to further sloughing, which could undermine and potentially close the highway. Additionally, per the project applicant, the proposed length and height of the retaining wall are the minimum necessary to prevent further slide activity at this location. Thus, as proposed, the subject project is necessary to address a potential public safety concern and minimize development on slopes exceeding 30%, in accordance with the applicable goals and policies of the LUP.

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OTHER AGENCY INVOLVEMENT

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

- HCD-Engineering Services
- Environmental Health Bureau
- HCD-Environmental Services
- Carmel Fire Protection Associates

LAND USE ADVISORY COMMITTEE

County staff referred the project to the Big Sur Land Use Advisory Committee (LUAC) for review. The LUAC, at a duly-noticed public meeting on December 10, 2024, voted unanimously (5-0) to support the project with the recommendation for a five year landscape monitoring plan to include the removal of invasive species such as jubata grass. Caltrans responded that they include a standard one-year monitoring plan requirement with their contracts; however, the responsibility of maintenance falls under Caltran's responsibility after the contract has ended and they do not have a maintenance program that would allow the ability to monitor and remove invasive species.

CEQA

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Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15162, when an EIR has been certified or a negative declaration has been adopted, no subsequent EIR or negative declaration shall be prepared for the project unless the agency determines that substantial changes are proposed, or substantial changes occur with respect to the circumstances under which the project is undertaken. As amended, the proposed project has eliminated the reconstruction of the drainage inlet and culvert from the scope of work. The project also involves development within the Critical Viewshed and development on slopes in excess of 30%. The proposed project description is consistent with the scope analyzed in the adopted Mitigated Negative Declaration - the construction of a new retaining wall and guardrail system. In this case, no new information has been presented to warrant further environmental review. No new information of substantial importance has been identified that was not known at the time the Mitigated Negative Declaration was adopted, which would indicate that the project would have significant effects which have not been evaluated, an increase in severity for any potential environmental effects, or the modification of any of the adopted mitigation measures.

Prepared by: Hya Honorato, Assistant Planner, x5173
Reviewed and Approved by: Fiona Jensen, Principal Planner

The following attachments are on file with HCD:
Exhibit A - Draft Resolution including:

- Recommended Conditions of Approval
- Site Plans

Exhibit B - Adopted Mitigated Negative Declaration (SCH No. 2023040738)

Exhibit C - Big Sur LUAC Minutes for December 10, 2024

Exhibit D - Vicinity Map

Exhibit E - Arborist Report

cc: Front Counter Copy; Calfire Big Sur Fire Protection District; HCD-Environmental Services; HCD-Engineering Services; Environmental Health Bureau; Hya Honorato, Project Planner; Fionna Jensen, Principal Planner; Caltrans, Property Owners; The Open Monterey Project; LandWatch (Executive Director); Lozeau Drury LLP; Christina McGinnis, Keep Big Sur Wild; Planning File PLN240238.

Exhibit A

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**EXHIBIT A
DRAFT RESOLUTION**

**Before the Zoning Administrator
in and for the County of Monterey, State of California**

In the matter of the application of:

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
(Coastlands II Retaining Wall) (PLN240238)**

RESOLUTION NO. 25--

Resolution by the County of Monterey Zoning
Administrator:

- 1) Considering a previously adopted Mitigated Negative Declaration (SCH No. 2023040738) pursuant to CEQA Guidelines section 15162 and finding that no additional environmental review is required; and
- 2) Approving a Combined Development Permit consisting of:
 - a. Coastal Development Permit for the demolition of a failed retaining wall, construction of a 185 linear foot retaining wall and a 360 linear foot guardrail, restoration of the roadway, and associated site improvements;
 - b. Coastal Development Permit to allow development within the Critical Viewshed; and
 - c. Coastal Development Permit to allow development on slopes in excess of 30%.

[PLN240238 CALIFORNIA DEPARTMENT OF TRANSPORTATION, STATE ROUTE HIGHWAY 1, POST MILE MARKER 44.34, BIG SUR COAST LAND USE PLAN (Assessor's Parcel Numbers: 000-000-000-000)]

The CALIFORNIA DEPARTMENT OF TRANSPORTATION (Caltrans) application (PLN240238) came on for a public hearing before the County of Monterey Zoning Administrator on May 8, 2025. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented the Zoning Administrator finds and decides as follows:

FINDINGS

1. **FINDING:** **CONSISTENCY** – The Project, as conditioned, is consistent with the applicable plans and policies which designate this area as appropriate for development.
EVIDENCE: a) During the course of review of this application, the project has been reviewed for consistency with the text, policies, and regulations in:

- the 1982 Monterey County General Plan;
- Big Sur Coast Land Use Plan (LUP);
- Monterey County Coastal Implementation Plan (CIP), Part 3; and
- Monterey County Zoning Ordinance (Title 20).

No conflicts were found to exist. No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents.

- b) The proposed project involves construction of an approximately 185 linear foot soldier pile retaining wall along the southbound lane to restore and protect Highway 1 from sliding at this location. The project would also increase the shoulder width to 4 feet, install a 360 linear foot new barrier system (bridge rail with guardrail approaches) along the length of the project site, and associated site improvements, including roadway restoration and the removal of eight trees. The project also involves development on slopes in excess of 30% and within the Critical Viewshed.
- c) Allowed Use. The property is located along the southbound lane of Highway 1 at Post Mile Marker 44.34, approximately 1.1 miles south of the Pfeiffer Canyon Bridge, Big Sur, Big Sur Coast Land Use Plan. The proposed construction is located within the Caltrans right-of-way, and the zoning is unclassified. Post Mile Marker 44.34 is located adjacent to Assessor's Parcel Number 420-171-006-000, and the surrounding property is zoned Rural Density Residential, 40 acres per unit, with a Design Control Overlay (Coastal Zone) [RDR/40-D (CZ)]. The proposed project will repair a failed retaining wall at this location, install a needed barrier system, and preserve utility and public access to the Big Sur area. See also subsequent Evidence "d". Therefore, the project is an allowed land use for this site.
- d) Highway 1. Big Sur Coast (BSC) LUP Policies in Chapter 4 are directed at maintaining and enhancing the aesthetic beauty of Highway 1, and to protect its primary function as a recreational route. The LUP also promotes improvements for safety and traffic capacity (Policies 4.1.2.1 and 4.1.3.A.1). The 360 linear foot barrier system will connect to the southern end of the Coastlands I barrier system. The project, as proposed, is an improvement required to assure the continued use of the Highway for recreational and emergency access; therefore, it is consistent with applicable policies. Also see subsequent Evidence "j".
- e) Design. Pursuant to Title 20 Chapter 20.44, the surrounding area is designated as a Design Control Zoning District ("D" zoning overlay), which regulates the location, size, configuration, materials, and colors of structures and fences to assure the protection of the public viewshed and neighborhood character. The proposed retaining wall would be constructed with 24 steel piles, with timber lagging inserted in between the piles, and ground or soil anchors drilled into the slope. The proposed ST-75 barrier rail is consistent with the barrier rail that was previously approved and installed adjacent to the project site (Coastlands I retaining wall [HCD-Planning Project File No. PLN200098]) and shall be darkened or stained to reduce glare and blend with the environment to be consistent with BSC LUP Policy 3.2.4.A.3. This guardrail is

needed to better protect the traveling public. The proposed barrier rail will also eliminate the need for crash cushions at the southern end of the Coastlands I retaining wall and the northern end of the Coastlands II retaining wall. The proposed colors and materials would be consistent with other retaining walls constructed along the highway facility and within the vicinity, and would blend with the surrounding environment. As proposed, the project assures protection of the public viewshed and visual integrity. See all Finding 6 and subsequent evidence.

- f) Cultural Resources. The project site is in an area identified in County Records as having a high archaeological sensitivity. Pursuant to the CIP Policy 20.145.120.B, an archaeological report (LIB250025 – see Finding 2, Evidence “b”) was prepared for the site and submitted to the County for review. The report concluded that there is no background or surface evidence of potentially significant archaeological resources, and that potential impacts to archaeological resources are not anticipated from the proposed project. There is no evidence that any cultural resources would be disturbed as part of this project, and the potential for inadvertent impacts to cultural resources is limited and will be controlled by application of the County’s standard condition, which requires the contractor to stop work if previously unidentified resources are discovered during construction.
- g) Biological Resources. Consistent with the applicable goals and policies of the 1982 Monterey County General Plan (1982 GP); BSC LUP; CIP; and Title 20, a biological assessment (LIB250026 – see Finding 2, Evidence “B”) has been provided with the application. Four separate biological surveys were conducted at the project site on April 2, May 10, July 8, and November 3, 2022, with the purpose of identifying potential special status species, primarily focusing on Smith’s blue butterfly and California red-legged frog. The surveys were also conducted to identify habitat areas, determine whether special status species are present, and identify potential impacts with implementation of the project. The surveys yielded no results for special status species, sensitive habitat, or actively nesting birds. The proposed project will not adversely impact or affect the environment and is not known to occur within 100 feet of Environmentally Sensitive Habitat Area. In accordance with the Migratory Bird Treaty Act, a pre-construction nesting survey will be required through implementation of the County’s standard condition.
- h) Tree Removal. The project, as proposed, includes the removal of eight trees (five Monterey cypress, two Coast live oak, and one Buckeye tree). Pursuant to BSC LUP Policy 5.4.2.13, CIP section 20.145.060.A.1 and Title 20 section 20.70.025, a Coastal Development permit is required for the removal of trees with the following exceptions: removal of planted trees, and removal of trees with a diameter of 12” or less at breast height. An arborist report (LIB250024 – see Finding 2, Evidence “b”) identified that six of the eight trees (three Monterey cypress, two Coast live oak, and one Buckeye) as less than 12” in diameter and are therefore exempt from needing a Coastal Development Permit. The report also identified that the remaining two trees (Monterey cypress) were previously planted trees. Therefore, a

discretionary permit is not required for the removal of these trees either. There are no landmark native trees proposed for removal in accordance with BSC CIP section 20.145.060.D. The Mitigated Negative Declaration adopted by Caltrans (see Finding 7 and supporting evidence) requires revegetation for aesthetic and slope stabilization purposes, as well as to provide screening from the retaining wall from nearby residences. Five trees (four Coast live oak and one Buckeye) will be replanted and monitored through the County's standard conditions for landscape maintenance.

- i) Critical Viewshed. The project includes a Coastal Development Permit to allow development within the Big Sur Critical Viewshed. BSC LUP Policy 3.2.5.C.1 allows an exception to Critical Viewshed Key Policy 3.2.1 for safety improvements of a public highway. As proposed, the project would stabilize the public highway from slide activity at this location. Additionally, the structure would be consistent with other retaining walls constructed along the Big Sur Highway and within the vicinity, and the proposed materials would blend with the surrounding environment. Therefore, the County finds that the proposed project minimizes development within the Big Sur Critical Viewshed, and meets the intent of the applicable policies regarding visual resources. See also Finding No. 5 and supporting evidence.
- j) Development on Slopes in Excess of 30%. Development on slopes that exceed 30% is prohibited unless there is no feasible alternative that would allow development to occur on slopes of less than 30%, or the proposed development better achieves the goals, policies and objectives of the Monterey County General Plan and applicable land use plan than other development alternatives. See Finding No. 6 and supporting evidence.
- k) Big Sur Coast Highway Management Plan. The primary goals of the Big Sur Coast Highway Management Plan (BSCHMP) are the following: maintaining the road in a safe operating condition, supporting the traveler experience, protecting corridor resources, and providing for a balanced, coordinated, action-oriented approach to achieving the corridor vision. The project, as proposed, is consistent with the BSCHMP as the repair of the failed retaining wall at this location and installation of a needed barrier system to preserve utility and public access to the Big Sur area while also protecting resources and providing a balanced, coordinated approach to the corridor's vision. The proposed retaining wall and guardrail are consistent with other retaining walls found along this corridor (ST-75 guardrail) and will consist of colors and materials identified in the BSCHMP. The guardrail's steel horizontal rails will be darkened or stained to maintain the rustic look of the Big Sur Highway (see also Evidence "e").
- l) Land Use Advisory Committee (LUAC) Review. The project was referred to the Big Sur Land Use Advisory Committee (LUAC) for review based on the LUAC Procedure guidelines adopted by the Monterey County Board of Supervisors. The LUAC reviewed the project on December 10, 2024, at a duly-noticed public meeting, and voted unanimously (5-0) to support the project with the

- recommendation for a 5 year landscape monitoring plan to include the removal of invasive species such as jubata grass from the project area.
- m) The project planner conducted a site inspection on October 3, 2024 to verify that the project on the subject parcel conforms to the plans listed above.
- n) The application, project plans, and related support materials submitted by the project applicant to County of Monterey HCD-Planning found in Project File PLN240238.

2. FINDING: SITE SUITABILITY – The site is physically suitable for the proposed development and/or use.

- EVIDENCE:**
- a) The project has been reviewed for site suitability by the following departments and agencies: HCD-Planning, HCD-Engineering Services, HCD-Environmental Services, Environmental Health Bureau, and CalFire Big Sur (Fire Protection District). County staff reviewed the application materials and plans to verify that the project on the subject site conforms to the applicable plans and regulations, and there has been no indication from these departments/agencies that the site is not suitable for the development. Conditions recommended have been incorporated.
 - b) Staff identified potential impacts to biological resources, cultural resources, impacts to soils/slope stability, and to native trees. The following reports have been prepared:
 - “Arborist Report” (LIB250024) prepared by Jake Minnick, Registered Landscape Architect 6426, Caltrans District 5 Landscape Architecture Branch, San Luis Obispo, CA, August 2024.
 - “Archaeological Report” (LIB250025) prepared by Shelly Donohue, Engineering Geologist, District 5 Environmental Engineering, San Luis Obispo, CA, December 19, 2022.
 - “Natural Environmental Study (Biological Assessment)” (LIB250026) prepared by Shelby Sanchez, Environmental Biologist, District 5, San Luis Obispo, CA, February 27, 2023.
 - “Geotechnical Report” (LIB250027) prepared by Ryan Turner, Senior Transportation Engineer, Geotechnical Design West Branch, San Luis Obispo, CA, March 16, 2022.

County staff independently reviewed these reports and concurs with their conclusions. There are no physical or environmental constraints that would indicate that the site is not suitable for the use. All development shall be in accordance with these reports.

- c) Staff conducted a site inspection on October 3, 2024 to verify that the site is suitable for this use.
- d) The application, project plans, and related support materials submitted by the project applicant to County of Monterey HCD-Planning found in Project File PLN240238.

3. FINDING: HEALTH AND SAFETY – The establishment, maintenance, or operation of the project applied for will not under the circumstances of this particular case be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the

neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

- EVIDENCE:**
- a) The project was reviewed by HCD-Planning, HCD- Engineering Services, HCD-Environmental Services, Environmental Health Bureau, and the CalFire Big Sur (Fire Protection District). The respective agencies have recommended conditions, where appropriate, to ensure that the project will not have an adverse effect on the health, safety, and welfare of persons either residing or working in the neighborhood.
 - b) The project will stabilize an approximately 0.1 mile stretch of Highway 1 that is currently facing ongoing landslide issues. The project is necessary to maintain roadway services essential to the public health, safety, and welfare of persons either residing or working in the Big Sur community.
 - c) As proposed, the project is a safety improvement that would stabilize the highway facility at this location. Therefore, it is consistent with LUP Policy 4.1.2.1, which states, “Improvements to Highway 1 shall be undertaken in order to increase its service capacity and safety, consistent with its retention as a scenic two-lane road.”
 - d) See also Finding Nos. 1, 2, 5, 6 and 7, and supporting evidence.
 - e) The application, project plans, and related support materials submitted by the project applicant to County of Monterey HCD-Planning found in Project File PLN240238.

4. FINDING: NO VIOLATIONS – The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County’s zoning ordinance. No violations exist on the property.

- EVIDENCE:**
- a) Staff reviewed County of Monterey HCD-Planning and HCD-Building Services records and is not aware of any violations existing on subject property.
 - b) There are no violations on the subject parcel or project site.
 - c) The application, project plans, and related support materials submitted by the project applicant to County of Monterey HCD-Planning found in Project File PLN240238.

5. FINDING: DEVELOPMENT WITHIN THE BIG SUR CRITICAL VIEWSHED – The subject project minimizes development within the Big Sur Critical Viewshed in accordance with the applicable goals and policies of the Big Sur Coast Land Use Plan and applicable zoning codes.

- EVIDENCE:**
- a) The proposed project includes development within the Big Sur Critical Viewshed. In accordance with the applicable policies of the LUP and Title 20, a Coastal Development Permit is required, and the authority to grant said permit has been met.
 - b) The proposed project involves the construction of an approximate 185 linear foot soldier pile retaining wall along the southbound lane to restore and protect the highway facility from the existing failed retaining wall at this location. The project would also increase the shoulder width to 4 feet, and install a new 360 linear foot barrier system

(guard rail). This guardrail will connect to the existing guardrail just north of the project site (Coastlands I retaining wall) (see Finding 1, Evidence “e”). As proposed, the development would be consistent with other retaining walls and guard rails constructed along the highway facility and within the vicinity, and the proposed materials would blend with the surrounding environment.

- c) Staff reviewed plans of the proposed development, as well as aerial imagery of the site and surrounding area, to assess the potential viewshed impacts of the project and ensure consistency with applicable LUP and CIP policies. LUP Policy 3.2.5.C.1 and CIP section 20.145.030.B.3 allow exceptions to development within the Critical Viewshed involving safety improvements to Highway 1 facilities, provided they are consistent with LUP Sections 4.1.1, 4.1.2, and 4.1.3. Key Policy 4.1.1 states that the County’s objective is to maintain and enhance the highway’s aesthetic beauty and to protect its primary function as a recreational route. General Policy 4.1.2.1 directs that improvements to Highway 1 shall be undertaken in order to increase its service capacity and safety, consistent with its retention as a scenic two-lane road. Policy 4.1.3 states that in order to maximize vehicular access to the Big Sur Coast, the width of Highway 1 should be upgraded to a standard of 12-foot lanes and 2-4 foot shoulders where physically practical and consistent with the preservation of other coastal resource values. The project is consistent with these policies. The project is a safety improvement that, as proposed, will maintain the roadway and its continued use as a two-lane highway for access to the Big Sur community, as well as maximizing vehicular access by widening the lanes to 12 feet and providing a 4 foot shoulder. The ST-75 guardrail allows for continuous visual passthrough and will not significantly impede on existing ocean and Big Sur coastline views pursuant to LUP Policy 3.2.3.A.4. In addition to the BSC LUP, the project is also consistent with the primary goals of the Big Sur Coast Highway Management Plan (BSCHMP), and as proposed, is consistent as the repair of the failed retaining wall at this location and installation of a needed barrier system to preserve utility and public access to the Big Sur area while also protecting resources and providing a balanced, coordinated approach to the corridor’s vision (see also Finding 1, Evidence “k”).
- d) Construction of the proposed retaining wall and guard rail is the minimum necessary to assure continued access for residents and emergency responders. The removal of five Monterey cypress trees, which are not native to this specific area of Big Sur and were previously planted (see Finding 5 and subsequent evidence) to block private views from the previously existing retaining wall. The replanting of five trees (four Coast live oak and one Buckeye tree) will help screen the retaining wall’s visibility from nearby residences, and will allow for continued ocean views from the highway facility.
- e) The project, as proposed and conditioned, is consistent with policies of the LUP relative to visual resources and will have no significant impact on the Critical Viewshed.

- f) The application, plans, and supporting materials submitted by the project applicant to County of Monterey HCD-Planning for the proposed development are found in Project File PLN240238.

6. FINDING: DEVELOPMENT ON SLOPES EXCEEDING 30 PERCENT –

There is no feasible alternative that would allow development to occur on slopes of less than 30 percent, and the project better meets the goals and policies of the Big Sur Coast LUP and 1982 General Plan.

- EVIDENCE:**
- a) Pursuant to the policies of the 1982 General Plan, LUP and Title 20, a Coastal Development Permit is required for development on slopes in excess of 30% and the criteria to grant said permit have been met.
 - b) The project includes development on slopes exceeding 30 percent to allow construction of a 185 linear foot retaining (soldier pile) wall. Pursuant to General Plan Policy 26.1.10, applicable LUP policies, CIP Section 20.145.140.A.4.a & b, and Title 20 section 20.64.230, development on slopes that exceed 30 percent is prohibited unless there is no feasible alternative that would allow development to occur on slopes of less than 30 percent; or the proposed development better achieves the objectives of the Big Sur Coast Land Use Plan and applicable development standards. In this case, there are no feasible alternative building sites that would avoid development on slopes that exceed 30 percent, and the proposed project better meets the public health and safety policies of the Big Sur Coast LUP.
 - c) The project site slopes steeply down (west) from Highway 1. Based on site topography, the construction of the required retaining wall is not feasible without encroaching into slopes exceeding 30 percent. The proposed development is necessary to protect the highway facility from further slide and scour activity at this location. Winter storms have caused erosion of the southbound roadway embankment slope, and failure of approximately 100 feet of the current retaining wall embankment and shoulder. Without the retaining wall, the area below the highway would continue to be vulnerable to further sloughing, which could undermine and potentially close the highway.
 - d) As proposed, the subject project minimizes development on slopes exceeding 30 percent in accordance with the applicable goals and policies of the LUP. The proposed length and height of the retaining wall are the minimum necessary to prevent further slide activity at this location and to ensure continued access to the coastline.
 - e) The Zoning Administrator shall require such conditions of approval and changes in the development as deemed necessary to assure compliance with Title 20 section 20.64.230.E.1 and to assure stability of the development. No special conditions are necessary for this project. Additionally, during construction, the contractor will be required to comply with applicable State building code requirements and resource protection measures.
 - f) The application, plans, and supporting materials submitted by the project applicant to County of Monterey HCD-Planning for the proposed development are found in Project File PLN240238.

7. FINDING: CEQA (Previous Mitigated Negative Declaration) – A Mitigated Negative Declaration was previously adopted for the project, and in accordance with CEQA Guidelines Section 15162, the resulting changes from the amendment would not require any further environmental documentation.

- EVIDENCE:**
- a) Pursuant to Public Resources Code Section 21083, and California Environmental Quality Act (CEQA) Guidelines sections 15063(a) and 15063(b)(2), when an EIR has been certified or a negative declaration has been adopted, no subsequent EIR or negative declaration shall be prepared for the project unless the agency determines that substantial changes are proposed, or substantial changes occur with respect to the circumstances under which the project is undertaken. In this case, no new information has been presented to warrant further environmental review. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred.
 - b) Caltrans, as Lead Agency, adopted an Initial Study/Mitigated Negative Declaration, prepared in accordance with the CEQA Guidelines; filed with the State Clearinghouse and circulated for public review and comment from April 27, 2023 to May 28, 2023 (SCH No. 2023040738); adopted by Caltrans on October 10, 2023; and is on file in the offices of HCD-Planning and is hereby incorporated by reference (Planning File No. PLN240238).
 - c) There is no substantial evidence, based upon the record as a whole, that the project may have a significant effect on the environment. Based upon the analysis of the Initial Study and Negative Declaration, HCD-Planning recommends approval of this project.
 - d) The adopted Mitigated Negative Declaration (SCH No. 2023040738) contemplated the demolition of a failed retaining wall and construction of a replacement retaining wall and new guardrail system, and restoration of the roadway. The contemplated project also included development within the Critical Viewshed and development on slopes in excess of 30%. Associated site improvements include widening the shoulder to four feet and reconstruction of the drainage inlet and culvert. The Mitigated Negative Declaration identified potentially significant impacts to biological resources, cultural resources, geology and soils, land use and planning, and tribal cultural resources.
 - e) As amended, the proposed project involves the demolition and replacement of the retaining wall and new guardrail system, restoration of the roadway, and widening the shoulder to 4 feet; However, the reconstruction of the drainage inlet and culvert have been omitted from the scope of work. The project also involves development within the Critical Viewshed and development on slopes in excess of 30%. The proposed project description is consistent with the scope analyzed in the adopted Mitigated Negative Declaration - the construction of a new retaining wall and guardrail system. Thus, no changes to the project scope analyzed under the Mitigated Negative Declaration are proposed.
 - f) No substantial changes have occurred with respect to the circumstances under which the project is undertaken that would involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- g) No new information of substantial importance has been identified which was not known at the time of the Mitigated Negative Declaration was adopted which would indicate that: the project would have significant effects which have not been evaluated, an increase in severity for any potential environmental effects, or the modification of any of the adopted mitigation measures.
- h) No adverse environmental effects were identified during staff review of the development application during a site visit on October 3, 2024.
- i) County of Monterey HCD-Planning, located at 1441 Schilling Place, 2nd Floor, Salinas, California, 93901, is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to adopt the Negative Declaration is based.

8. FINDING: PUBLIC ACCESS – The project is in conformance with the public access and recreation policies of the Coastal Act (specifically Chapter 3 of the Coastal Act of 1976, commencing with Section 30200 of the Public Resources Code) and applicable Local Coastal Program, and does not interfere with any form of historic public use or trust rights.

- EVIDENCE:**
- a) No public access is required as part of the project as no substantial adverse impact on access, either individually or cumulatively, as described in Section 20.145.150 of the Monterey County Coastal Implementation Plan (Part 3) can be demonstrated.
 - b) No evidence or documentation has been submitted or found showing the existence of historic public use or trust rights over this property.
 - c) The subject property is not described as an area where the Local Coastal Program requires visual or physical public access (LUP Figure 3, Trails Plan – North Section). Public access (visual access) presently exists along Highway 1 (a public highway), and the proposed development would not obstruct this lateral access along the highway facility. Additionally, as proposed, the project, would not obstruct public views of the shoreline from the highway nor obstruct public visual access. The ST-75 guardrail allows for continuous visual passthrough and will not significantly impede on existing ocean and Big Sur coastline views pursuant to LUP Policy 3.2.3.A.4.
 - d) Staff reviewed plans of the proposed development, as well as aerial imagery of the site and surrounding area, to verify that the proposed structures will not impact visual resources/access.
 - e) The application, project plans, and related support materials submitted by the project applicant to County of Monterey HCD-Planning found in Project File PLN240238.

9. FINDING: APPEALABILITY – The decision on this project may be appealed to the Board of Supervisors and the California Coastal Commission.

- EVIDENCE:**
- a) Board of Supervisors. Pursuant to Title 20 section 20.86.030. an appeal may be made to the Board of Supervisors by any public agency or person aggrieved by a decision of an Appropriate Authority other than the Board of Supervisors.
 - b) Coastal Commission. Pursuant to Title 20 section 20.86.080.A, the project is subject to appeal by/to the California Coastal Commission because it involves development between the sea and the first through

public road paralleling the sea (Highway 1), and development that is permitted in the underlying zone as a conditional use (i.e. development within the Big Sur Critical Viewshed and on slopes in excess of 30%).

DECISION

NOW, THEREFORE, based on the above findings and evidence, the County of Monterey Zoning Administrator does hereby:

1. Consider a previously adopted Mitigated Negative Declaration (SCH No. 2023040738) pursuant to CEQA Guidelines section 15162 and find that no additional environmental review is required; and
2. Approve a Combined Development Permit consisting of:
 - a. Coastal Development Permit for the demolition of a failed retaining wall, construction of a 185 linear foot retaining wall and a 360 linear foot guardrail system, restoration of the roadway, and associated site improvements;
 - b. Coastal Development Permit to allow development within the Critical Viewshed; and
 - c. Coastal Development Permit for the development on slopes in excess of 30%.

All of which are in general conformance with the attached sketch and subject to the attached conditions, all being attached hereto and incorporated herein by reference.

PASSED AND ADOPTED this 8th day of May, 2025.

Mike Novo, AICP
Zoning Administrator

COPY OF THIS DECISION MAILED TO APPLICANT ON DATE

THIS APPLICATION IS APPEALABLE TO THE BOARD OF SUPERVISORS. IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE CLERK TO THE BOARD ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE

_____.

THIS PROJECT IS LOCATED IN THE COASTAL ZONE AND IS APPEALABLE TO THE COASTAL COMMISSION. UPON RECEIPT OF NOTIFICATION OF THE FINAL LOCAL ACTION NOTICE (FLAN) STATING THE DECISION BY THE FINAL DECISION MAKING BODY, THE COMMISSION ESTABLISHES A 10 WORKING DAY APPEAL PERIOD. AN APPEAL FORM MUST BE FILED WITH THE COASTAL COMMISSION. FOR FURTHER INFORMATION, CONTACT THE COASTAL COMMISSION AT (831) 427-4863 OR AT 725 FRONT STREET, SUITE 300, SANTA CRUZ, CA.

This decision, if this is the final administrative decision, is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90th day following the date on which this decision becomes final.

NOTES

1. You will need a building permit and must comply with the Monterey County Building Ordinance in every respect.

Additionally, the Zoning Ordinance provides that no building permit shall be issued, nor any use conducted, otherwise than in accordance with the conditions and terms of the permit granted or until ten days after the mailing of notice of the granting of the permit by the appropriate authority, or after granting of the permit by the Board of Supervisors in the event of appeal.

Do not start any construction or occupy any building until you have obtained the necessary permits and use clearances from Monterey County HCD-Planning and HCD-Building Services Department office in Salinas.

2. This permit expires 3 years after the above date of granting thereof unless construction or use is started within this period.

Form Rev. 1-27-2021

County of Monterey HCD Planning

DRAFT Conditions of Approval/Implementation Plan/Mitigation Monitoring and Reporting Plan

PLN240238

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: This Combined Development Permit (PLN240238) allows the demolition of a failed retaining wall, construction of a replacement retaining wall and new guard rail barrier system, restoration of the roadway, development within the Critical Viewshed, and development on slopes in excess of 30%. The property is located at Post Mile Marker (PM) 44.34, along Highway 1, Big Sur (No Assessor's Parcel Number), within the State right-of-way, Big Sur Coast Land Use Plan, Coastal Zone. This permit was approved in accordance with County ordinances and land use regulations subject to the terms and conditions described in the project file. Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of HCD - Planning. Any use or construction not in substantial conformance with the terms and conditions of this permit is a violation of County regulations and may result in modification or revocation of this permit and subsequent legal action. No use or construction other than that specified by this permit is allowed unless additional permits are approved by the appropriate authorities. To the extent that the County has delegated any condition compliance or mitigation monitoring to the Monterey County Water Resources Agency, the Water Resources Agency shall provide all information requested by the County and the County shall bear ultimate responsibility to ensure that conditions and mitigation measures are properly fulfilled. (HCD - Planning)

Compliance or Monitoring Action to be Performed: The Owner/Applicant shall adhere to conditions and uses specified in the permit on an on-going basis unless otherwise stated.

2. PD002 - NOTICE PERMIT APPROVAL

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The applicant shall record a Permit Approval Notice. This notice shall state:
"A Combined Development Permit (Resolution Number _____) was approved by the Zoning Administrator on May 8, 2025]. The permit was granted subject to 6 conditions of approval which run with the land. A copy of the permit is on file with Monterey County HCD - Planning."

Proof of recordation of this notice shall be furnished to the Director of HCD - Planning prior to issuance of grading and building permits, Certificates of Compliance, or commencement of use, whichever occurs first and as applicable. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to the issuance of grading and building permits, certificates of compliance, or commencement of use, whichever occurs first and as applicable, the Owner/Applicant shall provide proof of recordation of this notice to the HCD - Planning.

3. PD003(A) - CULTURAL RESOURCES NEGATIVE ARCHAEOLOGICAL REPORT

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: If, during the course of construction, cultural, archaeological, historical or paleontological resources are uncovered at the site (surface or subsurface resources) work shall be halted immediately within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. Monterey County HCD - Planning and a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists) shall be immediately contacted by the responsible individual present on-site. When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for recovery.
(HCD - Planning)

Compliance or Monitoring Action to be Performed: The Owner/Applicant shall adhere to this condition on an on-going basis.

Prior to the issuance of grading or building permits and/or prior to the recordation of the final/parcel map, whichever occurs first, the Owner/Applicant shall include requirements of this condition as a note on all grading and building plans. The note shall state "Stop work within 50 meters (165 feet) of uncovered resource and contact Monterey County HCD - Planning and a qualified archaeologist immediately if cultural, archaeological, historical or paleontological resources are uncovered."

When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery.

4. PD048 - TREE REPLACEMENT/RELOCATION

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Within 60 days of permit approval, the applicant shall replace and or relocate each tree approved for removal as follows:

- Replacement ratio: 1:1
- Replacement ratio recommended by arborist: 4 Coast Live Oak trees to be replaced at a 1:1 ratio and 1 Buckeye at a 1:1 ratio

Replacement tree(s) shall be located within the same general location as the tree being removed. (HCD – Planning)

Compliance or Monitoring Action to be Performed: Owner/Agent shall submit evidence of tree replacement to HCD-Planning for review and approval. Evidence shall be photos of the replacement trees being planted.

Six months after planting of the replacement trees, the Owner/Agent shall submit evidence demonstrating that the replacement trees are in a healthy, growing condition.

One year after planting of the replacement trees, the Owner/Agent shall submit a letter prepared by a Certified tree consultant reporting on the health of the replacement trees and whether or not the tree replacement was successful or if follow-up remediation measures or additional permits are required.

5. PD050 - RAPTOR/MIGRATORY BIRD NESTING

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Any tree removal activity that occurs during the typical bird nesting season (February 22-August 1), the County of Monterey shall require that the project applicant retain a County qualified biologist to perform a nest survey in order to determine if any active raptor or migratory bird nests occur within the project site or within 300 feet of proposed tree removal activity. During the typical nesting season, the survey shall be conducted no more than 30 days prior to ground disturbance or tree removal. If nesting birds are found on the project site, an appropriate buffer plan shall be established by the project biologist. (HCD – Planning

Compliance or Monitoring Action to be Performed: No more than 30 days prior to ground disturbance or tree removal, the Owner/Agent/Contractor shall submit to HCD-Planning a nest survey prepared by a Certified biologist to determine if an active raptor or migratory bird nests occur within the project site or immediate vicinity.

6. PDSP001 - SUBSTANTIAL COMPLIANCE AGREEMENT

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Applicant/Agent shall sign a Substantial Compliance Agreement with the County of Monterey prior to the commencement of work.

Compliance or Monitoring Action to be Performed: Applicant/Agent to provide a signed Substantial Conformance Agreement with the County of Monterey to HCD-Planning prior to the commencement of work.

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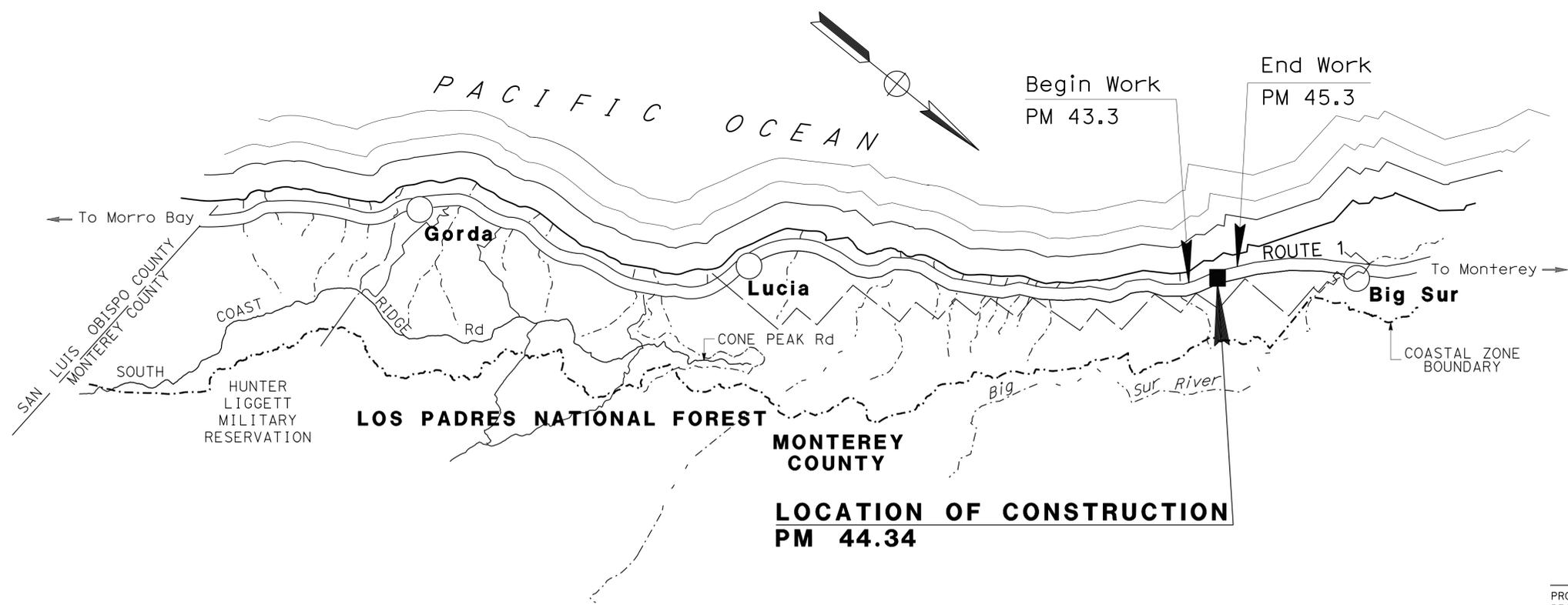
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**
**IN MONTEREY COUNTY
 NEAR BIG SUR**
1.1 MILES SOUTH OF PFEIFFER CANYON BRIDGE
 TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2024

Dist	COUNTY	ROUTE	POST MILES		SHEET No.	TOTAL SHEETS
			TOTAL PROJECT			
05	Mon	1	44.34		1	





LOCATION MAP



NO SCALE

PROJECT MANAGER
 CARLA YU
 DESIGN ENGINEER
 JEFFREY PAYNE

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER



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.

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

CONTRACT No.	05-1P210
PROJECT ID	0521000188

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	1	1

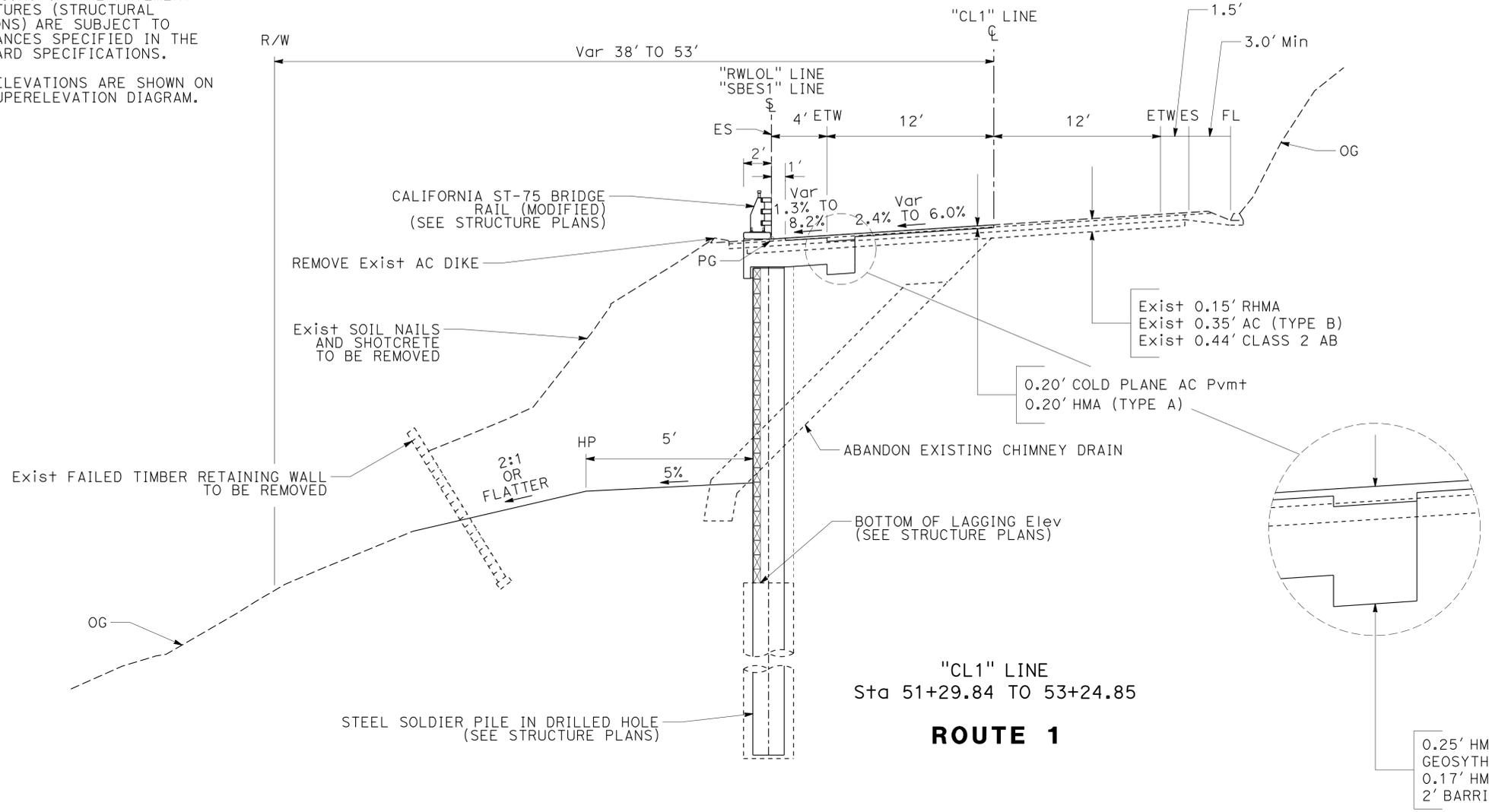
REGISTERED CIVIL ENGINEER DATE _____

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.



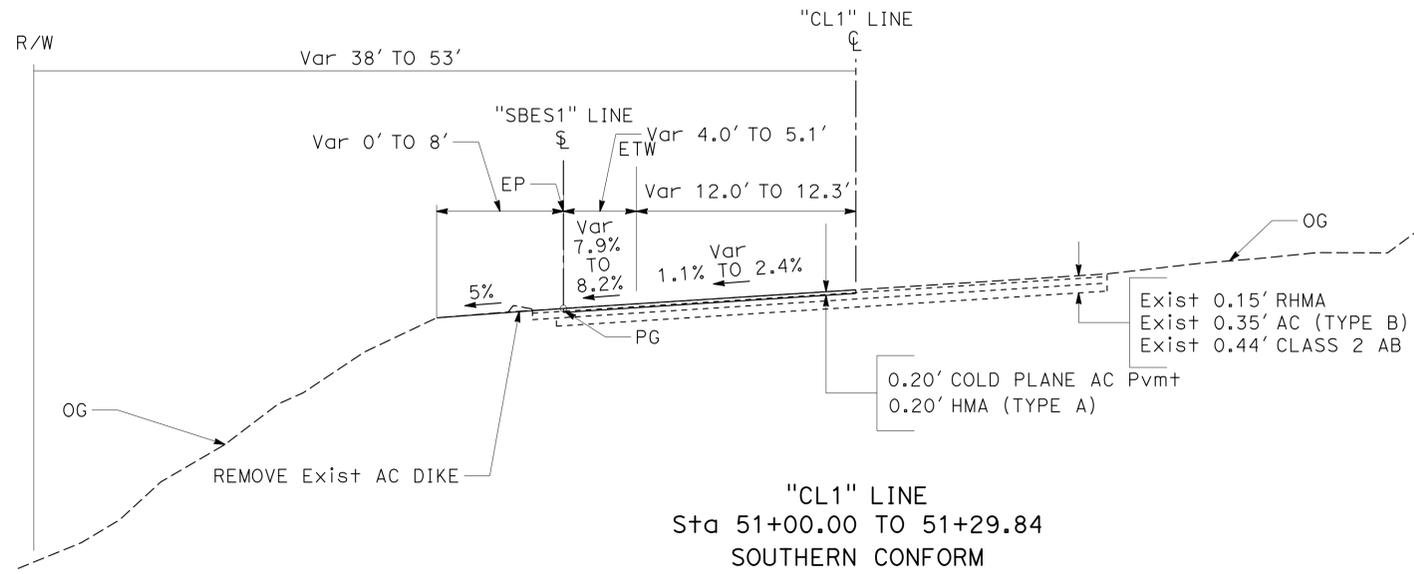
- NOTES:**
- DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
 - SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAM.



DESIGN DESIGNATION

ADT (2027)	3,384	D	58% (SB)
ADT (2047)	4,337	T	3%
DHV (2047)	754	V	45 mph
ESAL	226,000	TI ₂₀	7.5

PAVEMENT CLIMATE REGION: CENTRAL COAST



TYPICAL CROSS SECTION
NO SCALE **X-1**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION DESIGN

Caltrans

FUNCTIONAL SUPERVISOR: JEFFREY PAYNE

REVISOR: CODY PARROTT

DATE REVISION: 7/2/2010

USERNAME => s152638
DGN FILE => 0521000188ca001.dgn

RELATIVE BORDER SCALE 15" IN INCHES

UNIT 1450

PROJECT NUMBER & PHASE 05210001881

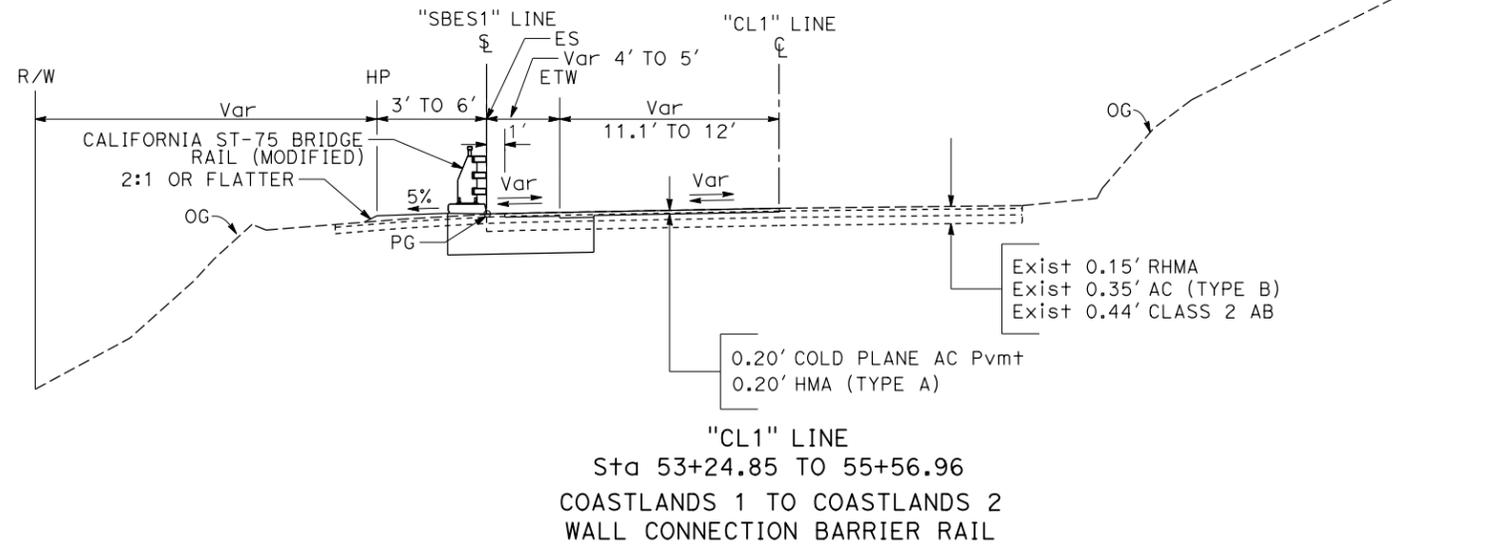
LAST REVISION DATE PLOTTED => 2-DEC-2024
00-00-00 TIME PLOTTED => 13:23

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TO SHEET
05	MON	1	44.34	1	1

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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"CL1" LINE
Sta 53+24.85 TO 55+56.96
COASTLANDS 1 TO COASTLANDS 2
WALL CONNECTION BARRIER RAIL

ROUTE 1

TYPICAL CROSS SECTION

NO SCALE

X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
Caltrans	JEFFREY PAYNE	CHECKED BY	ALEXANDER KERSHNER
DESIGN			DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	1	1

REGISTERED CIVIL ENGINEER	DATE
No. -	-
Exp. -	-
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:

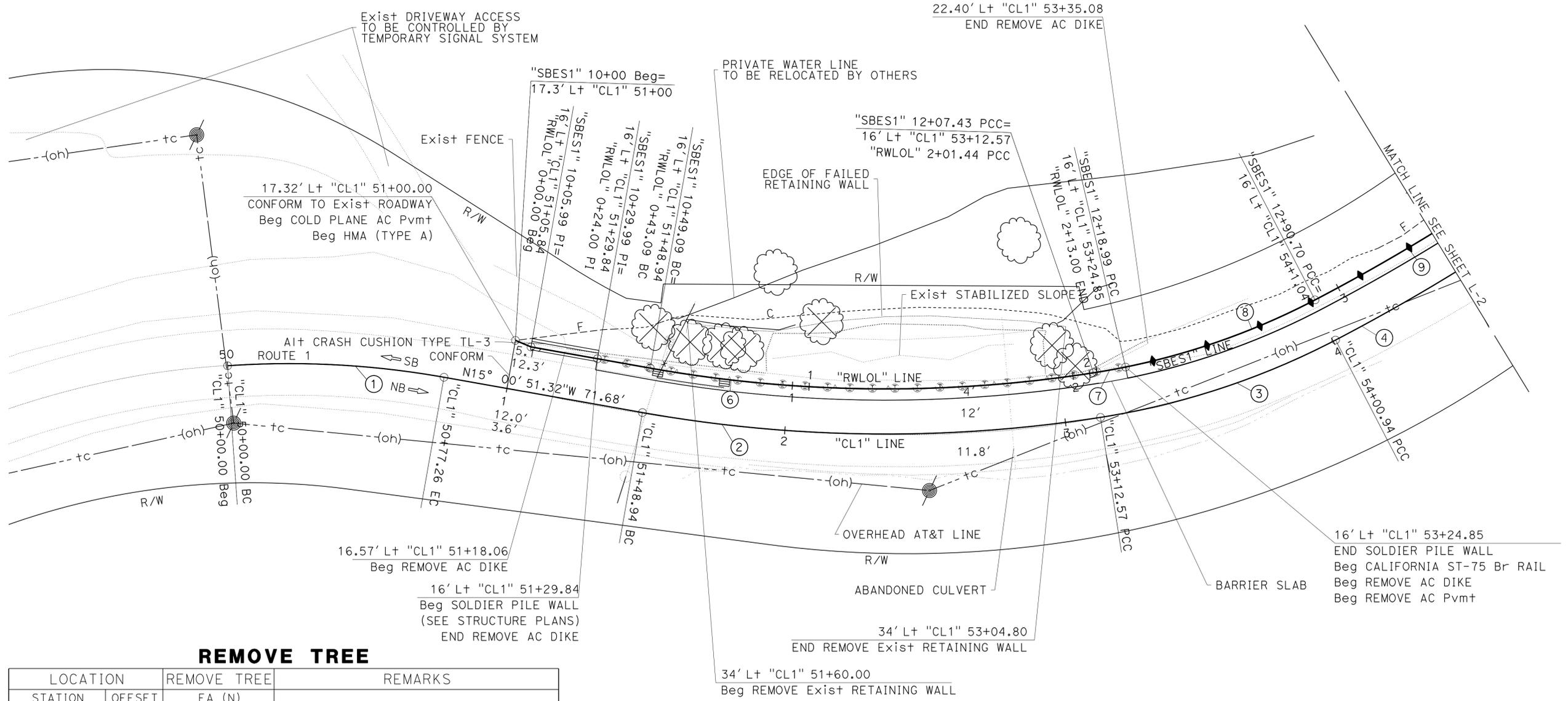
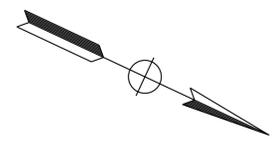
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- PRESENCE OF THE LISTED MAN MADE OBJECTS SHOWN ARE APPROXIMATE AND THE CONTRACTOR MUST BE PREPARED TO EXCAVATE/DRILL WHERE THEY OCCUR WITHIN THE PROJECT LIMITS.

LEGEND:

- REMOVE TREE
- PROTECT IN PLACE EXISTING WILLOW TREE

CURVE DATA

No. #	R	Δ	T	L
1	315.16'	14°02'43"	38.82'	77.26'
2	495.63'	18°54'58"	82.57'	163.63'
3	271.99'	18°36'57"	44.58'	88.37'
4	698.74'	07°47'03"	47.54'	94.93'
6	479.63'	18°54'56"	79.90'	158.35'
7	255.99'	02°35'15"	5.78'	11.56'
8	255.99'	16°03'01"	36.09'	71.71'
9	682.74'	07°18'54"	43.64'	87.16'



REMOVE TREE

LOCATION	REMOVE TREE	REMARKS	
STATION	OFFSET	EA (N)	
"CL1" 51+47.5	30.5' Lt	1	MONTEREY CYPRESS, 13" DBH
"CL1" 51+62.0	27.4' Lt	1	COAST LIVE OAK, 9" DBH
"CL1" 51+74.9	27.8' Lt	1	MONTEREY CYPRESS, 13.5" DBH
"CL1" 51+81.8	27.3' Lt	1	MONTEREY CYPRESS, 7.75" DBH
"CL1" 52+11.1	39.4' Lt	1	BUCKEYE, 10" DBH, MULTI TRUNKED
"CL1" 52+98.7	27.7' Lt	2	MONTEREY CYPRESS, 10" DBH MONTEREY CYPRESS, 4" DBH
"CL1" 53+06.3	19.3' Lt	1	COAST LIVE OAK, 5" DBH

(N) - NOT A SEPARATE BID ITEM

LAYOUT

SCALE: 1" = 20'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION DESIGN

FUNCTIONAL SUPERVISOR: JEFFREY PAYNE

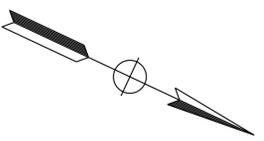
REVISOR: CODY PARROTT

REVISIONS: (None listed)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	1	1

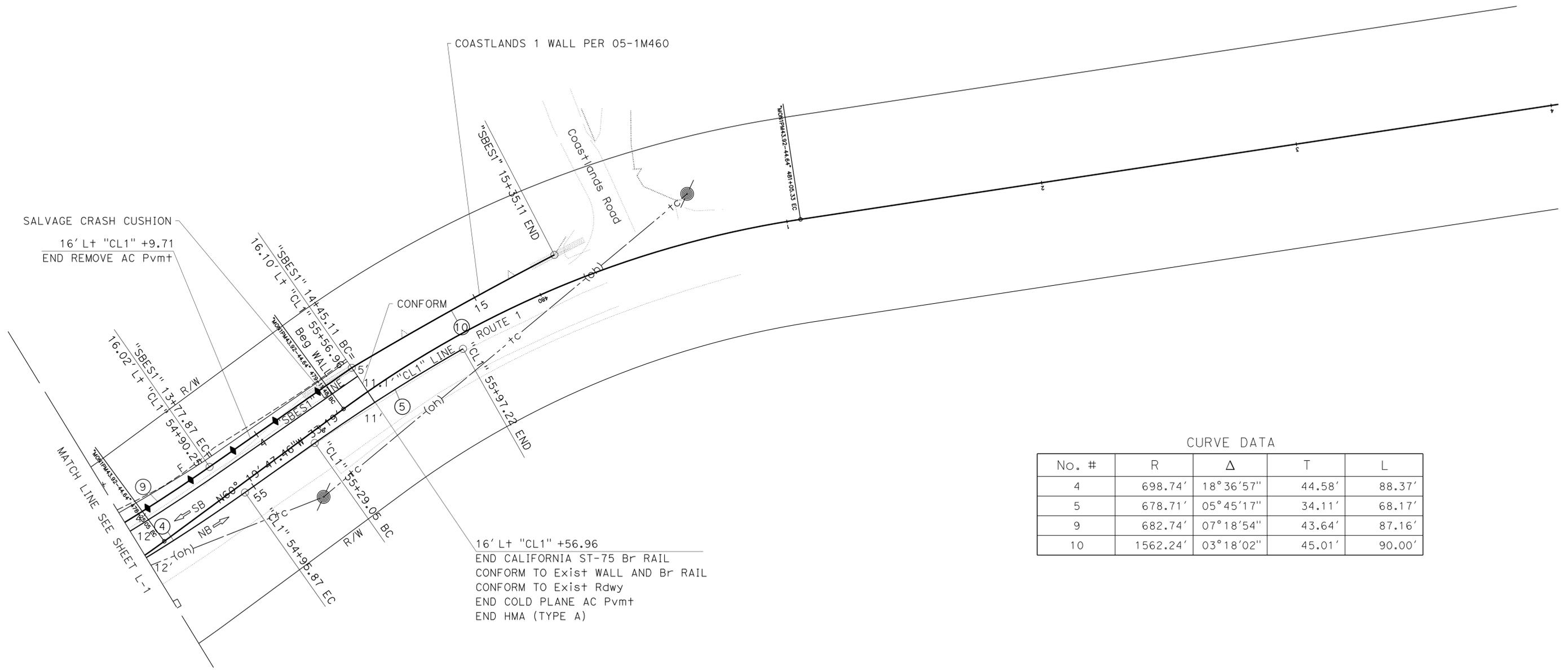
REGISTERED CIVIL ENGINEER	DATE
No. -	-
Exp. -	-
PLANS APPROVAL DATE	

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.



NOTE:
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
Caltrans	
FUNCTIONAL SUPERVISOR	JEFFREY PAYNE
CALCULATED/DESIGNED BY	CHECKED BY
CODY PARROTT	
REVISOR BY	DATE



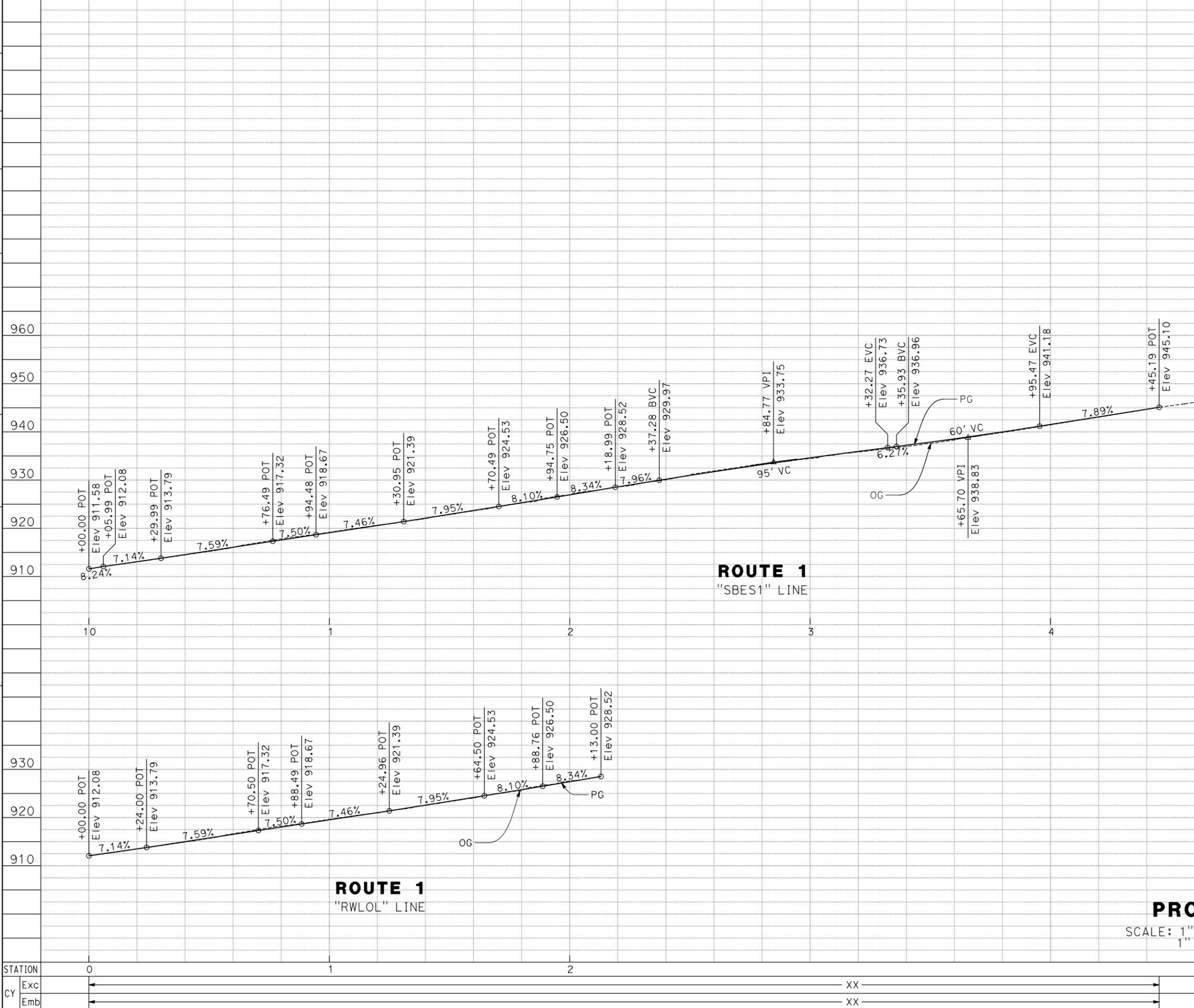
CURVE DATA

No. #	R	Δ	T	L
4	698.74'	18°36'57"	44.58'	88.37'
5	678.71'	05°45'17"	34.11'	68.17'
9	682.74'	07°18'54"	43.64'	87.16'
10	1562.24'	03°18'02"	45.01'	90.00'

16' Lt "CL1" +56.96
 END CALIFORNIA ST-75 Br RAIL
 CONFORM TO Exist WALL AND Br RAIL
 CONFORM TO Exist Rdwy
 END COLD PLANE AC PvmT
 END HMA (TYPE A)

LAYOUT
 SCALE: 1" = 20'
L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN



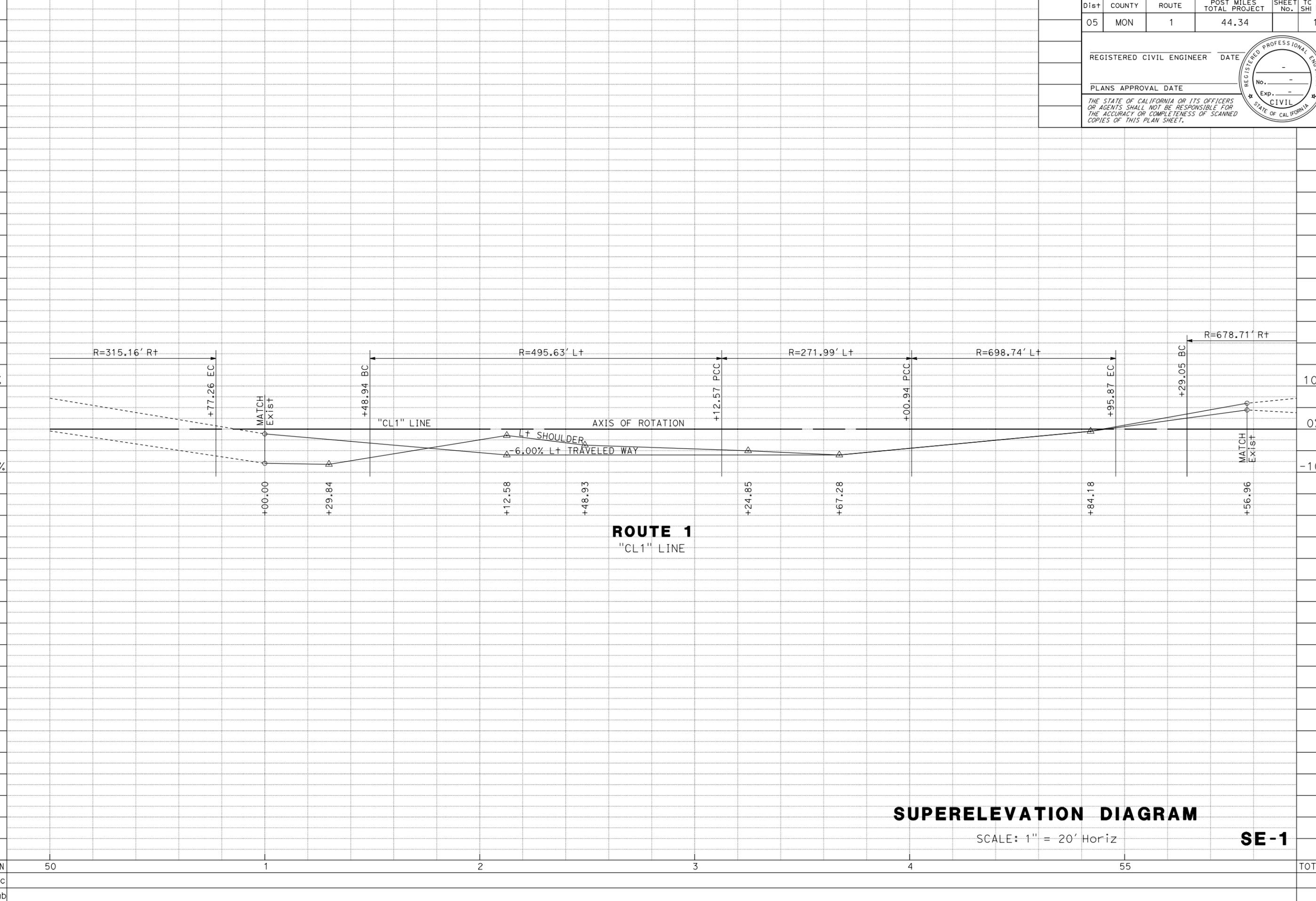
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SHI
05	MON	1	44.34		1
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					



58
 00-00-00 DATE PLOTTED => 24-MAY-2024 TIME PLOTTED => 14:10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

FUNCTIONAL SUPERVISOR: JEFFREY PAYNE
 CALCULATED/DESIGNED BY: ALEXANDER KERSHNER
 CHECKED BY: [Blank]
 REVISED BY: [Blank]
 DATE REVISED: [Blank]



SUPERELEVATION DIAGRAM
 SCALE: 1" = 20' Horiz
SE-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SHI
05	MON	1	44.34		1

REGISTERED CIVIL ENGINEER DATE _____

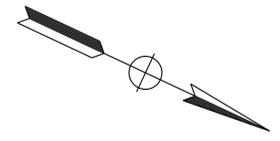
PLANS APPROVAL DATE _____

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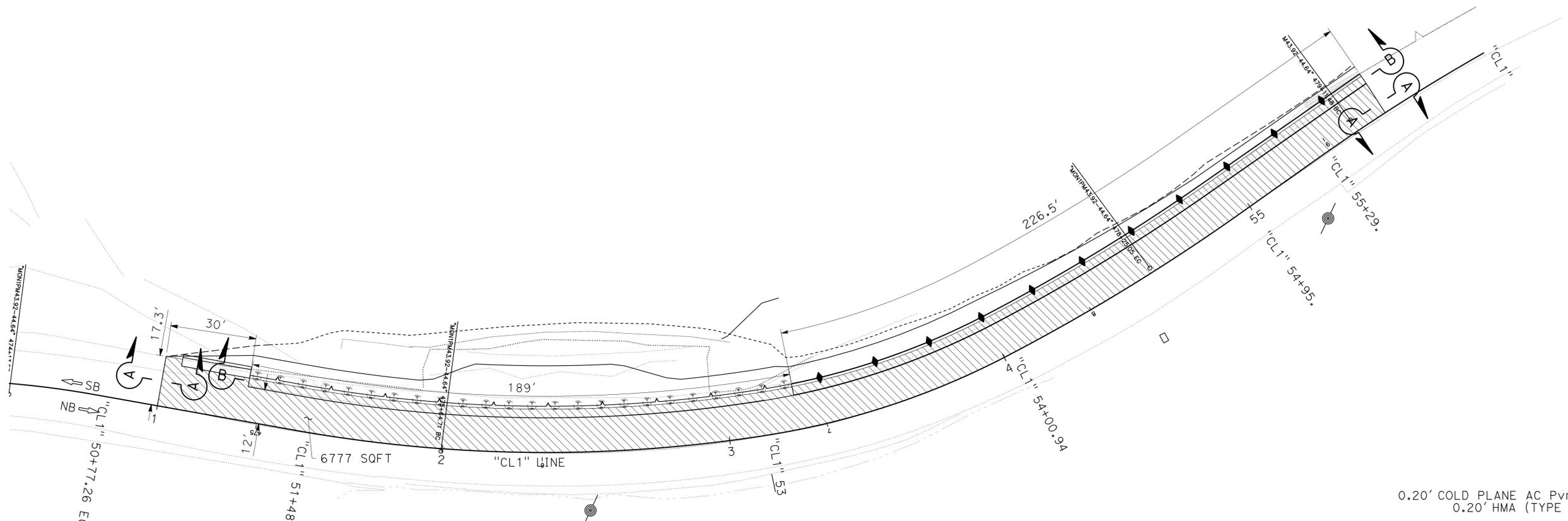


LAST REVISION DATE PLOTTED => 24-MAY-2024
 00-00-00 TIME PLOTTED => 14:10

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	1	1
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			No. -		
			Exp. -		
			CIVIL		
<small>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.</small>					

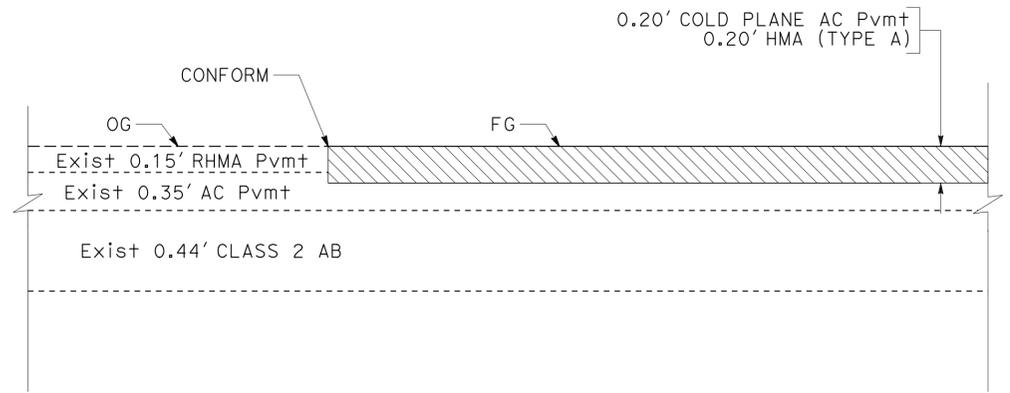


LEGEND:
 COLD PLANE ASPHALT CONCRETE PAVEMENT

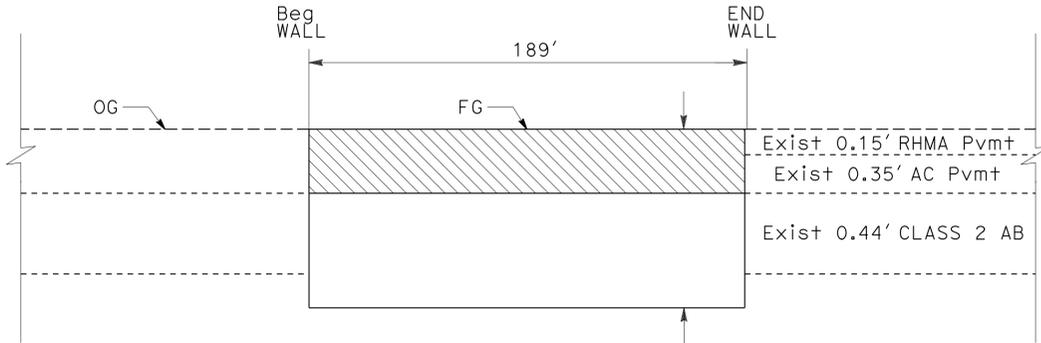


**COLD PLANE AREA DETAIL
ROUTE 1**

"CL 1" LINE Sta 51+00.00 TO 55+56.96
SCALE: 1"=20'



**LONGITUDINAL CONFORM
SECTION A-A
NO SCALE**



**SOUTH BOUND LANE
SECTION B-B
NO SCALE**

0.42' COLD PLANE AC Pvmt
0.25' HMA (TYPE A)
GEOSYNETHIC PAVEMENT INTERLAYER
0.17' HMA (TYPE A)
2' BARRIER SLAB (SEE STRUCTURE PLANS FOR DETAILS AND QUANTITIES)

CONSTRUCTION DETAILS

SCALE AS SHOWN

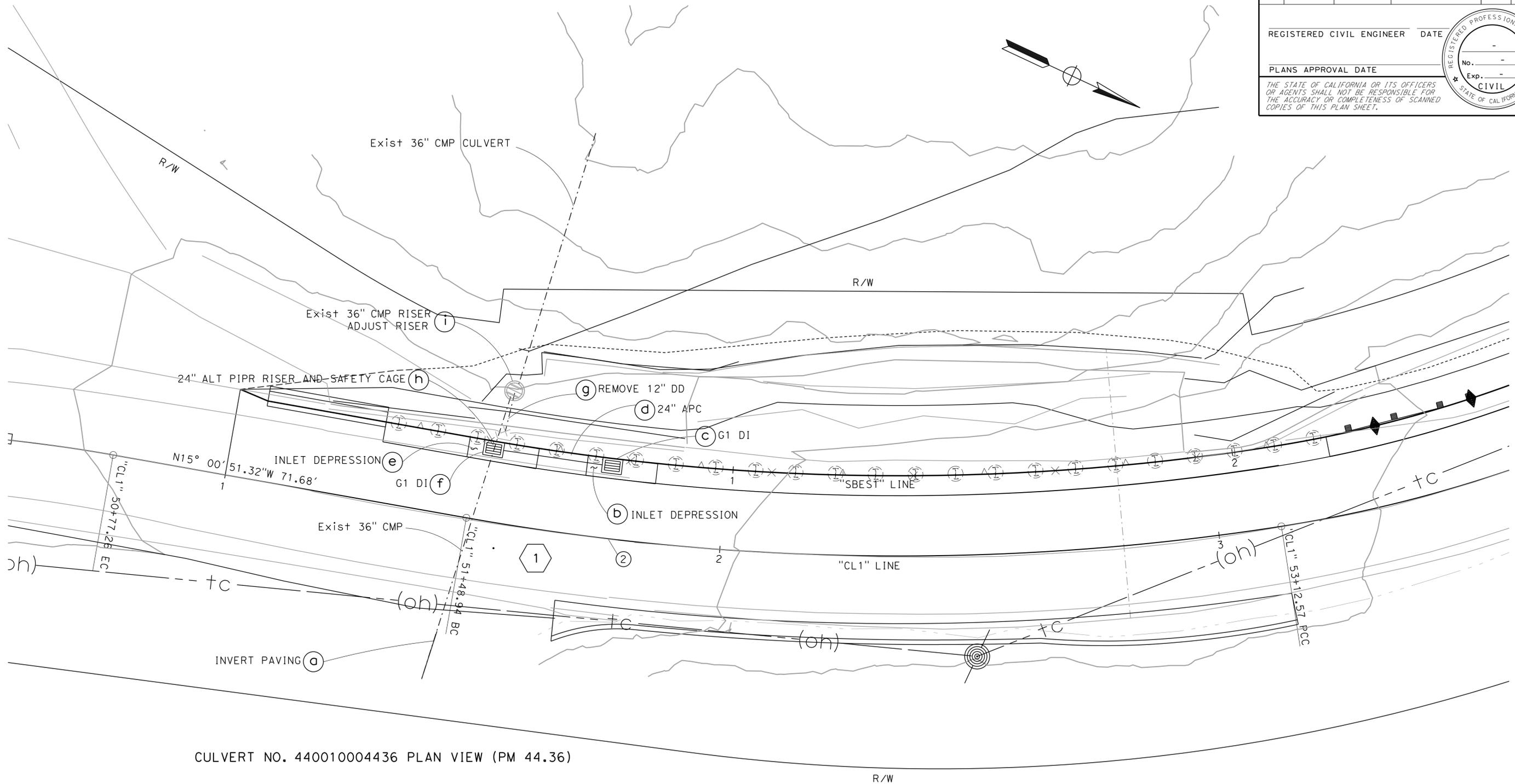
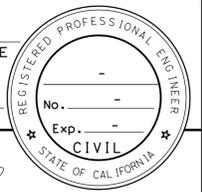
C-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
FUNCTIONAL SUPERVISOR	JEFFREY PAYNE
CALCULATED/DESIGNED BY	CHECKED BY
ALEXANDER KERSHNER	
REVISOR BY	DATE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	1	1

REGISTERED CIVIL ENGINEER	DATE
No. -	-
Exp. -	-
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.



CULVERT NO. 440010004436 PLAN VIEW (PM 44.36)

DRAINAGE PLAN
 SCALE: 1" = 10'
D-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

FUNCTIONAL SUPERVISOR
 JEFFREY PAYNE

CALCULATED-DESIGNED BY
 CHECKED BY

ALEXANDER KERSHNER

REVISED BY
 DATE REVISED

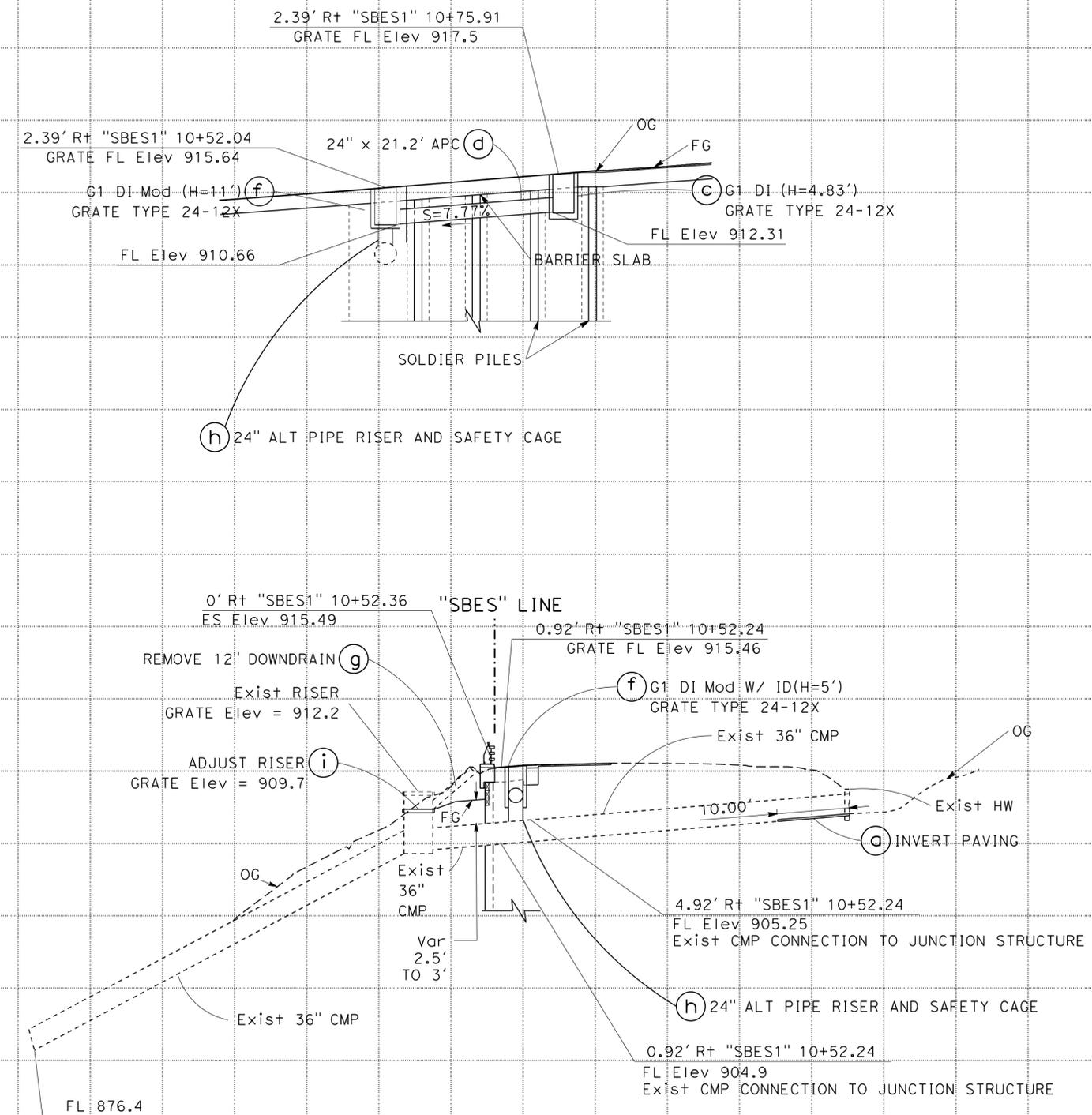
REVISIONS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34		1
REGISTERED CIVIL ENGINEER					DATE
PLANS APPROVAL DATE					
<small>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.</small>					



NOTE:
 1. ALL DRAINAGE STRUCTURES ARE RADIAL TO THE REFERENCED ALIGNMENT UNLESS OTHERWISE SHOWN.

REVISED BY	DATE REVISED
ALEXANDER KERSHNER	930
CALCULATED-DESIGNED BY	CHECKED BY
FUNCTIONAL SUPERVISOR	JEFFREY PAYNE
DEPARTMENT OF TRANSPORTATION	DESIGN
STATE OF CALIFORNIA	Caltrans



DRAINAGE SYSTEM No. 1
 "SBES1" 10+45.90 TO 10+61.28

DRAINAGE PROFILES
 SCALE: Horiz 1" = 10'
 Vert 1" = 10'
DP-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34		
REGISTERED CIVIL ENGINEER				DATE	
PLANS APPROVAL DATE					
<small>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.</small>					



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
Caltrans	
FUNCTIONAL SUPERVISOR	JEFFREY PAYNE
CALCULATED/DESIGNED BY	CHECKED BY
CODY PARROTT	
REVISED BY	DATE REVISED

Weld 0.5 in Dia x 4.125 in long H4L Headed Nelson Studs @ 3 in apart vertically at each corrugation peak at each side of invert. Use (5) studs.

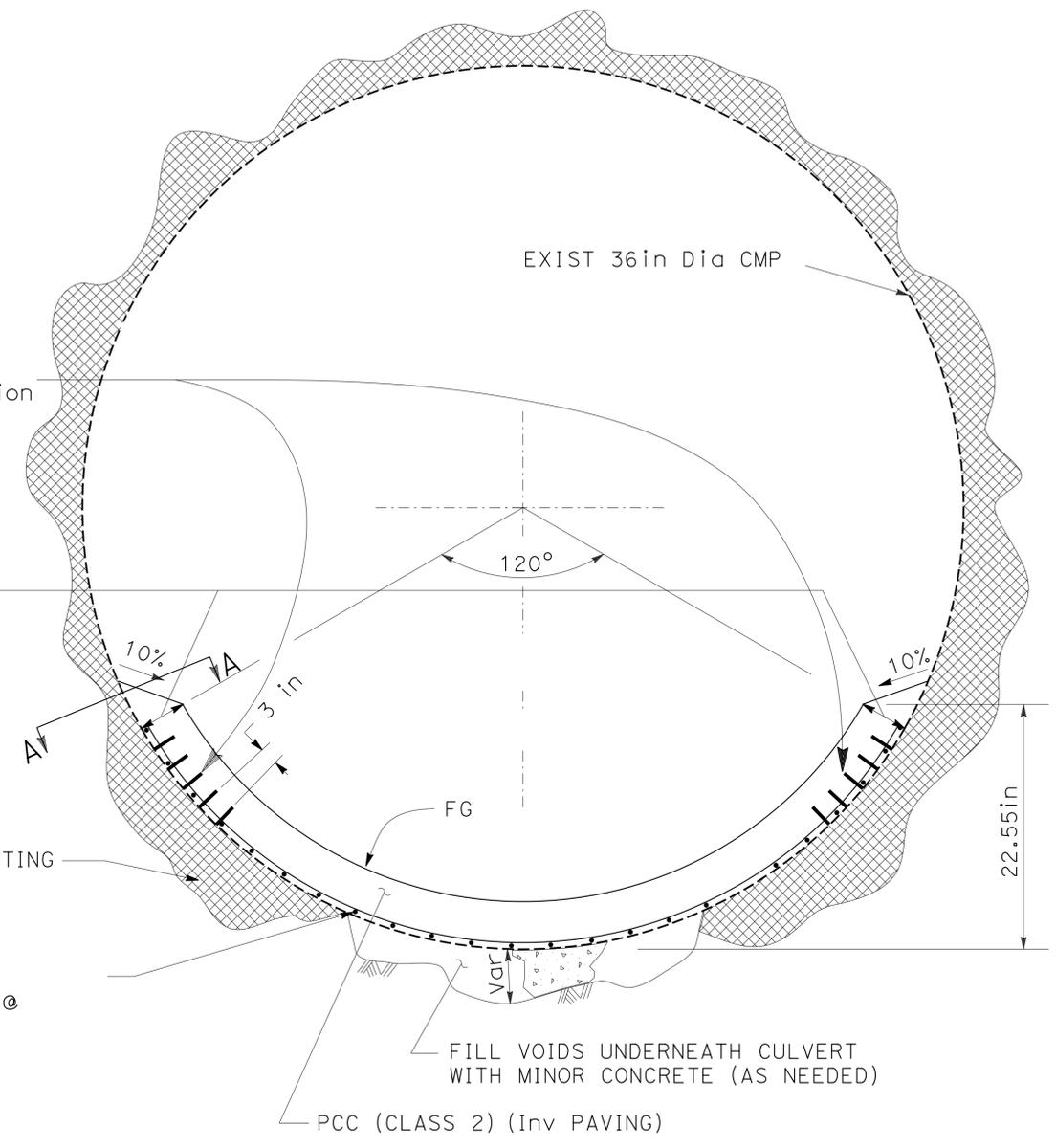
6in ON TOP OF CORRUGATION

CULVERT CONTACT GROUTING (AS NEEDED)

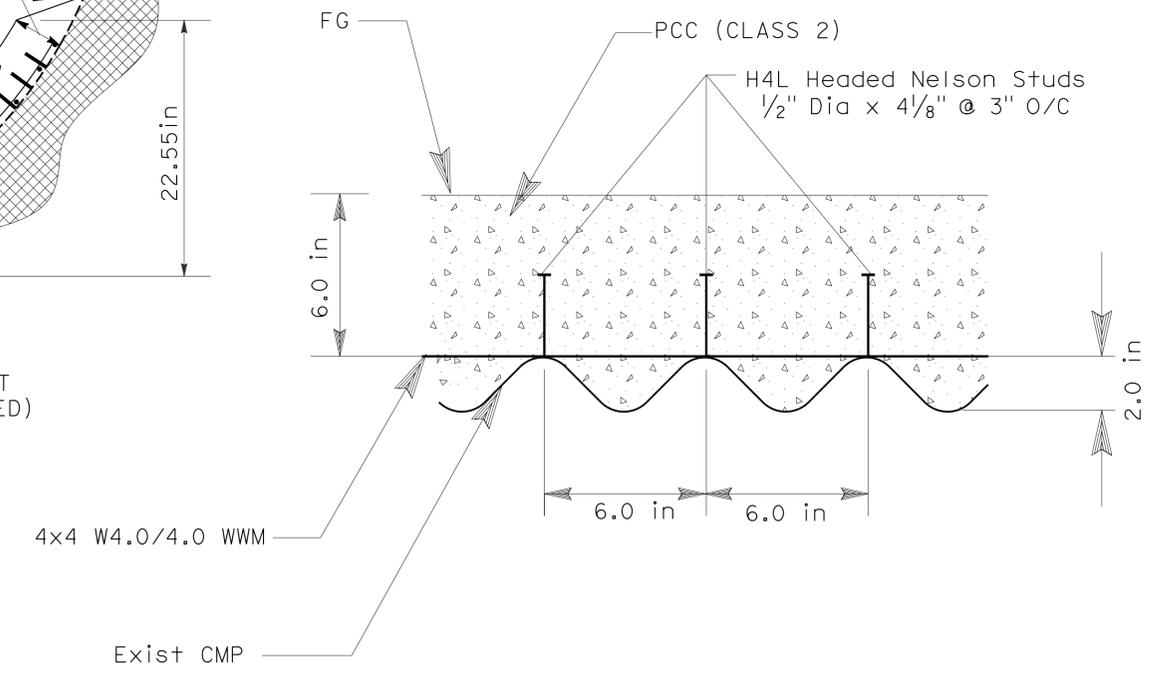
4in x 4in - W4.0/4.0 WWM tack weld mesh to culvert @ 12in spacing each way

ORDER OF WORK

1. FILL VOIDS
2. PLACE NELSON STUDS
3. PLACE WWM
4. PLACE PCC (CLASS 2)



SECTION A-A
NO SCALE



INVERT PAVING DETAIL
NO SCALE



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	XXX	XXX

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.

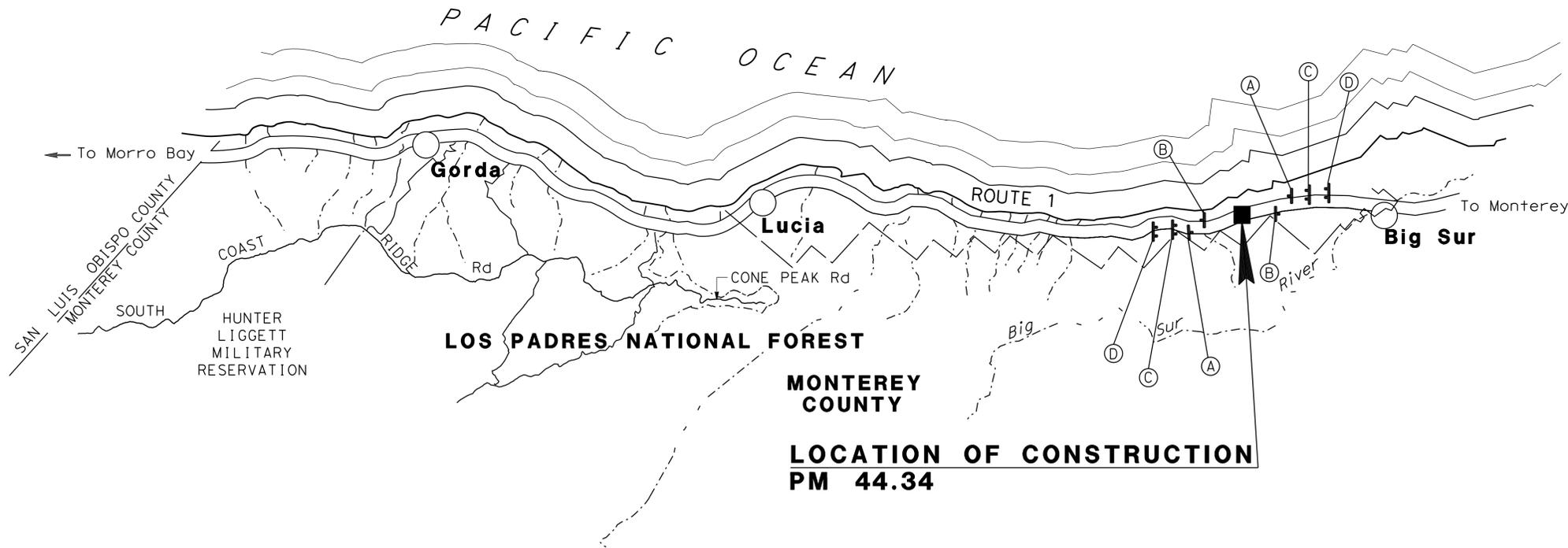
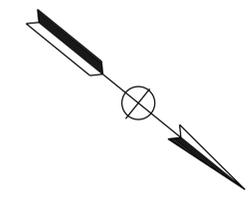


NOTES:

1. LOCATION OF CONSTRUCTION AREA SIGNS ARE APPROXIMATE, EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.
2. COVER ALL CONFLICTING SIGNS WHEN NOT IN USE.

CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)

SIGN No.	SIGN DESIGNATION	SIGN MESSAGE	PANEL SIZE	NUMBER OF POSTS AND POST SIZE	NUMBER OF SIGNS
A	W20-1	ROAD WORK AHEAD	60"x60"	1-4"x6"	2
B	G20-2	END ROAD WORK	48"x24"	1-4"x4"	2
C	C40 (CA)	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	72"x36"	2-4"x6"	2
D	C50B(CA)	CONSTRUCTION PROJECT FUNDING IDENTIFICATION SIGN	132"x78"	2-6"x8"	2



**LOCATION OF CONSTRUCTION
PM 44.34**

NO SCALE

**CONSTRUCTION AREA SIGNS
CS-1**

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 TRAFFIC DESIGN
 FUNCTIONAL SUPERVISOR
 OUAY F. CHESTER
 CALCULATED-DESIGNED BY
 CHECKED BY
 RUBEN ATILANO
 JONATHAN BRAY
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	XXX	XXX

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.

NOTES:

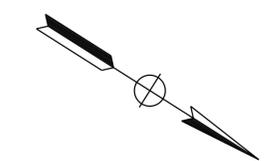
- EXACT LOCATIONS OF TEMPORARY BARRIER SYSTEM TO BE DETERMINED BY THE ENGINEER.
- EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.
- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- FOR ADDITIONAL CONSTRUCTION AREA SIGNS, REFER TO CONSTRUCTION AREA SIGN PLAN.
- TEMPORARY BARRIER SYSTEM TO REMAIN IN PLACE FOR STAGE 2 CONSTRUCTION. ONLY THE FLARED ENDS TO BE CHANGED FOR STAGE 2 NB LANE CLOSURE.

ABBREVIATIONS:

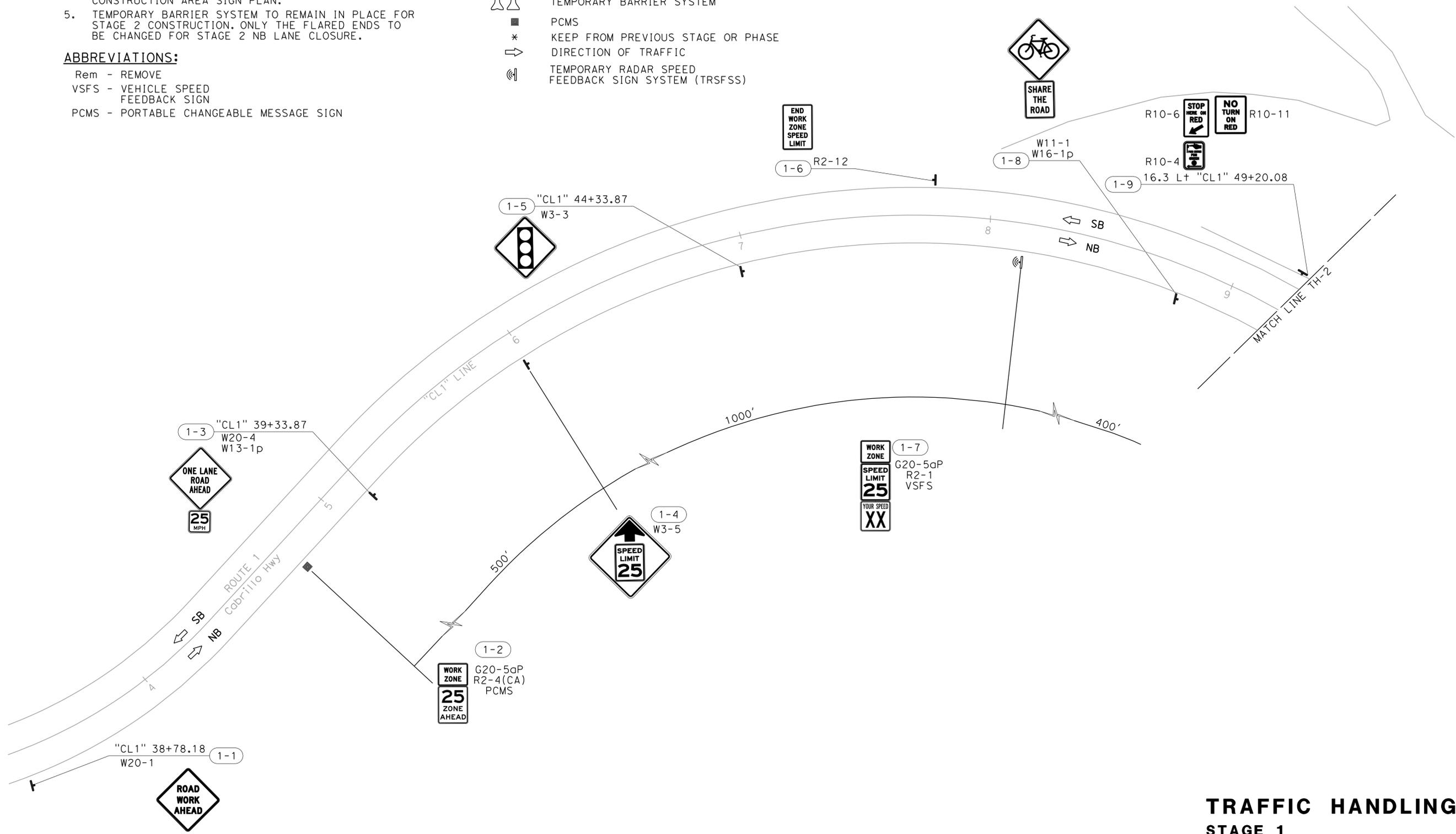
- Rem - REMOVE
 VSFS - VEHICLE SPEED FEEDBACK SIGN
 PCMS - PORTABLE CHANGEABLE MESSAGE SIGN

LEGEND:

- CONSTRUCTION AREA
- CHANNELIZER (SURFACE MOUNTED)
- Temp CRASH CUSHION TL-2
- TEMPORARY BARRIER SYSTEM
- PCMS
- KEEP FROM PREVIOUS STAGE OR PHASE
- DIRECTION OF TRAFFIC
- TEMPORARY RADAR SPEED FEEDBACK SIGN SYSTEM (TRSFSS)



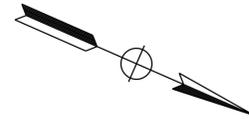
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISOR	DATE
Caltrans	OUAY F. CHESTER	RUBEN ATILANO	
TRAFFIC DESIGN		JONATHAN BRAY	
		CALCULATED-DESIGNED BY	CHECKED BY



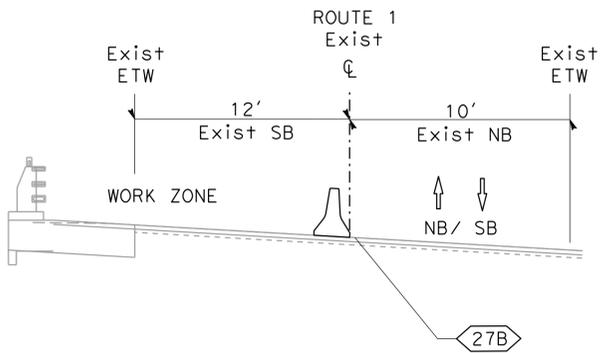
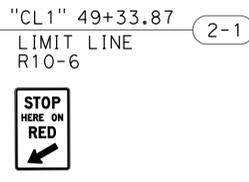
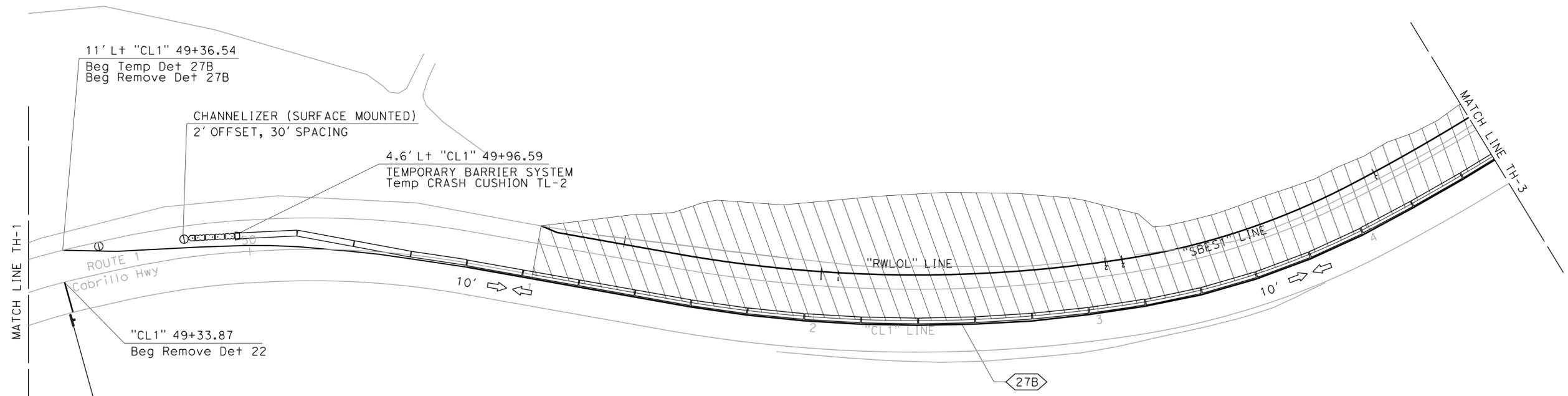
APPROVED FOR TRAFFIC HANDLING WORK ONLY

TRAFFIC HANDLING PLAN
STAGE 1
 SCALE: 1" = 20'
TH-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	XXX	XXX
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			No.		
			Exp.		
			CIVIL		
<small>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.</small>					



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISOR	DATE
Caltrans	OUAY F. CHESTER	RUBEN ATILANO	
TRAFFIC DESIGN		JONATHAN BRAY	
		CALCULATED-DESIGNED BY	CHECKED BY



NO SCALE

APPROVED FOR TRAFFIC HANDLING WORK ONLY

TRAFFIC HANDLING PLAN
STAGE 1
 SCALE: 1" = 20'
TH-2

LAST REVISION | DATE PLOTTED => 11/20/2024
 00-00-00 | TIME PLOTTED => 10:45:23 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	XXX	XXX

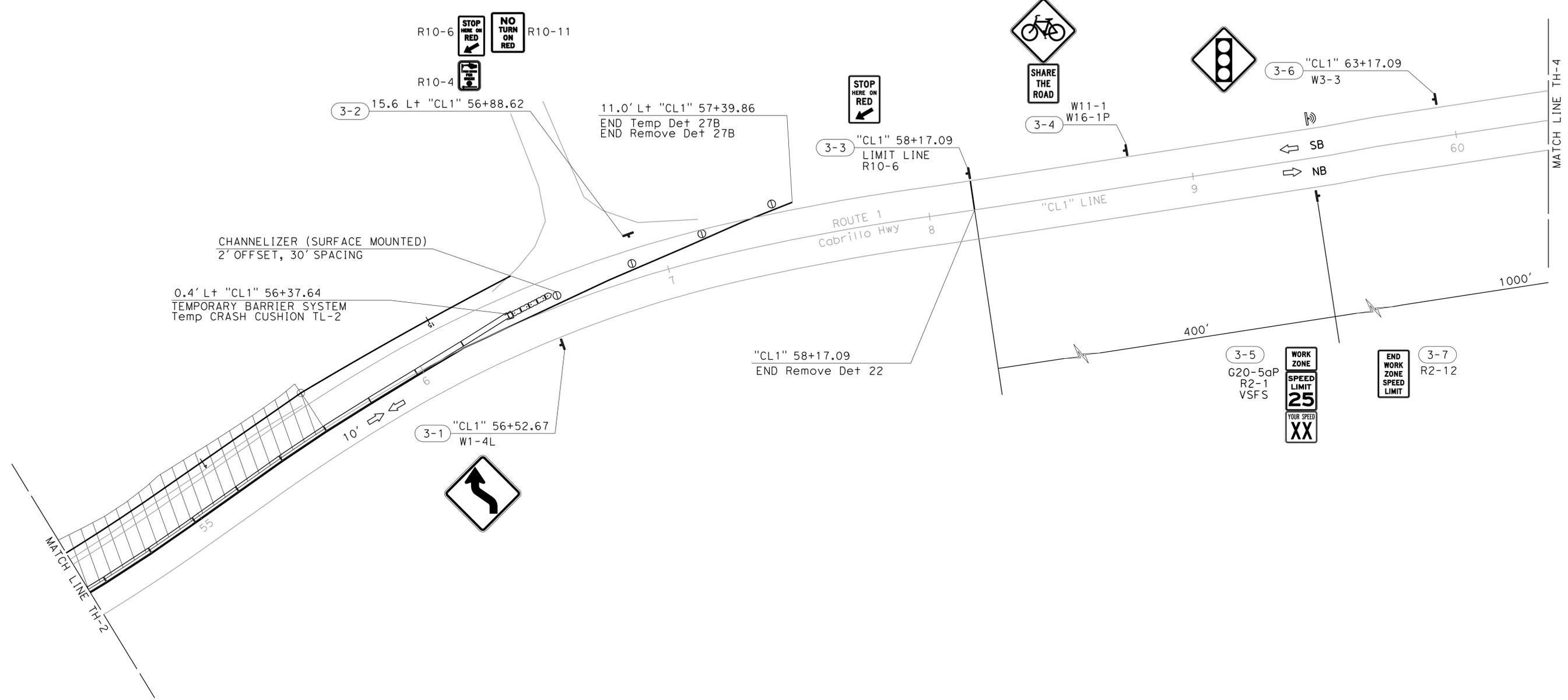
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVISOR
Caltrans	OUAY F. CHESTER	CHECKED BY	RUBEN ATILANO
TRAFFIC DESIGN			JONATHAN BRAY
			DATE REVISED



APPROVED FOR TRAFFIC HANDLING WORK ONLY

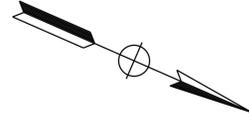
TRAFFIC HANDLING PLAN
STAGE 1
 SCALE: 1" = 20'
TH-3

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	XXX	XXX

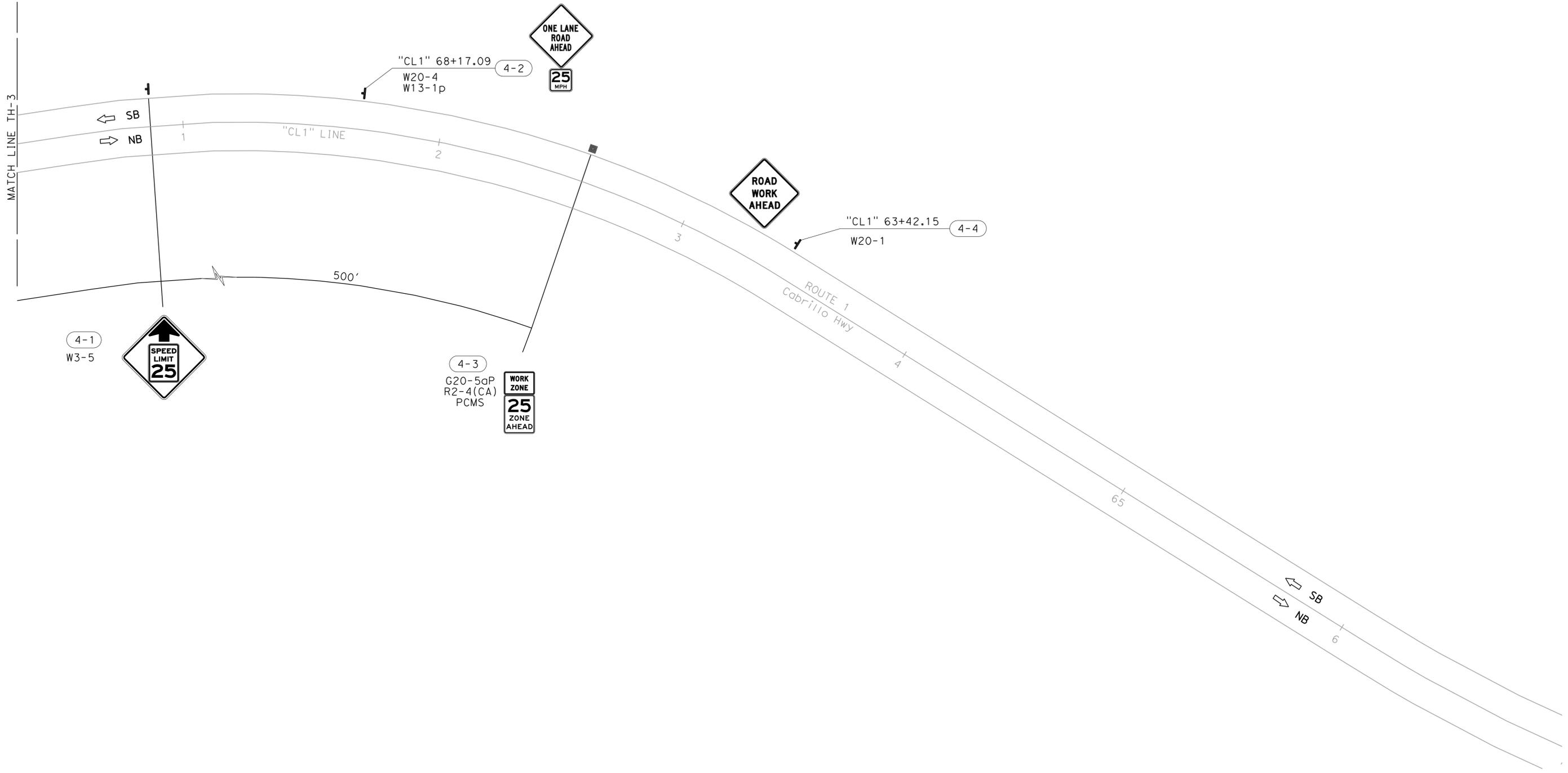
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVISOR
Caltrans	OUAY F. CHESTER	CHECKED BY	RUBEN ATILANO
TRAFFIC DESIGN			JONATHAN BRAY
			DATE REVISED



APPROVED FOR TRAFFIC HANDLING WORK ONLY

TRAFFIC HANDLING PLAN
STAGE 1
 SCALE: 1" = 20'
TH-4

LAST REVISION | DATE PLOTTED => 11/20/2024
 00-00-00 TIME PLOTTED => 10:43:51 AM

CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED-TRAFFIC HANDLING)

SHEET No.	FACING	SIGN No.	SIGN DESIGNATION	SIGN MESSAGE	PANEL SIZE	NUMBER OF POSTS AND POST SIZE	No. OF SIGNS	TEMPORARY RADAR SPEED FEEDBACK SIGN SYSTEM		PCMS (PORTABLE CHANGEABLE MESSAGE SIGN) (N)
								EA	LS	
TH-1	NB	1-1	W20-1	ROAD WORK AHEAD	36"x36"	1-4"x6"	1			
TH-1	NB	1-2	G20-5aP R2-4(CA).25	WORK ZONE PLAQUE 25 ZONE AHEAD	24"x18" 24"x30"	PCMS	1			1
TH-1	NB	1-3	W20-4 W13-1p	ONE LANE ROAD AHEAD ADVISORY SPEED PLAQUE	36"x36" 18"x18"	1-4"x6"	1			
TH-1	NB	1-4	W3-5	REDUCED SPEED LIMIT AHEAD	36"x36"	1-4"x6"	1			
TH-1	NB	1-5	W3-3	SIGNAL AHEAD SYMBOL	30"x30"	1-4"x6"	1			
TH-1	SB	1-6	R2-12	END WORK ZONE SPEED LIMIT	24"x36"	1-4"x6"	1			
TH-1	NB	1-7	G20-5aP R2-1.25 VSFS	WORK ZONE PLAQUE SPEED LIMIT 25 MPH YOUR SPEED XX	24"x18" 24"x30" 24"x24"	TRSFSS		1		
TH-1	NB	1-8	W11-1 W16-1p	BICYCLE TRAFFIC SHARE THE ROAD PLAQUE	30"x30" 18"x24"	1-4"x6"	1			
TH-1	EB	1-9	R10-6 R10-4 R10-11	STOP HERE ON RED WITH ARROW PUSH BUTTON FOR WALK SIGNAL NO TURN ON RED	24"x36" 9"x12" 24"x30"	1-4"x6"	1			
TH-1	NB	2-1	R10-6	STOP HERE ON RED WITH ARROW	24"x36"	1-4"x6"	1			
TH-3	SB	3-1	W1-4I	REVERSE LEFT CURVE	30"x30"	1-4"x6"	1			
TH-3	EB	3-2	R10-6 R10-4 R10-11	STOP HERE ON RED WITH ARROW PUSH BUTTON FOR WALK SIGNAL NO TURN ON RED	24"x36" 9"x12" 24"x30"	1-4"x6"	1			
TH-3	SB	3-2	R10-6	STOP HERE ON RED WITH ARROW	24"x36"	1-4"x6"	1			
TH-3	SB	3-3	G20-5aP R2-1.25 VSFS	WORK ZONE PLAQUE SPEED LIMIT 25 MPH YOUR SPEED XX	24"x18" 24"x30" 24"x24"	TRSFSS		1		
TH-3	SB	3-4	W3-3	SIGNAL AHEAD SYMBOL	30"x30"	1-4"x6"	1			
TH-3	SB	3-5	R2-12	END WORK ZONE SPEED LIMIT	24"x36"	1-4"x6"	1			
TH-4	SB	4-1	W3-5	REDUCED SPEED LIMIT AHEAD	36"x36"	1-4"x6"	1			
TH-4	SB	4-2	W20-4 W13-1p	ONE LANE ROAD AHEAD ADVISORY SPEED PLAQUE	36"x36" 18"x18"	1-4"x6"	1			
TH-4	SB	4-3	G20-5aP R2-4(CA).25	WORK ZONE PLAQUE 25 ZONE AHEAD	24"x18" 24"x30"	PCMS	1			1
TH-4	SB	4-4	W20-1	ROAD WORK AHEAD	36"x36"	1-4"x6"	1			
TH-3	SB	3-3	W11-1	BICYCLE TRAFFIC	30"x30"	1-4"x6"	1			
TH-3	SB	3-3	W16-1p	SHARE THE ROAD PLAQUE	18"x24"	1-4"x4"	1			
TOTAL								27	2	2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	XXX	XXX

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.



TEMPORARY PAVEMENT DELINEATION QUANTITIES

SHEET No.	STAGE	ROUTE	"ALIGNMENT" OR POSTMILE	LOCATION		DIRECTION	DETAIL No.	TEMPORARY TRAFFIC STRIPE (PAINT)		REMOVE THERMOPLASTIC TRAFFIC STRIPE	
				FROM	TO			WHITE LF	WHITE LF	YELLOW LF	
				TH-2	1			1	"CL1"	49+37	54+50
TH-3	1	1	"CL1"	54+50	57+40	N/SB	27B	290			
TH-2	1	1	"CL1"	48+78	54+50	SB	22			1,144	
TH-3	1	1	"CL1"	54+50	58+17	SB	22			734	
TH-2	1	1	"CL1"	49+37	54+05	SB	27B		468		
TH-3	1	1	"CL1"	54+05	57+40	SB	27B		335		
TOTAL								803		2,681	

TEMPORARY TRAFFIC CONTROL DEVICES

SHEET No.	STAGE	ROUTE	"ALIGNMENT" OR POSTMILE	LOCATION		DIRECTION	TEMPORARY TRAFFIC CONTROL DEVICES		
				FROM	TO		TEMPORARY BARRIER SYSTEM LF	ALTERNATIVE TEMPORARY CRASH CUSHION TL-2 EA	CHANNELIZER (SURFACE MOUNTED) EA
TH-2	1	1	CL1	49+96	56+36	N/SB	640		
TH-3	1	1	CL1	54+58	56+58	N/SB	200		
TH-2	1	1	CL1	49+48	49+78	SB			2
TH-2	1	1	CL1	49+78	49+98	SB		1	
TH-3	1	1	CL1	56+57	57+44	SB			4
TH-3	1	1	CL1	56+38	56+58	SB		1	
TOTAL							840	2	6

TRAFFIC HANDLING QUANTITIES THQ-1

LAST REVISION DATE PLOTTED => 12/4/2024 00-00-00 TIME PLOTTED => 3:04:03 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans TRAFFIC DESIGN
 FUNCTIONAL SUPERVISOR
 OUAY F. CHESTER
 CALCULATED-DESIGNED BY
 CHECKED BY
 RUBEN ATILANO
 JONATHAN BRAY
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	XXX	XXX

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.



PAVEMENT DELINEATION QUANTITIES

SHEET No.	ROUTE	"ALIGNMENT" OR POSTMILE	LOCATION		DIRECTION	DETAIL No.	PAVEMENT MARKER (RETROREFLECTIVE - RECESSED)	THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	
			FROM	TO				SOLID	SOLID
			TYPE D					6"	6" YELLOW
TH-1	1	"CL1"	48+78	49+21	N/SB	22	EA	6	84
TH-2	1	"CL1"	49+21	54+50	N/SB	22		48	1,058
TH-3	1	"CL1"	54+50	58+17	N/SB	22		34	734
TH-2	1	"CL1"	49+37	54+05	SB	27B		469	
TH-3	1	"CL1"	54+05	57+40	SB	27B		335	
TOTAL							88	2,680	

PAVEMENT DELINEATION QUANTITIES PDQ-1



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34		1

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

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PAVEMENT STRUCTURE

LOCATION	ROADWAY EXCAVATION	HOT MIX ASPHALT (TYPE A)	REMOVE ASPHALT CONCRETE DIKE	GEOSYNTHETIC PAVEMENT INTERLAYER (PAVING FABRIC)	REMOVE ASPHALT CONCRETE PAVEMENT	COLD PLANE ASPHALT CONCRETE PAVEMENT	TACK COAT
	CY	TON	LF	SQYD	SQFT	SQYD	TON
"CL1" 51+00 TO 55+56.96	915	100	25	60	1,130	765	0.3
TOTAL	915	100	25	60	1130	765	0.3

STAIN GALVANIZED SURFACES

LOCATION	ST-75 BRIDGE RAIL	CRASH CUSHION (TYPE TL-3)
	LS	
"CL1" 51+00 TO 55+56.96	1	
TOTAL	1	

REMOVE TIMBER MSE WALL

LOCATION	SHEET No.	LENGTH
		LF
"CL1" 51+60.00 TO 53+04.80	L-1	150
TOTAL		150

TEMPORARY WATER POLLUTION CONTROL

LOCATION	TEMPORARY DI PROTECTION	TEMPORARY CONCRETE WASHOUT	TEMPORARY LARGE SEDIMENT BARRIER
	EA	EA	LS
"CL1" LINE 51+00 TO 56+56.96	2	1	1
TOTAL	2	1	1

BARRIER

LOCATION	TEMPORARY CRASH CUSHION TL-2	TEMPORARY BARRIER SYSTEM	ALTERNATIVE CRASH CUSHION TL-3	CALIFORNIA ST-75 BRIDGE RAIL (MODIFIED)	REMOVE CRASH CUSHION	SALVAGE CRASH CUSHION
STATION	EA	LF	EA	LF	EA	EA
"CL1" 51+00 TO 56+56.96	4	740	1	182	2	1
TOTAL	4	740	1	226	2	1

SUMMARY OF QUANTITIES
Q-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - LANDSCAPE ARCHITECTURE
Caltrans LANDSCAPE ARCHITECTURE
 SENIOR LANDSCAPE ARCHITECT
 COBBY KILMER
 CALCULATED-DESIGNED BY
 CHECKED BY
 TOBIN HOOK
 XXX XXX
 REVISED BY
 DATE REVISED
 XX
 XX-XX-XX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	-	-

LICENSED LANDSCAPE ARCHITECT

XX-XX-XX

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.

IRRIGATION SPRINKLER SCHEDULE

SYMBOL	ITEM DESCRIPTION	SPRAY PATTERN	OPERATING PRESSURE	DISCHARGE RATE (+/- 5%)	DISCHARGE RATE (+/- 5%)	INLET CONNECTION DIAMETER	RISER SPRINKLER ASSEMBLY			REMARKS
							psi	GPM	GPH	
○	RISER SPRINKLER ASSEMBLY	F	30	0.25		1/2	V	3"	PI	BUBBLER
●	RISER SPRINKLER ASSEMBLY	F	30	0.5		1/2	V	3"	PI	BUBBLER

IRRIGATION QUANTITY (LATERAL SUPPLY SIDE OF CONTROL VALVE)

SHEET NO.	CAM COUPLER ASSEMBLY	WYE STRAINER ASSEMBLY	PLASTIC PIPE (SCHEDULE 40)	BUBBLERS (Σ)
	1"	1"	1"	
1P-1	EA	EA	LF	EA
	1	1	185	21
1P-2				
TOTAL	1	1	185	21

(N) - NOT A SEPARATE BID ITEM

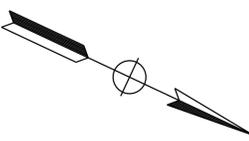
IRRIGATION SPRINKLER SCHEDULE & IRRIGATION QUANTITIES

ISS-1

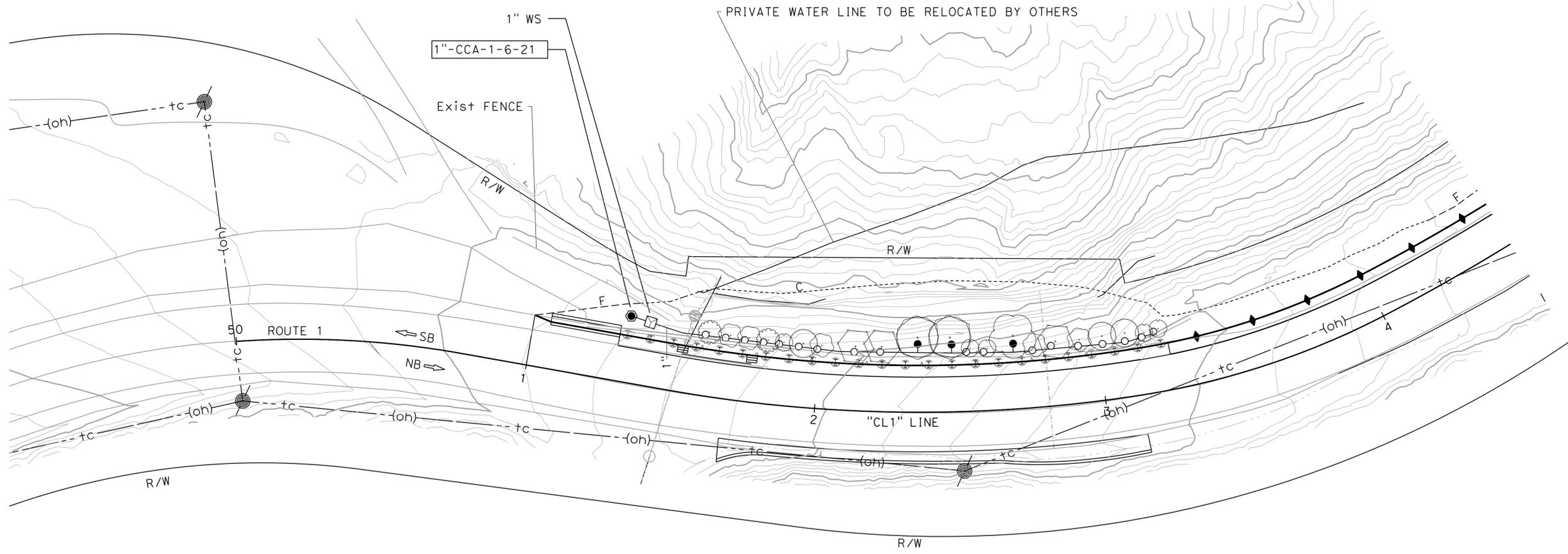
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	-	-

LICENSED LANDSCAPE ARCHITECT	
XX-XX-XX	Signature
PLANS APPROVAL DATE	10-31-25
	Renewal Date
	XX-XX-XX
	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. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans LANDSCAPE ARCHITECTURE
 SENIOR LANDSCAPE ARCHITECT: COBBY KILMER
 TOBIN HOOK: XXX XXX
 REVISIONS: XX, XX-XX-XX
 REVISIONS: REVISOR, DATE, REVISIONS
 CALCULATED/DESIGNED BY: CHECKED BY:

IRRIGATION AND PLANTING PLAN

IPP-1

SCALE: 1" = 20'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	-	-

LICENSED LANDSCAPE ARCHITECT

XX-XX-XX

PLANS APPROVAL DATE

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PLANT LEGEND

PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE		BASIN TYPE	WOOD MULCH		ON-CENTER SPACING	SOIL AMENDMENT	ORGANIC FERTILIZER	MINIMUM PLANTING DISTANCE FROM:						REMARKS	
					DIAMETER	DEPTH		⑤ BASIN	(N) PLT ESTB				ETW	EP	FENCE	WALL	EARTH DITCH	SIDEWALK		
					INCH	INCH		CY	CY				ft	ft	ft	ft	ft	ft		
A (No. 1)	1		AESCLUSUS CALIFORNICA	CALIFORNIA BUCKEYE	①	②	11	0.10	0.05	③	0.02	3	③	③	③	③	③	③	③	SHRUB ④
	2		ARCTOSTAPHYLOS HOOKERI	HOOKER'S MANZANITA	①	②	11	0.10	0.05	③	0.02	3	③	③	③	③	③	③	③	SHRUB ④
	3		BACCHARIS PILULARIS	COYOTE BRUSH	①	②	11	0.10	0.05	③	0.02	3	③	③	③	③	③	③	③	SHRUB ④
	4		FRANGULA CALIFORNICA	CALIFORNIA COFFEEBERRY	①	②	11	0.10	0.05	③	0.02	3	③	③	③	③	③	③	③	TREE ④
	5		GARRYA ELLIPTICA	COAST SILKTASSEL	①	②	11	0.10	0.05	③	0.02	3	③	③	③	③	③	③	③	TREE ④
	6		HETEROMELES ARBUTIFOLIA	TOYON	①	②	11	0.10	0.05	③	0.02	3	③	③	③	③	③	③	③	SHRUB ④
	7		QUERCUS AGRIFOLIA	COAST LIVE OAK	①	②	11	0.10	0.05	③	0.02	3	③	③	③	③	③	③	③	TREE ④

(N) - NOT A SEPARATE BID ITEM

APPLICABLE WHERE SHOWN:

- ① 2X ROOT BALL WIDTH
- ② SUFFICIENT TO RECEIVE ROOT BALL
- ③ AS SHOWN ON PLANS
- ④ ROOT PROTECTOR REQUIRED
- ⑤ WOOD MULCH MUST BE SHREDDED BARK MULCH

PLANT QUANTITIES

BOTANICAL NAME	COMMON NAME	PLANT GROUP			PLANT BASIN	ROOT PROTECTOR
		A	B	U	WOOD MULCH	
		EA	EA	EA	CY	
AESCLUSUS CALIFORNICA	CALIFORNIA BUCKEYE	1			0.1	1
ARCTOSTAPHYLOS HOOKERI	HOOKER'S MANZANITA	5			0.5	5
BACCHARIS PILULARIS	COYOTE BRUSH	2			0.2	2
FRANFULA CALFORNICA	COFFEEBERRY	5			0.5	5
GARRYA ELLIPTICA	COAST SILKTASSEL	3			0.3	3
HETEROMELES ARBUTIFOLIA	TOYON	3			0.3	3
QUERCUS AGRIFOLIA	COAST LIVE OAK	2			0.2	2
TOTAL		21			2.1	21

PLANT LEGEND & PLANTING QUANTITIES

PL-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - LANDSCAPE ARCHITECTURE
 Et Gtrans
 SENIOR LANDSCAPE ARCHITECT
 COBBY KILMER
 CALCULATED-DESIGNED BY
 CHECKED BY
 TOBIN HOOK
 XXX XXX
 REVISED BY
 DATE REVISED
 XX
 XX-XX-XX



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	-	-

LICENSED LANDSCAPE ARCHITECT

XX-XX-XX

PLANS APPROVAL DATE

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EROSION CONTROL (TYPE 1)

SEQUENCE	ITEM	MATERIAL		APPLICATION RATE	REMARKS
		DESCRIPTION	TYPE		
STEP 1	COMPOST	COMPOST	FINE	270 CY/AC	2"
STEP 2	HYDROSEED	SEED	MIX	40 LB/ACRE	
		FIBER	WOOD	2500 LB/ACRE	
		TACKIFIER	PSYLLIUM	150 LB/ACRE	

ROLLED EROSION CONTROL PRODUCT (NETTING)

SEQUENCE	ITEM	MATERIAL		
		DESCRIPTION	TYPE	FASTENER
INSTALL AFTER EC (TYPE 1) BEFORE COMPOST SOCK	ROLLED EROSION CONTROL PRODUCT (NETTING)	COIR NETTING	A	8-GAUGE, 8 INCH STEEL STAPLE

COMPOST SOCK

SEQUENCE	ITEM	MATERIAL	MATERIAL TYPE
INSTALL AFTER RECP (NETTING)	COMPOST SOCK	COMPOST FILLED BIODEGRAD-ABLE TUBE	8" DIA.

SEED MIX

BOTANICAL NAME (COMMON NAME)	PERCENT GERMINATION (MINIMUM)	POUNDS PURE LIVE SEED PER ACRE (SLOPE MEASUREMENT)
ACHILLEA MILLEFOLIUM (YARROW)	50	0.5
ACMISPON MARITIMUS (DEERWEED)	50	1
ANAPHALUS MARGARITACEA (PEARLY EVERLASTING)	50	0.5
ARTEMESIA DOUGLASIANA (MUGWORT)	30	0.5
DIPLACUS AURANTIACUS (MONKEY FLOWER)	30	0.5
ELYMUS GLAUCUS (WILD BLUE RYE)	70	5
FESTUCA MICROSTACHYS (SMALL FESCUE)	70	2
LUPINUS ALBIFRONS (SILVER BUSH LUPINE)	50	5
LUPINUS NANUS (SKY LUPINE)	50	5
MELICA IMPERFECTA (COAST RANGE MELIC)	70	8
STIPA PULCHRA (PURPLE NEEDLE GRASS)	70	12

EROSION CONTROL QUANTITIES

EC SHEET	DESCRIPTION	COMPOST (CY)	ROLLED EROSION CONTROL PRODUCT (NETTING)	COMPOST SOCK	HYDROSEED	HYDROSEED MATERIALS (N)		
						SEED MIX (N)	FIBER (N)	TACKIFIER (N)
		CY	SQFT	LF	SQFT	LB	LB	LB
1	EC (TYPE 1)	38			6,135	5.63	352	21
	ROLLED EROSION CONTROL PRODUCT (NETTING)		3,000					
	COMPOST SOCK			625				
TOTAL		38	3,000	625	6,135	5.63	352	21

EROSION CONTROL LEGEND

ECL-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - LANDSCAPE ARCHITECTURE

SENIOR LANDSCAPE ARCHITECT: COBBY KILMER

TOBIN HOOK: XXX XXX

REVISOR: XX

DATE REVISED: XX-XX-XX

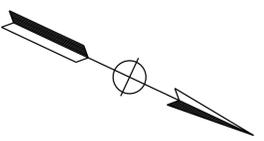
CALCULATED/DESIGNED BY: XXX XXX

CHECKED BY: XXX XXX

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	-	-

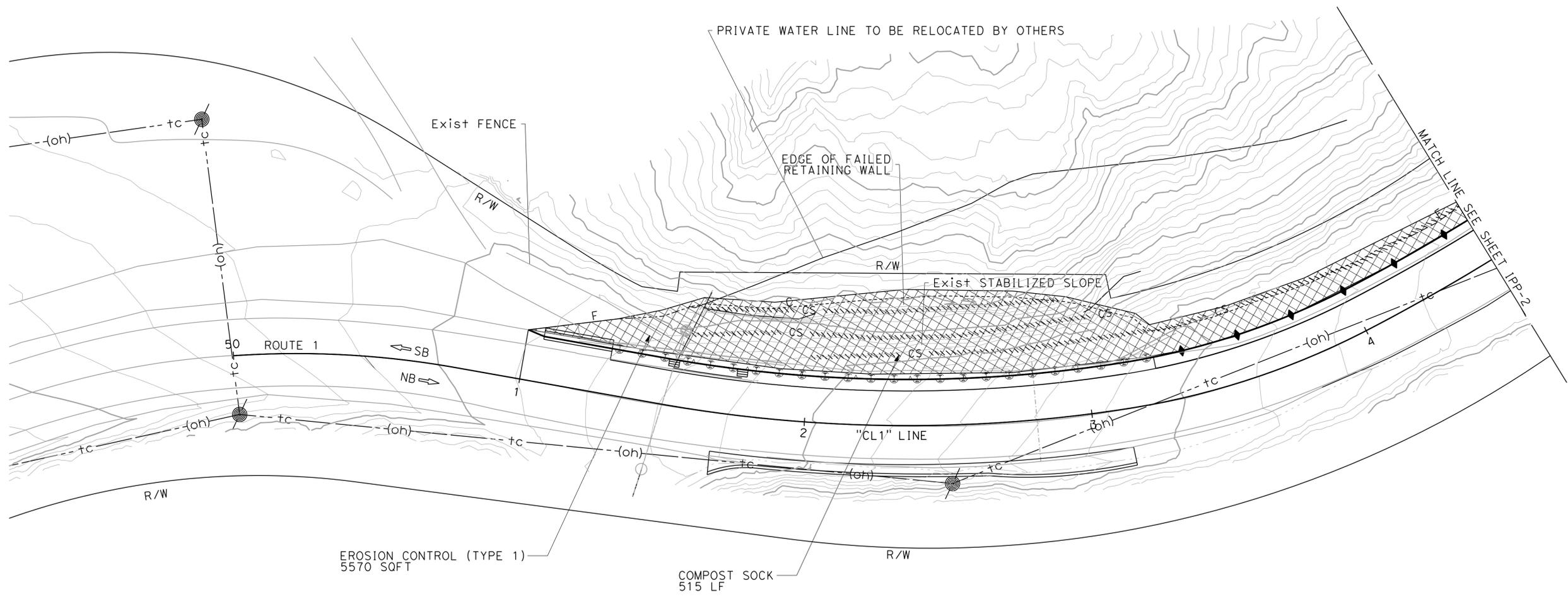
LICENSED LANDSCAPE ARCHITECT	
XX-XX-XX	Signature
PLANS APPROVAL DATE	10-31-25
	Renewal Date
	XX-XX-XX
	Date

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NOTES:
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:
 EROSION CONTROL TYPE 1



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans LANDSCAPE ARCHITECTURE
 SENIOR LANDSCAPE ARCHITECT
 COBBY KILMER
 CALCULATED-DESIGNED BY
 CHECKED BY
 TOBIN HOOK
 XXX XXX
 REVISED BY
 DATE REVISED
 XX
 XX-XX-XX

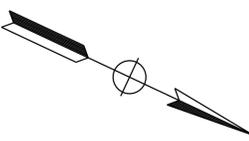
EROSION CONTROL PLAN
EC-1

SCALE: 1" = 20'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	MON	1	44.34	-	-

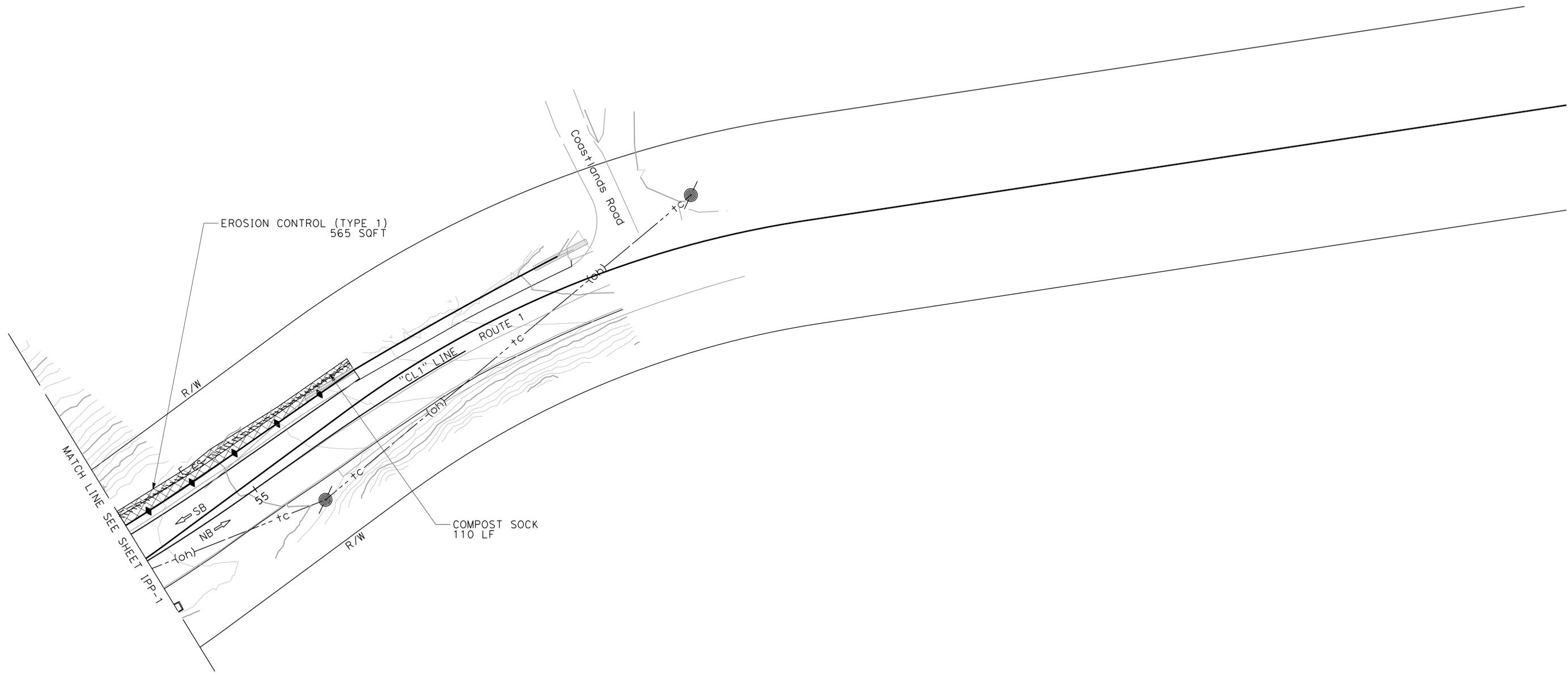
LICENSED LANDSCAPE ARCHITECT	
XX-XX-XX	Signature
PLANS APPROVAL DATE	10-31-25
	Renewal Date
	XX-XX-XX
	Date

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NOTE:
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	SENIOR LANDSCAPE ARCHITECT	TOBIN HOOK	REVISOR	DATE
Caltrans LANDSCAPE ARCHITECTURE	COBBY KILMER	XXX XXX	XX	XX-XX-XX



EROSION CONTROL PLAN
EC-2

SCALE: 1" = 20'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	44.34	XX	??
REGISTERED ELECTRICAL ENGINEER			DATE		
PLANS APPROVAL DATE					
<small>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.</small>					

NOTES:

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- ALL PULL BOXES MUST BE No. 3½ UNLESS OTHERWISE NOTED.

ABBREVIATIONS:

VID - VIDEO IMAGE DETECTION

SYMBOLS:

- TEMPORARY WOOD POLE FB
- TEMPORARY WOOD POLE Sig AND Ltg
- GENERATOR SYSTEM
- Sig HEAD ON OVERHEAD BUNDLE
- OVERHEAD BUNDLE (CONDUCTORS AS NOTED)
- FUEL TANK
- CHAIN LINK FENCE AND GATE
- FUEL LINE
- TEMPORARY WOOD POLE Sig
- TEMPORARY WOOD POLE

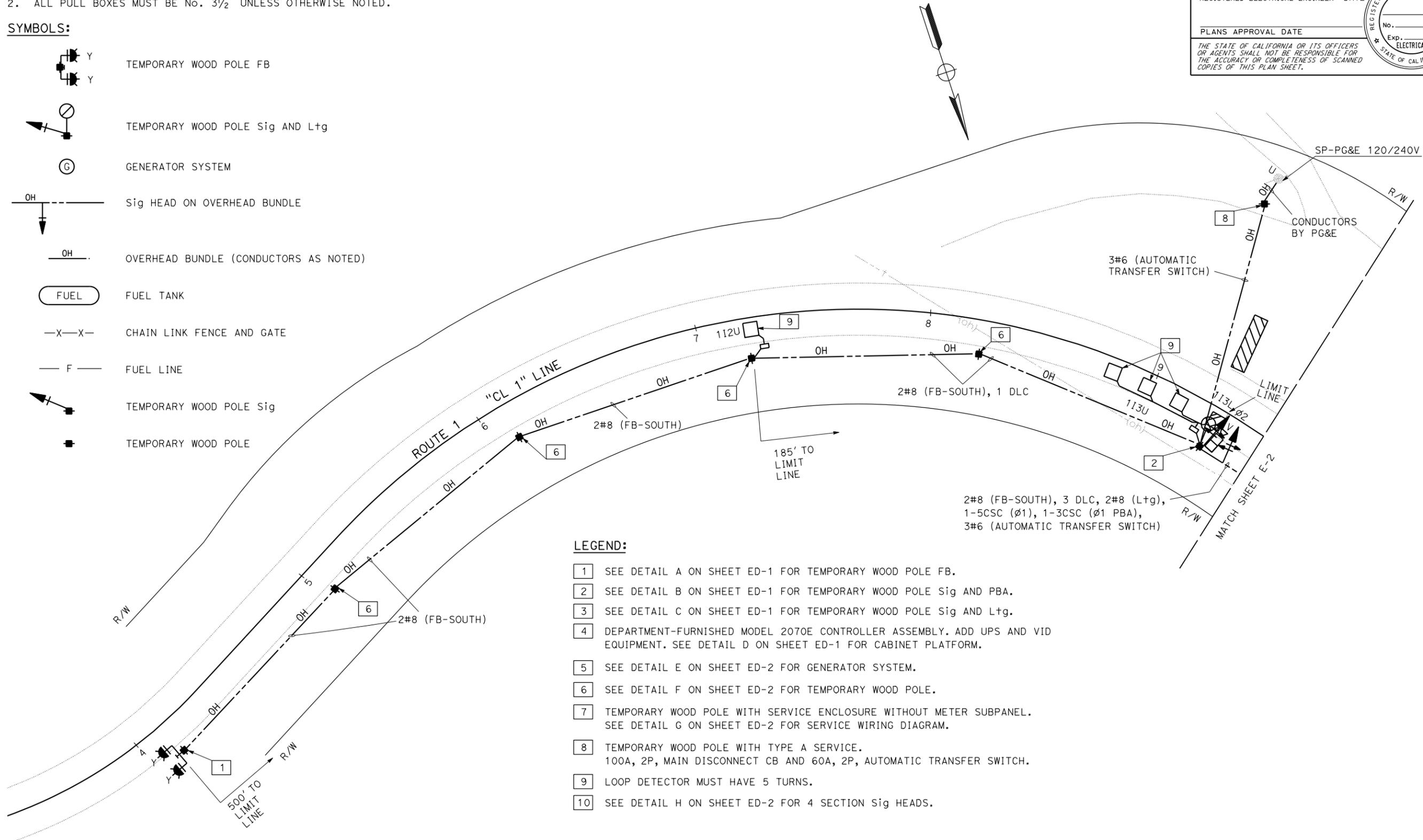
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans 06-ELECTRICAL DESIGN

FUNCTIONAL SUPERVISOR: ALI BAKHDOUD

CHECKED BY: RAJINDER BRAR

DESIGNED BY: ANDREAS BAWANA

REVISOR: DATE



LEGEND:

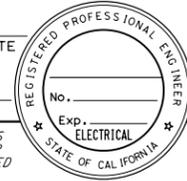
- SEE DETAIL A ON SHEET ED-1 FOR TEMPORARY WOOD POLE FB.
- SEE DETAIL B ON SHEET ED-1 FOR TEMPORARY WOOD POLE Sig AND PBA.
- SEE DETAIL C ON SHEET ED-1 FOR TEMPORARY WOOD POLE Sig AND Ltg.
- DEPARTMENT-FURNISHED MODEL 2070E CONTROLLER ASSEMBLY. ADD UPS AND VID EQUIPMENT. SEE DETAIL D ON SHEET ED-1 FOR CABINET PLATFORM.
- SEE DETAIL E ON SHEET ED-2 FOR GENERATOR SYSTEM.
- SEE DETAIL F ON SHEET ED-2 FOR TEMPORARY WOOD POLE.
- TEMPORARY WOOD POLE WITH SERVICE ENCLOSURE WITHOUT METER SUBPANEL. SEE DETAIL G ON SHEET ED-2 FOR SERVICE WIRING DIAGRAM.
- TEMPORARY WOOD POLE WITH TYPE A SERVICE. 100A, 2P, MAIN DISCONNECT CB AND 60A, 2P, AUTOMATIC TRANSFER SWITCH.
- LOOP DETECTOR MUST HAVE 5 TURNS.
- SEE DETAIL H ON SHEET ED-2 FOR 4 SECTION Sig HEADS.

APPROVED FOR ELECTRICAL WORK ONLY

ELECTRICAL SYSTEM E-1
SCALE: 1" = 20'

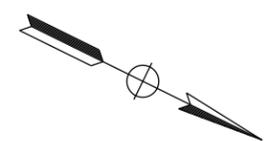
DATE PLOTTED => 13-AUG-2024
 TIME PLOTTED => 11:33
 LAST REVISION 07-31-24

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	44.34	XX	??
REGISTERED ELECTRICAL ENGINEER			DATE		
PLANS APPROVAL DATE					
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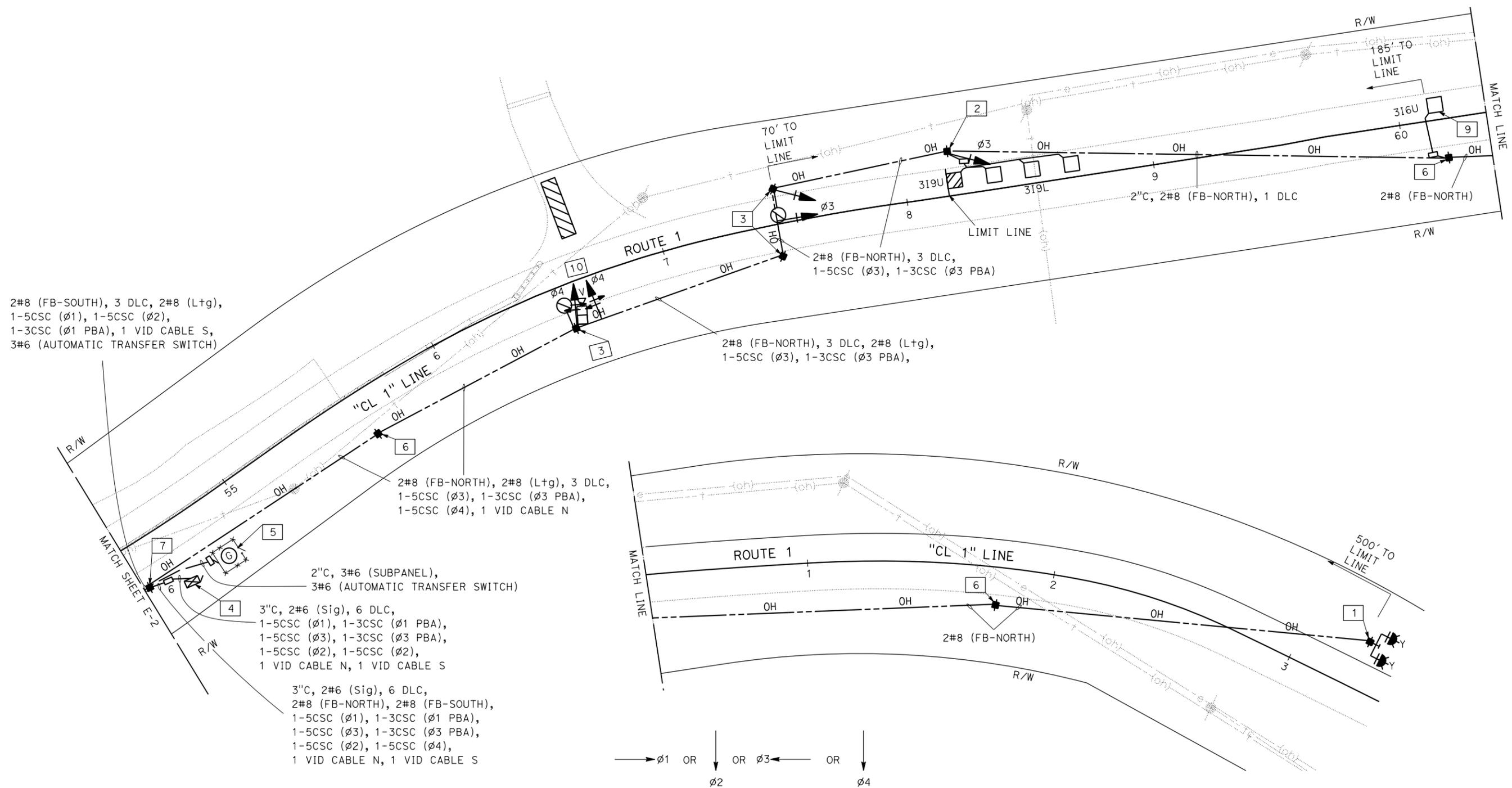


NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. ALL PULL BOXES MUST BE No. 3 1/2 UNLESS OTHERWISE NOTED.



REVISOR: ANDREAS BAWANA, RAJINDER BRAR
 CHECKED BY: ALI BAKHDOUD
 DESIGNED BY: ALI BAKHDOUD
 DEPARTMENT OF TRANSPORTATION
Caltrans 06-ELECTRICAL DESIGN



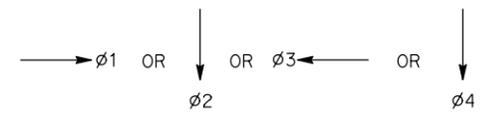
2#8 (FB-SOUTH), 3 DLC, 2#8 (Ltg),
 1-5CSC (ø1), 1-5CSC (ø2),
 1-3CSC (ø1 PBA), 1 VID CABLE S,
 3#6 (AUTOMATIC TRANSFER SWITCH)

2#8 (FB-NORTH), 2#8 (Ltg), 3 DLC,
 1-5CSC (ø3), 1-3CSC (ø3 PBA),
 1-5CSC (ø4), 1 VID CABLE N

2\"/>

3\"/>

3\"/>



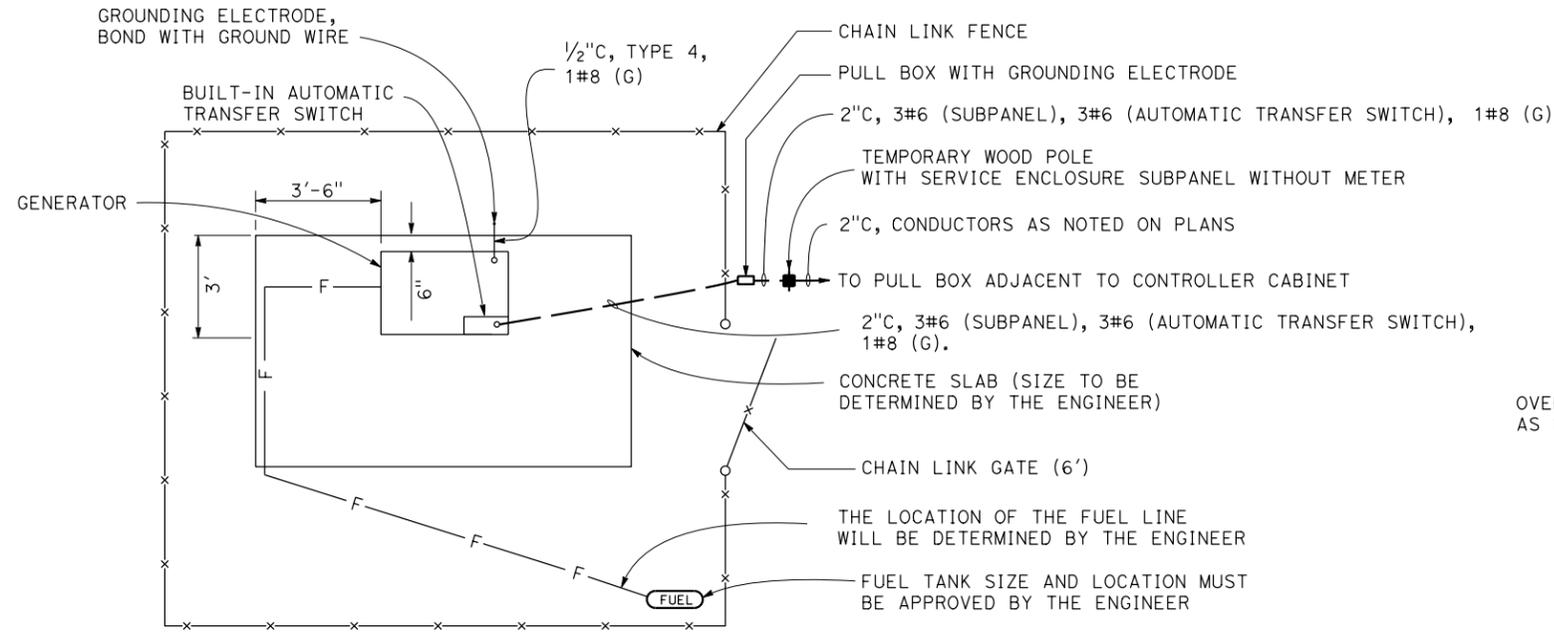
PHASE DIAGRAM

APPROVED FOR ELECTRICAL WORK ONLY

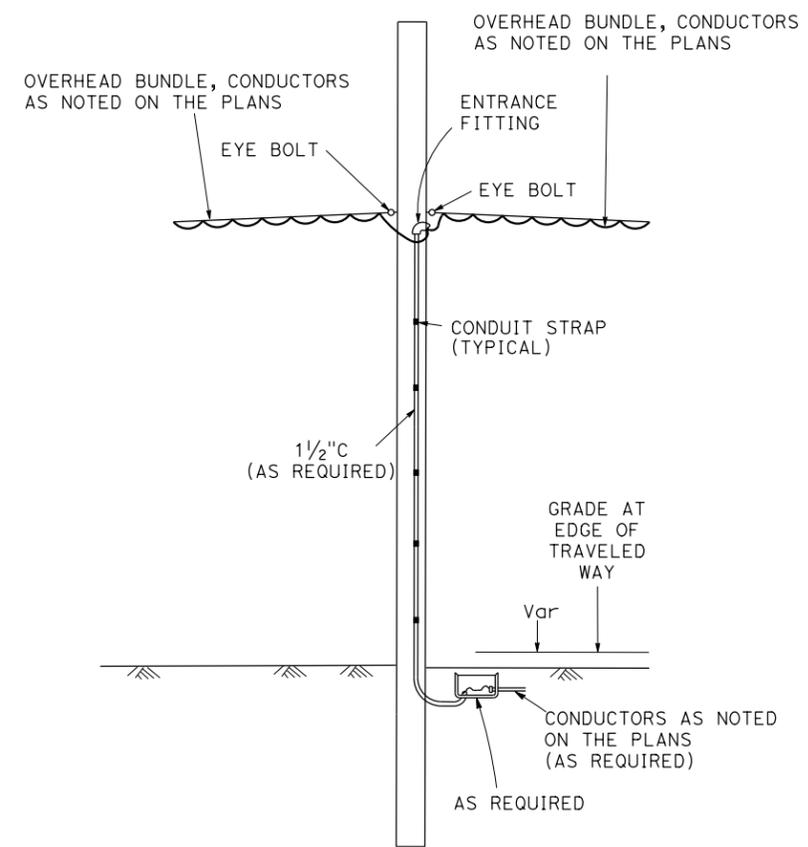
ELECTRICAL SYSTEM E-3
 SCALE: 1" = 20'

DATE PLOTTED => 13-AUG-2024
 TIME PLOTTED => 11:33
 LAST REVISION 07-31-24

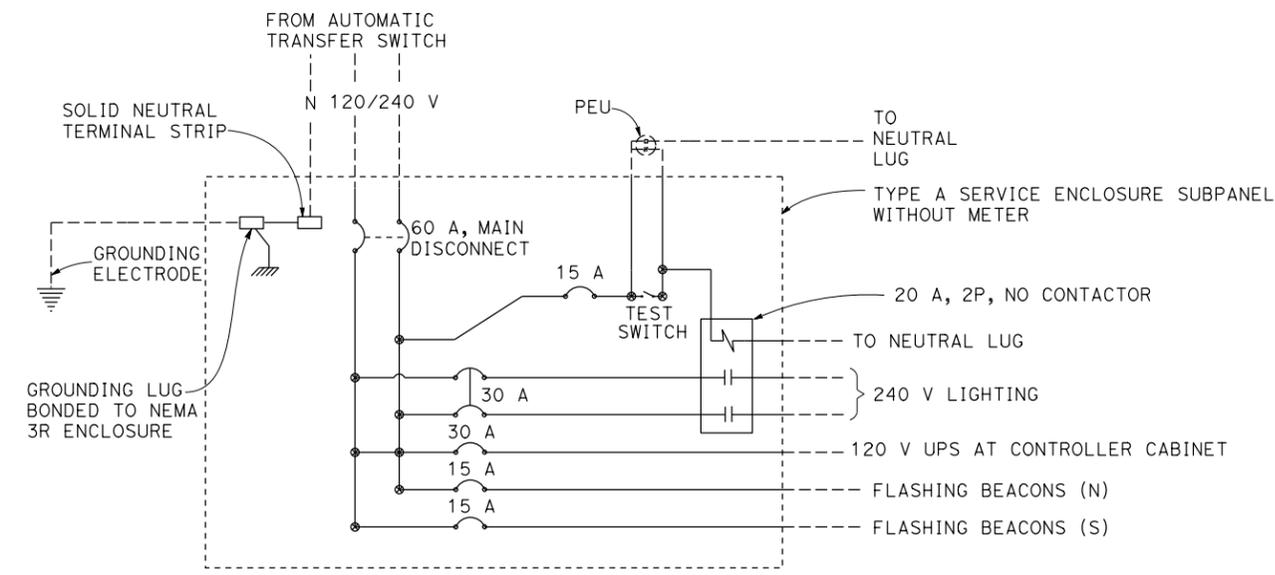
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	44.34	XX	??
REGISTERED ELECTRICAL ENGINEER				DATE	
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



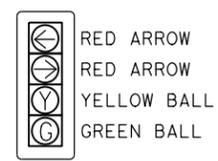
**GENERATOR SYSTEM
DETAIL E**



**TEMPORARY WOOD POLE
DETAIL F**



**SERVICE ENCLOSURE WIRING DIAGRAM
DETAIL G**



**FOUR SECTION SIGNAL HEAD
DETAIL H**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans 06-ELECTRICAL DESIGN
 FUNCTIONAL SUPERVISOR: ALI BAKHDOUN
 DESIGNED BY: ANDREAS BAWANA
 CHECKED BY: RAJINDER BRAR
 REVISIONS: (Grids X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ)

**ELECTRICAL DETAILS
ED-2**
NO SCALE

DATE PLOTTED => 13-AUG-2024
TIME PLOTTED => 11:33

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Stantec 06 - ELECTRICAL DESIGN
 FUNCTIONAL SUPERVISOR: ALI BAKHDOUD
 CALCULATED-DRAWN BY: ANDREAS BAWANA
 CHECKED BY: RAJINDER BRAR
 REVISED BY: DATE REVISED

NOTE:

ELECTRICAL SYSTEMS QUANTITY TABLES SUMMARIZE SIGNIFICANT COMPONENTS. SEE ELECTRICAL SYSTEMS PLANS AND SPECIFICATIONS TO DETERMINE ALL MATERIALS NEEDED FOR EACH SYSTEM.

ABBREVIATIONS:

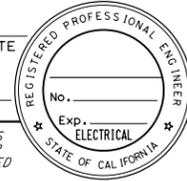
VID - VIDEO IMAGE DETECTION

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Mon	1	44.34	XX	??

REGISTERED ELECTRICAL 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.



TEMPORARY SIGNAL SYSTEM

SHEET No.	(N)																							
	No. 3/2 PB	No. 6 PB	DETECTOR LOOP, TYPE A	DETECTOR LOOP, TYPE D	GENERATOR SYSTEM	UPS	CABINET PLATFORM	TEMPORARY WOOD POLE WITH TYPE A SERVICE ENCLOSURE	TEMPORARY WOOD POLE	TEMPORARY WOOD POLES WITH Sig AND Ltg EQUIPMENT	TEMPORARY WOOD POLE WITH Sig AND PBA EQUIPMENT	TEMPORARY WOOD POLE FB	VID SENSOR	VDS EQUIPMENT	2" C, TYPE 3	3" C, TYPE 3	No. 8 CONDUCTOR	No. 6 CONDUCTOR	No. 8 CONDUCTOR (G)	5CSC	3CSC	DLC	MESSENGER AND LASHING WIRE	VID CABLE
E-1	2		4	1				1	4	1	1	1	1	1			1120	390	520	40	40	575	650	30
E-2									3	2					40	20	2120	1590	530	1110	530	1590	520	525
E-3	3	1	4	1	1	1	1	1	4	3	1	1	1	1			2550	380	950	780	325	1515	920	250

(N) - NOT A SEPARATE BID ITEM

ELECTRICAL QUANTITIES EQ-1

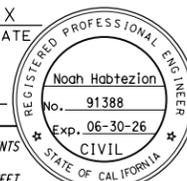
UNCHECKED DETAILS

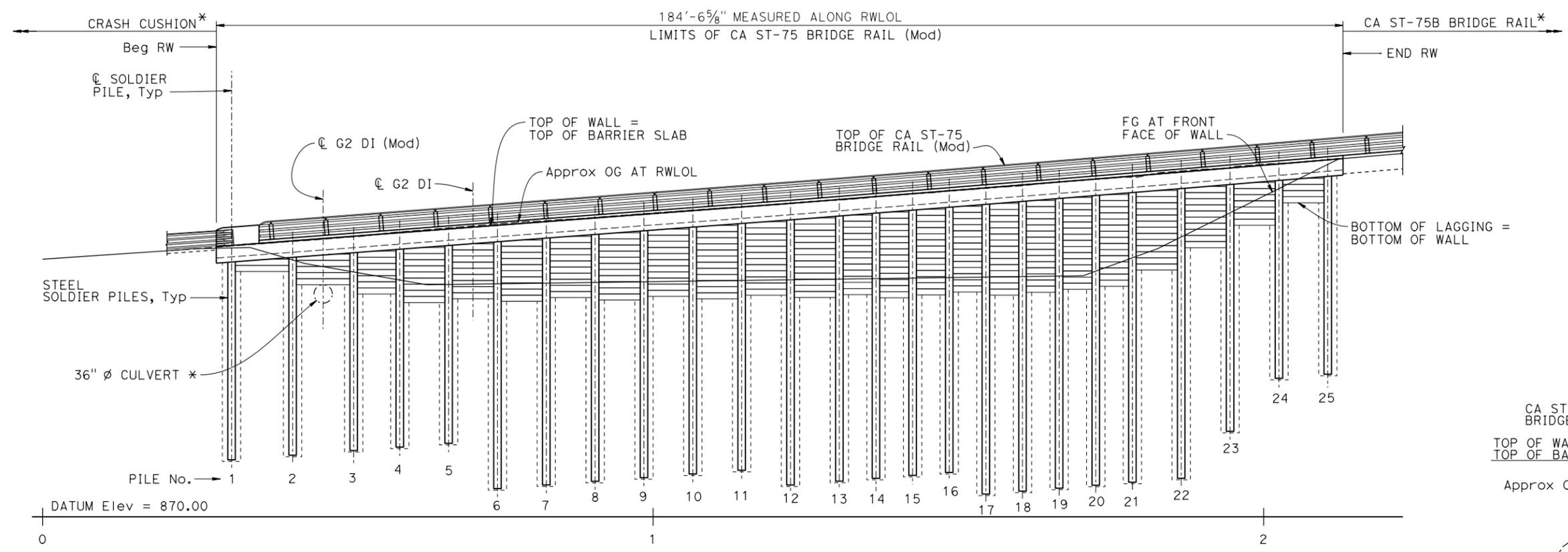
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SH
				X	85

REGISTERED CIVIL ENGINEER DATE _____

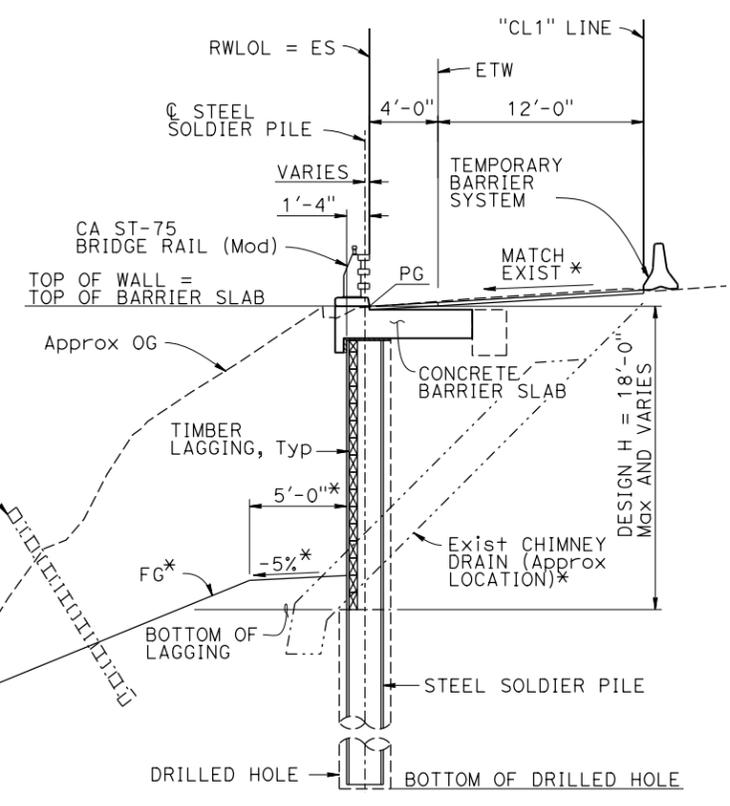
PLANS APPROVAL DATE _____

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.

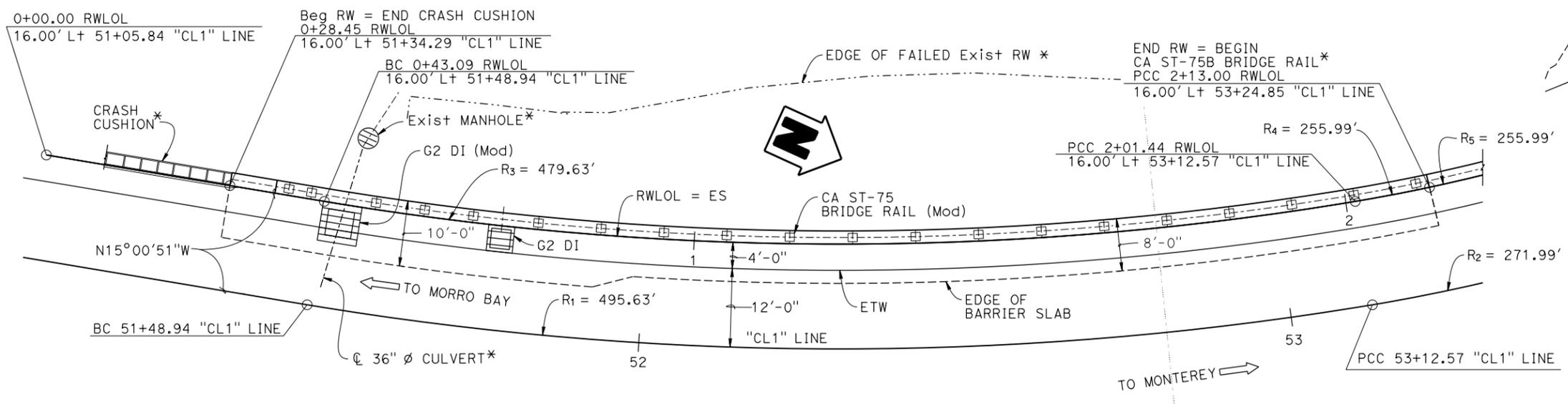




DEVELOPED MIRRORED ELEVATION
1" = 10'



TYPICAL SECTION
3/8" = 1'-0"



PLAN
1" = 10'

CURVE DATA		
R ₁ = 495.63'	R ₂ = 271.99'	R ₃ = 479.63'
Δ = 18°54'56"	Δ = 18°36'57"	Δ = 18°54'56"
T = 82.57'	T = 44.58'	T = 79.90'
L = 163.63'	L = 88.37'	L = 158.35'
R ₄ = 255.99'	R ₅ = 255.99'	
Δ = 02°35'15"	Δ = 16°03'01"	
T = 5.78'	T = 36.09'	
L = 11.56'	L = 71.71'	

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

Hernan Perez BRANCH CHIEF	DESIGN	BY Carol Tang	CHECKED Noah Habtezion	SEISMIC ANALYSIS	BY N/A	CHECKED N/A	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No.	COASTLANDS II RETAINING WALL GENERAL PLAN							
	DETAILS	BY Ecaterina Poleanscaia	CHECKED Noah Habtezion	LAYOUT	BY Carol Tang	CHECKED Noah Habtezion			POST MILE								
	QUANTITIES	BY Roberto Macias	CHECKED Adrian Peralta	SPECIFICATIONS	BY X	PLANS AND SPECS COMPARED X			44.3								
STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REVISION 6/5/2023)		DATE PLOTTED => 20-NOV-2024		TIME PLOTTED => 16:45		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS		UNIT: 3604		COUNTY/ROUTE/ZONE: Mon/001/4		DISREGARD PRINTS BEARING EARLIER REVISION DATES		REVISION DATES		SHEET OF	
		FILE => 05-1p210-a-gp.dgn		USERNAME => s150745				PROJECT NUMBER & PHASE: 05210001881		CONTRACT No.: 05-1P2104		05-25-24 11-18-24 11-18-24		1		14	

GENERAL NOTES LOAD AND RESISTANCE FACTOR DESIGN

DESIGN:
AASHTO LRFD Bridge Design Specifications,
2019 edition with California Amendments
updated April 2022

Standard Plans and Specifications, 2024 edition

LIVE LOADING:
2'-0" Live Load Surcharge

SEISMIC LOADING:
Soil Profile: Vs30 = 1130 ft/sec
Moment Magnitude: Mmax = 6.86
Peak Ground Acceleration: 0.4 g

REINFORCED CONCRETE (CONCRETE BARRIER SLAB):
f_y = 60 ksi
f'c = 4.0 ksi

STEEL SOLDIER PILES AND STEEL PLATES:
F_y = 50 ksi

STRUCTURAL TIMBER:
Treated Douglas Fir No. 1 or better

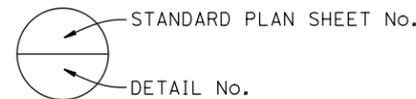
SOIL PARAMETERS:
For Determination of Design Lateral Earth Pressure

Layer	Elevation (ft)	Soil Type	Unit Weight (pcf)	Friction Angle (°)	Cohesion (psf)
1	950.2-930	Clayed Sand	120	32	0
2	930-905	Clayed Sand	130	35	0
3	905-888	Graywacke	140	38	0
4	888-875	Serpentinite	150	40	4000
4 (used)*	888-875	Serpentinite	140	38	2000

* These parameters were used for soldier pile wall design and the values were updated based on correspondence with Geotechnical Services.

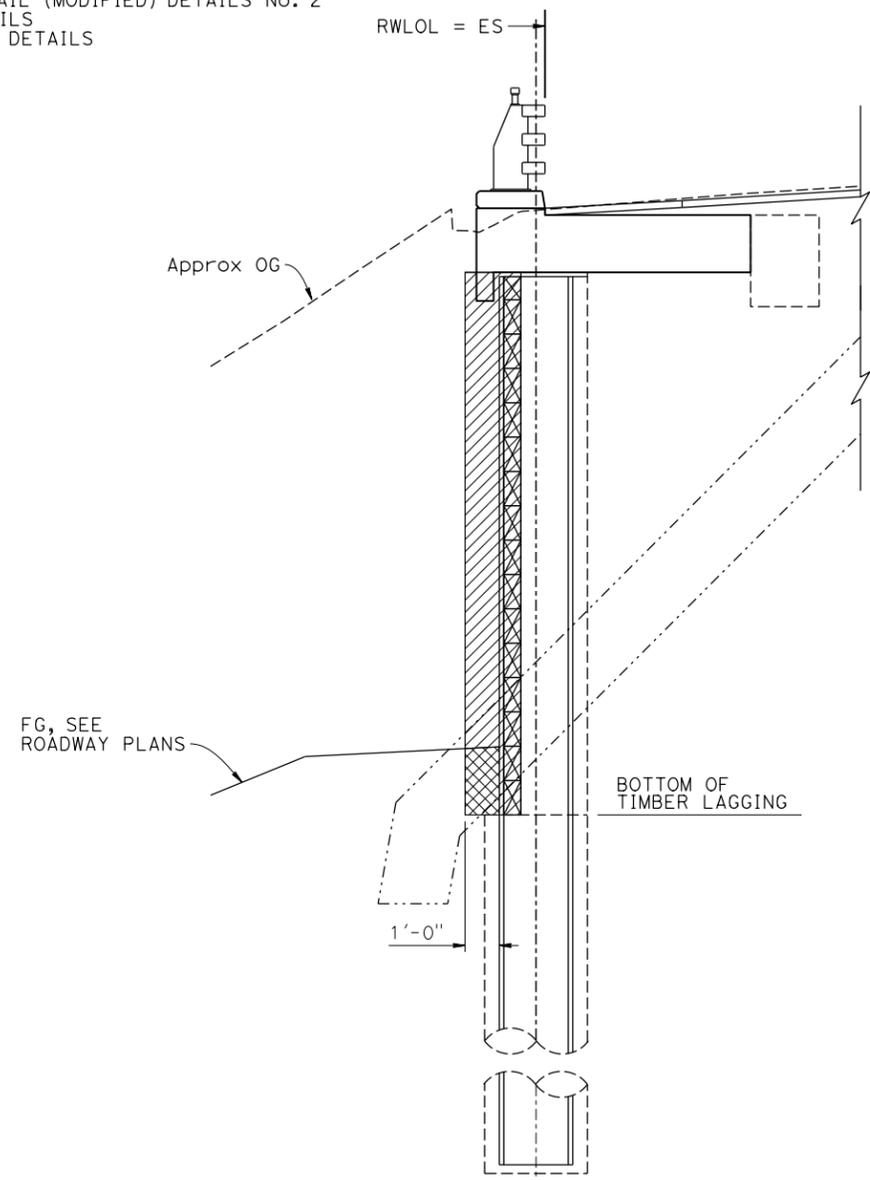
INDEX TO PLANS

SHEET No.	TITLE
1	GENERAL PLAN
2	INDEX TO PLANS
3	STRUCTURE PLAN No. 1
4	STRUCTURE PLAN No. 2
5	FOUNDATION PLAN
6	SOLDIER PILE WALL DETAILS
7	CONCRETE BARRIER SLAB DETAILS No. 1
8	CONCRETE BARRIER SLAB DETAILS No. 2
9	CALIFORNIA ST-75 BRIDGE RAIL (MODIFIED) DETAILS No. 1
10	CALIFORNIA ST-75 BRIDGE RAIL (MODIFIED) DETAILS No. 2
11	TRANSITION END BLOCK DETAILS
12	SOLDIER PILE WALL LAGGING DETAILS
13	TEST BORING LAYOUT
14	LOG OF TEST BORINGS



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SH	86
				X DATE		
				REGISTERED CIVIL ENGINEER		
				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.



- LEGEND:
- Structure Excavation (Soldier Pile Wall)
 - Structure Backfill (Soldier Pile Wall)

LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL

3/8" = 1'-0"

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">DESIGN</td> <td style="width: 20%;">BY Carol Tang</td> <td style="width: 20%;">CHECKED Noah Habtezion</td> </tr> <tr> <td>DETAILS</td> <td>BY Ecaterina Poleanscaia</td> <td>CHECKED Noah Habtezion</td> </tr> <tr> <td>QUANTITIES</td> <td>BY Roberto Macias</td> <td>CHECKED Adrian Peralta</td> </tr> </table>	DESIGN	BY Carol Tang	CHECKED Noah Habtezion	DETAILS	BY Ecaterina Poleanscaia	CHECKED Noah Habtezion	QUANTITIES	BY Roberto Macias	CHECKED Adrian Peralta	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No. 44E0029 POST MILE 44.3	COASTLANDS II RETAINING WALL INDEX TO PLANS	COUNTY/ROUTE/ZONE: Mon/001/4 CONTRACT No.: 05-1P2104	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES SHEET 2 OF 14
DESIGN	BY Carol Tang	CHECKED Noah Habtezion														
DETAILS	BY Ecaterina Poleanscaia	CHECKED Noah Habtezion														
QUANTITIES	BY Roberto Macias	CHECKED Adrian Peralta														
DATE PLOTTED => 20-NOV-2024 FILE => 05-1p210-b-1tp.dgn		TIME PLOTTED => 16:45 USERNAME => s150745		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3		UNIT: 3604 PROJECT NUMBER & PHASE: 05210001881		05-26-24 11-18-24 11-18-24								

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SH

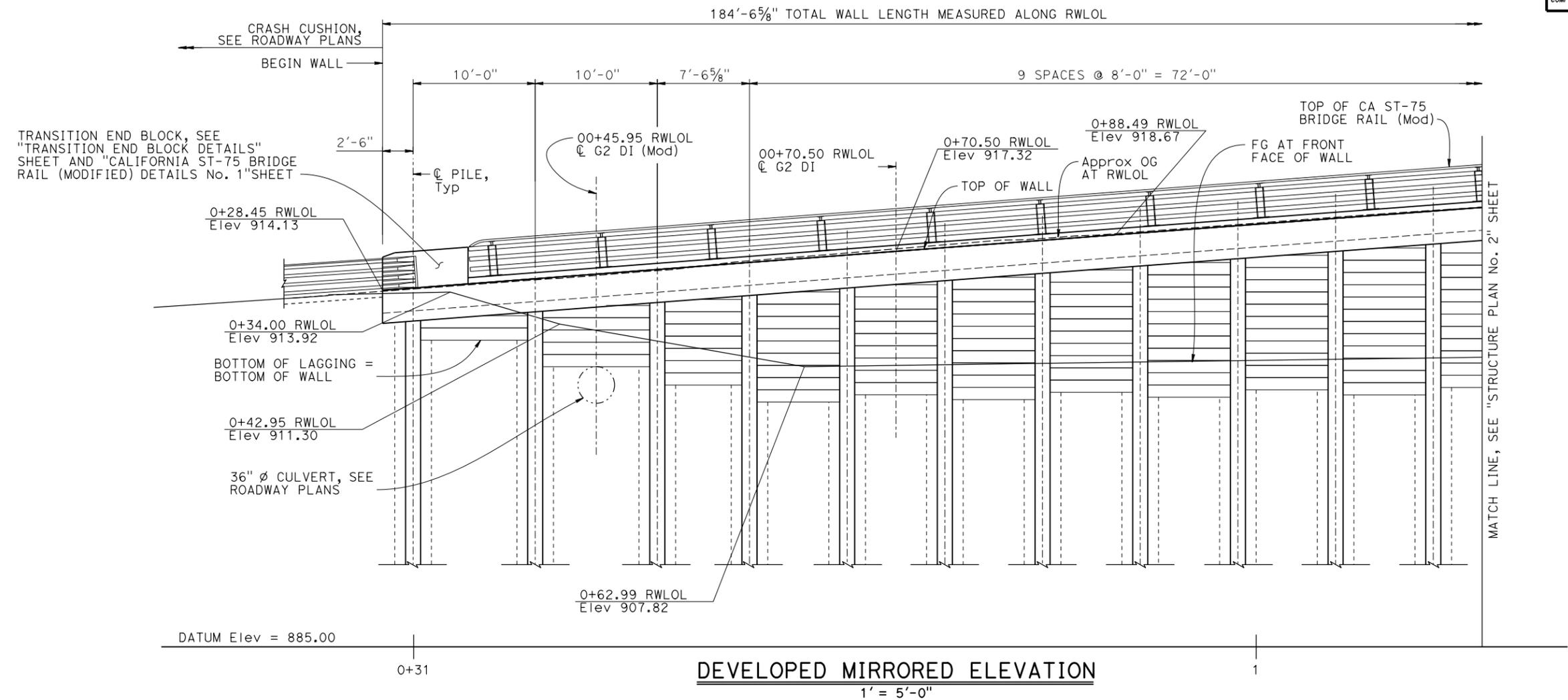
REGISTERED CIVIL ENGINEER X DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Noah Habtezion
No. 91388
Exp. 06-30-26
CIVIL
STATE OF CALIFORNIA

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.

LEGEND:
----- Existing structure



DEVELOPED MIRRORED ELEVATION
1' = 5'-0"

PILE No.	1	2	3	4	5	6	7	8	9	10	11
Sta @ CL OF PILE	00+30.95	00+40.95	00+50.95	00+58.50	00+66.50	00+74.50	00+82.50	00+90.50	00+98.50	01+06.50	01+14.50
TOP OF WALL ELEVATION (FT)	914.32	915.08	915.84	916.41	917.02	917.62	918.22	918.82	919.42	920.02	920.61
TOP OF PILE ELEVATION (FT)	912.33	913.09	913.85	914.42	915.03	915.63	916.23	916.83	917.43	918.02	918.62
PILE LENGTH (FT)	33					41					
PILE TYPE	W18x143										
DRILLED HOLE DIAMETER (IN)	30										
NUMBER OF LAGGING	3	6	8	10	10	11	11	12	12	13	13

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGN	BY Carol Tang	CHECKED Noah Habtezion	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No.	COASTLANDS II RETAINING WALL STRUCTURE PLAN No. 1								
DETAILS	BY Ecaterina Poleanscaia	CHECKED Noah Habtezion			44E0029									
QUANTITIES	BY Roberto Macias	CHECKED Adrian Peralta			44.3									
DATE PLOTTED => 20-NOV-2024			TIME PLOTTED => 16:45	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0	1	2	3	UNIT: 3604	COUNTY/ROUTE/ZONE: Mon/001/4	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET	OF
FILE => 05-1p210-c-sp01.dgn			USERNAME => s150745	0	1	2	3	PROJECT NUMBER & PHASE: 05210001881	CONTRACT No.: 05-1P2104	05-20-24	08-28-24	10-17-24	3	14

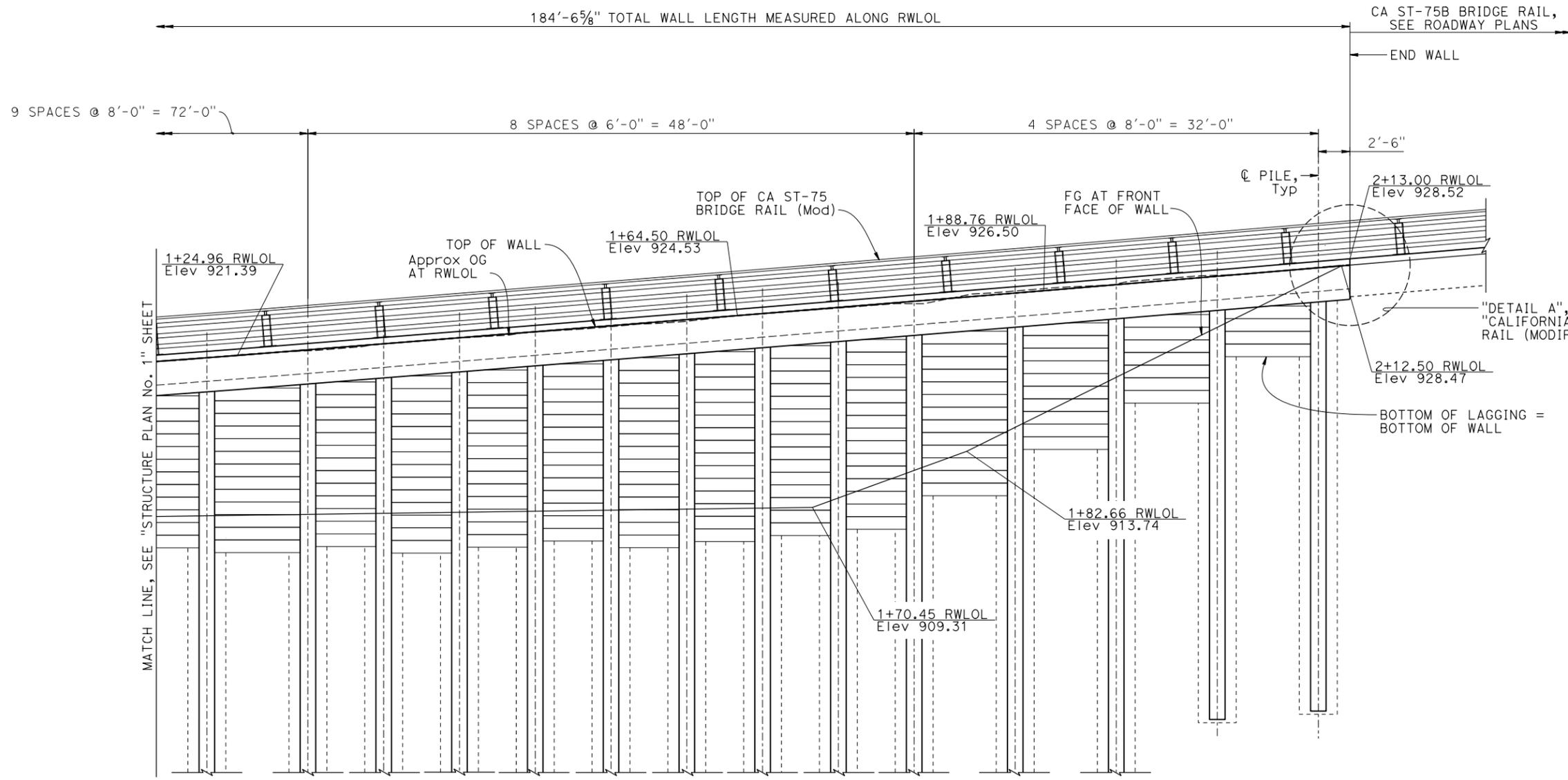
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SH
					88

REGISTERED CIVIL ENGINEER X DATE

Noah Habtezion
No. 91388
Exp. 06-30-26
CIVIL
STATE OF CALIFORNIA

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.



LEGEND:
----- Existing structure

"DETAIL A", SEE "CALIFORNIA ST-75 BRIDGE RAIL (MODIFIED) DETAILS No. 1" SHEET

DEVELOPED MIRRORED ELEVATION
1' = 5'-0"

PILE No.	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Sta @ CL OF PILE	01+22.50	01+30.50	01+36.50	01+42.50	01+48.50	01+54.50	01+60.50	01+66.50	01+72.50	01+78.50	01+86.50	01+94.50	02+02.50	02+10.50
TOP OF WALL ELEVATION (FT)	921.21	921.83	922.31	922.79	923.26	923.74	924.22	924.70	925.18	925.67	926.32	926.98	927.65	928.31
TOP OF PILE ELEVATION (FT)	919.22	919.84	920.32	920.79	921.27	921.75	922.23	922.71	923.19	923.68	924.33	924.99	925.65	926.32
PILE LENGTH (FT)	44					48					41	33		
PILE TYPE	W18x192										W18x143			
DRILLED HOLE DIAMETER (IN)	30													
NUMBER OF LAGGING	14	14	15	15	15	16	16	16	16	14	11	8	5	

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

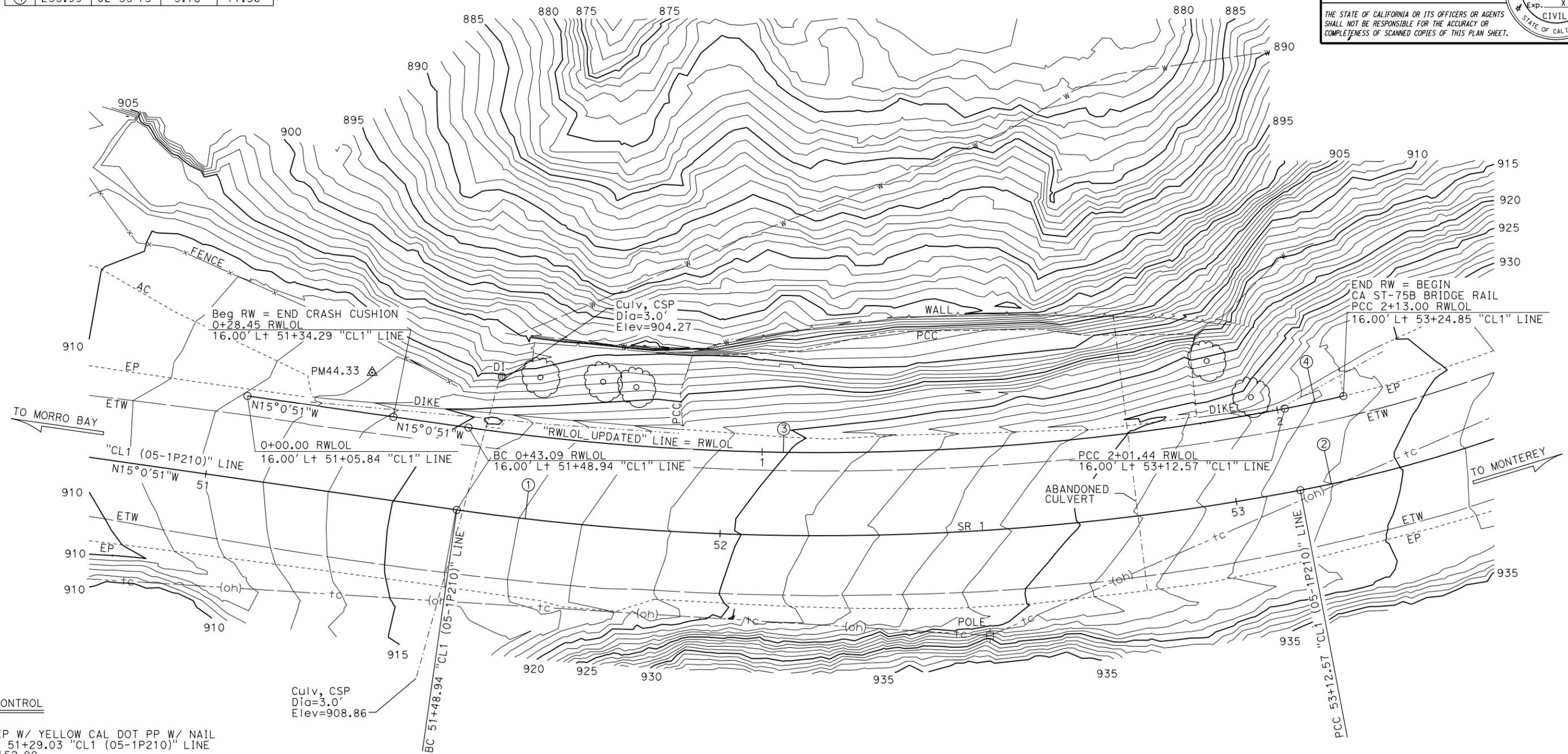
DESIGN BY Carol Tang	CHECKED Noah Habtezion	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No. 44E0029	COASTLANDS II RETAINING WALL STRUCTURE PLAN No. 2	
DETAILS BY Ecaterina Poleanscaia	CHECKED Noah Habtezion			POST MILE 44.3		
QUANTITIES BY Roberto Macias	CHECKED Adrian Peralta					
DATE PLOTTED => 20-NOV-2024 TIME PLOTTED => 16:46 ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3		UNIT: 3604 PROJECT NUMBER & PHASE: 05210001881	COUNTY/ROUTE/ZONE: Mon/001/4 CONTRACT No.: 05-1P2104	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 4 OF 14

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SH
					89

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.

CURVE DATA				
No.	R	Δ	T	L
①	495.63'	18°54'56"	82.57'	163.63'
②	271.99'	18°36'57"	44.58'	88.37'
③	479.63'	18°54'56"	79.90'	158.35'
④	255.99'	02°35'15"	5.78'	11.56'



SURVEY CONTROL
 PM44.33
 Fnd 1" IP W/ YELLOW CAL DOT PP W/ NAIL
 23.87' Lt 51+29.03 "CL1 (05-1P210)" LINE
 N 1,977,152.00
 E 5,746,938.58
 Elev = 913.15

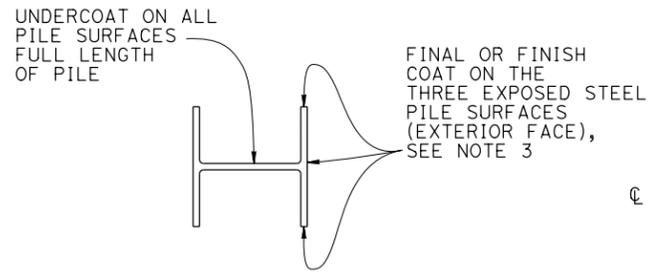
PM44.45 (NOT SHOWN ON PLAN)
 Fnd 1" IP W/ RED CALTRANS CONTROL PP W/ NAIL
 20.23' Lt 54+49.70 "CL1 (05-1P210)" LINE
 N 1,977,401.17
 E 5,746,777.87
 Elev = 936.80

SURVEY MONUMENTS SHOWN ON THE FOUNDATION PLAN ARE FOR DESIGN PURPOSES ONLY.
 FOR COMPLETE LIST OF SURVEY MONUMENTS FOR THIS PROJECT, SEE ROADWAY PLANS.

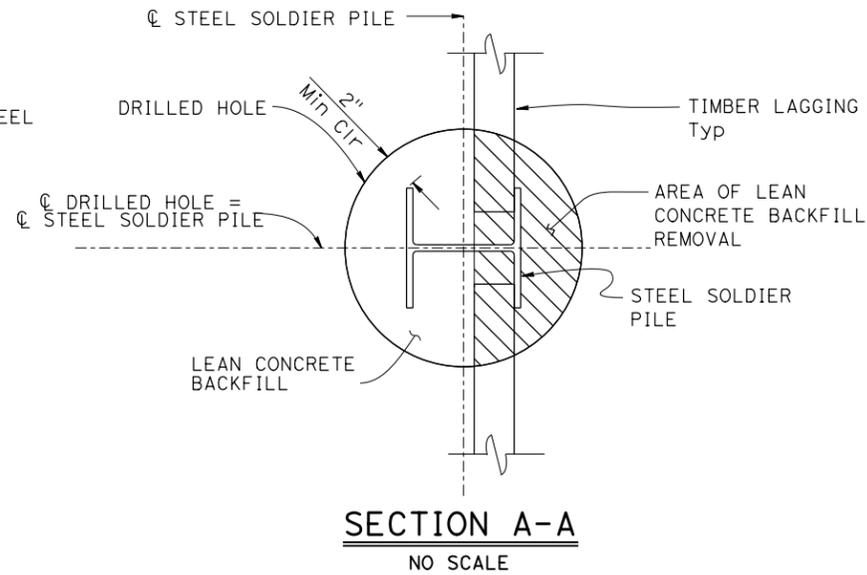
PRELIMINARY INVESTIGATIONS BRANCH			DESIGN	By Carol Tang	CHECKED	Noah Habtezion	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No.	44EOTBD	COASTLANDS II SPW FOUNDATION PLAN
SCALE:	VERT. DATUM:	NAV88	DETAILS	By Ecaterina Poleanscaia	CHECKED	Noah Habtezion			POST MILE	44.34	
1" = 10'	HORIZ. DATUM:	CCS83 (2010)	QUANTITIES	By Roberto Macias	CHECKED	Adrian Peralta					

STRUCTURES FOUNDATION PLAN SHEET (ENGLISH) (REVISION 4/21/2021)	DATE PLOTTED => 20-NOV-2024 FILE => 05-1p210-e-fdp101.dgn	TIME PLOTTED => 16:46 USERNAME => s150745	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0	1	2	3	UNIT: 3646 PROJECT NUMBER & PHASE: 05210001881	COUNTY/ROUTE/ZONE: Mon/001/4 CONTRACT No.: 05-1P2104	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET	OF
											08/07/24	5	14

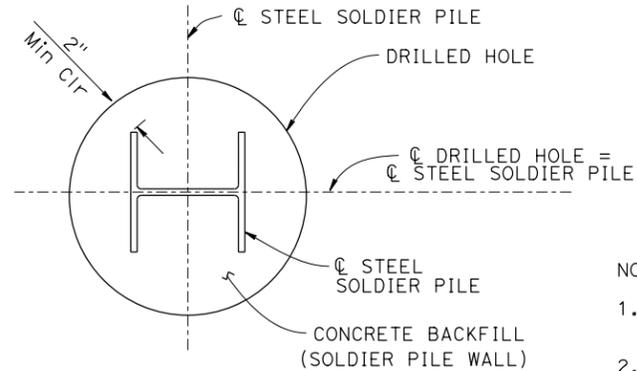
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SH
					90
REGISTERED CIVIL ENGINEER			X	DATE	
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					



CLEAN & PAINT STEEL SOLDIER PILE
NO SCALE



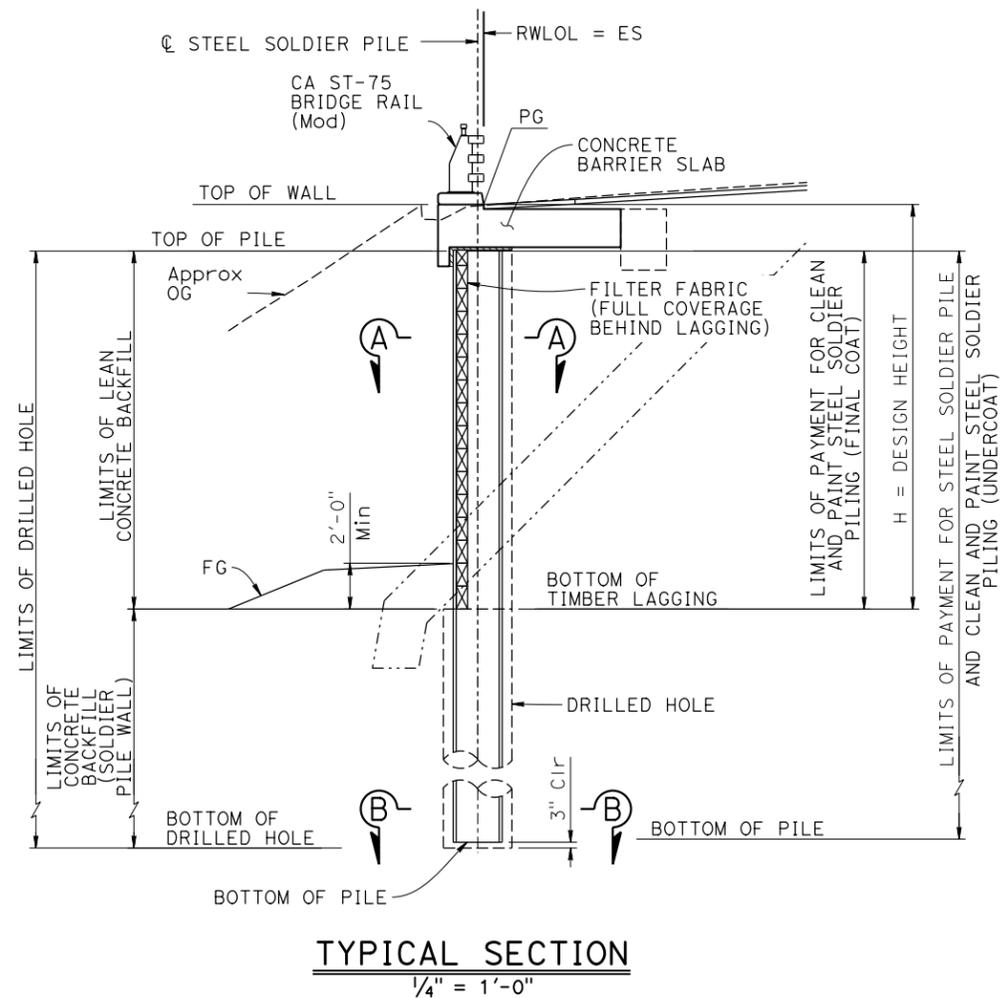
SECTION A-A
NO SCALE



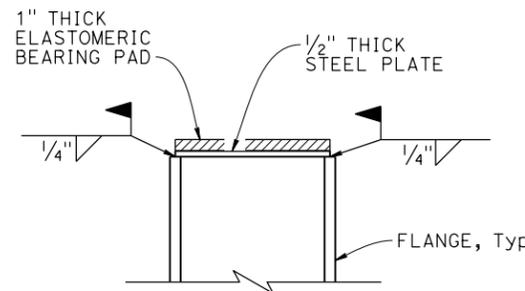
SECTION B-B
NO SCALE

NOTES:

1. Filter fabric must be placed against lagging before backfilling. Splices in fabric shall have a 1'-0" lap.
2. Lean concrete must be removed only as necessary for placement of lagging.
3. Clean and paint undercoat on all surfaces of steel pile. Paint final coat after installation of piles and removal of lean concrete backfill.
4. For lagging details see "SOLDIER PILE WALL LAGGING DETAILS" sheet.
5. For location of pile cap, see "SECTION D-D" on "CONCRETE BARRIER SLAB DETAILS No. 1" sheet.

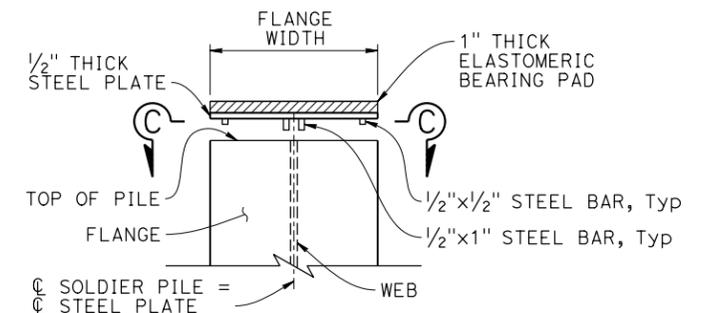


TYPICAL SECTION
1/4" = 1'-0"



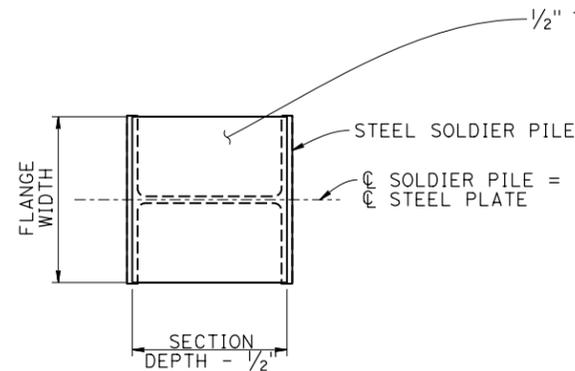
PART ELEVATION

PILE CAP DETAILS (ALTERNATIVE 1)
NO SCALE

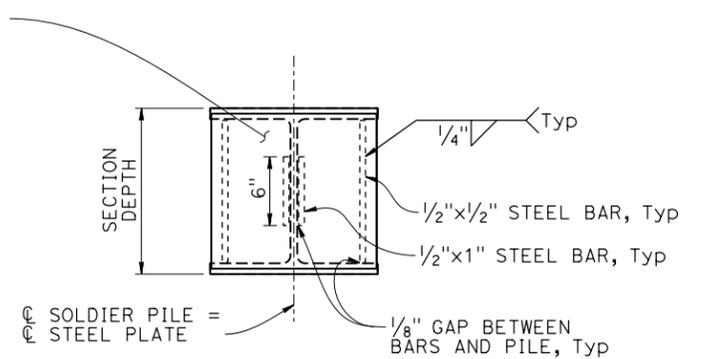


PART ELEVATION

PILE CAP DETAILS (ALTERNATIVE 2)
NO SCALE



PART PLAN
NO SCALE

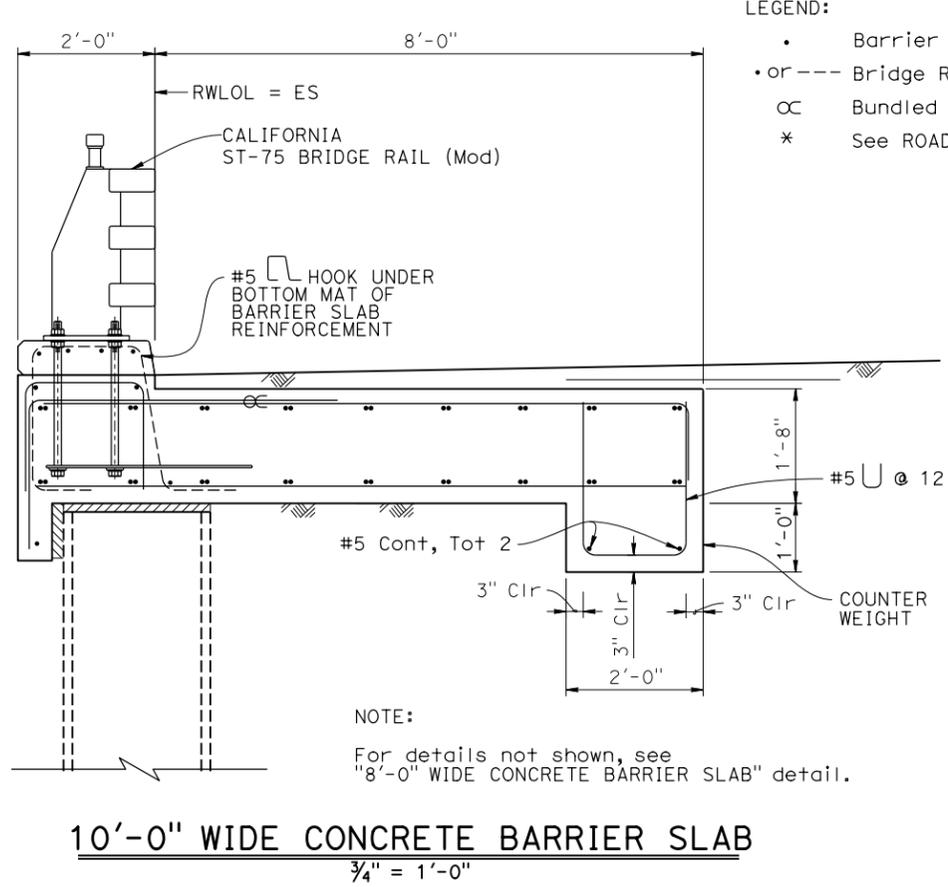
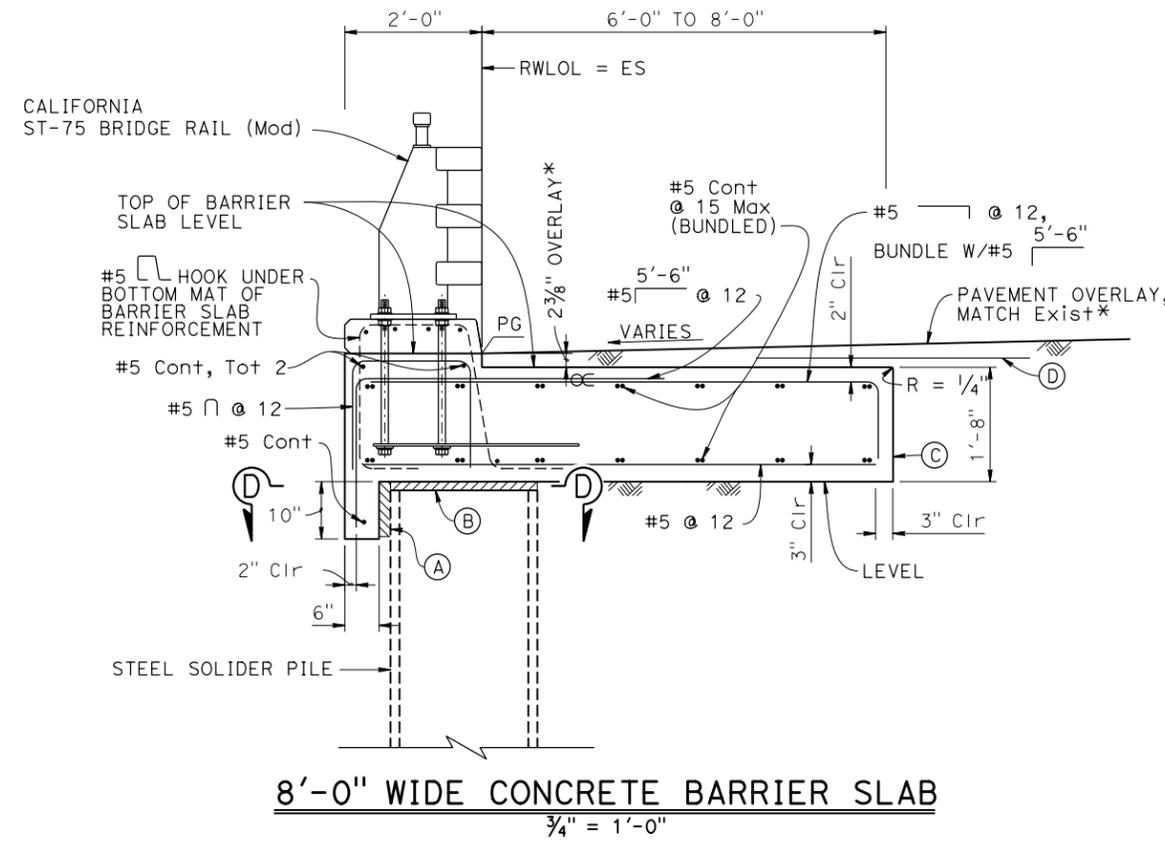


SECTION C-C
NO SCALE

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGN	BY Carol Tang	CHECKED Noah Habtezion	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No.	COASTLANDS II RETAINING WALL SOLDIER PILE WALL DETAILS	
	DETAILS BY Ecaterina Poleanscaia	CHECKED Noah Habtezion			44E0029		
	QUANTITIES BY Roberto Macias	CHECKED Adrian Peralta			POST MILE 44.3		
DATE PLOTTED => 20-NOV-2024 TIME PLOTTED => 16:46 ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3			UNIT: 3604 PROJECT NUMBER & PHASE: 05210001881	COUNTY/ROUTE/ZONE: Mon/001/4 CONTRACT No.: 05-1P2104	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 6 OF 14

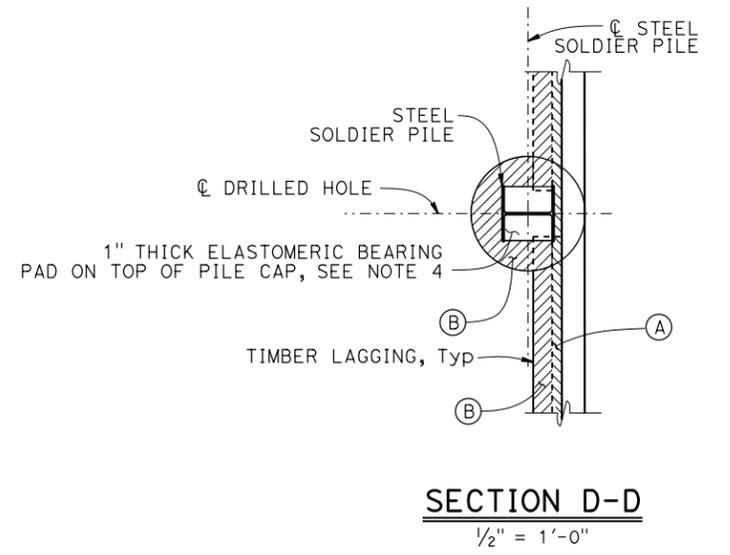
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SH
				X	
REGISTERED CIVIL ENGINEER				DATE	
				Noah Habtezion	
				No. 91388	
PLANS APPROVAL DATE				Exp. 06-30-26	
				CIVIL	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					



- LEGEND:
- Barrier Slab Reinforcement
 - or --- Bridge Rail Reinforcement
 - OC Bundled Bars
 - * See ROADWAY PLANS

- NOTES:
- Barrier Slab Level
 - For bridge rail reinforcement, see "CALIFORNIA ST-75 BRIDGE RAIL (MODIFIED) DETAILS No. 1" Sheet.
 - No expansion joints in barrier slab within wall limits.
 - Elastomeric bearing pad should be the same size as steel plate. See "PILE CAP DETAILS" on "SOLDIER PILE WALL DETAILS" sheet.
 - Place galvanized steel plate level between 1" elastomeric bearing pad and pile.
- (A) 2" Min Expanded Polystyrene
(B) 1.5" Expanded Polystyrene
(C) Contact Joint
(D) 4'-0" wide pavement reinforcing fabric

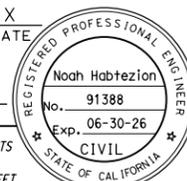
NOTE:
For details not shown, see "8'-0" WIDE CONCRETE BARRIER SLAB" detail.



NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

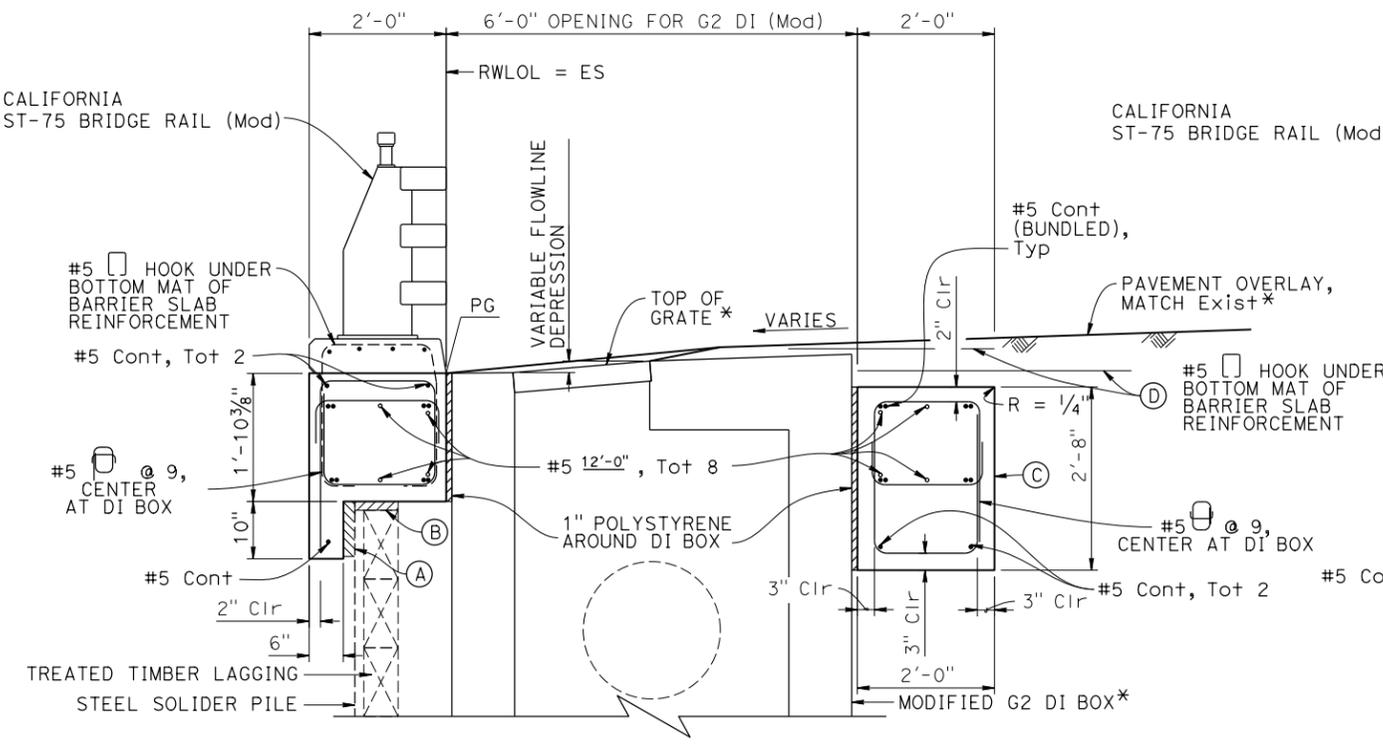
DESIGN	BY Carol Tang	CHECKED Noah Habtezion	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No.	COASTLANDS II RETAINING WALL CONCRETE BARRIER SLAB DETAILS No. 1	
	DETAILS BY Ecaterina Poleanscaia	CHECKED Noah Habtezion			44E0029		
	QUANTITIES BY Roberto Macias	CHECKED Adrian Peralta			44.3		
DATE PLOTTED => 20-NOV-2024 TIME PLOTTED => 16:46 ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3			UNIT: 3604	COUNTY/ROUTE/ZONE: Mon/001/4	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET 7 OF 14
FILE => 05-1p210-r-cbsd+01.dgn USERNAME => s150745			PROJECT NUMBER & PHASE: 05210001881	CONTRACT No.: 05-1P2104	08-29-24 10-16-24 11-18-24		

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SH
					92

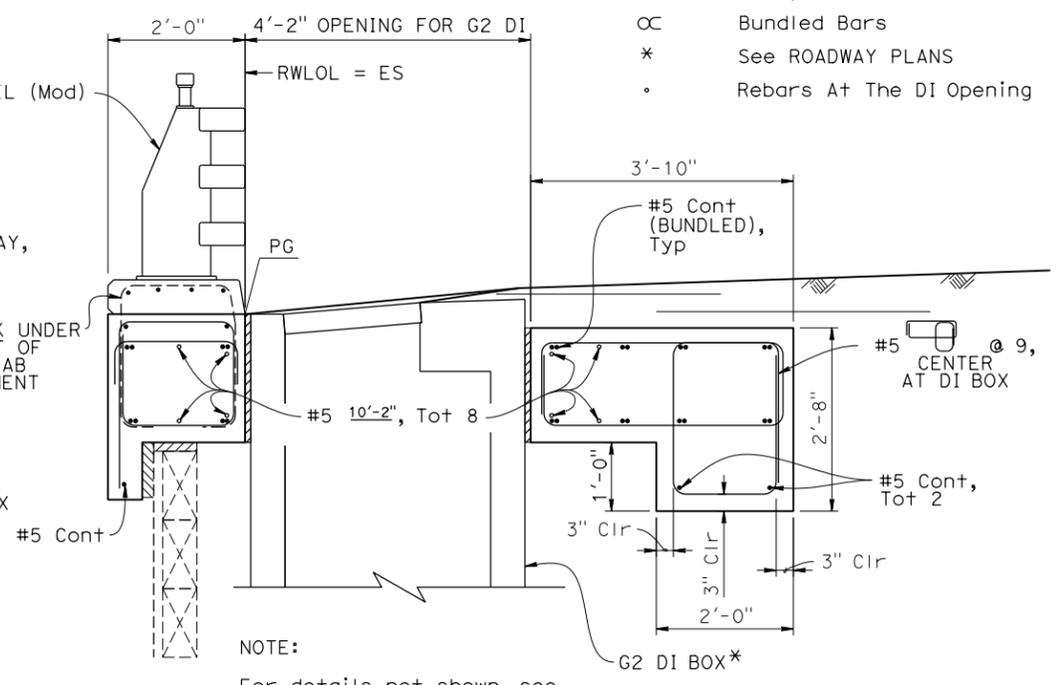
REGISTERED CIVIL ENGINEER	X	DATE
		
PLANS APPROVAL DATE		

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.

- LEGEND:
- Barrier Slab Reinforcement
 - or --- Bridge Rail Reinforcement
 - ⊕ Bundled Bars
 - * See ROADWAY PLANS
 - Rebars At The DI Opening

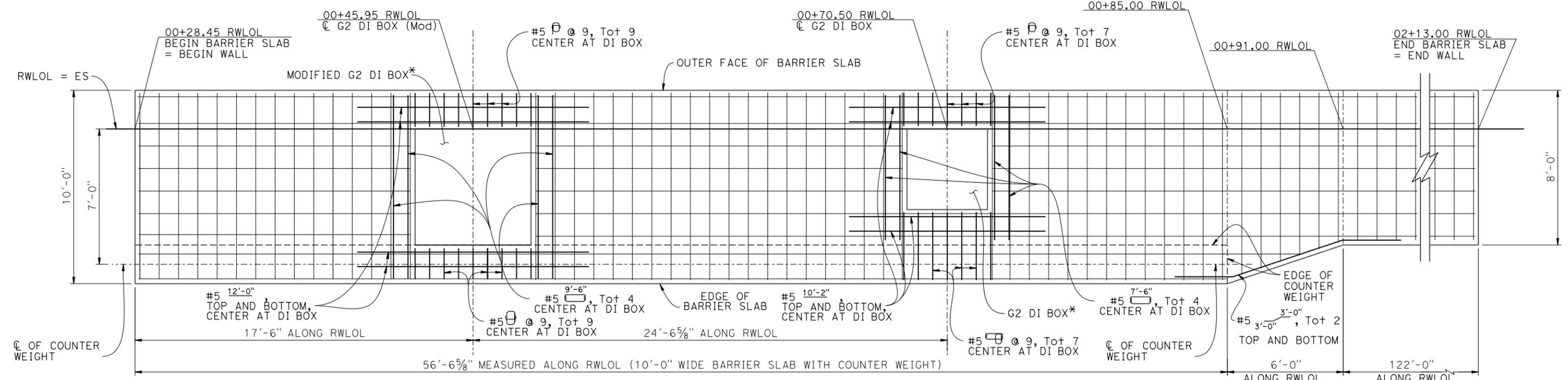


10'-0" WIDE CONCRETE BARRIER SLAB WITH MODIFIED G2 DI OPENING
 $\frac{3}{4}" = 1'-0"$



10'-0" WIDE CONCRETE BARRIER SLAB WITH STANDARD G2 DI OPENING
 $\frac{3}{4}" = 1'-0"$

- NOTES:
- Barrier Slab Level.
 - For bridge rail reinforcement, see "CALIFORNIA ST-75 BRIDGE RAIL (MODIFIED) DETAILS No. 1" Sheet.
 - No expansion joints in barrier slab within wall limits.
 - Elastomeric bearing pad should be the same size as steel plate. See "PILE CAP DETAILS" on "SOLDIER PILE WALL DETAILS" sheet.
 - Place galvanized steel plate level between 1" elastomeric bearing pad and pile.
 - For details not shown, see detail "10'-0" WIDE CONCRETE BARRIER SLAB" on "CONCRETE BARRIER SLAB DETAILS No.1" Sheet.
- (A) 2" Min Expanded Polystyrene
 (B) 1.5" Expanded Polystyrene
 (C) Contact Joint
 (D) 4'-0" wide pavement reinforcing fabric



DEVELOPED PLAN VIEW OF BARRIER SLAB REINFORCEMENT
 $\frac{3}{8}" = 1'-0"$

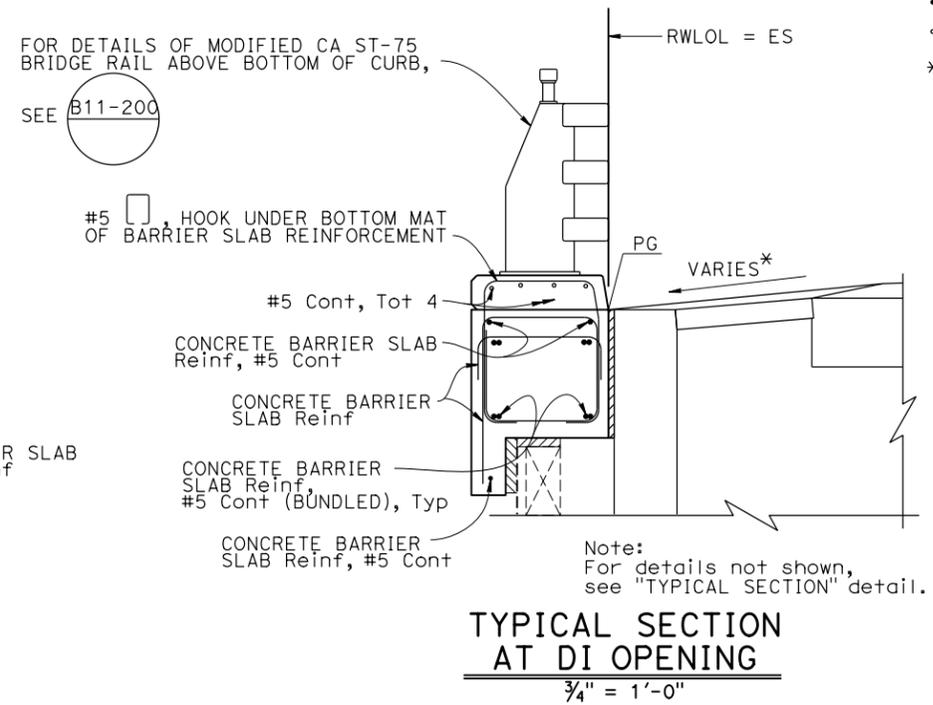
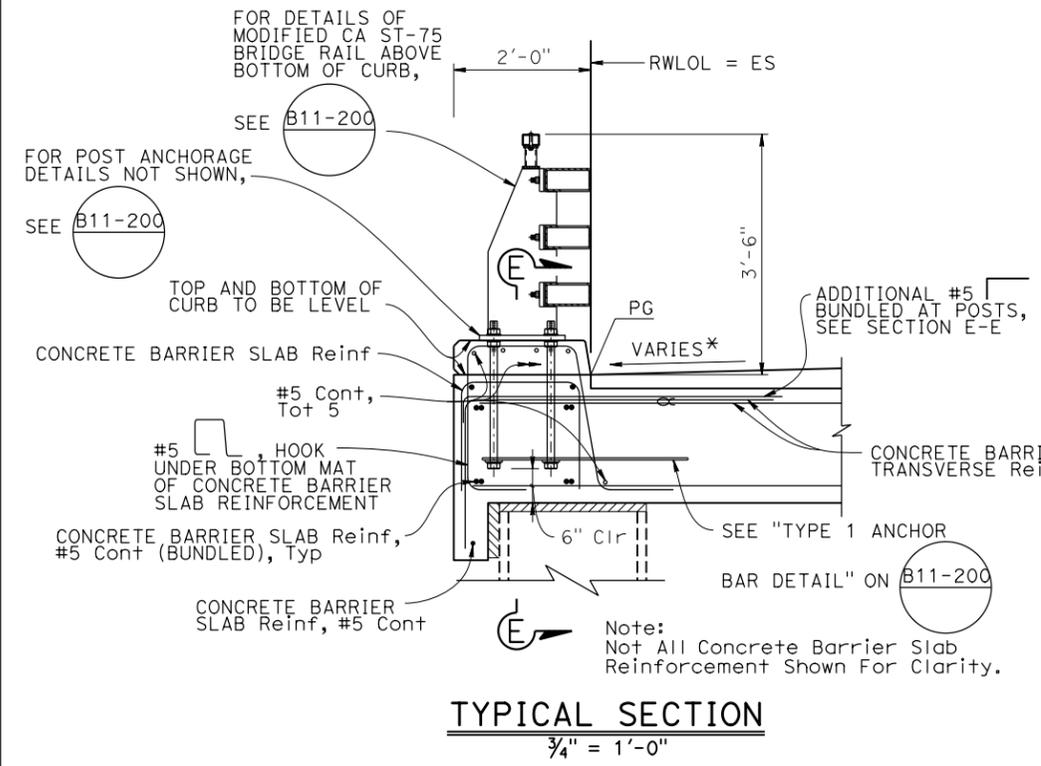
NOTE:
 THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REVISION 6/5/2023)	DESIGN	BY Carol Tang	CHECKED Noah Habtezion	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No.	44E0029	COUNTY/ROUTE/ZONE: Mon/001/4 CONTRACT No.: 05-1P2104	COASTLANDS II RETAINING WALL CONCRETE BARRIER SLAB DETAILS No. 2	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET	OF		
	DETAILS	BY Ecaterina Poleanscaia	CHECKED Noah Habtezion			POST MILE	44.3				05-25-24	11-15-24	11-19-24	8	14
	QUANTITIES	BY Roberto Macias	CHECKED Adrian Peralta			UNIT: 3604 PROJECT NUMBER & PHASE: 05210001881									

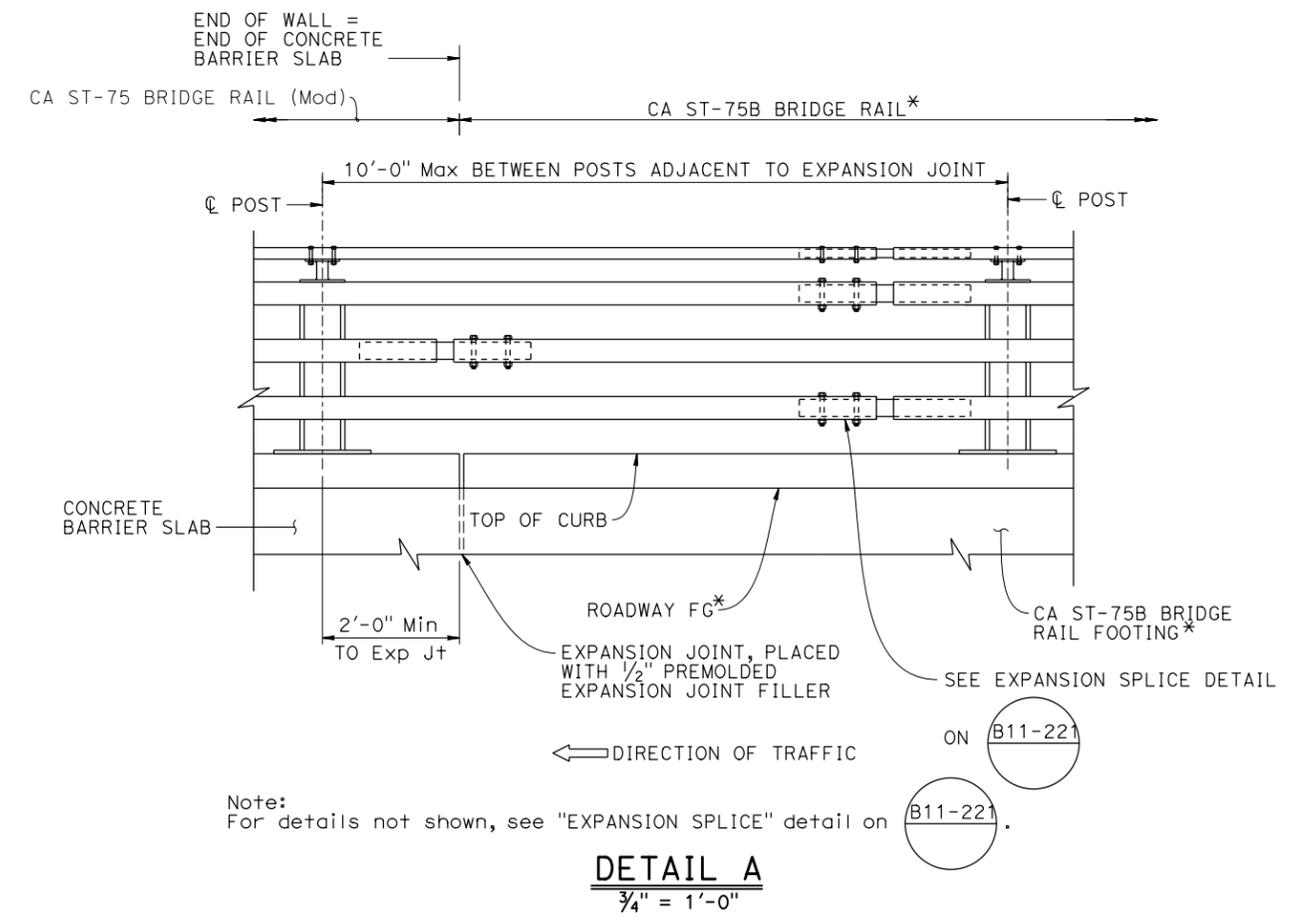
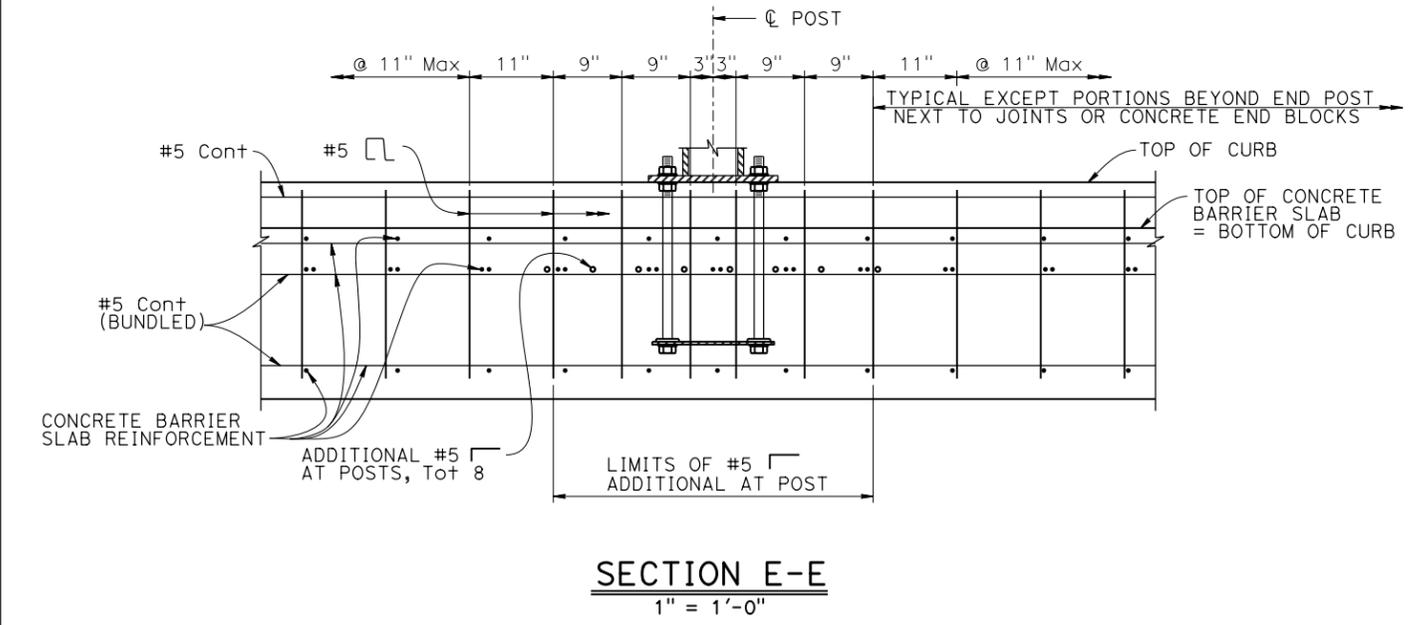
DATE PLOTTED => 20-NOV-2024 TIME PLOTTED => 16:46 ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3
 FILE => 05-1p210-r-cbsd+02.dgn USERNAME => s150745

LEGEND:

- Barrier Slab Reinforcement
- Bridge Rail Reinforcement
- * See ROADWAY PLANS

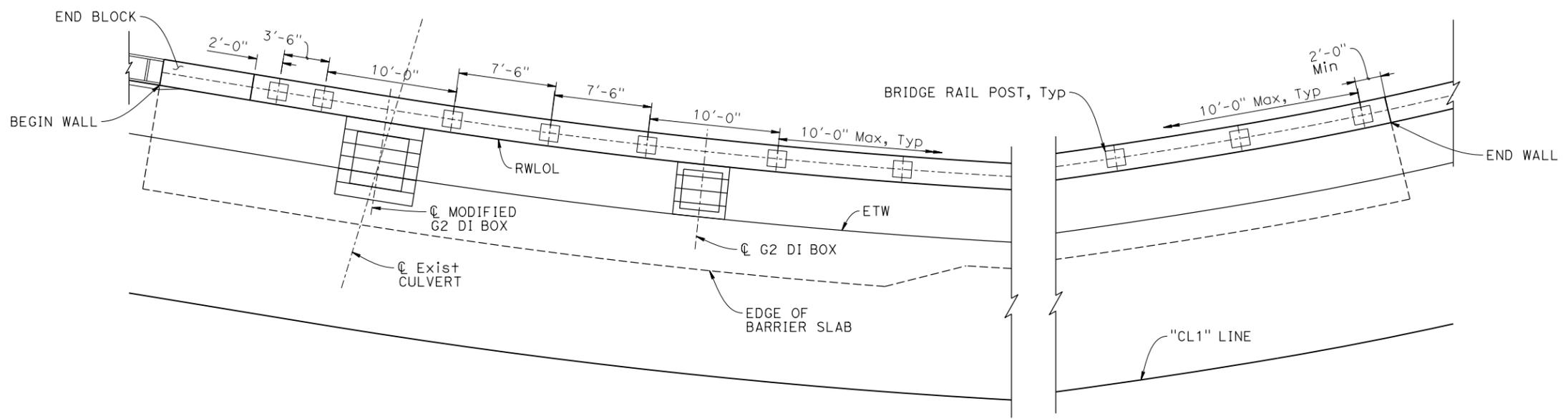


- NOTES:
- For California ST-75 Bridge Rail (Mod) details not shown, see B11-200, B11-201, B11-202, B11-221, B11-222.
 - For concrete barrier slab reinforcement and dimensions not shown, see plan sheets "CONCRETE BARRIER SLAB DETAILS No. 1" and "CONCRETE BARRIER SLAB DETAILS No. 2".
 - No bridge rail post should be placed at the DI openings and the end of concrete barrier slab.
 - No expansion joints in CA ST-75 bridge rail (Mod) within wall limits.



NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

DESIGN	BY Carol Tang	CHECKED Noah Habtezion	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No.	COASTLANDS II RETAINING WALL CALIFORNIA ST-75 BRIDGE RAIL (MODIFIED) DETAILS No. 1
DETAILS	BY Ecaterina Poleanscaia	CHECKED Noah Habtezion			44E0029	
QUANTITIES	BY Roberto Macias	CHECKED Adrian Peralta			44.3	
DATE PLOTTED => 20-NOV-2024 TIME PLOTTED => 16:46 ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0			UNIT: 3604 PROJECT NUMBER & PHASE: 05210001881	COUNTY/ROUTE/ZONE: Mon/001/4 CONTRACT No.: 05-1P2104	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 10-16-24 11-19-24 SHEET 9 OF 14

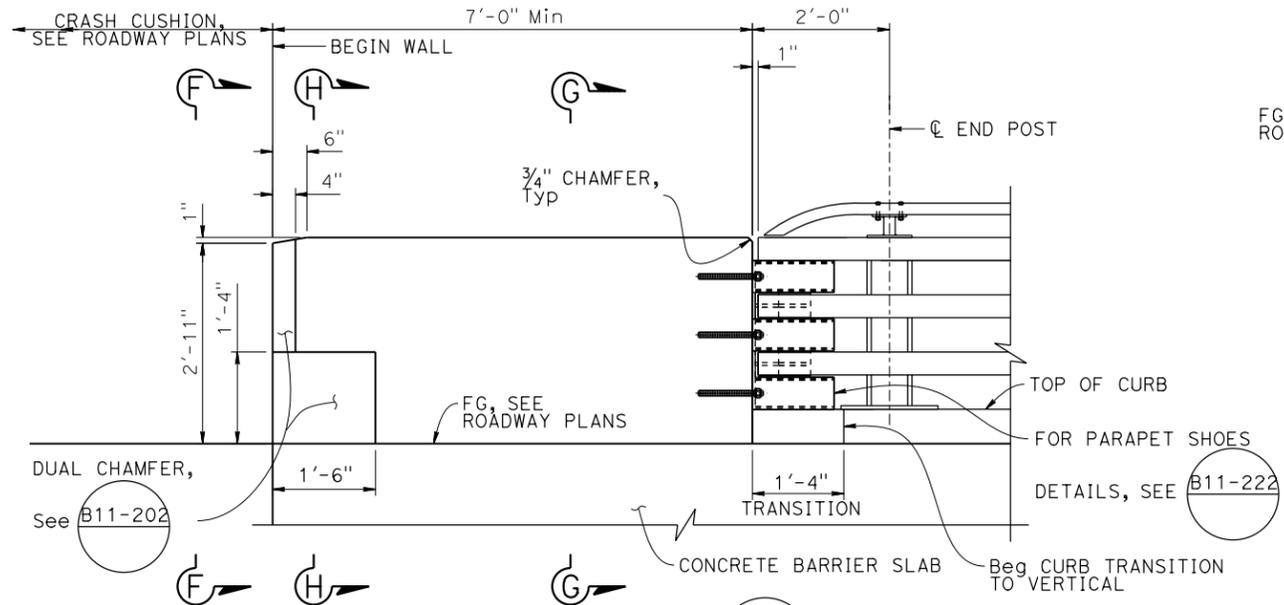


BRIDGE RAIL POST LAYOUT
1" = 5'

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

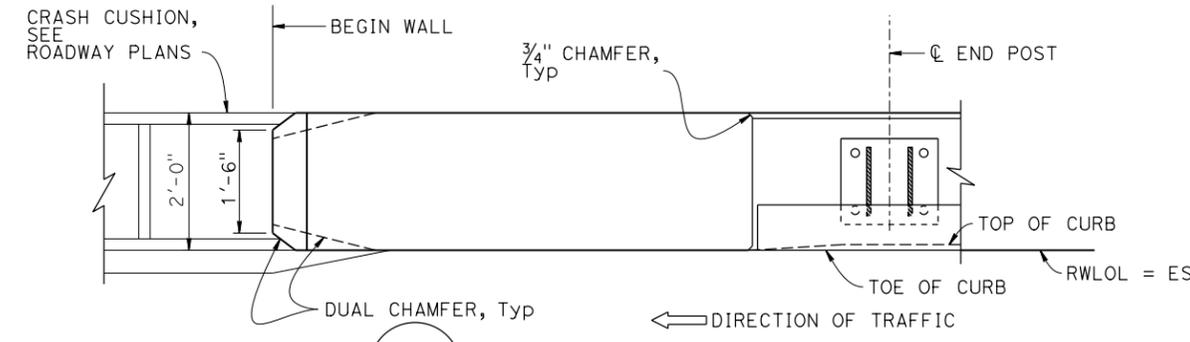
STRUCTURES DESIGN DETAIL SHEET (ENGLISH) (REVISION 6/5/2023)	DESIGN	BY Carol Tang	CHECKED Noah Habtezion	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No.	COASTLANDS II RETAINING WALL							
	DETAILS	BY Ecaterina Poleanscaia	CHECKED Noah Habtezion			44E0029								
	QUANTITIES	BY Roberto Macias	CHECKED Adrian Peralta			44.3		CALIFORNIA ST-75 BRIDGE RAIL (MODIFIED) DETAILS No. 2						
DATE PLOTTED => 20-NOV-2024		TIME PLOTTED => 16:46		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0	1	2	3	UNIT: 3604	COUNTY/ROUTE/ZONE: Mon/001/4	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET	OF
FILE => 05-1p210-s-ca-s+75_02.dgn		USERNAME => s150745		PROJECT NUMBER & PHASE: 05210001881			CONTRACT No.: 05-1P2104		10-16-24		11-19-24	10	14	

NOTE:
Formed holes for crash cushion anchorage required, see ROADWAY PLANS for crash cushion details.



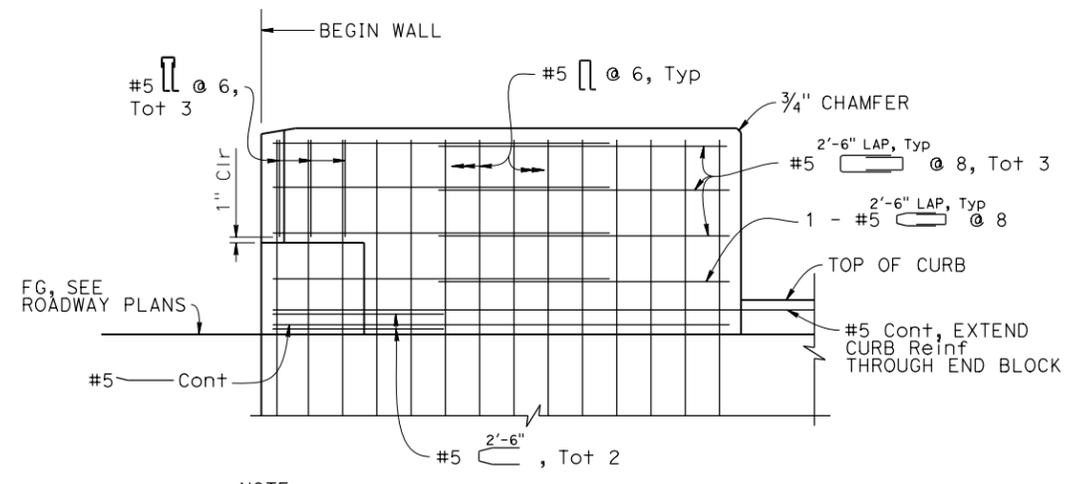
TRANSITION END BLOCK ELEVATION
3/4" = 1'-0"

NOTE:
For details not shown, see B11-201.



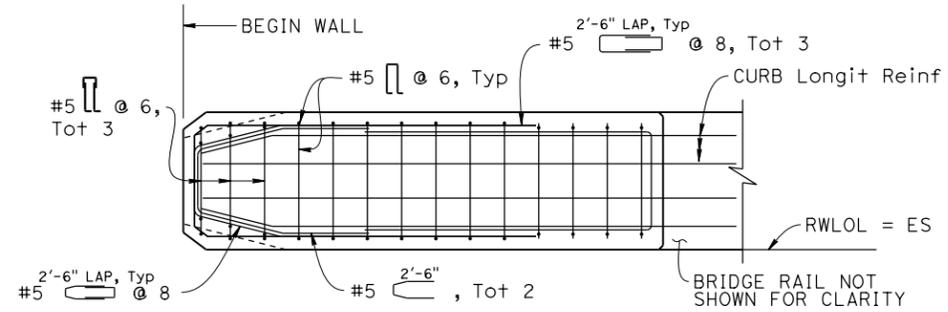
TRANSITION END BLOCK PLAN
3/4" = 1'-0"

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.



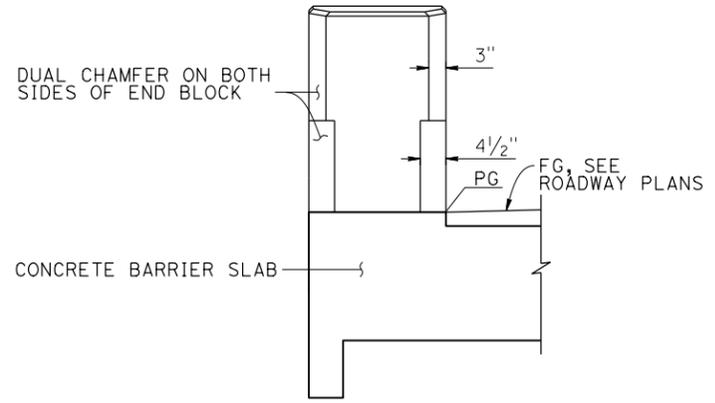
REINFORCEMENT ELEVATION
3/4" = 1'-0"

NOTE:
Not all reinforcement shown for clarity.

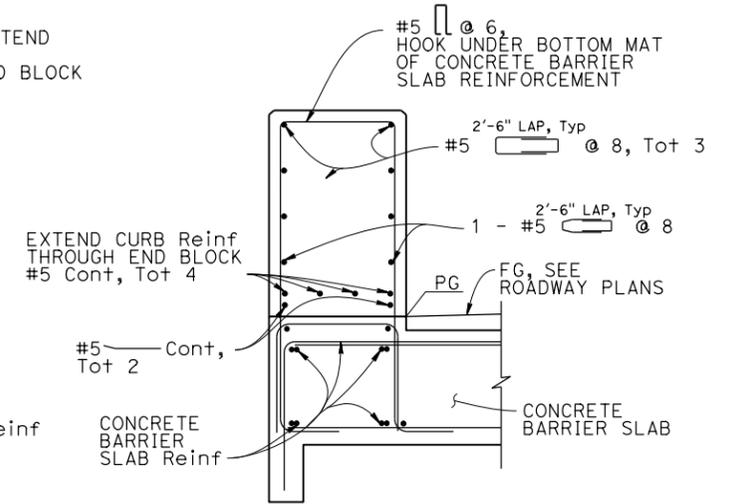


REINFORCEMENT PLAN
3/4" = 1'-0"

NOTE:
Not all reinforcement shown for clarity.

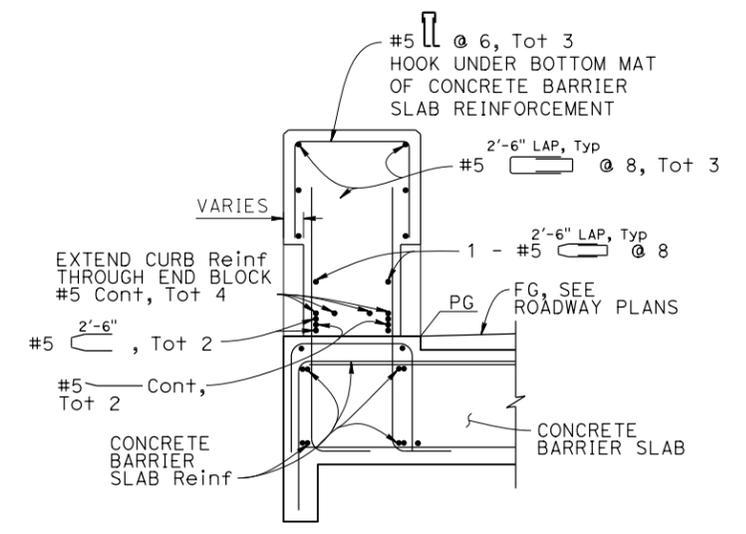


VIEW F-F
3/8" = 1'-0"



SECTION G-G
3/4" = 1'-0"

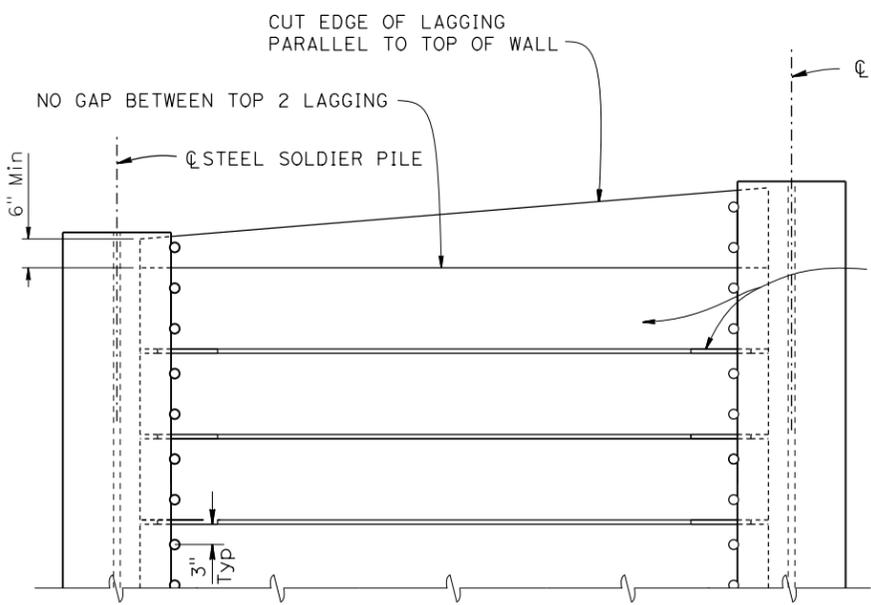
NOTE:
Not all reinforcement shown for clarity.



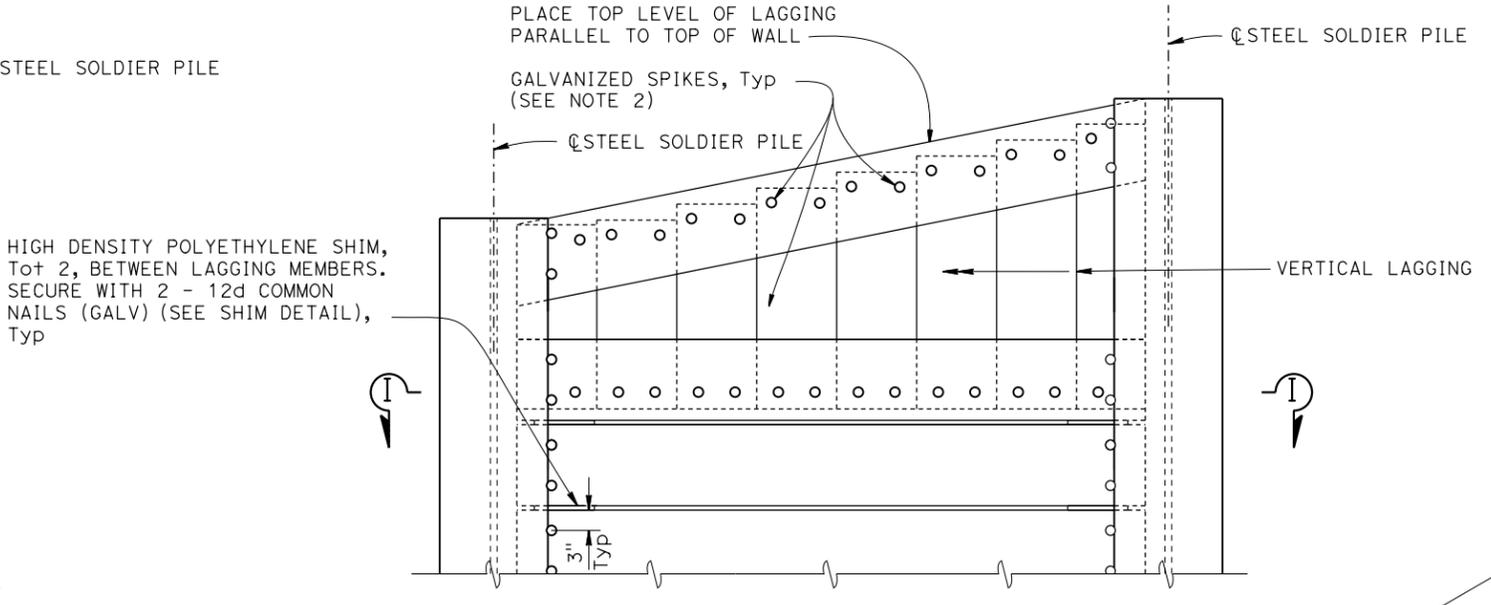
SECTION H-H
3/4" = 1'-0"

NOTE:
Not all reinforcement shown for clarity.

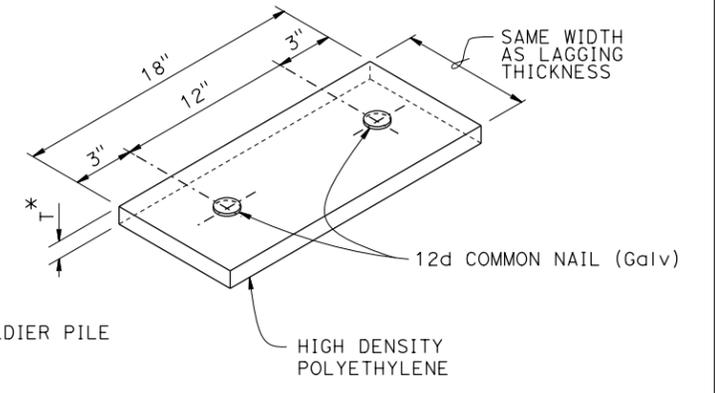
DESIGN	BY Carol Tang	CHECKED Noah Habtezion	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES BRIDGE DESIGN BRANCH 15	BRIDGE No.	COASTLANDS II RETAINING WALL TRANSITION END BLOCK DETAILS	
	DETAILS BY Ecaterina Poleanscaia	CHECKED Noah Habtezion			44E0029		
	QUANTITIES BY Roberto Macias	CHECKED Adrian Peralta			POST MILE 44.3		
DATE PLOTTED => 20-NOV-2024 TIME PLOTTED => 16:46 ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3			UNIT: 3604 PROJECT NUMBER & PHASE: 05210001881	COUNTY/ROUTE/ZONE: Mon/001/4 CONTRACT No.: 05-1P2104	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES 08-29-21	SHEET 11 OF 14



PART ELEVATION
LAGGING DETAILS (ALTERNATIVE 1)
 NO SCALE

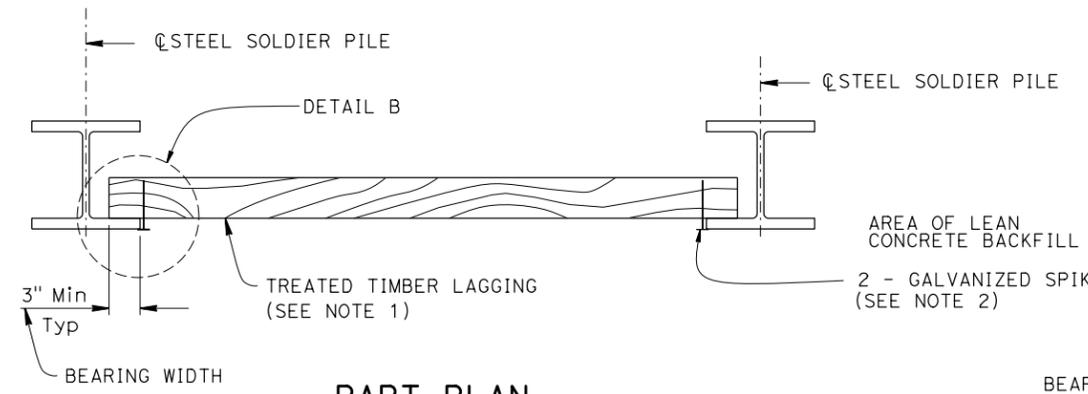


PART ELEVATION
LAGGING DETAILS (ALTERNATIVE 2)
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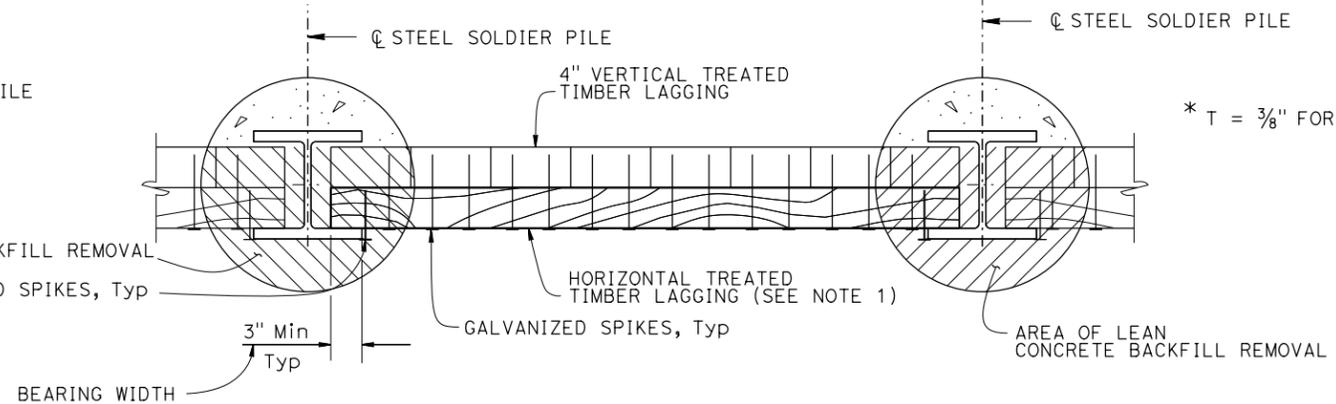


SHIM DETAIL
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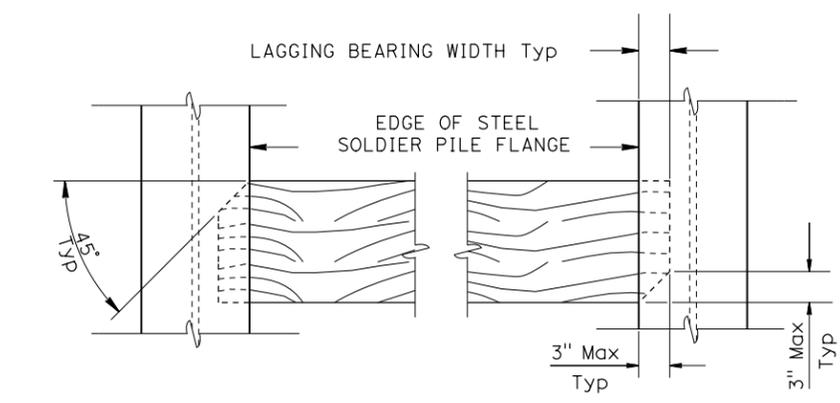
* T = 3/8" FOR 4 X 12 LAGGING AND 1/2" FOR 6 X 12 LAGGING



PART PLAN
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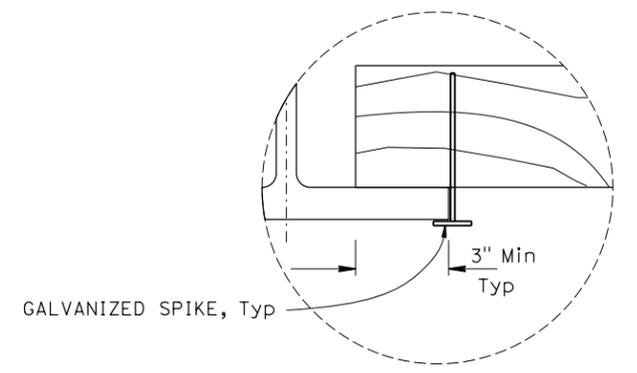


SECTION I-I
 NO SCALE



LAGGING CORNERS TRIM DETAIL
 NO SCALE

- NOTES:
1. Trimming opposite corners of lagging allowed. The size of trimmed corners limited to the specified bearing width of the lagging.
 2. Use 16d Galv spikes for 4 x 12 lagging, and 40d Galv spikes for 6 x 12 lagging.
 3. Spikes shall not be bent.
 4. For timber lagging sizes, see other plan sheets.



DETAIL B
 NO SCALE

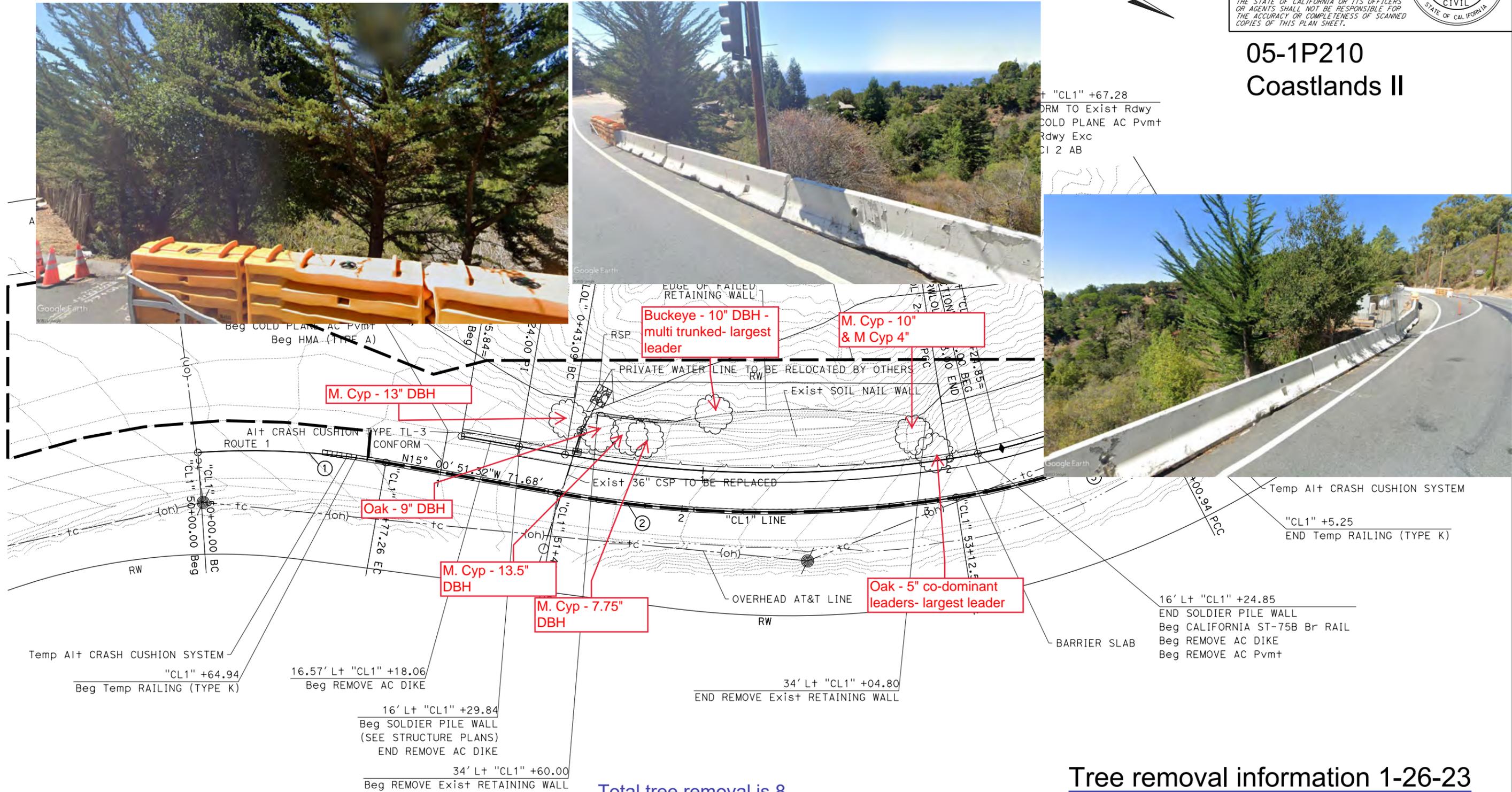
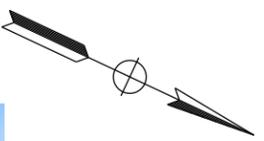
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TC SHI
05	MON	1	44.34		1

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.

05-1P210 Coastlands II

NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Total tree removal is 8
 5 – Monterey Cypress (DBH's: 4", 7.75", 10", 13", 13.5")
 2 – Coast Live Oak (DBH's: 5", 9")
 1 – Buckeye (DBH: 10")

Tree removal information 1-26-23

PRELIMINARY LAYOUT

SCALE: 1" = 20' L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN
FUNCTIONAL SUPERVISOR	SCOTT MORRIS
CALCULATED-DESIGNED BY	CHECKED BY
ALEX KERSHNER	
REVISOR	DATE

Exhibit B

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Coastlands II Retaining Wall

On State Route 1 in Monterey County at post mile 44.34, 1.1 miles south
of Pfeiffer Canyon Bridge near Big Sur

05-MON-01-PM 44.34

Project ID Number 0521000188

State Clearinghouse Number 2023040738

Initial Study with Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

October 2023



General Information About This Document

Document prepared by: Damaris Wyatt, Environmental Scientist

The Initial Study circulated to the public for 31 days between April 27, 2023, and May 28, 2023. Comments received during this period are included in Appendix E. Elsewhere, language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

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Replace a failed retaining wall on State Route 1 at post mile 44.34 in
Monterey County

**INITIAL STUDY
with Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agency: California Transportation Commission



Lara Bertaina
Branch Chief
California Department of Transportation
CEQA Lead Agency

October 10, 2023

Date

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Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2023040738

District-County-Route-Post Mile: 05-MON-01-PM-44.34

EA/Project Number: EA 05-1P210 and Project ID Number 0521000188

Project Description

The California Department of Transportation (Caltrans) will replace the failed Coastlands II Retaining Wall and add barrier systems for traveler safety on State Route 1. Other work will include the removal of the existing soil nail wall, reconstruction of the drainage inlet and culvert located near the southern terminus of the existing wall, restoration of the roadway, and removal of vegetation and trees within the area where the wall and rails will be constructed. Project activities will occur on State Route 1 at post mile 44.34 in Monterey County, roughly 1.1 miles south of Pfeiffer Canyon Bridge near Big Sur.

Determination

An Initial Study has been prepared by Caltrans District 5. On the basis of this study, it is determined that the action with the incorporation of the identified avoidance and minimization measures will not have a significant effect on the environment for the following reasons:

The project will have no effect on agriculture and forest resources, cultural resources, energy, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, and wildfire.

In addition, the project will have less than significant effects on aesthetic resources, air quality, biological resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and utilities and service systems.

A handwritten signature in purple ink that reads 'Lara Bertaina'.

Lara Bertaina
Branch Chief
California Department of Transportation

October 10, 2023

Date

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Chapter 1 **Proposed Project**

1.1 Introduction

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration, is the lead agency under the National Environmental Policy Act (known as NEPA). Caltrans is the lead agency under the California Environmental Quality Act (known as CEQA). As NEPA lead, Caltrans is preparing a separate Categorical Exclusion for the project. As CEQA lead, Caltrans has prepared this Initial Study with Negative Declaration document for the project.

Caltrans will replace the failed Coastlands II Retaining Wall and add barrier systems for traveler safety on State Route 1. Project activities will occur on State Route 1 at post mile 44.34 in Monterey County, roughly 1.1 miles south of Pfeiffer Canyon Bridge near Big Sur. The project limits are within the coastal zone, and the project area falls within the Big Sur Coast Land Use Planning Area of Monterey County. State Route 1 through the project area is a two-lane Designated National Scenic Byway and All-American Road with one lane of travel in each direction. Figure 1-1 shows the project vicinity, and Figure 1-2 shows the location where improvements will be completed.

The project is programmed in the 2023 State Highway Operation and Protection Program with funding from the Major Damage – Permanent Restoration Program to address the failure of the existing retaining wall. Other elements, such as the connecting barrier system, were assessed throughout the project limits and added to the project as feasible. Project construction is slated to begin in 2026 and span approximately nine months. [The following sentence has been changed since the draft environmental document to update the current construction cost estimate.] The current programmed cost for the construction of the Build Alternative is \$3,997,000.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to stabilize a failing slope that is threatening the highway facility and improve safety for motorists and cyclists traveling along State Route 1 near Big Sur. Excess water from large rain events can degrade the steep embankment slopes that are characteristic of the Big Sur region. Slope failure due to oversaturation can lead to instability of the roadway surface, which undermines the functional use of the southbound travel lane. The project will minimize the potential for future rain events to compromise the stability of State Route 1 through the project limits. Installing continuous

barrier rails throughout the project limits next to the southbound shoulder will improve safety for travelers by reducing the risk of running off the road due to collision, road alignment, or operating conditions.

1.2.2 Need

The project is needed to address the failure of the existing retaining wall. As a result of the January 27, 2021, storm that passed over the Big Sur Coast, the soil behind the mechanically stabilized embankment wall on State Route 1 at post mile 44.34 became oversaturated and caused the retaining wall to fail. The slope has continued to degrade after the failure of the mechanically stabilized embankment wall, which threatens the paved highway and the private water line located just below the wall. There are no permanent barrier rails installed along the seaward side of the highway through the project limits, and district traffic safety guidance recommends closing the gap between the installations of barrier rails at the Coastlands and Coastlands II Retaining Walls.

1.3 Project Description

Earth Retaining Systems

Caltrans will build a soldier pile wall at post mile 44.34 on the seaward side of the highway. The existing mechanically stabilized earth wall, located at post mile 44.34, is approximately 150 feet in length. The replacement retaining wall will be approximately 190 feet long. ST-75B Bridge Rails will be installed along the top of the soldier pile wall, and crash cushions will be installed on the end blocks of the wall.

The retaining wall will feature 24 steel soldier piles sank vertically into concrete backfilled holes, with timber boards serving as horizontal lagging between the piles. The visible height (partially viewed from the roadway) of the exposed soldier piles will vary from approximately 0 to 23 feet, and the depth of the backfilled holes will vary between approximately 5 feet and 25 feet, depending on the elevation of the hillslope at the base of the wall. The timber lagging acts as a wall that holds the slope in place and transfers the pressures of the confined soil to the soldier piles. Construction of the new soldier pile wall will require the removal of the existing wall and the excavation of excess soil from the slope.

The wall will be constructed using a top-down method, with vertical drilling to create holes for the emplacement of the steel soldier piles. Temporary access will be established during construction from the southbound shoulder of State Route 1, extending to the bottom of the failed retaining wall. This temporary access location will be used to allow construction equipment to remove the existing failed wall once the roadway is stabilized with piles during

reconstruction and will also facilitate the completion of other work items, such as final grading and drainage construction that will be performed at the bottom of the wall.

Other work pertaining to the installation of the new retaining wall will include the removal of vegetation and trees within the area where the wall and rails will be constructed. Native nonornamental trees removed as part of the project will be replanted using the same species as those removed onsite at a 1-to-1 replacement ratio. A temporary signal for one-way traffic control will be used during project construction.

Barrier Systems

The Coastlands Retaining Wall, which is currently under construction at post mile 44.45, lies approximately 225 feet to the north of the project on the seaward side of the highway. This retaining wall is a soldier pile wall featuring an ST-75B Bridge Rail with a length of 80 feet. Crash cushions extend approximately 22 feet beyond the bridge rails on both sides for a total length of approximately 124 feet of barrier system at post mile 44.45.

If crash cushions are installed along the southern terminus of the Coastlands Retaining Wall and the northern terminus of the Coastlands II Retaining Wall, there will be a gap of approximately 175 feet where there will be no rails between the two retaining walls. Safety regulations recommend that gaps of less than 200 feet between guardrail installations should be avoided. Caltrans proposes to close the gap between the barriers associated with the new retaining wall and the northern Coastlands Retaining Wall with barrier rails to protect the traveling public. The closure of this gap with barrier rails eliminates the need for crash cushions between the southern terminus of the Coastlands Retaining Wall and the northern terminus of the Coastlands II Retaining Wall.

There are two build alternatives: Build Alternative 1 proposes ST-75B Barrier Rail as the connecting rail, and Build Alternative 2 proposes the Midwest Guardrail System as the connecting rail. The design and construction of the soldier pile retaining wall, pavement rehabilitation, and drainage improvements will remain the same in both build alternatives. Both alternatives feature a total of 225 feet of barrier rails to close the gap between the two retaining walls. More information about the two build alternatives is included in Section 1.4, Project Alternatives.

Pavement Rehabilitation

The existing damaged asphalt concrete pavement next to the retaining wall will be restored by grinding and overlaying with new pavement. The pavement type that will be used will be appropriate for temperature conditions in Monterey County.

Drainage Improvements

An existing drainage system on the southern end of the failed retaining wall will be replaced during the construction of the new wall.

Two drainage inlets will be placed along the top of the new soldier pile wall, and the existing headwall inlet system next to the northbound shoulder will remain in place. All three inlet systems will direct flow to the same downdrain, which will be replaced with a new 24-inch corrugated steel pipe. If possible, the new downdrain will maintain the well-established existing outlet location below the base of the new retaining wall. The culvert located beneath the southbound travel lane of State Route 1 that connects the existing headwall inlet system to the new downdrain will be replaced within the southbound section of the road using a 36-inch corrugated steel pipe culvert. The existing portion of the culvert, located beneath the northbound travel lane, will be connected to the new section of the culvert with a concrete collar.

Figure 1-1 Project Vicinity Map

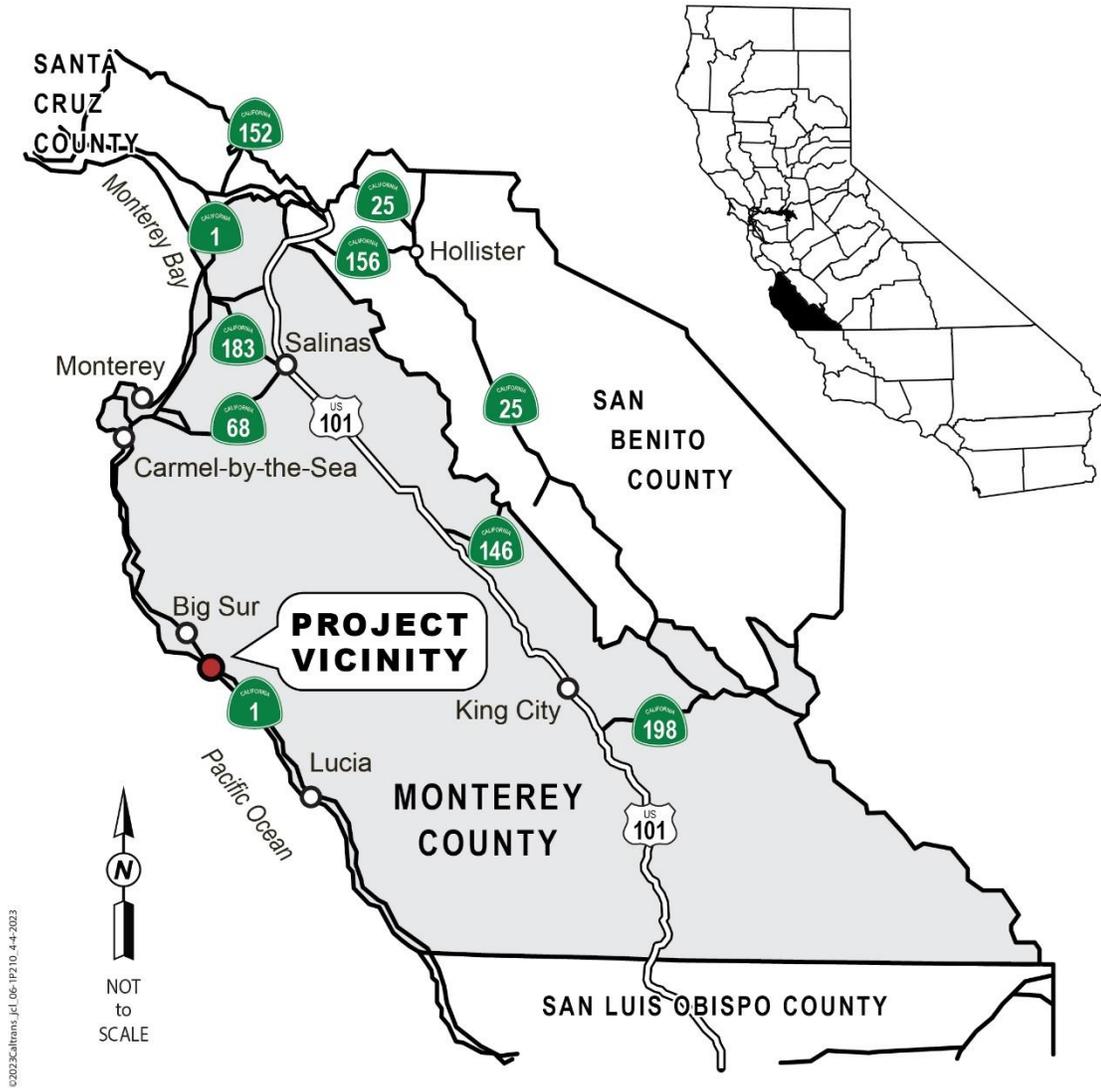
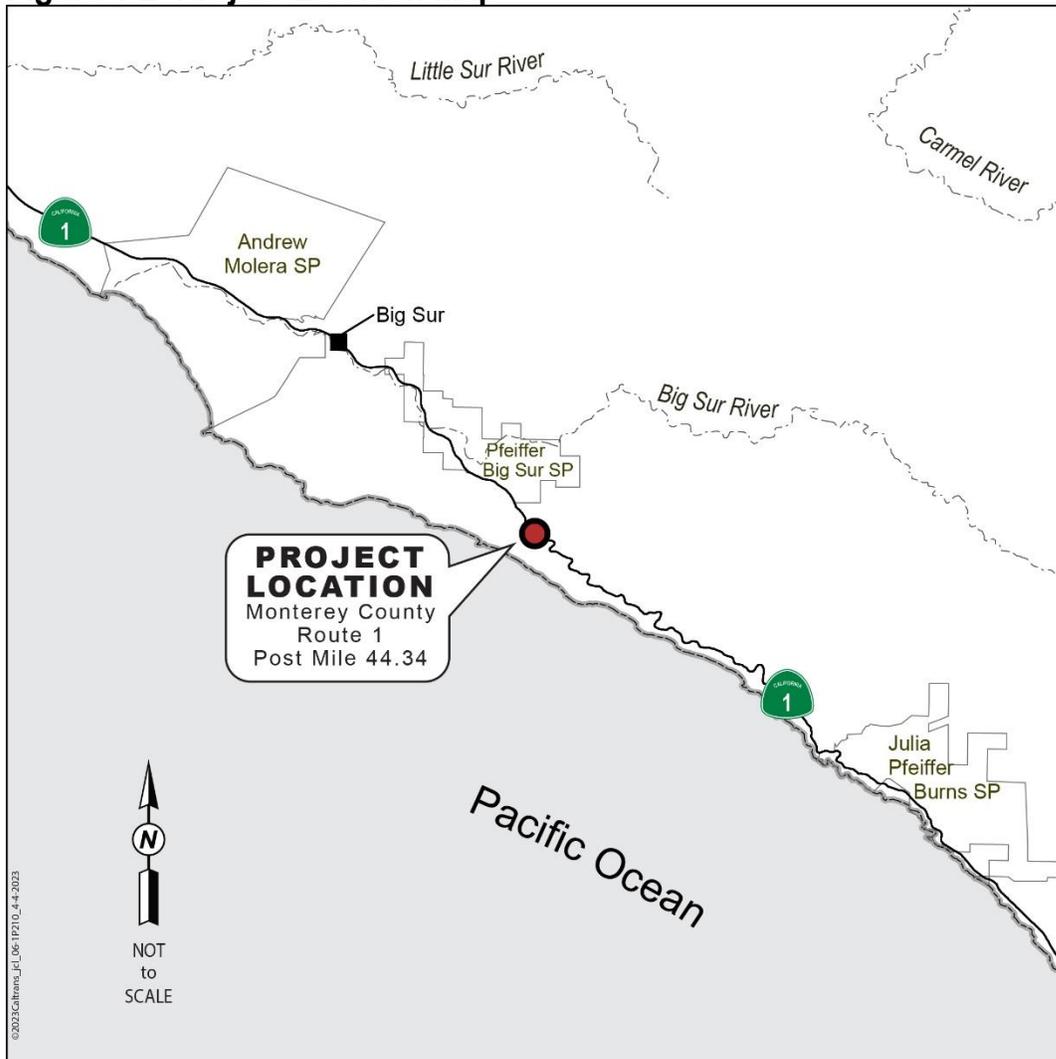


Figure 1-2 Project Location Map



1.4 Project Alternatives

Three alternatives are under consideration for the project: Two Build Alternatives featuring different kinds of barrier systems and a No-Build Alternative.

An interdisciplinary team developed the alternatives. Several criteria were taken into consideration when evaluating the various alternatives for the project, including the project's purpose and need, cost, design, construction strategies, and environmental impacts.

1.4.1 Build Alternatives

Under the Build Alternatives, the project will result in temporary and permanent impacts on environmental resources. Temporary impacts will

result from the various construction activities required to complete the project. Permanent impacts will result from the new highway features and elements that will be constructed.

The Build Alternatives will meet the purpose and need of the project by replacing the failed retaining wall and addressing the lack of a barrier system through the project limits while also providing additional improvements to drainage and paving rehabilitation. The work will be done in stages, with construction occurring over a period of about nine months.

There are two Build Alternatives: Build Alternative 1 proposes ST-75B Barrier Rail as the connecting rail, and Build Alternative 2 proposes the Midwest Guardrail System as the connecting rail.

Build Alternative 1: ST-75B Barrier Rail

The ST-75B Barrier Rail is a steel post and beam style bridge rail on a concrete curb that would be connected to a concrete anchor slab with reinforcing anchor bolts and anchor bars. ST-75B Barrier Rail is a standard variant of an ST-75B Bridge Rail with an independent 2 foot 2 inch wide by 2 foot 6 inch minimum height foundation. Figure 1-3 shows ST-75B Bridge Rail installed atop the Coastlands Retaining Wall, which would be similar in appearance to ST-75B Barrier Rail. The maximum height of the ST-75B Barrier Rail is 3 feet 6 inches. The spacing of the beams of the ST-75B Barrier Rail allows viewers to see through the structure. If the ST-75B Barrier Rail design option is selected, there would be about 500 feet of nearly continuous ST-75B Bridge Rail variants on southbound State Route 1 from post miles 44.34 to 44.45.

Figure 1-3 Stained ST-75B Bridge Rail



Build Alternative 2: Midwest Guardrail System

The Midwest Guardrail System is made up of “W-shaped” metal beam rail elements mounted on wood or plastic blocks fastened to wood or galvanized steel posts. Figure 1-4 features an example of a stained Midwest Guardrail System installed near the Cow Creek Viaduct in the Big Sur Region. The maximum height of the Midwest Guardrail System is 2 feet 8 inches. Two Midwest Guardrail System Transition Railings would be used to connect the Midwest Guardrail System to the bridge rails installed along the nearby Coastlands and Coastlands II Retaining Walls. If the Midwest Guardrail System build alternative is selected, there would be approximately 500 feet of mixed barrier rail systems, including ST-75B Bridge Rails and Midwest Guardrail System, on southbound State Route 1 from post miles 44.34 to 44.45.

Figure 1-4 Stained Midwest Guardrail System



Common Design Features of the Build Alternatives

All exposed steel elements of the guardrail for both alternatives would be darkened or stained to reduce glare, visually recede, and appear more consistent with the natural character of the Big Sur setting, as shown in Figures 1-3 and 1-4. Both alternatives feature a total of 225 feet of barrier rails to close the gap between the two retaining walls. As previously stated, the design of all other project elements is the same in both build alternatives. [The following four sentences regarding the barrier rail footing for both alternatives have been added since the draft environmental document.] Both alternatives will feature posts anchored into a reinforced concrete barrier slab. The reinforced footing of the connecting barrier rail will cause parts of the roadway between the Coastlands and Coastlands II Retaining Walls that previously drained off the southbound shoulder to instead drain toward the two drainage inlets along the Coastlands II Retaining Wall. District 5 Hydraulics has determined the drainage system will have enough capacity for the increased flow and channelization of stormwater flow through drainage systems would prevent unwanted erosion of the slope below the roadway. The reinforced concrete barrier slab would also make the barrier rail stronger and more resistant to collision.

Unique Features of the Build Alternatives

[Since the draft environmental document was published, a subsection about drainage was removed from this section because it applies to both alternatives.]

Railings

[The following subsection has been changed since the draft environmental document to improve clarity.] The ST-75B Barrier Rail is a see-through-style rail with three horizontal beams and a bicycle rail at the top. The Midwest Guardrail System has one W-shaped horizontal metal beam.

Post Spacing

[Information regarding the footings of the barrier rail types was removed from this subsection because it applies to both build alternatives.] The ST-75B Barrier Rail features a reinforced concrete footing with 10-foot maximum post spacing. The Midwest Guardrail System has evenly spaced posts at 6 feet 3 inches.

Height

The ST-75B Barrier Rail used in Build Alternative 1 would reach a height of 3 feet 6 inches above the finished southbound shoulder. The Midwest Guardrail System in Build Alternative 2 would be 2 feet 7 inches above the finished southbound shoulder.

The project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

1.4.2 No-Build (No-Action) Alternative

Under the No-Build Alternative, State Route 1 would stay as it is within the project limits. The work in this project would not be done. The No-Build Alternative would not address the purpose and need of the project. The slope behind the failed retaining wall would continue to deteriorate, which could lead to degradation of the roadway. While routine maintenance would continue under the No-Build Alternative, no improvements to the roadway would occur.

1.5 Identification of a Preferred Alternative

[The following section has been added since the draft environmental document.]

The only aspect that differentiates Build Alternative 1 from Build Alternative 2 is the type of rail that closes the gap between the Coastlands and Coastlands II Retaining Walls. All other project features will remain the same under both Build Alternatives.

While Build Alternative 1 was selected, the rail type that is ultimately constructed to connect the gap between the two retaining walls will be subject to approval by Monterey County during the coastal permitting process. Both Build Alternatives will address the purpose and need of the project. Under both Build Alternatives, the failed retaining wall will be replaced, and a barrier system through the project limits will be installed. Additional improvements to drainage and paving rehabilitation will also be made as part of both Build Alternatives.

The project development team selected Build Alternative 1 as the preferred alternative. The team chose Build Alternative 1 because it will address the purpose and need of the project in addition to the other benefits listed below:

Maintenance Needs

ST-75B Barrier Rail requires less overall maintenance than the Midwest Guardrail System because it is more resistant to collision. Due to the width of the shoulder and the curvilinear nature of State Route 1 through the project limits, any maintenance to this section of connecting rail will require the closure of the southbound lane to protect maintenance workers. Thus, the use of ST-75B Barrier Rail under Build Alternative 1 will minimize disruptions to traffic flow.

Given the importance of State Route 1 to public coastal access throughout the project area, reducing the number of lane closures needed to repair or replace the rail would help to maintain the public's ability to travel to Coastal Access areas with minimal delays.

Structure Style

The ST-75B Barrier Rail is taller than the Midwest Guardrail System and is a see-through style of rail. The Midwest Guardrail System's W-shaped beam is not a see-through style of rail. If the Midwest Guardrail System is used between the two retaining walls, it must interface with the ends of the ST-75B Barrier Rails at the walls by using opaque concrete anchor block transitions. If ST-75B Barrier Rail is used between the two retaining walls, it will not require opaque concrete anchor block transitions.

Bicycle Safety

The ST-75B Barrier Rail that is installed in areas where bicycles are allowed features a small safety balustrade affixed to the uppermost rail designed to enhance cyclist safety. State Route 1 is part of the Pacific Coast Bike Route and is frequently used by touring cyclists. This rail enhances bicycle safety through the site and helps prevent cyclists from falling down the steep embankment slope in the event of a collision.

Visual Attributes

Both the Coastlands and Coastlands II Retaining Walls feature ST-75B Barrier Rails. The selected barrier type along the southbound shoulder closing the gap between Coastlands and Coastlands II Retaining Walls will be either ST-75B Barrier Rail or the Midwest Guardrail System. If ST-75B Barrier Rail is used along this length, it would be experienced as one long, continuous structure barrier contributing to a slightly more urbanized character. If the Midwest Guardrail System is used along this length, while it would be more consistent with the rural, eclectic character of the corridor and subordinate to the overall landscape, it may increase an element of visual clutter due to the transition connections to the ST-75B Barrier Rail.

1.6 Alternatives Considered but Eliminated from Further Discussion Prior to the “Draft” Initial Study

Build Alternative 3, which featured the construction of a soldier pile retaining wall with no barrier systems to connect the Coastlands and Coastlands II Retaining Walls, was considered. However, this build alternative did not address the project’s purpose and need and did not satisfy the recommendation from district traffic safety. This alternative was eliminated from further discussion during a project development team meeting on October 18, 2022.

1.7 Standard Measures and Best Management Practices Included in All Build Alternatives

This project includes Caltrans standard measures that are typically used on all Caltrans projects. Caltrans standard measures are considered features of the project and are evaluated as part of the project. Caltrans standard measures are not implemented to address any specific effects, impacts, or circumstances associated with the project but are instead implemented as part of the project’s design to address common issues encountered on projects. Caltrans standard measures allow for little discretion regarding their implementation, just as other Caltrans standards requirements. The measures listed here are related to environmental resources and are applicable to the project. These measures can be found in Caltrans' 2018 Standard Specifications document.

- 7-1 Legal Relations and Responsibility to the Public
- 10-4 Water Usage
- 10-5 Dust Control
- 10-6 Watering

- 12-1 Temporary Traffic Control
- 12-3 Temporary Traffic Control Devices
- 12-4 Traffic Control Systems
- 13-1 Water Pollution Control
- 13-2 Water Pollution Control Program
- 13-4 Job Site Management
- 13-6 Temporary Sediment Control
- 13-7 Temporary Tracking Control
- 13-10 Temporary Linear Sediment Barriers
- 14-1 Environmental Stewardship
- 14-2 Cultural Resources
- 14-6 Biological Resources
- 14-8 Noise and Vibration
- 14-9 Air Quality
- 14-10 Solid Waste Disposal and Recycling
- 14-11 Hazardous Waste and Contamination
- 14-12 Other Agency Regulatory Requirements
- 17-2 Clearing and Grubbing
- 18-1 Dust Palliatives
- 20-1 Landscape
- 20-3 Planting
- 20-4 Plant Establishment Work
- 21-2 Erosion Control Work
- 36-4 Residue Containing Lead from Paint and Thermoplastics
- 84-9 Removing Existing Marking

Additional measures will be added to the project as necessary or appropriate.

1.8 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.9 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

[The following table has been revised and updated since the draft environmental document was circulated. The project is located within the jurisdiction of Monterey County’s Local Coastal Plan, so the Coastal Development Permit from the California Coastal Commission was removed. The project is subject to a Federal Consistency Review by the California Coastal Commission, which has been added to the table. The status of the Programmatic Biological Opinion for the California red-legged frog was also updated].

Agency	Permit/Approval	Status
Monterey County	Coastal Development Permit	Will be obtained before construction starts
California Coastal Commission	Federal Consistency Review	Will be completed before construction starts
U.S. Fish and Wildlife Service	Programmatic Biological Opinion; California red-legged frog	Was obtained on September 29, 2023

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects, such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment dated February 23, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less Than Significant Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

Affected Environment

The landform of the region is generally characterized by steep slopes and ravines forming a series of ridgelines and valleys as the mountains rise from the Pacific Ocean. The topography supports a mostly curvilinear roadway that produces views for the highway traveler, ranging from close-in views of the inland slopes to mid-range coastline views and wide-open panoramas. The Pacific Ocean is visible throughout much of the route and can be seen from the project site.

Throughout the region, vegetation is a primary component of visual character. Although native plant communities are the most visually prevalent, exotic plants such as pampas grass have established themselves at various locations along the highway corridor. Landscape planting is generally associated with the scattered residential and commercial development along the highway through the nearby Big Sur village area.

Throughout the project limits, built developments have a low visual presence in the landscape. In general, the scale and frequency of structures and other built amenities throughout this area are such that although visible, they do not dominate the views when seen in the context of the overall landscape. Due to the topography throughout much of the region, cut slopes are associated with the highway facility and can often be seen from the road.

Scenic vistas throughout the project area primarily include expansive mid-to-distant views of the Pacific Ocean, dramatic topography and hillsides, native vegetative patterns, and undeveloped landscapes.

State Route 1 has long been recognized for its scenic qualities, and the state and national scenic designations illustrate the heightened degree of sensitivity concerning the aesthetic character of the highway. Monterey County planning

policies emphasize the protection of visual resources along State Route 1 and underscore the concern and sensitivity regarding aesthetic issues along this route. The project is within the coastal zone, which emphasizes visual quality preservation. In addition, the Big Sur Coast Highway Management Plan (Caltrans 2003), a comprehensive planning document developed with extensive community input, includes a section on identifying and preserving the scenic qualities of the route. The local communities have a history of active participation in projects involving potential changes to the visual environment.

Environmental Consequences

The most noticeable aspect of the project will be the addition of the ST-75B Bridge Rails on the southbound side of the highway, constructed along the length of the wall. Depending on the height of the viewing position, views from the roadway to the Pacific Ocean will be affected to some degree by the bridge rails. Because the retaining wall is below the roadway, the viewing opportunities are limited; however, the curvature of the roadway allows brief and partial views of the new wall. The wall will be stained or painted to reduce its reflectivity and noticeability in the landscape. Over time, the visibility of the wall will decrease as the site revegetates and becomes established. While the removal of trees from the project area may be noticeable, it will allow a larger viewing opportunity of the Pacific Ocean.

The project is also proposing to close the gap on the southbound shoulder between the Coastlands Retaining Wall and the Coastlands II Retaining Wall with either ST-75B Barrier Rail or the Midwest Guardrail System.

Although the ST-75B Barrier Rail is an open-style design, it is taller than the Midwest Guardrail System and will reduce the viewing opportunity of the Pacific Ocean from the roadway by approximately one additional foot.

As a result of these changes, the highway environment in the immediate project vicinity will be somewhat altered. While the project will not substantially degrade the existing visual quality or character of public views, there will be a minor reduction in character. Although the effect on the scenic vista will be minimal under either alternative, there will be more of an effect on the scenic vista if the ST-75B Barrier Rail is used to close the gap instead of the Midwest Guardrail System.

The existing scenic quality and character of the Big Sur Coast are based to a large degree on its undeveloped setting, rugged topography, sweeping ocean views, and native vegetation patterns. The wall itself is located below the roadway elevation and will be stained or painted to reduce its reflectivity and noticeability in the landscape. While the removal of trees may contribute to the reduction in vegetated character, trees located to the north and south of the wall will remain. After the site is revegetated, the completed wall will be generally unnoticed by highway travelers.

Although visual changes will occur, the same type of elements associated with this project are seen elsewhere along the Big Sur Coast and are not, by themselves, inconsistent with the rural roadway character of the region or throughout the state. The roadway north and south of the project site will remain curved and unwidened. As a result, the wall and associated section of the ST-75B Bridge Rails along the length of the wall will be secondary to the overall experience of traveling along the rugged and rural coast highway.

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of the following avoidance and minimization measures, the project will be consistent with the aesthetic and visual resource protection goals along State Route 1, and potential visual impacts will be reduced:

VIS 1: Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation possible should be used.

VIS 2: Revegetate all areas disturbed by the project, including but not limited to temporary access roads, staging, and other areas with native plant species appropriate to each specific work location.

VIS 3: Replacement planting shall include aesthetic considerations and inherent biological goals. Replanting shall include native trees and plants as determined by a Caltrans biologist and the Caltrans District 5 Landscape Architecture Department. Replanting shall occur at the maximum extent horticulturally viable and be maintained until established.

VIS 4: Following construction, regrade and recontour any new construction access roads, staging areas, and other temporary uses as necessary to match the surrounding natural topography along State Route 1 and avoid unnatural-appearing remnant landforms.

VIS 5: All visible concrete drainage elements, including, but not limited to, headwalls, drain inlet aprons, etc., should be colored to blend with the surroundings and reduce reflectivity. The specific colors of these concrete elements shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 6: All visible metal components related to downdrains and inlets, including but not limited to flared end sections, connectors, anchorage systems, safety cable systems, etc., should be darkened or colored to blend with the surroundings and reduce reflectivity. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 7: ST-75B Bridge Rails shall be colored and/or darkened to blend with the natural setting. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 8: [The following sentence has been changed to reflect that both the Midwest Guardrail System and ST-75B Barrier Rail will require a concrete slab footing.] The concrete barrier slab footing shall be colored and/or darkened to blend with the nearby shoulders. The exposed top surface of the barrier slab should have an overlay or be colored to match the color of the nearby asphalt roadway lanes. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 9: All metal roadside elements, including but not limited to the Midwest Guardrail System, guardrail transitions, and end treatments, should be stained or darkened to be visually compatible with the rural setting. The color shall be determined and approved by the Caltrans District 5 Landscape Architecture Department.

VIS 10: The vertical wall piles should be colored and/or darkened to be visually compatible with the rural setting. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 11: If timber lagging is not used, then concrete lagging should be colored and/or darkened to blend with the surrounding hillside. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 12: If whalers are used, they should be colored and/or darkened to be visually compatible with the rural setting. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

2.1.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality, Greenhouse Gas, and Noise Assessment Memorandum dated December 18, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact

Question—Would the project:	CEQA Significance Determinations for Air Quality
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

Affected Environment

Within the project limits, State Route 1 crosses through areas zoned for rural, low-density residential development and scenic conservation.

The project is in the North Central Coast Air Basin. The Monterey Bay Air Resources District regulates air quality in the project area. The North Central Coast Air Basin is considered in attainment for all federal ambient air quality standards, non-attainment transitional for state ambient air quality standards for ozone, and non-attainment for airborne particulate less than 10 microns in diameter. Additionally, this project is consistent with the Monterey Bay Unified Air Pollution Control District’s state air quality attainment goals as stated in its State Implementation Plan, the *2012 to 2015 Air Quality Management Plan*, because it will not further degrade air quality in the basin.

Environmental Consequences

The project will not result in long-term impacts to air quality because the project will not alter the existing capacity of State Route 1.

Temporary construction-related activities are expected to generate minor amounts of aerial pollutants, emissions, and/or odors that could be noticeable or cause inconveniences to sensitive receptors and/or people close to the work site. The use of equipment during project construction can generate fugitive dust that may have substantial temporary impacts on local air quality if large amounts of excavation, soil transport, and subsequent fill operations are necessary. Because minor earthwork is expected to be required for this project, minimal dust generation will also be expected. In addition, the project will include Caltrans standard measures associated with minimizing impacts to air quality.

Due to the use of standard construction dust and emission minimization practices and procedures, it is expected that project emissions of particulate

matter and equipment emissions will be well within the daily thresholds of the Monterey Bay Air Resources District.

Construction emissions are further calculated and discussed in Section 2.1.8, Greenhouse Gas Emissions.

Avoidance, Minimization, and/or Mitigation Measures

The potential for air quality impacts generated by project construction will be minimized with the implementation of the following measure:

AIR 1: To minimize dust emissions from the project, Section 14-9.02 (Air Pollution Control) of the 2018 Standard Specifications states that the contractor is responsible for complying with all local air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017 (Public Contract Code Section 10231). Incorporate appropriate engineering design and Stormwater Best Management Practices during construction.

2.1.4 Biological Resources

Considering the information in the Natural Environment Study (Minimal Impacts) dated February 27, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact

Question—Would the project:	CEQA Significance Determinations for Biological Resources
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Less Than Significant Impact

Affected Environment

The Biological Study Area is defined as the area of land that may be directly, indirectly, temporarily, or permanently impacted by construction, construction-related activities, and vehicles. Caltrans defined the construction area, synonymous with the Area of Potential Impact, as the area where project-related work will affect the ground and vegetation. The Biological Study Area includes the Area of Potential Impact, a 50-foot buffer around the Area of Potential Impact, and the Caltrans right-of-way on State Route 1 at post mile 44.34. This buffer accounts for biological resources directly next to the Area of Potential Impact and for impacts that may result from inadvertent actions.

The project is next to the southbound lane of State Route 1, 3 miles south of Big Sur. The project's Biological Study Area encompasses the Caltrans right-of-way along State Route 1 and private property to the west of the right-of-way.

The land within the Biological Study Area consists of the paved travel way of State Route 1, ruderal/disturbed vegetation, and oak woodland habitat immediately next to the roadway. The project includes some natural plant communities with areas interspersed with disturbed soil. The elevation of the work location is about 970 feet above sea level. No tidally influenced or brackish areas are present within the Biological Study Area.

Queries and official species lists were used to develop a list of special-status species and natural communities that have the potential to occur within the Biological Study Area. Sensitive species and habitats with the potential to be present in the project impact area were further researched and prioritized for identification during field surveys.

General biological and botanical field surveys were conducted in April, May, July, and November 2022 to identify potential special-status species. Floristic surveys were conducted within a range of months when target special-status species were flowering and identifiable, following the guidelines of the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife. General reconnaissance-level wildlife surveys coincided with the botanical, wildlife species, and habitat surveys and were documented in the Natural Environment Study.

Natural Communities

Natural communities identified within the Biological Study Area include coast live oak woodlands and ruderal/invasive communities.

Coast Live Oak Woodlands

The coast live oak woodland is mainly comprised of coast live oak (*Quercus agrifolia*) specimens and a lightly developed shrub and herb layer. The occurrence of coast live oak woodland encompasses most of the Biological Study Area. Dominant plant species present in coast live oak woodland within the project area include California buckeye (*Aesculus californica*), poison oak (*Toxicodendron diversilobum*), orange bush monkeyflower (*Diplacus aurantiacus*), and California sagebrush (*Artemisia californica*), in addition to coast live oaks.

Ruderal/Disturbed Communities

Ruderal/disturbed areas are dominated by non-native weedy and invasive species tolerant of disturbed conditions like compacted soils and roadsides subjected to vehicle disturbances. The edges of State Route 1 are mostly vegetated with ruderal/disturbed species. Representative species include red brome (*Bromus madritensis ssp. rubens*), slender oat (*Avena barbata*), and various other weedy species and annual grasses.

Invasive Species

A total of 10 invasive plant species were found within the Biological Study Area, as shown in Table 2.1. Of these, two have an invasive rating of “high,” six have an invasive rating of “moderate,” and two have an invasive rating of “limited,” based on the California Invasive Plant Council Database. The distribution of the most invasive plant species is sparsely scattered throughout the Biological Study Area and most commonly located in ruderal/disturbed areas along the edges of the highway facility.

Table 2.1 Exotic, Invasive Plant Species as Identified by the California Invasive Plant Council Observed Within the Biological Study Area

Common Name	Scientific Name	California Invasive Plant Council Database Rating
French broom	<i>Genista monspessulana</i>	High
pampas grass	<i>Cortaderia selloana</i>	High
red brome	<i>Bromus rubens</i>	High
Bermuda buttercup	<i>Oxalis pes-caprae</i>	Moderate
Italian thistle	<i>Carduus pycnocephalus</i>	Moderate
black mustard	<i>Brassica nigra</i>	Moderate
purple false brome	<i>Brachypodium distachyon</i>	Moderate
slender oat	<i>Avena barbata</i>	Moderate
sticky snakeroot	<i>Ageratina adenophora</i>	Moderate
pride of Madeira	<i>Echium candicans</i>	Limited
rattlesnake grass	<i>Briza maxima</i>	Limited

Special-Status Species

Special-status species include plants or animals that are federally or state-listed as endangered, threatened, or rare, species that are candidates or proposed for federal or state listing, and species considered special concern species by federal or state agencies. There is potential for 19 special-status plant species and 15 special-status animal species to occur within the Biological Study Area and surrounding areas.

Special-Status Plant Species

Within the project area are 19 documented special-status plant species that include federally and state-listed plants, as listed in Table 2.2. None of these special-status plant species are expected to occur within the Biological Study Area due to a lack of potential habitat, and specimens were not observed during appropriately timed studies; therefore, they are not discussed any further in this document.

Table 2.2 Federally and State-Listed Special-Status Plant Species Not Expected To Occur Within the Biological Study Area

Common Name	Scientific Name
Adobe sanicle	<i>Sanicula maritima</i>
Arroyo Seco bush-mallow	<i>Malacothamnus palmeri</i> var. <i>lucianus</i>
Blasdale's bent grass	<i>Agrostis blasdalei</i>
Bristlecone fir	<i>Abies bracteata</i>
Compact cobwebby thistle	<i>Cirsium occidentale</i> var. <i>compactum</i>
Cone Peak bedstraw	<i>Galium californicum</i> ssp. <i>luciense</i>
Dudley's lousewort	<i>Pedicularis dudleyi</i>
Fragrant fritillary	<i>Fritillaria liliacea</i>
Hutchinson's larkspur	<i>Delphinium hutchinsoniae</i>
Jolon clarkia	<i>Clarkia jolonensis</i>
Little Sur manzanita	<i>Arctostaphylos edmundsii</i>
Maple-leaved checkerbloom	<i>Sidalcea malachroides</i>
Muir's tarplant	<i>Carlquistia muirii</i>
San Luis Obispo sedge	<i>Carex obispoensis</i>
Santa Lucia bedstraw	<i>Galium clementis</i>
Talus fritillary	<i>Fritillaria falcata</i>
Tear drop moss	<i>Dacryophyllum falcifolium</i>
Toren's grimmia	<i>Grimmia torenii</i>
Umbrella larkspur	<i>Delphinium umbraculorum</i>

Special-Status Animal Species

Within the project area are 16 documented special-status animal species that include federally and state-listed species. Fourteen of the possible 16 special-status animal species are not expected to occur within the Biological Study Area due to a lack of potential habitat, as listed in Table 2.3. These species were not observed during appropriately timed studies and are not discussed further in this document.

Table 2.3 Federally and State-Listed Special-Status Animal Species Not Expected To Occur Within the Biological Study Area

Common Name	Scientific Name
Dolloff Cave spider	<i>Meta dolloff</i>
Globose dune beetle	<i>Coelus globosus</i>
Monarch – California overwintering population	<i>Danaus plexippus</i> pop. 1
Pinnacles optioservus riffle beetle	<i>Optioservus canus</i>
Smith's blue butterfly	<i>Euphilotes enoptes smithi</i>
Steelhead – South Central California Coast Distinct Population Segment	<i>Oncorhynchus mykiss irideus</i> pop. 9
Coast Range newt	<i>Taricha torosa</i>
Foothill yellow-legged frog	<i>Rana boylei</i>
Western pond turtle	<i>Emys marmorata</i>
Black swift	<i>Cypseloides niger</i>
Double-crested cormorant	<i>Nannopterum auritum</i>
Prairie falcon	<i>Falco mexicanus</i>
American badger	<i>Taxidea taxus</i>
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>

The presence of one special-status animal species—the California red-legged frog—was inferred during field surveys, and potential habitat was documented for nesting birds and bats.

The California Natural Diversity Database species list does not include any special-status communities or habitats that occur within the U.S. Geological Survey quadrangles of Pfeiffer Point, Big Sur, Ventana Cones, and Partington Ridge.

California red-legged frog

The California red-legged frog is federally threatened and considered a species of special concern by the California Department of Fish and Wildlife. This frog historically ranged from Marin County southward to northern Baja California. Currently, Monterey, San Luis Obispo, and Santa Barbara counties support the largest remaining California red-legged frog populations in California. No protocol surveys were conducted for the California red-legged frog, and the species was not seen during general wildlife surveys. There are known occurrence records for the California red-legged frog within 1 mile of the Biological Study Area, and the presence of the species in the Biological Study Area is inferred.

The project's Biological Study Area is located entirely within the federally designated California red-legged frog Critical Habitat Unit Monterey County 3, "Big Sur Coast." This unit stretches from Little Sur River south to McWay Canyon and encompasses about 27,542 acres. The Big Sur Coast unit includes locations in and around the Big Sur River drainage and includes the following watersheds: Point Sur, Big Sur River, Ventana Creek, Sycamore Canyon, and Partington Creek. This unit is considered essential for the conservation of the species because it contains the largest coastal habitat within the Monterey Bay region and provides connectivity to more interior units farther north. This unit contains permanent and ephemeral aquatic habitats for breeding, nonbreeding, and upland and dispersal habitats.

Nesting Birds and Bats

No federally or state-listed bird species were identified as having the potential to occur in the project area, and none were found during surveys. However, trees, shrubs, and crevices within the project area provide potential nesting habitats for various bird species. No nesting birds were seen in the Biological Study Area during surveys but there is potential for future nesting activity. Any migratory birds that may be present within the Biological Study Area are protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3503.

While roosting habitat was evaluated, focused surveys for bats were not performed. No evidence of roosting or maternal colonies of bats was found in the project area. Some of the older trees in the Biological Study Area could potentially serve as roosting habitat for Townsend's big-eared bat. However,

the trees slated for removal are not of great enough size to create the cavernous habitat essential for this species. No other species of bats are expected to occur within the project area, and no other species were observed.

Environmental Consequences

Natural Communities

To access the project site during construction, a total of eight trees under 15 inches in diameter at breast height must be removed: five Monterey cypresses, one California buckeye, and two coast live oaks, as shown in Table 2.4. One Monterey cypress and one coast live oak planned for removal have a diameter at breast height of less than 6 inches. Those trees requiring removal with a diameter at breast height greater than 6 inches will be replaced at a 1-to-1 ratio, as space allows.

Table 2.4 Trees Slated for Removal Within the Biological Study Area

Common Name	Scientific Name	Diameter at Breast Height (Inches)
Monterey cypress	<i>Hesperocyparis macrocarpa</i>	13.5
Monterey cypress	<i>Hesperocyparis macrocarpa</i>	13
Monterey cypress	<i>Hesperocyparis macrocarpa</i>	10
Monterey cypress	<i>Hesperocyparis macrocarpa</i>	7.75
Monterey cypress	<i>Hesperocyparis macrocarpa</i>	4
California buckeye	<i>Aesculus californica</i>	10
coast live oak	<i>Quercus agrifolia</i>	9
coast live oak	<i>Quercus agrifolia</i>	5

Invasive Species

Ground disturbance and other construction-related activities associated with the project could potentially spread or introduce invasive species within the Biological Study Area. The project will include avoidance and minimization measures that will help reduce the spread or introduction of invasive species within the areas disturbed by the project.

Special-Status Plant Species

Large portions of the project area contain ruderal/disturbed habitat that is mostly unsuitable for the special-status plant species identified in the literature search. No federally or state-listed plant species were identified as having the potential to occur in the project area, and none were found during surveys.

Special-Status Animal Species

The Biological Study Area is located within the designated critical habitat for the California red-legged frog (*Rana draytonii*) and has the potential to support Smith's blue butterfly (*Euphilotes enoptes smithi*).

Smith's blue butterfly is a federally endangered species that uses seacliff buckwheat (*Eriogonum parvifolium*) and seaside buckwheat (*Eriogonum latifolium*) as host plants for all life stages. Appropriately timed surveys indicated no presence of buckwheat species within the Biological Study Area, and Smith's blue butterfly is not expected to occur in the project area.

California red-legged frog.

The California red-legged frog is a federally threatened species and a state species of special concern. No individuals were observed during reconnaissance surveys. Additionally, no physical or biological features for California red-legged frogs exist within the Biological Study Area to provide suitable aquatic breeding or aquatic nonbreeding habitat. Marginal habitat for dispersal exists within the Biological Study Area and consists of the paved roadway, steep slopes with patches of bare ground and pampas grass clumps, with a few pockets of willows and a poison oak understory. The nearest aquatic feature to the project limits is Post Creek, located about 350 feet northeast of the project area, with no records of California red-legged frog observations. Two ponds at the Post Ranch Inn are about 1,000 feet north of the project area, and both ponds have observations of various life forms of the species as recently as 2006. The habitat within the Biological Study Area is unlikely to support individuals. However, given the proximity of the Biological Study Area to a known breeding pond and since protocol-level surveys were not possible due to the steepness of the terrain and poor night safety, this project may affect, likely to adversely affect, the California red-legged frog.

[The following sentence has been changed since the draft environmental document to reflect approval of the use of the Programmatic Biological Opinion for the California red-legged frog.]

On September 29, 2023, Caltrans Biologists Shelby Sanchez and Jennifer Moonjian received concurrence via email from the U.S. Fish and Wildlife Service for the use of the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program for California red-legged frog (81440-2010-F-0382).

Nesting Birds and Bats

The federal Migratory Bird Treaty Act protects native North American migratory birds, nests, and eggs. The California Fish and Game Code Sections 3503, 3513, and 3800 also protect migratory birds. Five native trees have a diameter at breast height greater than 4 inches that must be removed to gain necessary construction access to the site. These trees have the potential to support native birds for nesting, foraging, and cover.

The project is not expected to impact potential nesting habitat for the Townsend's big-eared bat due to the lack of signs indicating the presence of individuals or their roosts. Tree removal for this project is not expected to

impact Townsend's big-eared bat because the trees slated for removal are not large enough to provide the cavernous conditions required by the species.

Avoidance, Minimization, and/or Mitigation Measures

Natural Communities

BIO 1: [The following sentence has been changed to reflect that all impacts associated with project activities were found to be less than significant under CEQA and do not require mitigation.] Native, nonornamental trees removed that have a diameter at breast height of greater than 6 inches may be replanted, as required, at a 1-to-1 ratio.

Invasive Species

Executive Order 13112 directs federal agencies to combat the introduction or spread of invasive plant species in the U.S. The following avoidance and minimization measures will be implemented to reduce potential impacts associated with invasive species:

BIO 2: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

BIO 3: When practicable, invasive exotic plants in the project site shall be removed and properly disposed of. All invasive vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If the soil from weedy areas must be removed offsite, the top 6 inches of soil containing the seed layer in areas with weedy species shall be disposed of at a landfill.

BIO 4: If necessary, wash stations onsite shall be established for construction equipment under the guidance of Caltrans to avoid and minimize the spread of invasive plants and/or seeds within the construction area.

Special-Status Plant Species

While no special-status plant species were found within the project area, the following avoidance and minimization measures will be implemented to reduce potential impacts to unlisted trees and other vegetation within the Biological Study Area as a result of construction-related activities:

BIO 5: Before any ground-disturbing activities, Environmentally Sensitive Area fencing will be installed around trees and other vegetation designated to be protected within the project limits. Protection limits will be noted on design plans and delineated in the field before the start of construction activities.

California red-legged frog

[The following sentence has been changed since the draft environmental document to reflect approval of the use of the Programmatic Biological Opinion for the California red-legged frog.]

The project qualifies for the Federal Endangered Species Act incidental take coverage under the U.S. Fish and Wildlife Service Programmatic Biological Opinion (81440-2010-F-0382). The following applicable measures from the Programmatic Biological Opinion will be implemented for this project to reduce potential impacts to the California red-legged frog:

BIO 6: Only U.S. Fish and Wildlife Service-approved biologists will participate in activities associated with the capture, handling, and monitoring of California red-legged frogs. Biologists authorized under this biological opinion do not need to resubmit their qualifications for subsequent projects conducted pursuant to this biological opinion unless we have revoked their approval at any time during the life of this biological opinion.

BIO 7: Ground disturbance will not begin until written approval is received from the U.S. Fish and Wildlife Service that the biologist is qualified to conduct the work unless the individual(s) has/have been approved previously and the U.S. Fish and Wildlife Service has not revoked that approval.

BIO 8: A U.S. Fish and Wildlife Service-approved biologist will survey the project site no more than 48 hours before the start of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work begins. The U.S. Fish and Wildlife Service-approved biologist will relocate the California red-legged frogs to the shortest distance possible to a location that contains suitable habitat and that will not be affected by project construction activities. The relocation site should be in the same drainage to the extent practicable. Caltrans will coordinate with the U.S. Fish and Wildlife Service on the relocation site before the capture of any California red-legged frogs.

BIO 9: Before any activities begin on the project, a U.S. Fish and Wildlife Service-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

BIO 10: A U.S. Fish and Wildlife Service-approved biologist will be present at the work site until all California red-legged frogs have been relocated out of harm's way, workers have been instructed, and disturbance of habitat has

been completed. After this time, the state or a local sponsoring agency will designate a person to monitor onsite compliance with all minimization measures. The U.S. Fish and Wildlife Service-approved biologist will ensure that this monitor receives the training outlined in Measure BIO 8 above and in the identification of California red-legged frogs. If the monitor or the U.S. Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs will be affected in a manner not expected by Caltrans and the U.S. Fish and Wildlife Service during a review of the proposed action, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the adverse effect immediately or require that all actions causing these effects be stopped. If work is stopped, the U.S. Fish and Wildlife Service will be notified as soon as possible.

BIO 11: During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.

BIO 12: All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies and in a location where a spill will not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water). The monitor will ensure contamination of habitat does not occur during such operations. Before the start of work, Caltrans will ensure that a plan is in place for a prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

BIO 13: Habitat contours will be returned to their original configuration at the end of project activities. This measure will be implemented in all areas disturbed by project activities unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible or modification of original contours will benefit the California red-legged frog.

BIO 14: The number of access routes, the size of staging areas, and the total area of the activity will be limited to the minimum necessary to achieve the project goals. Environmentally Sensitive Areas will be delineated to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

BIO 15: Caltrans will attempt to schedule work activities for times of the year when impacts to the California red-legged frog will be minimal. For example, work that will affect large pools that may support breeding will be avoided, to the maximum degree practicable, during the breeding season (November

through May). Isolated pools that are important in maintaining California red-legged frogs through the driest portions of the year will be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and coordination between Caltrans and the U.S. Fish and Wildlife Service during project planning will be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.

BIO 16: To control sedimentation during and after project implementation, Caltrans and the sponsoring agency will implement the best management practices outlined in any authorizations or permits issued under the authority of the Clean Water Act that it receives for the specific project. If best management practices are ineffective, Caltrans will attempt to remedy the situation immediately in coordination with the U.S. Fish and Wildlife Service.

BIO 17: If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water will be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that will allow flow to resume with the least disturbance to the substrate. Alteration of the streambed will be minimized to the maximum extent possible; any imported material will be removed from the streambed upon project completion.

BIO 18: Unless approved by the U.S. Fish and Wildlife Service, water will not be impounded in a manner that may attract California red-legged frogs.

BIO 19: A U.S. Fish and Wildlife Service-approved biologist will permanently remove any individuals of non-native species, such as bullfrogs (*Rana catesbeiana*), signal and red swamp crayfish (*Pacifastacus leniusculus*; *Procambarus clarkii*), and centrarchid fishes from the project area to the maximum extent possible. The U.S. Fish and Wildlife Service-approved biologist will be responsible for ensuring his or her activities comply with the California Fish and Game Code.

BIO 20: If Caltrans demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.

BIO 21: To ensure that diseases are not transported between work sites by the U.S. Fish and Wildlife Service-approved biologist, the fieldwork code of practice, developed by the Declining Amphibian Populations Task Force, will be followed at all times. A copy of the fieldwork code of practice is enclosed.

BIO 22: Project sites will be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by project activities unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible or practical.

BIO 23: Caltrans will not use herbicides as the primary method to control invasive, exotic plants. However, if Caltrans determines the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, it will implement the following additional protective measures for the California red-legged frog:

- a. Caltrans will not use herbicides during the breeding season for the California red-legged frog;
- b. Caltrans will conduct surveys for the California red-legged frog immediately before the start of any herbicide use. If found, California red-legged frogs will be relocated to suitable habitat far enough from the project area that no direct contact with herbicides will occur;
- c. Giant reed and other invasive plants will be cut and hauled out by hand and painted with glyphosates or glyphosate-based products, such as AquaMaster® or Rodeo®.
- d. Licensed and experienced Caltrans staff or a licensed and experienced contractor will use a hand-held sprayer for foliar application of AquaMaster® or Rodeo® where large monoculture stands occur at an individual project site;
- e. All precautions will be taken to ensure that no herbicide is applied to native vegetation.
- f. Herbicides will not be applied on or near open water surfaces (no closer than 60 feet from open water).
- g. Foliar applications of herbicide will not occur when wind speeds are in excess of 3 miles per hour.
- h. No herbicides will be applied within 24 hours of forecasted rain.
- i. Application of all herbicides will be done by qualified Caltrans staff members or contractors to ensure that overspray is minimized, that all application is made in accordance with label recommendations, and with the implementation of all required and reasonable safety measures. A safe dye will be added to the mixture to visually denote treated sites. Application of herbicides will be consistent with the U.S. Environmental Protection Agency's

Office of Pesticide Programs and Endangered Species Protection Program county bulletins.

BIO 24: Upon project completion, Caltrans shall ensure that a Project Completion Report is completed and provided to the Ventura Office of the U.S. Fish and Wildlife Service, following the template provided with the Programmatic Biological Opinion. Caltrans shall include recommended modifications of the protective measures if alternative measures will facilitate compliance with the provisions of this consultation.

Nesting Birds

The following measures apply to all birds protected by the Migratory Bird Treaty Act and California Fish and Game Code. The list of birds protected by these regulatory laws is extensive, and not all birds protected by these laws are likely to occur within the Biological Study Area.

BIO 25: Within 30 days before initiation of site disturbance and/or construction, a qualified biologist should conduct a preconstruction survey for nesting birds if vegetation disturbance or tree removal cannot be scheduled outside of the typical nesting bird season (February 14 to September 30).

BIO 26: Active bird nests will not be disturbed, and eggs or young birds covered by the Migratory Bird Treaty Act and California Fish and Game Code will not be killed, destroyed, injured, or harassed at any time (harassment includes noise from construction activities). If an active bird nest is found in or near a location that will be disturbed, a Caltrans biologist will determine an appropriate buffer based on the habits and needs of the species. An Environmentally Sensitive Area will be established, and the nest area will be avoided until the nest is vacated and the juveniles have fledged.

BIO 27: If roosting bats are discovered within the project area, the resident engineer shall immediately contact the project biologist on how to proceed. The biologist will coordinate with the California Department of Fish and Wildlife if necessary.

2.1.5 Cultural Resources

Considering the information in the Cultural Resources Screened Undertaking Memorandum dated January 9, 2023, the significance determinations summarized below have been made.

The project will not have the potential to affect cultural resources within the project limits. The project area has been studied several times for archaeological and tribal cultural resources as part of several highway projects along the State Route 1 corridor. A records search, review of photo documentation taken of the project site, aerial mapping, and tribal

consultation did not reveal the presence of any areas of concern or resources.

The project site is within the Carmel-San Simeon Highway Historic District, which extends about 75 miles along State Route 1, between post mile 71.34 in San Luis Obispo County and post mile 72.28 in Monterey County. The district consists of 241 contributing resources, including 234 rustic-style rubble masonry features (158 culvert headwalls, 61 parapet walls, 10 retaining walls, and five fountains), in addition to seven concrete arch bridges.

The period of significance for the Carmel-San Simeon Highway Historic District is 1922 through 1938, spanning from the date that highway construction began near San Simeon in 1922 until the highway was completed with the construction of the concrete arch bridge over Big Creek in 1938. The Carmel-San Simeon Highway Historic District was previously determined eligible for the National Register of Historic Places in 1996 (updated in 2006). The district is a noncontiguous area that consists only of these masonry structures and concrete bridges—the highway itself is not included as a contributing resource due to alterations that occurred after the period of significance.

The failed retaining wall at this location was built in 2003, outside the period of significance for the Carmel-San Simeon Highway Historic District. The drainage system being replaced as part of the project does not contain a historic headwall and is not a contributor to the historic district. No other resources that are considered part of the Carmel-San Simeon Highway Historic District are within the project area.

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

2.1.6 Energy

Caltrans incorporates energy efficiency, conservation, and climate change measures into transportation planning, project development, design, operations, maintenance of transportation facilities, fleet, equipment, and buildings to minimize the use of fuel supplies and energy resources and to reduce greenhouse gas emissions.

The project will not alter the existing vehicle capacity on State Route 1 or alter the existing alignment of State Route 1. Therefore, the project will not alter existing energy use on the State Highway System. Some energy use will be required during project construction but will be minimized whenever possible through the implementation of greenhouse gas reduction strategies during project construction. The amount of energy that will be used to construct this project will help reduce future energy use by decreasing the number of required preventive and scheduled maintenance operations.

The project will not alter or conflict with any existing local, regional, or state plans for energy management.

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Considering the information in the Geotechnical Design Report dated May 11, 1998, the Geotechnical Assessment and Recommendations dated May 21, 2021, Structure Preliminary Geotechnical Report dated March 16, 2022, and the Paleontological Identification Report dated December 19, 2022, the significance determinations shown in the following table have been made. The Geotechnical Design Report was prepared in support of Caltrans project 05-39850, which constructed the original retaining wall at this location in 2003. There have not been any changes to the geologic setting of the project area since 1998.

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 	Less Than Significant Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	Less Than Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

Affected Environment

The project limits lie within the Sur Region of the San Gregorio Fault System, which may be potentially active according to archived documentation on the California Geological Survey’s Alquist-Priolo Site Investigation Reports online database and U.S. Geological Survey’s online Quaternary Fault and Fold Database of the U.S.

California Geological Survey records indicate all faults within the project limits are not within an Alquist-Priolo Earthquake Fault Zone nor within 1,000 feet of any mapped fault that is Late Pleistocene (up to 15,000 years old) or younger.

The U.S. Geological Survey’s online Interactive Fault Map indicates that the project limits lie about 500 feet and 850 feet southwest of strands of the San Gregorio Fault System that last experienced seismic activity in the Late Quaternary period (less than 130,000 years ago) and Quaternary period (less than 1.6 million years ago), respectively. Therefore, the structures are not

considered susceptible to surface fault rupture hazards per Caltrans standards.

The regional geologic map of the area based on California Geological Survey Special Report 185 shows that the project site is on a mapped Quaternary landslide deposit overlaying shale and greywacke associated with the Franciscan Complex. The overall Franciscan Complex is relatively unstable due to a mixture of stronger rocks surrounded or embedded within a weak, finer-grained matrix. The rock exposed in the cut slope above the project location is composed of shale. The bedrock at the project location is covered by 20 to 23 feet of gravelly clay weathered from the underlying shale and silty sand that was added as roadway embankment fill. Evidence of the regionally mapped landslide was not encountered in the test borings or observed at the site.

The project site is not considered susceptible to liquefaction or related seismic hazards like lateral spreading due to the dense composition of the shale and greywacke bedrock underlying the project site and the depth of groundwater (24 to 27 feet).

The U.S. Department of Agriculture's Web Soil Survey data also shows the soil within the project limits to be composed of members of the Millsholm-Gazos complex. This loamy soil type is well-draining and does not contribute to the risk of liquefaction. Unified Soil Classification System data from the U.S. Department of Agriculture's soil survey database also show the Millsholm-Gazos complex soils feature relatively low plasticity, which indicates minimal expansive clay content. The U.S. Department of Agriculture's soil survey data also indicates that the Millsholm-Gazos complex soils are considered "very limited" for the use of septic tanks and other alternative wastewater disposal systems, which indicates the soil has one or more features that are unfavorable for the specified use. There are no septic tanks or alternative wastewater disposal systems included in the project, so no impacts are expected.

The U.S. Department of Agriculture's Web Soil Survey data discloses that the soil at the project location is rated severe for erosion hazards. Monterey County's online Geologic Hazards Map also rated the entire area along the project limits as a high risk for erosion.

The project is in a landslide-prone corridor along State Route 1 and is mapped as being located on Quaternary landslide deposits, according to California Geological Survey Special Report 185. The Geologic Hazards Map application from Monterey County's Geographic Information Systems Department webpage also identifies the areas within the project limits to be at risk for landslides. Both seismic and/or heavy rainfall events will also contribute to the landslide hazards.

Environmental Consequences

While the project is in an area that is prone to landslides and rated as a high risk for erosion, this project is not expected to further exacerbate these risks. The purpose of this project is to stabilize a failing slope that is threatening the highway facility, and project completion will make State Route 1 through the project limits more resilient to future erosion and landslides.

The design and construction of the soldier pile retaining wall, barrier systems, and drainage improvements are supported by numerous geotechnical investigations of the area performed since 1996 and as recently as 2022, and no deficiencies in the quality or nature of the soil and bedrock have been identified.

No unique paleontological resource, site, or unique geologic feature will be destroyed during project construction. Project earthwork will be limited to areas that have been previously disturbed or to geologic units with no paleontological potential or low paleontological potential that are unlikely to contain fossils.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures related to geology and soils are required.

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Technical Report dated February 8, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

Affected Environment

Regulatory Setting

A greenhouse gas emissions inventory estimates the amount of greenhouse gases discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual greenhouse gas emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The U.S. Environmental Protection Agency is responsible for

documenting greenhouse gas emissions nationwide, and the California Air Resources Board does so for the state, as required by Health and Safety Code Section 39607.4. Cities and other local jurisdictions may also conduct local greenhouse gas inventories to inform their greenhouse gas reduction or climate action plans.

The California Air Resources Board sets regional greenhouse gas reduction targets for California's 18 Metropolitan Planning Organizations to achieve through planning future projects that will cumulatively achieve those goals and report how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy. Targets are set at a percent reduction of passenger vehicle greenhouse gas emissions per person from 2005 levels.

The applicable Metropolitan Planning Organization for the project location is the Association of Monterey Bay Area Governments (AMBAG). The Association of Monterey Bay Area Governments' regional reduction target is to reduce emissions by 6 percent by 2035. The Association of Monterey Bay Area Governments' Regional Transportation Plan/Sustainable Communities Strategy for the project area is the *2045 Metropolitan Transportation Plan/Sustainable Communities Strategy: Moving Forward Monterey Bay 2045*. Implementation of the Plan and Strategy is expected to achieve a 4 percent per capita reduction by 2020 and a nearly 7 percent per capita reduction by 2035. The project, however, is not included in the Plan.

The regional transportation planning agency for the project is the Transportation Agency for Monterey County. The Transportation Agency for Monterey County's 2022 Regional Transportation Plan identifies three primary approaches to practicing environmental stewardship:

- Reduce greenhouse gas emissions consistent with the regional targets for greenhouse gas emissions in 2020 and 2035 set by the Association of Monterey Bay Area Governments.
- Avoid or minimize impacts to local, state, and federally defined sensitive areas.
- Conserve farmland resources.

Environmental Setting

The project is on State Route 1 in the rural Big Sur area of Monterey County, a rugged and mountainous section of the Central Coast of California between Carmel-by-the-Sea and San Simeon.

State Route 1 through the project limits is a north-south oriented, two-lane conventional highway with 12-foot lanes. State Route 1 serves local and interregional traffic, including predominately recreational users, some local

commuters, and limited commercial users. State Route 1 has a posted speed limit of 55 miles per hour through the project limits. Public transit in the region is limited, but Monterey-Salinas Transit provides bus service from Monterey and Carmel-by-the-Sea to Big Sur. Most of the region is owned by governmental or private agencies, which do not allow any development, including in the Los Padres National Forest, Ventana Wilderness, Silver Peak Wilderness, and Fort Hunter Liggett. The climate in Big Sur is mild Mediterranean climate characterized by sunny, dry conditions in the summer and fall and cool, wet winters. Morning coastal fog near the shore is typical in all seasons except winter, and temperatures in Fahrenheit can range anywhere from the low 40s to the high 70s throughout the year. Meanwhile, temperatures inland and at higher elevations can reach the 80s. The Big Sur region remains relatively isolated and sparsely populated, with about 2,000 year-round residents clustered near the coast and a largely uninhabited interior.

Project Adaptation Analysis

While climate change risk analysis involves uncertainties regarding the timing and intensity of potential risks, it can be used to consider project-level adaptations to respond to potential negative effects associated with the project.

The project is not expected to be vulnerable to the effects of sea level rise, including inundation, cliff retreat, wave impacts, and coastal flooding. The project location is about 0.45 mile northeast and 780 feet higher in elevation than the height of coastal inundation expected from 10 feet of sea level rise under extreme climate change scenarios.

The project area is also projected to experience increased precipitation due to climate change. Indications of increased precipitation in the project area mean that Caltrans must assume higher rainfall and associated flooding and must expect more extreme storm events. The purpose of the project is to prevent future rain events from potentially compromising the stability of State Route 1 through the project limits, which will also help minimize risks posed by increased precipitation due to climate change.

The post mile location of the project is in an area of “very high” wildfire hazard severity, according to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Mapping Tool. These risk levels are expected to increase under future climatic conditions. The timber lagging component of the retaining wall will be treated with fire-retardant paint rated to 350 degrees Fahrenheit, and barrier rails will use fire-resistant materials when possible. The project is not expected to exacerbate the impacts of wildfires intensified by climate change or be more susceptible to wildfire damages than under the current conditions.

The project area is subject to rising average maximum and minimum temperatures compared to historical averages. The expected increases across the span of the project's design life are expected to fall within the acceptable temperature ranges for the "Central Coast" pavement type used in Monterey County. Therefore, no adaptive changes in pavement design or maintenance practices will be required.

Environmental Consequences

Operational Emissions

The purpose of the project is to stabilize a failing slope that is threatening State Route 1 in Monterey County and to improve safety for motorists and cyclists by replacing a failed retaining wall and installing barrier rails. The project will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project will not increase the number of travel lanes on State Route 1, no increase in vehicle miles traveled will occur. While some greenhouse gas emissions during the construction period will be unavoidable, no increase in operational greenhouse gas emissions is expected.

Construction Emissions

Construction greenhouse gas emissions will result from material processing and transportation, onsite construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

The use of long-life pavement, improved traffic management plans, and changes in materials can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction is expected to last for about 175 working days. Construction-generated greenhouse gas emissions were quantified based on project-specific construction data using the Caltrans Construction Emissions Tool (CAL-CET), which largely models the emissions from construction equipment. Greenhouse gas emissions will total about 125 tons of carbon dioxide equivalent during the estimated 175 days of project construction. Carbon dioxide equivalent is a measure used to compare emissions from various greenhouse gases based on their global warming potential. Calculating the carbon dioxide equivalent includes converting the emissions of other gases to the equivalent amount of carbon dioxide with the same global warming potential and then totaling the emissions together. For this project, the carbon dioxide equivalent calculation considers carbon dioxide and the converted equivalent amounts of methane, nitrous oxide, black carbon, and

hydrofluorocarbons. Note that this estimate is based on assumptions made during the environmental planning phase of the project and is considered a “ballpark” estimate of carbon dioxide equivalent emissions, relying on limited data inputs and default modeling. In addition to construction emissions, it should be noted that traffic delays during construction may result in increased greenhouse gas emissions from vehicles and that the production and processing of construction materials such as concrete will also produce emissions.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all California Air Resources Board emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

While the project will result in greenhouse gas emissions during construction, the project is not expected to increase operational greenhouse gas emissions. The project will not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases. With the implementation of construction greenhouse gas reduction measures, the impact will be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The potential for greenhouse gas impacts generated by project construction will be reduced to less than significant under CEQA with the implementation of the following minimization measures:

GHG 1: Limit idling to five minutes for delivery and dump trucks and other diesel-powered equipment when not in active operation.

GHG 2: Use alternative fuels such as renewable diesel or solar power for construction equipment when available.

GHG 3: For improved fuel efficiency from construction equipment:

- Maintain equipment in proper tune and working condition
- Use right sized equipment for the job
- Use equipment with new technologies

GHG 4: Use recycled materials in the construction of new project features onsite when possible. This may include processing waste to create usable fill

and maximizing the use of recycled materials that meet Caltrans specifications for incorporation into new work.

GHG 5: Reduce construction waste when possible. For example, reuse or recycle construction and demolition waste to reduce consumption of raw materials, reduce waste and transportation to landfills, and save costs.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Initial Site Assessment Memorandum dated December 19, 2022, the following significance determinations have been made.

The Hazardous Waste Memorandum indicated that some potentially hazardous wastes and materials could be generated by or encountered during project construction, including lead paint found in traffic striping and aerially deposited lead-contaminated soils next to the roadway.

No project construction activities will occur within 0.25 mile of an existing or proposed school or within 2 miles of an airport.

Based on the California Department of Toxic Substances Control Hazardous Waste and Substances Site List online database, there are no known hazardous waste issues or hazardous materials sites pursuant to Government Code Section 65962.5 within the project limits.

During project construction, State Route 1 within the project limits will remain open, and access for emergency responses and/or evacuations will not be affected.

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	No Impact

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, will the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact

Affected Environment

Aerially Deposited Lead

The historic use of leaded gasoline in automobiles has resulted in soils along roadways throughout California containing elevated concentrations of lead. Soil with lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances Control. The Aerially Deposited Lead Agreement outlines which soils can be safely reused within the project limits and which soils must be exported and disposed of as hazardous waste.

Yellow Thermoplastic or Traffic Stripe

Yellow traffic paint purchased by Caltrans before 1997 contained high concentrations of lead. Application of yellow thermoplastic material containing high concentrations of lead continued until at least 2004 to 2006. The lead concentrations in the older yellow paint and yellow thermoplastic are high enough to make these materials hazardous wastes when they are removed.

A review of past projects in the vicinity of this project did not find any projects since the early 2000s where the yellow centerline traffic paint had been removed and replaced with lower or lead-free traffic paint. In addition, a review of the project location on Google Earth and Google Street View

imagery revealed the yellow centerline stripe appeared to be old and in poor condition.

Wildland Fires

Based on the 2007 California Department of Forestry and Fire Protection Fire Hazard Severity Zone Map in State Responsibility Areas for Monterey County, the project limits are next to areas that are considered a Very High Fire Hazard Severity Zone in a State Responsibility Area.

Environmental Consequences

Aerially Deposited Lead

Aerially deposited lead is not expected to be present within the project limits because ongoing soil erosion on the failing slope will prevent lead from accumulating in the soil during years of exposure. Further, excavation for the emplacement of the soldier piles will be deep enough that the total volume of soil will be nonhazardous since the uncontaminated subsurface soil will be most of the material excavated.

During the project design phase, the nature of project earthwork will be further evaluated, and a site-specific Aerially Deposited Lead Study will be completed if required. The purpose of the study will be to document lead concentrations in soil to ensure appropriate management of soils per the terms of the 2016 Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances Control.

Standard Special Provisions for the management of potentially aerially deposited lead-contaminated soils will be included in the construction contract, including the development and implementation of a Lead Compliance Plan by the construction contractor.

Yellow Thermoplastic or Traffic Stripe

Traffic paint in the project limits must be assumed to contain elevated levels of lead, so residue from the removal of the existing traffic paint and thermoplastic within the project limits will have to be handled as hazardous waste. The appropriate Standard Special Provisions for the removal of traffic stripes and pavement markings will be determined during the project design phase once the removal method is known. Removal of traffic striping in the project limits will also require the development and implementation of a Lead Compliance Plan by the project contractor.

Wildland Fires

The Big Sur region is prone to high-severity wildland fires. The timber lagging component of the retaining wall will be treated with fire-retardant paint rated to 350 degrees Fahrenheit, and barrier rails will use fire-resistant materials when possible. These design practices will reduce the risk of loss, injury, or death involving wildland fires as a result of the structure.

Construction activities have the potential to unintentionally ignite nearby vegetation. However, the project will incorporate precautions to prevent fire-related incidents during construction as part of the code of safety practices in accordance with the California Division of Occupational Safety and Health Fire Protection and Prevention Guidance.

Avoidance, Minimization, and/or Mitigation Measures

The potential for impacts generated by project construction will be reduced to less than significant under CEQA with the implementation of the following minimization measures.

HAZ 1: The project will include Caltrans Standard Specifications related to fire prevention and fire safety to minimize the potential for igniting nearby vegetation during construction activities, along with implementing the California Division of Occupational Safety and Health Fire Protection and Prevention Guidance.

HAZ 2: When handling and applying fire-retardant paint, the construction contractor must follow the manufacturer's safety protocols for workers and observe cleanup protocols in the event of an accidental spill.

2.1.10 Hydrology and Water Quality

The receiving water bodies for the project are Mule Canyon and the Pacific Ocean, which are not impaired. The project does not expect any long-term water quality impacts because the replacement retaining wall, barrier system, and drainage improvement aspects of the project will not alter the existing drainage pattern of the site. The project will involve earthwork related to retaining wall replacement that may lead to an increase in sediment-laden water, resulting in short-term water quality impacts. By incorporating appropriate engineering design and robust water Best Management Practices during construction, minimal short-term water quality impacts are expected. Additionally, the project contractor will prepare a site-specific Water Pollution Control Plan approved by Caltrans. Therefore, the project will not result in significant, long-term impacts on water quality. The project will not encroach into any 100-year base floodplain, and there will be no significant flooding risks associated with project implementation. The project will not constitute a significant floodplain encroachment, as defined in the Code of Federal Regulations, Title 23, Section 650.105(q).

Considering the information in the Air Quality, Noise, and Water Quality Technical Assessment Memorandum dated December 18, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.1.11 Land Use and Planning

Project activities will occur mostly on the existing Caltrans right-of-way and highway easements on State Route 1. Therefore, the project will not divide an established or planned community.

The project limits lie within the Coastal Zone. The project is not expected to conflict with or affect any existing Coastal Zone-related plans, policies, or regulations. Applicable California Coastal Act, Monterey County Local Coastal Plan, and Big Sur Coast Land Use Plan policies and consistency analyses are provided in Appendix B.

The project is not expected to conflict with any other existing land use plan, policy, or regulation in the region.

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.1.12 Mineral Resources

Project activities will involve work on highway features already located on the existing highway alignment on State Route 1. The project will have no involvement in the removal or extraction of mineral resources.

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.1.13 Noise

Considering the information in the Air Quality, Noise, and Water Quality Technical Assessment Memorandum dated December 18, 2022, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

Affected Environment

Within the project limits, State Route 1 crosses through areas zoned for rural, low-density residential development and scenic conservation by Monterey County. The closest private residence to the project limits is about 200 feet to the southwest and about 450 feet from the nearest structure on the Alila Ventana Big Sur Hotel property north of the project limits.

Environmental Consequences

Since no capacity will be added to the highway and because the highway will not be realigned, local noise levels will be the same after project completion as they were before. Long-term noise abatement measures are not expected for this project.

Local noise levels in the vicinity of the project location will inevitably experience a short-term increase due to construction activities. The amount of construction noise will vary with the particular activities associated with retaining wall replacement, barrier system installation, and drainage system improvements. Construction noise is also dependent on the models and types of equipment used by the contractor. Caltrans’ policy states that noise levels from construction equipment should not exceed 86 A-weighted decibels at 50 feet from the source.

Avoidance, Minimization, and/or Noise Abatement Measures

The potential for noise impacts generated by project construction will be minimized with the implementation of the following measures:

NOISE 1: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.

NOISE 2: Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of the construction activity. The District 5 Public Information Office posts notice of construction and potential community impacts after receiving notice from the resident engineer.

NOISE 3: Shield especially loud pieces of stationary construction equipment.

NOISE 4: Locate portable generators, air compressors, etc., away from sensitive noise receptors.

NOISE 5: Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.

NOISE 6: Place heavily trafficked areas such as the maintenance yard, equipment, tools, and other construction-oriented operations in locations that will be the least disruptive to surrounding sensitive noise receptors.

NOISE 7: Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer.

NOISE 8: Consult District noise staff if complaints are received during the construction process.

The following Caltrans Standard Specification for noise control will also be implemented:

NOISE 9: To minimize impacts on residents' normal nighttime sleep activities, it is recommended that, whenever possible, construction work be done during the day. If nighttime construction is necessary, the noisiest construction activities will be done as early in the evening as possible. Caltrans Standard Specifications Section 14-8.02 Noise Control will be implemented. This standard specification requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 A-weighted decibels maximum sound level at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

2.1.14 Population and Housing

The project will not change the capacity or alignment of State Route 1, so the project will not change the population or housing needs in the region.

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Project activities will be limited to the existing alignment of State Route 1. The project will not be involved with any planned or existing governmental facilities and is not expected to affect any planned or existing governmental facilities close to the project. The project will maintain public access on State Route 1 during project construction, and access to any existing governmental facilities near the project sites will be maintained.

Question:	CEQA Significance Determinations for Public Services
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: a) Fire protection?	No Impact
b) Police protection?	No Impact
c) Schools?	No Impact
d) Parks?	No Impact

Question:	CEQA Significance Determinations for Public Services
e) Other public facilities?	No Impact

2.1.16 Recreation

Project activities will be limited to the existing alignment of State Route 1. The project will not have a considerable effect on existing recreational patterns in the region. The project will not be involved in the construction, removal, or alteration of access points or routes used for recreation. Also, the project will not create, expand, alter, or remove recreational facilities. Public access on State Route 1 will be maintained during project construction.

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

The project will not change the existing alignment or capacity of State Route 1 and will not change existing vehicle miles traveled on State Route 1. The project will not conflict with any existing or planned transportation-related programs or facilities in the region. See Appendix B for the coastal policy analysis completed for this project.

Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact

Question—Would the project:	CEQA Significance Determinations for Transportation
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

Affected Environment

The project is along State Route 1 in Monterey County at post mile 44.34. State Route 1 through the project limits is a north-south oriented, two-lane conventional highway with 12-foot lanes and shoulder widths varying from 1 to 4 feet. State Route 1 serves local and interregional traffic, including predominately recreational users, some local commuters, and limited commercial users. State Route 1 has a posted speed limit of 55 miles per hour through the project limits.

Environmental Consequences

The project will improve highway reliability by minimizing the potential for future rain events to compromise the stability of State Route 1 at post mile 44.34. There will be traffic delays for motorists and cyclists during construction due to temporary lane closures and one-way traffic control. The implementation of a Traffic Management Plan that includes changeable message signs, construction area signs, and a One-Way Reversible Lane Traffic Signal will minimize and manage any potential delays to highway users.

Emergency services will be notified of potential disruptions, delays, or detours in advance to minimize impacts to emergency access.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measure will further reduce the potential for impacts on transportation:

TRAFFIC-1: A Traffic Management Plan is required to address any potential traffic delays on State Route 1 that may occur during project construction due to temporary lane closures. This will ensure that coastal access via State Route 1 will be maintained at all times throughout the construction period and will account for emergency access while limiting delays.

2.1.18 Tribal Cultural Resources

Considering the information in the Cultural Resources Screened Undertaking Memorandum dated January 9, 2023, the significance determinations summarized below have been made. The Memorandum prepared for the project found that there are no archaeological or tribal cultural resources within the project’s area of direct impact.

Despite the lack of evidence that there is any specific cultural sensitivity at this location or in the vicinity, the Salinan Tribe of San Luis Obispo and Monterey Counties has requested that construction for the project be monitored by a member of their tribe. This request for monitoring falls under a tribal consultation request and is not due to archaeological sensitivity.

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

Based on currently available information and preliminary site investigations conducted by the project development team, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

Affected Environment

Three utilities have been identified within the project limits:

- An overhead Pacific Gas and Electric Company electrical line south of the retaining wall that is not in conflict with the project and will remain in place.
- An overhead American Telephone and Telegraph (AT&T) telecommunication line that runs parallel to State Route 1 that is not in conflict with the project and will remain in place.
- A private waterline belonging to Coastlands Mutual Water Company is located along the west side of the failed retaining wall.

Environmental Consequences

Removal and replacement of the failed retaining wall will require removal and replacement of an existing drainage system also located at post mile 44.34. The project will not install new culvert structures at new locations or relocate any existing culvert alignments. Additionally, the project will not change existing wastewater treatment or drainage patterns in the region. The project will not change the existing functions of electrical, natural gas, or telecommunications facilities in the region. The existing private waterline located along the west side of the failed wall will be relocated by the owner of the nearby property in a manner consistent with all state and federal requirements.

The project will not generate excessive amounts of solid waste that will overwhelm the capacities of existing waste management facilities. Waste materials generated by project construction will be collected and disposed of properly to meet all state and federal requirements.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures related to utilities and service systems are required.

2.1.20 Wildfire

The California Department of Forestry and Fire Protection provides a Fire Hazard Severity Zone mapping tool that helps in assessing the project location’s vulnerability to future wildfire events. The fire hazard severity zones are developed using a science-based and field-tested model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior. Many factors are considered, such as vegetation, topography, climate, crown fire potential, ember production and movement, and the fire history of the area. There are three levels of hazard used in this mapping tool: moderate, high, and very high. The post mile location of the project is in an area of “very high” fire hazard severity. These risk levels are expected to increase under future climatic conditions.

Considering this information, along with the information in the Climate Change Technical Report dated February 8, 2023, the following significance determinations have been made.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact

Question—Would the project:	CEQA Significance Determinations for Wildfire
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less Than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact

Affected Environment

Project work will occur along State Route 1 in Monterey County at post mile 44.34. State Route 1 through the project limits is a north-south oriented, two-lane conventional highway with 12-foot lanes and shoulder widths varying from 1 to 4 feet.

The project location is next to low-density rural residential development, and the Pacific Ocean can be seen from the project site.

The biological environment of the area is predominantly composed of coast live oak woodlands, with a minor ruderal/disturbed component within the project area, as explained in Section 2.1.4 Biological Resources. As explained in Section 2.1.5 Cultural Resources and Section 2.1.18 Tribal Cultural Resources, project work will occur outside of culturally significant areas. As explained in Section 2.1.7, Geology and Soils, paleontological resources will not be impacted by the project.

Environmental Consequences

In response to checklist item a) above, the project was evaluated for potential impacts on biological resources, as explained in Section 2.1.4 Biological Resources. Two land cover types and vegetation communities occur in the Biological Study Area: ruderal/disturbed and coast live oak woodland. While the project may affect the California red-legged frog and its critical habitat, the impact is considered less than significant with the implementation of the avoidance and minimization measures outlined in Section 2.1.4 Biological Resources. The project will not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

In addition, the project was evaluated for potential impacts on cultural resources, tribal cultural resources, and paleontological resources in Section 2.1.5 Cultural Resources, Section 2.1.18 Tribal Cultural Resources, and Section 2.1.7 Geology and Soils. It was determined that the project will have no impact on cultural or paleontological resources and, therefore, will not eliminate important examples of the major periods of California history or prehistory.

In response to item b) above, the project was evaluated for potential cumulative impacts on the California red-legged frog and the State Route 1 viewshed in the project's Cumulative Impact Report. The Cumulative Impact Report follows the eight-step process for evaluating potential cumulative impacts. As part of this process, a resource study area was defined for each of the resources. The current health of the two resources was evaluated, and the current and reasonably foreseeable projects that could contribute to impacts on the biological resources were considered. It was determined that,

although the project will contribute to an existing adverse cumulative impact, the project's contribution will not be cumulatively considerable.

Implementation of all avoidance and minimization measures outlined in Section 2.1.1 Aesthetics and Section 2.1.4 Biological Resources will help to ensure the project's impact is less than significant and not cumulatively considerable.

In response to item c) above, the project intends to replace the failed Coastlands II Retaining Wall and add barrier systems for traveler safety on State Route 1.

Completion of the project will help maintain a quality transportation corridor for use by the public and minimize the potential for future rain events to compromise the stability of State Route 1. The project provides avoidance and minimization measures for aesthetics and standard specifications for hazardous waste and noise. No significant impacts will result on the human environment.

The project will include Caltrans standard measures for hazardous waste testing and monitoring to protect the general public from hazards that could arise from the project's construction activities. The project will not generate hazards or expose the general public to hazards that could result in substantial adverse effects. Therefore, the project will not result in considerable impacts on the general public due to hazardous waste.

The project includes avoidance and minimization measures to reduce the impact it may have on the aesthetic environment. The wall, bridge rails, and barrier system included in the project are seen elsewhere along the Big Sur Coast and are not, by themselves, inconsistent with the rural roadway character of the region or throughout the state. As a result, the project elements will be secondary to the overall experience of traveling along the rugged and rural coast highway.

Construction will also require the removal of vegetation in some areas. With revegetation and implementation of measures listed in Section 2.1.1, Aesthetics, to minimize the noticeability of new highway features, the project will marginally affect scenic vistas in the area and will be consistent with the aesthetic and visual protection goals for State Route 1. Therefore, these visual changes will cause a minor reduction of visual quality in the immediate project area.

Finally, the project will inevitably generate noise during the construction process. The increase in noise levels as a result of construction activities will not be substantial because construction activities will be temporary and intermittent. In addition, the project includes Caltrans Standard Specifications for noise control to minimize potential noise-related disturbances caused by construction activities.

Avoidance, Minimization, and/or Mitigation Measures

A complete list of standard specifications and avoidance, minimization, and/or mitigation measures for the project can be found in Section 1.6 Standard Measures and Best Management Practices Included in All Build Alternatives, Section 2.1 CEQA Environmental Checklist, and Appendix C Avoidance, Minimization, and/or Mitigation Measures Summary.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2022

NON-DISCRIMINATION POLICY STATEMENT

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Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in black ink, appearing to read 'Tony Tavares', is written over a horizontal line.

TONY TAVARES
Director

“Provide a safe and reliable transportation network that serves all people and respects the environment”

Appendix B Coastal Policy Analysis

The project is within the coastal zone and could potentially affect resources protected by the Coastal Zone Management Act of 1972. The Coastal Zone Management Act is the main federal law enacted to preserve and protect coastal resources. The Coastal Zone Management Act set up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state's management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the Coastal Zone Management Act and include the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic resources; and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal Coastal Zone Management Act delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments to enact their own local coastal programs. The project is subject to the Big Sur Coast Land Use Plan, one of four Coastal Land Use Plan documents for Monterey County. These land use plan documents, combined with the Coastal Implementation Plan, make up the Monterey County Local Coastal Program. The project is within the Big Sur Coast Land Use Planning Area, which was adopted and certified in 1988 and was last updated in 2010. Local coastal programs contain the ground rules for the development and protection of coastal resources in their jurisdiction consistent with the California Coastal Act goals. The Big Sur Coast Land Use Plan contains goals, objectives, and policies to protect the coastal resources in the Big Sur Planning Area. The Big Sur Coastal Implementation Plan is its companion document that establishes regulations for development (i.e., development standards) within the Big Sur Coast Land Use Plan area.

In Monterey County, a Coastal Development Permit will be required for the project to ensure compliance with the county's Local Coastal Program and the California Coastal Act. A Federal Consistency Certification will also be needed from the California Coastal Commission to ensure compliance with the Coastal Zone Management Act. The Coastal Development Permit process will start near the final design stage of the project. [The following sentence has been changed since the draft environmental document to correct the timing of the Federal Consistency Certification process]. The Federal Consistency Certification process will begin after the approval and

issuance of the Coastal Development Permit and will be completed before construction.

The Big Sur Coast Highway Management Plan was prepared for the State Route 1 corridor along the Big Sur Coast by Caltrans, with guidance from a 19-member steering committee and participation by other stakeholders who shared a vision for the corridor and came together to evaluate problems and craft solutions. Together, they committed to creating a management framework for the continued safe and efficient operation of State Route 1 in a manner that preserves, protects, and restores the scenic, natural, and cultural character and qualities of the highway corridor. The Big Sur Coast Highway Management Plan consists of a Corridor Management Plan and a series of management guidelines. The Corridor Management Plan summarizes the inventory of corridor resources and qualities, describes the issues and challenges investigated by the five working groups, and presents an action plan for addressing the issues with a framework for implementation. The three guidelines address:

- Corridor Aesthetics
- Landslide Management and Storm Damage Response
- Vegetation Management.

For the project, the Big Sur Coast Highway Management Plan Guidelines on Corridor Aesthetics will apply.

The following is a list of the relevant policies and development standards from the California Coastal Act, the County of Monterey's Big Sur Coast Land Use Plan and Big Sur Coastal Implementation Plan, and the Big Sur Coast Highway Management Plan—Guidelines for Corridor Aesthetics. The relevant policies or development standards from each have been grouped together by subject, and an analysis of the project's consistency with each is provided below. Policies for resources that will not be affected by the project have not been included.

Visual and Scenic Resources

Relevant Policies

California Coastal Act:

Section 30251 - Scenic and Visual Qualities

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually

compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by the local government, shall be secondary to the character of its setting.

Big Sur Coast Land Use Plan:

3.2 Scenic Resources

3.2.1 Key Policy

Recognizing the Big Sur Coast's outstanding beauty and its great benefit to the people of the state and nation, it is the county's objective to preserve these scenic resources in perpetuity and to promote the restoration of the natural beauty of visually degraded areas wherever possible. To this end, it is the county's policy to prohibit all future public or private development visible from State Route 1 and major public viewing areas (the critical viewshed) and to condition all new development in areas not visible from State Route 1 or major public viewing areas on the siting and design criteria set forth in Sections 3.2.3, 3.2.4, and 3.2.5 of this plan. This applies to all structures, the construction of public and private roads, utilities, lighting, grading, and removal or extraction of natural materials.

3.2.3 Critical Viewshed

4. New roads, grading, or excavations will not be allowed to damage or intrude upon the critical viewshed. Such road construction or other work shall not start until the entire project has completed the permit and appeal process. Grading or excavation shall include all alterations of natural landforms by earthmoving equipment. These restrictions shall not be interpreted as prohibiting the restoration of severely eroded water course channels or gulying, provided a plan is submitted and approved before starting work.

5. Where it is determined that a proposed development cannot be resited, redesigned, or in any other way made to conform to the basic critical viewshed policy, then the site shall be considered environmentally inappropriate for development.

7. The general policy concerning the replacement of structures shall be to encourage resiting or redesign to conform to the Key Policy. Replacement or enlargement of existing structures or structures lost in a fire or natural disaster within the critical viewshed shall be permitted on the original location on the site, provided no other less visible portion of the site is acceptable to the property owner and provided the replacement or enlargement does not increase the visibility of the structure. Replacement or enlargement of structures outside the critical viewshed shall be permitted as long as such

replacement or enlargement does not cause the structure to intrude into the critical viewshed.

3.2.5 Exceptions to the Key Policy

C. State Route 1 Facilities

1. Public Highway Facilities

Road capacity, safety, and aesthetic improvements shall be allowed, as set forth below, provided they are consistent with Sections 4.1.1, 4.1.2, and 4.1.3 of this plan. Signs, guardrails, and restrooms shall be of a design complementary to the rural setting and character of Big Sur, with a preference for natural materials. Protective barriers constructed by Caltrans should use boulders or walls of rock construction. Public agency permanent highway signs should be framed with unpainted redwood. All highway signs should be reviewed once every three years by Caltrans to determine the need for their continued use. All unnecessary signs should be removed.

Section 4. State Route 1 and County Roads

4.1.1 Key Policy

Monterey County will take a strong and active role in guiding the use and improvement of State Route 1 and land use development dependent on the highway. The county's objective is to maintain and enhance the highway's aesthetic beauty and to protect its main function as a recreational route. The highway shall remain a two-lane road and shall include walking and bicycle trails wherever feasible. To protect and enhance public recreational enjoyment of Big Sur's unique natural and scenic resources, recreational traffic should be regulated during congested peak use periods.

4.1.2 General Policies

2. A principal objective of management, maintenance, and construction activities within the State Route 1 right-of-way shall be to maintain the highest possible standard of visual beauty and interest.

4.1.3 Specific Policies

A. Road and Capacity Improvements

1. The county requests that, to maximize vehicular access to the Big Sur Coast, the width of State Route 1 be upgraded to a standard of 12-foot lanes and 2-to-4-foot shoulders where physically practical and consistent with the preservation of other coastal resources values. A program of constructing left-turn lanes and other improvements shall be undertaken to improve traffic capacity and safety.

B. Aesthetic Improvements

4. The county requests that an overall design theme for the construction and appearance of improvements within the State Route 1 right-of-way be developed by Caltrans in cooperation with the California Department of Parks and Recreation, the U.S. Forest Service, and local citizens. Design criteria shall apply to roadway signs, fences, rails, access area improvements, bridges, restrooms, trash receptacles, etc. The objective of such criteria shall be to ensure that all improvements are unnoticeable and are in harmony with the rustic natural setting of the Big Sur Coast. The special report by local citizens entitled "Design Standards for the Big Sur Highway" on file at the Monterey County Planning Department should serve as a guide and point of departure for Caltrans and other public agencies in developing a design theme for State Route 1 and in making improvements within the state right-of-way.

Big Sur Coastal Implementation Plan:

20.145.030 Visual Resources Development Standards

A. Development Within the Critical Viewshed

1. Critical Viewshed Determination

b. Development shall be considered to be within the critical viewshed if any portion of the proposed development is visible from State Route 1, including pullouts, rights-of-way, and walkways at the highway's edge, or the major public viewing areas identified in the "critical viewshed" definition, as contained in Section 20.145.020.V. Visibility will be considered in terms of normal, unaided vision in any direction for any amount of time at any season. Also, visibility shall be considered in terms of what portions of the development will be visible under the existing conditions, regardless of landscaping or other techniques that could be later used to screen the development. As such, development shall be considered to be within the critical viewshed if it will be visible from State Route 1 or major public viewing areas given existing conditions. The critical viewshed does not include areas visible from the hiking trails shown on the Trails Plan contained in the Big Sur Coast Land Use Plan.

Ocean views from State Route 1 shall not be obscured by artificial berming, mounding, or landscaping. Distant development, although technically within the line of sight from State Route 1 or other major public viewing areas, shall not be considered to be within the critical viewshed if it has been designed and sited so as not to be seen from State Route 1 or other major public viewing areas as defined in Section 20.145.020.V. Exterior light sources shall be prohibited if such light sources will be directly visible from State Route 1 or other major public viewing areas as defined in Section 20.145.020.V.

All new developments not in conformance with the approved representations shall be removed (Reference Policy 3.2.3.B.1).

2. Development Standards

e. Development of new roads, improvement to an existing road requiring more than 100 cubic yards of grading, or development of grading or excavations which require a coastal development permit, including all alterations of natural landforms by earth-moving equipment, will not be allowed to damage or intrude upon the critical viewshed. Such road construction or other work shall not start until the entire project has completed the permit and appeal processes. These restrictions shall not be interpreted as prohibiting the restoration of severely eroded watercourse channels or gulying, provided a plan is submitted and approved before starting work (Reference Policy 3.2.3.A.4).

f. When a structure is to be replaced, resiting or redesign should be required, as necessary, to better conform with the intent of this section. Replacement or enlargement of existing structures, or structures lost in a fire or natural disaster within the critical viewshed shall be permitted on the original location on the site, provided no other less visible portion of the site is acceptable to the property owner, and provided the replacement or enlargement does not increase the visibility of the structure. Replacement or enlargement of structures outside the critical viewshed shall be permitted as long as such replacement or enlargement does not cause the structure to intrude into the critical viewshed (Reference Policy 3.2.3.A.7).

B. Exceptions for Development in Critical Viewshed

3. State Route 1 Facilities

a. Public Highway Facilities

Road capacity, safety, and aesthetic improvements shall be allowed, as set forth below, provided they are consistent with Section 20.145.130 of this chapter.

Signs, guardrails, and restrooms shall be of a design complementary to the rural setting and character of Big Sur, with a preference for natural materials or natural-appearing materials, where feasible. Protective barriers constructed by Caltrans should use boulders or walls of rock construction. Public agency permanent highway signs should be framed with unpainted redwood. The design of all structures shall be subject to the approval of the planning director as a condition of project approval, subject to consultation with Caltrans. Caltrans shall consider any recommendations by the planning director concerning signing and structure design. While an application for a public highway improvement is incomplete, Caltrans shall review all highway signs within the area encompassed by the project to determine the need for

each sign's continued use. The information on each sign, including location, type, and necessity, shall be submitted to the planning department before the application can be considered complete. As a condition of project approval, the signs determined to be unnecessary shall be removed before the issuance of building or grading permits (Reference Policy 3.2.5.C.1).

Big Sur Coast Highway Management Plan—Guidelines for Corridor Aesthetics:

Section 3.2 Roadway Elements

Pavements

1. Paved surfaces should retain relative continuity of pavement color (i.e., dark gray/black asphalt concrete). Any new materials used for paving should match the existing pavement for basic color and reflectivity to the extent practical.

Travel Lanes and Shoulders- 1, 2, 3, 5

1. Support the concept for consistent 12-foot travel lanes and 4-foot paved shoulders, consistent with the Transportation Concept Report for the Big Sur Coast portion of State Route 1, and strive for continuity in paved shoulder widths to the extent practicable. In supporting this concept, acknowledge the need for case-by-case review for safety and environmental impacts and require approval of a design exception to allow a combined roadbed width of less than 40 feet.

5. Material for shoulder backing necessary to maintain a smooth transition from the paved to the unpaved surface at the edge of the pavement should be visually compatible with the site. Imported materials should be selected to match the site to the extent possible.

3.3 New Construction and Rehabilitation

Sidehill Structures and Retaining Systems

2. Newly constructed retaining walls, guardrails, sidehill structures, or any other highway safety features should be designed for visual compatibility with the rural character; the use of natural-appearing materials, such as stone and timber, should be considered where appropriate to the local setting.

3. New structures should be non-replicative. In keeping with the U.S. Secretary of the Interior's preservation principles, new retaining walls, parapet walls, or culvert headwalls should be visually distinguishable from those that make up the historic district.

4. New retaining walls visible from the highway or other public viewing areas should be designed and constructed for visual compatibility with the rural character. The use of natural-appearing materials, such as stone and timber, will be preferred when appropriate to the local setting.

5. Evaluate visible sidehill structures that appear incompatible with the setting and consider the potential for the application of aesthetic treatments for blending better into the landscape.

Drainage Facilities

3. In cases where headwalls, inlet/outlet features, overside drains, or downdrains are visible from the highway, the selection of type and materials must be visually compatible to the highest degree reasonable. Visible galvanized metal elements (highly reflective, giving a shiny appearance) should be avoided by choosing alternative materials or treating them to reduce reflectivity.

3.4 Guardrail, Bridge Rail, Rock Walls, and Fences

Bridge Rail and Guardrail

2. Newly constructed guardrails or any other roadside safety features should be designed for visual compatibility with the rural character. Natural-appearing materials, such as stone and timber, are preferred where they are appropriate to the local setting. Metal beam guardrail is commonly used along State Route 1 and is visually acceptable in most situations. Wood rather than steel elements are generally more consistent with the overall rustic character. Further options should be considered for the application of alternative guardrail designs that are more compatible with the rural character. New guardrails should incorporate natural or natural-appearing materials such as stone, timber, or textured and stained concrete. Where steel elements are required based on other considerations, treatments that limit the overall visibility and effect of galvanized steel elements should be integrated to the maximum extent practicable. Treatments include minimizing the overall profile of the feature and etching or painting the steel elements.

4. Where new locations for guardrails are identified, alternative guardrail types should be considered for installation that may be more visually compatible with the rural and historic context of the corridor. Specifically, applications of the following rail types should be considered in the corridor (Figure 20).

- Steel-backed timber guardrail (a timber rail backed with steel plate): compatible with the forested character typical of the Big Sur Valley and Carmel Highlands

- Stone masonry guardrail: a constructed image that may be more appropriate to areas of settlement and to special locations such as vista points and scenic pullouts
- Textured and stained or colored concrete guardrail

5. Finish treatments that call special attention to guardrails are not recommended. Treatments that tone down the reflectivity of standard galvanized metal are preferred.

6. End treatments for guardrails and bridge rails are also important visual elements. Where possible, barriers should be terminated with buried end sections, such as a nearby slope or an earthen berm. The height of berms used for buried end sections must not exceed the height of the rail. Alternative end treatments, such as barrels or crash cushions, should be avoided unless site-specific conditions require them.

Landscaping

1. For existing trees along the State Route 1 corridor:

- Stands of native (indigenous) trees along State Route 1 should be protected and preserved where their presence is consistent with highway safety and operational needs.
- Restoration of native stands of trees should be encouraged where they may have been impacted by highway development, where such restoration can be accomplished consistent with highway safety and operational needs.
- Introduced (non-indigenous) trees along State Route 1 should be managed according to the cultural value they may provide. For example, trees associated with areas of human settlement may provide cultural value. Where no such association is made, removal of non-native trees should be considered.
- Diseased trees should be removed in accordance with vegetation management best practices to avoid the spread of disease.
- When and where appropriate, the removal of trees greater than 4 inches in diameter at breast height should be offset with native vegetation.

2. For planting new trees along the State Route 1 corridor:

- Trees may be a component of habitat restoration or proposed to mitigate for or enhance an existing use (such as screening or providing shade).
- Planting non-native trees is discouraged.

- Generally, trees should not be planted on the oceanside of State Route 1, where they could interfere with open views.
- Genotype and precise source of plant material should be considered, and the use of locally propagated stock is encouraged.

[The following policies regarding the 1982 General Plan of Monterey County have been added since the draft environmental document]

1982 General Plan of Monterey County

Policy 40.2.1 Additional sensitive treatment provisions shall be used within the scenic corridor, including placement of utilities underground, where feasible; architectural and landscape controls; outdoor advertising restrictions; encouragement of area native plants, especially on public lands and dedicated open spaces; and cooperative landscape programs with adjoining public and private open space lands.

Policy 40.3.1 The agencies involved in establishing the scenic highway or route, whether they have jurisdiction over the corridor or the right-of-way, shall coordinate their efforts for the integrated design and implementation of the project; this same "team" approach shall also be required for new or relocated roads and highways within all scenic corridors.

Policy 40.3.2 The County shall promote special scenic treatment and design within the right-of-way, to include highway directional signs, guardrails and fences, lighting and illumination, provision of scenic outlooks, road lanes, frontage roads, vegetation, grading, and highway structures.

Policy 7.2.1 Landowners and developers shall be encouraged to preserve the integrity of existing terrain and natural vegetation in visually sensitive areas such as hillsides and ridges.

Policy 56.2.2. The County shall seek to place existing utility lines underground whenever feasible.

Consistency Analysis

As discussed in greater detail in Section 2.1.1, Aesthetics, there is a potential for visual impacts to occur as a result of the project due to the introduction of built elements and removal of roadside vegetation. The overall effect of these changes will be a slightly more engineered-looking highway facility in the immediate area. This character change, however, will be minor and secondary to the surrounding high-quality viewshed.

The project proposes a "see-through-type" bridge rail atop the retaining wall itself, which will be darkened to visually recede and appear more consistent with the natural, wooded character of the Big Sur setting. The same type of

bridge rail has also been used at the Coastlands Retaining Wall located about 0.1 mile north of this location. The project is also proposing to close the gap on the southbound shoulder between the Coastlands Retaining Wall and the Coastlands II Retaining Wall with either ST-75B Barrier Rail or the Midwest Guardrail System. The highway environment in the immediate project vicinity will be somewhat altered by the introduction of barrier rails. However, it will not substantially degrade the existing visual quality or character of public views regardless of what alternative is selected. Furthermore, the project will include aesthetic treatment of visible metal drainage structures, bridge rails, concrete barrier slabs, the posts and beams of all new or replaced guardrails, barrier rail and approach rail, vertical pile wall, and any concrete lagging. Efforts will be made to minimize visual intrusion upon the natural landscape. The new soldier pile wall will be non-replicative, meaning it will be visually distinguishable from any that make up the historic district. Trash generated during the construction process will be contained and removed from the project site.

The project will not alter existing lanes or shoulder widths, and any shoulder backing will be visually compatible. Consistency in pavement color and striping will be considered during construction, and the area will be graded and contoured upon completion of construction.

To access the project site, a total of eight trees under 15 inches in diameter at breast height must be removed: five Monterey cypresses (diameter at breast height of 4 inches, 7.75 inches, 10 inches, 13 inches, and 13.5 inches), one California buckeye (diameter at breast height of 10 inches), and two coast live oaks (diameter at breast height of 5 inches and 9 inches). One Monterey cypress and one coast live oak planned for removal have a diameter at breast height of less than 6 inches. However, Environmentally Sensitive Area fencing will be placed to protect trees and other plants which are to remain. After construction, the project site will be revegetated with an assemblage of native vegetation suitable for the area. Revegetation will include native trees planted in onsite locations that will minimize interference with ocean views when fully mature to the greatest extent possible. An appropriate vegetation control area will be maintained. After the site is revegetated, the completed project will be largely unnoticed by highway travelers. [The following sentence has been added since the draft environmental document] Undergrounding of utility lines that run along the shoulder of the northbound lane of State Route 1 is not included in the project because no overhead utility lines will be affected as a result of project activities, as stated in Section 2.1.19 Utilities and Service Systems. It has been determined that with the implementation of the avoidance, minimization, and/or mitigation measures listed in Section 2.1.1, the potential visual impacts of this project can be reduced and will not result in substantial adverse impacts on the existing visual environment. Therefore, the project will be consistent with these policies.

Historical Resources

Relevant Policies

Big Sur Coast Land Use Plan:

Section 3.10 Historical Resources

3.10.1 Key Policy

It is the policy of the county to protect, maintain, and, where feasible, enhance and restore the cultural heritage of the county and its human-made resources and traditions.

Section 3.10.2 General Policies

2. The county shall provide for the mitigation of site and artifact disturbance in county-approved projects through the careful surveying of project sites and the consideration of project alternatives to preserve significant cultural resources.

Consistency Analysis

The project will have no impact on cultural or historic resources because no cultural or historic resources are known to exist within or next to the project limits. The failed existing retaining wall was constructed in 2003 and is not historic. In addition, the culvert within the project limits does not contain a historic headwall and is not a contributor to a historic district. Therefore, the project will be consistent with these policies.

Archaeological and Paleontological Resources

Relevant Policies

California Coastal Act:

Section 30244 - Archaeological or Paleontological Resources

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

Big Sur Coast Land Use Plan:

Section 3.11 Archaeological Resources

3.11.1 Key Policy

Big Sur's archaeological resources, including those areas considered to be archaeologically sensitive but not yet surveyed and mapped, shall be maintained and protected for their scientific and cultural heritage values. New land uses and development, both public and private, should be considered compatible with this objective only where they incorporate all site planning and design features necessary to avoid or mitigate impacts on archaeological resources.

3.11.2 General Policies

2. When developments are proposed for parcels where paleontological resources or archaeological or other cultural sites are located, project design that avoids or substantially minimizes impacts to such cultural sites shall be required. To this end, emphasis should be placed on preserving the entire site rather than on the excavation of the resource, particularly where the site has potential religious significance.

4. Whenever development is to occur in areas having a probability of containing archaeological sites, the Site Survey Office or a professional archaeologist shall be contacted to determine whether the property has received an archaeological survey. If not, such a survey shall be conducted to determine if an archaeological site exists.

Consistency Analysis

There are no known archaeological resources located within or next to the project area, and the area has a low potential for the presence of paleontological resources.

While archaeological and paleontological resources are not expected to be encountered, standard specifications that cover appropriate handling of these resources if they are to be inadvertently discovered have been included in the project. Furthermore, though the project site is not archeologically sensitive, the Salinan Tribe of San Luis Obispo and Monterey Counties have requested that construction for the project be monitored by a member of their tribe. Therefore, the project will be consistent with these policies.

Coastal Hazards

Relevant Policies

California Coastal Act:

Section 30253 - Minimization of adverse impacts

New development shall do all of the following:

(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazards.

(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Big Sur Coast Land Use Plan:

Section 3.7 Hazardous Areas

3.7.1 Key Policy

Land use and development shall be carefully regulated through the best available planning practices to minimize risk to life and property and damage to the natural environment.

3.7.2 General Policies

3. All development shall be sited and designed to minimize risk from geologic, flood, or fire hazards to a level generally acceptable to the community. Areas of a parcel that are subject to high hazard(s) shall generally be considered unsuitable for development. For any development proposed in high-hazard areas, an environmental or geotechnical report shall be required before county review of the project.

3.7.3 Specific Policies

A. Geologic Hazards

1. All development shall be sited and designed to conform to site topography and to minimize grading and other site preparation activities. Applications for grading, building permits, and subdivisions shall be reviewed for potential impacts to onsite and offsite development arising from geologic and seismic hazards and erosion. Mitigation measures shall be required as necessary.

4. Critical facilities, such as major transportation links, communications and utility lines, and emergency shelter facilities, shall be located, designed, and operated in a manner that maximizes their ability to remain functional after a major earthquake.

7. All structures should be designed and constructed to: a) resist minor earthquakes with epicenters on the closest potentially active fault without damage; b) resist moderate earthquakes without structural damage, but with some nonstructural damage allowable; c) resist a major earthquake of the intensity or severity of the strongest experienced in California without collapse, but with some structural as well as nonstructural damage allowable.

8. Structures and roads in areas subject to landslides are prohibited; a certified engineering geology report indicates mitigations exist to minimize risk to life and property. Mitigation measures shall not include massive grading or excavation or the construction of protective devices that would substantially alter natural landforms.

9. Any proposed development within 50 feet of the face of a cliff or bluff or within the area of a 20-degree angle from the toe of a cliff, whichever is greater, shall require the preparation of a geologic report before consideration of the proposed project. The report shall demonstrate that (a) the area is stable for development; and (b) the development will not create a geologic hazard or diminish the stability of the area.

[The following policy regarding the 1982 General Plan of Monterey County has been added since the draft environmental document]

1982 General Plan of Monterey County

Policy 3.2.2 Lands having a prevailing slope above 30 percent shall require adequate special erosion control and construction techniques.

Consistency Analysis

[The following sentence has been changed to provide information about completed geologic testing and reports.] Geologic testing and geologic reports regarding the project area have been prepared to ensure the structural stability of the project and can be found in Volume 2 of the final environmental document. [The following sentence has been added since the draft environmental document] Construction techniques appropriate for the steep slope will be used, and disturbed areas will be treated with permanent erosion control materials selected to best address the various conditions within the project site. Therefore, the project will be consistent with these policies.

Water Quality

Relevant Policies

California Coastal Act:

Section 30231 - Biological Productivity; Water Quality

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes, appropriate to maintain optimum populations of marine organisms and for the protection of human health, shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and

substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Big Sur Coast Land Use Plan

Section 3. Resource Management

3.4 Water Resources

3.4.1 Key Policy

The protection and maintenance of Big Sur's water resources is a basic prerequisite to the protection of all other natural systems. Therefore, water resources will be considered carefully in all planning decisions and approvals. In particular, the county shall ensure that adequate water is retained in the stream system to provide for the maintenance of the natural community of fish, wildlife, and vegetation during the driest expected year.

Consistency Analysis

The project will not have any long-term water quality impacts. Replacement of the retaining wall, the new barrier system, and drainage improvements will not alter the existing drainage pattern of the site. The project will have no impact on riparian areas. The project will involve earthwork related to retaining wall replacement that may lead to an increase in sediment-laden water, resulting in short-term water quality impacts. However, by incorporating appropriate engineering design and robust water Best Management Practices during construction, the short-term impacts on water quality will be minimized to the maximum extent feasible. Additionally, a site-specific Water Pollution Control Plan will be implemented during project construction. [The following sentence has been changed to provide justification for the consistency determination]. The project will be consistent with these policies because the project will stabilize the failing slope and remove a source of erosion.

Environmentally Sensitive Habitat Areas

Relevant Policies

California Coastal Act:

Section 30240 Environmentally Sensitive Habitat Areas; Adjacent Developments

(a) Environmentally Sensitive Habitat Areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas next to Environmentally Sensitive Habitat Areas and parks and recreation areas shall be sited and designed to prevent impacts that would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.

Big Sur Coast Land Use Plan:

Section 3.3 Environmentally Sensitive Habitats

3.3.1 Key Policy

All practical efforts shall be made to maintain, restore, and, if possible, enhance Big Sur's Environmentally Sensitive Habitats. The development of all categories of land use—both public and private—should be secondary to the protection of these critical areas.

3.3.2 General Policies

1. Development, including vegetation removal, excavation, grading, filling, and the construction of roads and structures, shall not be permitted in Environmentally Sensitive Habitat Areas if it results in any potential disruption of habitat value. To approve development within any of these habitats, the county must find that disruption of a habitat caused by the development is not significant.

9. The county shall require the use of appropriate native species in proposed landscaping.

Big Sur Coastal Implementation Plan:

Section 20.145.040 Environmentally Sensitive Habitat Development Standards

B. General Development Standards

All development, including vegetation removal, excavation, grading, filling, and the construction of roads and structures, shall be prohibited in Environmentally Sensitive Habitat Areas if it has been determined through the biological survey prepared for the project that the development's impact cannot be reduced to a level at which the long-term maintenance of the habitat is assured, (i.e., to an insignificant level). To approve any development within an Environmentally Sensitive Habitat Area, the decision-making body must find that the disruption of such habitat caused by the development would not be significant (Reference Policy 3.3.2.1).

4. Development on parcels containing or within 100 feet of Environmentally Sensitive Habitats, as identified on the current Big Sur Coast Environmentally Sensitive Habitat resource map, other resource information, or the planner's

onsite 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 and made conditions of project approval (Reference Policy 3.3.2.4, Policy 3.3.2.7).

Consistency Analysis

The project will not have a significant impact on biological resources and is not located in or next to designated Environmentally Sensitive Habitat Areas. Avoidance and minimization measures will be implemented to minimize the effects of the project on plant and animal species within the project limits.

No federally or state-listed plant species were identified as having the potential to occur in the project area, and none were found during surveys. The Biological Study Area is located within the designated critical habitat for the California red-legged frog and also has the potential to support Smith's blue butterfly.

Smith's blue butterfly (a federally endangered species) uses seacliff buckwheat and seaside buckwheat as host plants for all life stages. Surveys indicated that buckwheat is not present within the Biological Study Area, and as such, Smith's blue butterfly is not expected to occur in the project area. Furthermore, the project's Biological Study Area is located entirely within the federally designated California red-legged frog Critical Habitat Unit Monterey County 3, "Big Sur Coast." However, the habitat within the Biological Study Area is unlikely to support California red-legged frogs. The Federal Endangered Species Act Section 7 Effects Determination concludes that the project "may affect, likely to adversely affect California red-legged frog." The Biological Study Area is close to a known breeding pond for the species; however, avoidance and minimization measures listed in Section 2.1.4 of this document and Natural Environment Study (Minimal Impacts) will ensure that impacts on the species are minimized. With the implementation of these measures, the project will be consistent with these policies.

Tree Protection Policies

Relevant Policies

Big Sur Coast Land Use Plan:

Section 3.5 Forest Resources

3.5.2 General Policies

2. All cutting or removal of trees shall be in keeping with the broad resource protection objectives of this plan.

Specific policies, criteria, and standards of other sections of this plan shall govern both commercial and noncommercial tree removal.

8. In addition to compliance with forestry and soil resources policies, all developments, forest management activities, and tree removal shall specifically conform to this plan's policies regarding water and marine resources, sensitive habitat areas, and coastal visual resources.

Section 5.4 Development Policies

5.4.2 General Policies

13. A coastal development permit must be obtained for the removal of trees and other major vegetation. However, in the Big Sur Coast area, the following will not be considered as removal of major vegetation:

- a. Removal of non-native or planted trees, except where this would result in the exposure of structures in the critical viewshed;
- b. Removal of hazardous trees that pose an imminent danger to life or property or threaten contagion of nearby forested areas, subject to verification by the county or California Department of Forestry and Fire Protection;
- c. Thinning of small (less than 12 inches in diameter) or dead trees from density forested areas, especially as needed to reduce unsafe fuel accumulations next to existing occupied buildings; and
- d. Prescribed burning, crushing, lopping, or other methods of brush clearing that do not materially disturb underlying soils.

Selective removal of trees may be permitted where consistent with the forest resources policies of this Plan, provided that no impairment of the critical viewshed or degradation of Environmentally Sensitive Habitat will result. Where the removal of trees is part of a stand improvement project or similar long-term management effort, the submission of a Forest Management Plan for the site will be encouraged by the county; approval of such a plan pursuant to a coastal development permit will remove the need for multiple permit requests on the same site.

Big Sur Coastal Implementation Plan:

Section 24.145.060 Forest Resources Development Standards

D. Development Standards

2. Removal of any trees that would result in the exposure of structures in the critical viewshed shall not be permitted, subject to the provisions of Section 20.145.030.A. A condition of project approval shall be that the applicant grants a scenic easement to the county over existing vegetated areas without which the approved development would be located in the critical viewshed. The easement shall be required in accordance with the provisions of Section 20.142.130.

3. Removal of native trees shall be limited to that which is necessary for the proposed development and/or justified in the Forest Management Plan as being necessary to improve unhealthy forest conditions. The proposed development shall be modified for siting, location, size, bulk, and/or design where such modifications will result in less removal of healthy trees in a healthy forest condition or as otherwise meeting the objectives of the Forest Management Plan.

4. Removal of native trees other than those directly necessary for the proposed development shall be limited to that required for the overall health and long-term maintenance of the forest, as verified in the Forest Management Plan.

[The following policies and ordinances from the 1982 General Plan of Monterey County and Monterey County Code have been added since the draft environmental document.]

1982 General Plan of Monterey County

Policy 7.2.2 Native and native compatible species, especially drought-resistant species, shall be utilized to the extent possible in fulfilling landscaping requirements imposed as conditions of discretionary permits.

Monterey County Code

16.60.030 - Preservation Of Oak And Other Protected Trees- Regulations.

Except as provided in Section 16.60.060 of this Chapter, the following regulations apply:

D. No oak tree may be removed in any other area of the County of Monterey designated in the applicable area plan as Resource Conservation, Residential, Commercial, or Industrial (except Industrial, Mineral Extraction) without the approval of the permit(s) required in Section 16.60.040 of this Chapter. 16.60.060 - Exemptions.

The following tree removal activities are exempt from the provisions of this Chapter:

A. Timber operations that are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practices Act of 1973 (commencing with Section 45110 of the Public Resources Code).

B. Tree removal pursuant to Public Utilities Commission General Order 95 or by governmental agencies within public rights-of-way.

C. Tree removal for construction of structures, roads, and other site improvements included in an approved subdivision, Use Permit, or similar discretionary permit.

Consistency Analysis

To access the project site, a total of eight trees under 15 inches in diameter at breast height must be removed: five Monterey cypresses (diameter at breast height of 4 inches, 7.75 inches, 10 inches, 13 inches, and 13.5 inches), one California buckeye (diameter at breast height of 10 inches), and two coast live oaks (diameter at breast height of 5 inches and 9 inches). One Monterey cypress and one coast live oak planned for removal have a diameter at breast height of less than 6 inches. Environmentally Sensitive Area fencing will be placed to protect trees and other plants that are not slated for removal. After construction, the project site will be revegetated with an assemblage of native vegetation suitable for the area. Native trees will be replanted at a 1-to-1 ratio unless it is determined that the replacement ratio will result in overcrowding. To the extent feasible, onsite replanting locations will be sited to attempt to minimize interference with ocean views from State Route 1 when trees are fully grown. [The following sentence has been added since the draft environmental document.] All trees removed as part of the project are located within the state right-of-way and are exempt from Monterey County Code ordinances regarding Tree Preservation. Therefore, the project will be consistent with these policies.

Public Access

Relevant Policies

California Coastal Act, Chapter 3:

Section 30211 - Development Not To Interfere With Access

Development shall not interfere with the public's right of access to the sea, where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30252 -Maintenance and Enhancement of Public Access

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Big Sur Coast Land Use Plan:

Section 4. State Route 1 and County Roads

4.1.2 General Policies

1. Improvements to State Route 1 shall be undertaken to increase its service capacity and safety, consistent with its retention as a scenic two-lane road.

4.1.3 Specific Policies

A. Road Capacity and Safety Improvements

1. The county requests that, to maximize vehicular access to the Big Sur Coast, the width of State Route 1 be upgraded to standard 12-foot lanes and 2-to-4-foot shoulders where physically practical and consistent with the preservation of other coastal resource values. A program of constructing left-turn lanes and other improvements shall be undertaken to improve traffic capacity and safety.

6. Public Access

6.1.3 Key Policy

The rights of access to the shoreline, public lands, and along the coast, and opportunities for recreational hiking access shall be protected, encouraged, and enhanced.

[The following ordinances from the Monterey County Code have been added since the draft environmental document.]

Monterey County Code

Chapter 12.08 - Highway Use Restrictions

12.08.010 - Closing or restricted use—Authorized.

A. The Director of Transportation of the County of Monterey may restrict the use of, or close, any County highway whenever he considers such closing or restriction of use necessary:

1. For the protection of the public;
2. For the protection of such County highways from damage during storms;
3. During construction, improvement, or maintenance operations on the highway.

B. Any such action of the Director of Transportation may be reviewed and modified by the Board of Supervisors of this County.

12.08.020 - Closing or restricted use—Notice.

A. To notify the public that a County highway is closed or its use restricted, the Director of Transportation may:

1. Erect suitable barriers or obstructions upon such highway;
2. Post warnings and notices of the condition of any such highway;
3. Post signs for the direction of traffic upon such highway or to or upon any other highway or detour open to public travel;
4. Place warning devices on such highways;
5. Assign a flagman to warn, detour, or direct traffic on such highway.

B. No person shall willfully remove or fail to observe any sign, marker, warning, notice, or direction placed or given under this Section.

Consistency Analysis

Traffic delays on State Route 1 may occur during project construction due to temporary closures on the southbound lane of the highway. [The following sentence has been added since the draft environmental document.] As detailed in the Transportation Management Plan, all temporary closures will use suitable signs, barriers, and/or flaggers to ensure proper notice to the public. The Transportation Management Plan will ensure that coastal access via State Route 1 will be consistent throughout project construction. Ultimately, by replacing the failed retaining wall, the project will ensure continued and consistent coastal access via State Route 1. Therefore, the project will be consistent with these policies.

Appendix C Required Consultation Documentation

[This appendix has been added since the draft environmental document was circulated.]

Agency consultation for this project has been accomplished through a variety of formal and informal methods, including project development team meetings, phone calls, emails, etc. Public participation was sought through the release and review of the Initial Study with Proposed Negative Declaration. This appendix summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

Biology Coordination:

- On January 7, 2022, Shelby Sanchez submitted online requests through the U.S. Fish and Wildlife Service Information for Planning and Consultation website (IPaC 2022) and via email to the National Marine Fisheries Service for updated official species lists for the project area. The official U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration/National Marine Fisheries Service species lists were received that day.
- On November 8, 2022, Shelby Sanchez submitted online requests through the U.S. Fish and Wildlife Service Information for Planning and Consultation website (IPaC 2022) and via email to the National Marine Fisheries Service for updated official species lists for the project area. The official U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration/National Marine Fisheries Service species lists were received that day.
- On September 11, 2023, Caltrans Biologists Shelby Sanchez and Jennifer Moonjian submitted a formal request via email to the U.S. Fish and Wildlife Service for formal consultation for use of the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program.
- On September 29, 2023, Caltrans Biologists Shelby Sanchez and Jennifer Moonjian received concurrence via email from the U.S. Fish and Wildlife Service for the use of the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program for the California red-legged frog.

Appendix D Avoidance, Minimization, and/or Mitigation Summary

Aesthetics (2.1.1)

With the implementation of the following avoidance and minimization measures, the project will be consistent with the aesthetic and visual resource protection goals along State Route 1, and potential visual impacts will be reduced:

VIS 1: Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation possible should be used.

VIS 2: Revegetate all areas disturbed by the project, including but not limited to temporary access roads, staging, and other areas with native plant species appropriate to each specific work location.

VIS 3: Replacement planting shall include aesthetic considerations and inherent biological goals. Replanting shall include native trees and plants as determined by a Caltrans biologist and the Caltrans District 5 Landscape Architecture Department. Replanting shall occur at the maximum extent horticulturally viable and be maintained until established.

VIS 4: Following construction, regrade and recontour any new construction access roads, staging areas, and other temporary uses as necessary to match the surrounding natural topography along State Route 1 and avoid unnatural-appearing remnant landforms.

VIS 5: All visible concrete drainage elements, including, but not limited to, headwalls, drain inlet aprons, etc., should be colored to blend with the surroundings and reduce reflectivity. The specific colors of these concrete elements shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 6: All visible metal components related to downdrains and inlets, including but not limited to flared end sections, connectors, anchorage systems, safety cable systems, etc., should be darkened or colored to blend with the surroundings and reduce reflectivity. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 7: ST-75B Bridge Rails shall be colored and/or darkened to blend with the natural setting. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 8: [The following sentence has been changed to reflect that both the Midwest Guardrail System and ST-75B Barrier Rail will require a concrete slab footing.] The concrete barrier slab footing shall be colored and/or darkened to blend with the nearby shoulders. The exposed top surface of the barrier slab should have an overlay or be colored to match the color of the nearby asphalt roadway lanes. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 9: All metal roadside elements, including but not limited to the Midwest Guardrail System, guardrail transitions, and end treatments, should be stained or darkened to be visually compatible with the rural setting. The color shall be determined and approved by the Caltrans District 5 Landscape Architecture Department.

VIS 10: The vertical wall piles should be colored and/or darkened to be visually compatible with the rural setting. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 11: If timber lagging is not used, then concrete lagging should be colored and/or darkened to blend with the surrounding hillside. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

VIS 12: If whalers are used, they should be colored and/or darkened to be visually compatible with the rural setting. The specific color shall be determined by the Caltrans District 5 Landscape Architecture Department.

Air Quality (2.1.3)

The potential for air quality impacts generated by project construction will be minimized with the implementation of the following measure:

AIR 1: To minimize dust emissions from the project, Section 14-9.02 (Air Pollution Control) of the 2018 Standard Specifications states that the contractor is responsible for complying with all local air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017 (Public Contract Code Section 10231). Incorporate appropriate engineering design and Stormwater Best Management Practices during construction.

Biological Resources (2.1.4)

Potential impacts to biological resources as a result of the project will be reduced to less than significant under CEQA with the implementation of the following avoidance and minimization measures:

BIO 1: [The following sentence has been changed to reflect that all impacts associated with project activities were found to be less than significant under CEQA and do not require mitigation.] Native, nonornamental trees removed

that have a diameter at breast height of greater than 6 inches may be replanted, as required, at a 1-to-1 ratio.

BIO 2: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

BIO 3: When practicable, invasive exotic plants in the project site shall be removed and properly disposed of. All invasive vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If the soil from weedy areas must be removed offsite, the top 6 inches of soil containing the seed layer in areas with weedy species shall be disposed of at a landfill.

BIO 4: If necessary, wash stations onsite shall be established for construction equipment under the guidance of Caltrans to avoid and minimize the spread of invasive plants and/or seeds within the construction area.

BIO 5: Before any ground-disturbing activities, Environmentally Sensitive Area fencing will be installed around trees and other vegetation designated to be protected within the project limits. Protection limits will be noted on design plans and delineated in the field before the start of construction activities.

BIO 6: Only U.S. Fish and Wildlife Service-approved biologists will participate in activities associated with the capture, handling, and monitoring of California red-legged frogs. Biologists authorized under this biological opinion do not need to resubmit their qualifications for subsequent projects conducted pursuant to this biological opinion unless we have revoked their approval at any time during the life of this biological opinion.

BIO 7: Ground disturbance will not begin until written approval is received from the U.S. Fish and Wildlife Service that the biologist is qualified to conduct the work unless the individual(s) has/have been approved previously and the U.S. Fish and Wildlife Service has not revoked that approval.

BIO 8: A U.S. Fish and Wildlife Service-approved biologist will survey the project site no more than 48 hours before the start of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work begins. The U.S. Fish and Wildlife Service-approved biologist will relocate the California red-legged frogs to the shortest distance possible to a location that contains suitable habitat and that will not be affected by project construction activities. The relocation site should be in the same drainage to the extent practicable. Caltrans will coordinate with the U.S. Fish and Wildlife Service on the relocation site before the capture of any California red-legged frogs.

BIO 9: Before any activities begin on the project, a U.S. Fish and Wildlife Service-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

BIO 10: A U.S. Fish and Wildlife Service-approved biologist will be present at the work site until all California red-legged frogs have been relocated out of harm's way, workers have been instructed, and disturbance of habitat has been completed. After this time, the state or a local sponsoring agency will designate a person to monitor onsite compliance with all minimization measures. The U.S. Fish and Wildlife Service-approved biologist will ensure that this monitor receives the training outlined in Measure BIO 8 above and in the identification of California red-legged frogs. If the monitor or the U.S. Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs will be affected in a manner not expected by Caltrans and the U.S. Fish and Wildlife Service during a review of the proposed action, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the adverse effect immediately or require that all actions causing these effects be stopped. If work is stopped, the U.S. Fish and Wildlife Service will be notified as soon as possible.

BIO 11: During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.

BIO 12: All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies and in a location where a spill will not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water). The monitor will ensure contamination of habitat does not occur during such operations. Before the start of work, Caltrans will ensure that a plan is in place for a prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.

BIO 13: Habitat contours will be returned to their original configuration at the end of project activities. This measure will be implemented in all areas disturbed by project activities unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible or modification of original contours will benefit the California red-legged frog.

BIO 14: The number of access routes, the size of staging areas, and the total area of the activity will be limited to the minimum necessary to achieve the project goals. Environmentally Sensitive Areas will be delineated to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

BIO 15: Caltrans will attempt to schedule work activities for times of the year when impacts to the California red-legged frog will be minimal. For example, work that will affect large pools that may support breeding will be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important in maintaining California red-legged frogs through the driest portions of the year will be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and coordination between Caltrans and the U.S. Fish and Wildlife Service during project planning will be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.

BIO 16: To control sedimentation during and after project implementation, Caltrans and the sponsoring agency will implement the best management practices outlined in any authorizations or permits issued under the authority of the Clean Water Act that it receives for the specific project. If best management practices are ineffective, Caltrans will attempt to remedy the situation immediately in coordination with the U.S. Fish and Wildlife Service.

BIO 17: If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water will be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that will allow flow to resume with the least disturbance to the substrate. Alteration of the streambed will be minimized to the maximum extent possible; any imported material will be removed from the streambed upon project completion.

BIO 18: Unless approved by the U.S. Fish and Wildlife Service, water will not be impounded in a manner that may attract California red-legged frogs.

BIO 19: A U.S. Fish and Wildlife Service-approved biologist will permanently remove any individuals of non-native species, such as bullfrogs (*Rana catesbeiana*), signal and red swamp crayfish (*Pacifastacus leniusculus*; *Procambarus clarkii*), and centrarchid fishes from the project area to the maximum extent possible. The U.S. Fish and Wildlife Service-approved

biologist will be responsible for ensuring his or her activities comply with the California Fish and Game Code.

BIO 20: If Caltrans demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.

BIO 21: To ensure that diseases are not transported between work sites by the U.S. Fish and Wildlife Service-approved biologist, the fieldwork code of practice, developed by the Declining Amphibian Populations Task Force, will be followed at all times. A copy of the fieldwork code of practice is enclosed.

BIO 22: Project sites will be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by project activities unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible or practical.

BIO 23: Caltrans will not use herbicides as the primary method to control invasive, exotic plants. However, if Caltrans determines the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, it will implement the following additional protective measures for the California red-legged frog:

- a. Caltrans will not use herbicides during the breeding season for the California red-legged frog;
- b. Caltrans will conduct surveys for the California red-legged frog immediately before the start of any herbicide use. If found, California red-legged frogs will be relocated to suitable habitat far enough from the project area that no direct contact with herbicides will occur;
- c. Giant reed and other invasive plants will be cut and hauled out by hand and painted with glyphosates or glyphosate-based products, such as AquaMaster® or Rodeo®.
- d. Licensed and experienced Caltrans staff or a licensed and experienced contractor will use a hand-held sprayer for foliar application of AquaMaster® or Rodeo® where large monoculture stands occur at an individual project site;
- e. All precautions will be taken to ensure that no herbicide is applied to native vegetation.
- f. Herbicides will not be applied on or near open water surfaces (no closer than 60 feet from open water).

- g. Foliar applications of herbicide will not occur when wind speeds are in excess of 3 miles per hour.
- h. No herbicides will be applied within 24 hours of forecasted rain.
- i. Application of all herbicides will be done by qualified Caltrans staff members or contractors to ensure that overspray is minimized, that all application is made in accordance with label recommendations, and with the implementation of all required and reasonable safety measures. A safe dye will be added to the mixture to visually denote treated sites. Application of herbicides will be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs and Endangered Species Protection Program county bulletins.

BIO 24: Upon project completion, Caltrans shall ensure that a Project Completion Report is completed and provided to the Ventura Office of the U.S. Fish and Wildlife Service, following the template provided with the Programmatic Biological Opinion. Caltrans shall include recommended modifications of the protective measures if alternative measures will facilitate compliance with the provisions of this consultation.

Nesting Birds

The following measures apply to all birds protected by the Migratory Bird Treaty Act and California Fish and Game Code. The list of birds protected by these regulatory laws is extensive, and not all birds protected by these laws are likely to occur within the Biological Study Area.

BIO 25: Within 30 days before initiation of site disturbance and/or construction, a qualified biologist should conduct a preconstruction survey for nesting birds if vegetation disturbance or tree removal cannot be scheduled outside of the typical nesting bird season (February 14 to September 30).

BIO 26: Active bird nests will not be disturbed, and eggs or young birds covered by the Migratory Bird Treaty Act and California Fish and Game Code will not be killed, destroyed, injured, or harassed at any time (harassment includes noise from construction activities). If an active bird nest is found in or near a location that will be disturbed, a Caltrans biologist will determine an appropriate buffer based on the habits and needs of the species. An Environmentally Sensitive Area will be established, and the nest area will be avoided until the nest is vacated and the juveniles have fledged.

BIO 27: If roosting bats are discovered within the project area, the resident engineer shall immediately contact the project biologist on how to proceed. The biologist will coordinate with the California Department of Fish and Wildlife if necessary.

Greenhouse Gas Emissions

The potential for greenhouse gas impacts generated by project construction will be reduced to less than significant under CEQA with the implementation of the following minimization measures:

GHG 1: Limit idling to five minutes for delivery and dump trucks and other diesel-powered equipment when not in active operation.

GHG 2: Use alternative fuels such as renewable diesel or solar power for construction equipment when available.

GHG 3: For improved fuel efficiency from construction equipment:

- Maintain equipment in proper tune and working condition
- Use right sized equipment for the job
- Use equipment with new technologies

GHG 4: Use recycled materials in the construction of new project features onsite when possible. This may include processing waste to create usable fill and maximizing the use of recycled materials that meet Caltrans specifications for incorporation into new work.

GHG 5: Reduce construction waste when possible. For example, reuse or recycle construction and demolition waste to reduce consumption of raw materials, reduce waste and transportation to landfills, and save costs.

Hazards and Hazardous Materials (2.1.9)

The potential for impacts generated by project construction will be reduced to less than significant under CEQA with the implementation of the following minimization measures.

HAZ 1: The project will include Caltrans Standard Specifications related to fire prevention and fire safety to minimize the potential for igniting nearby vegetation during construction activities, along with implementing the California Division of Occupational Safety and Health Fire Protection and Prevention Guidance.

HAZ 2: When handling and applying fire-retardant paint, the construction contractor must follow the manufacturer's safety protocols for workers and observe cleanup protocols in the event of an accidental spill.

Noise (2.1.13)

The potential for noise impacts generated by project construction will be minimized with the implementation of the following measures:

NOISE 1: Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler.

NOISE 2: Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of the construction activity. The District 5 Public Information Office posts notice of construction and potential community impacts after receiving notice from the resident engineer.

NOISE 3: Shield especially loud pieces of stationary construction equipment.

NOISE 4: Locate portable generators, air compressors, etc., away from sensitive noise receptors.

NOISE 5: Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.

NOISE 6: Place heavily trafficked areas such as the maintenance yard, equipment, tools, and other construction-oriented operations in locations that will be the least disruptive to surrounding sensitive noise receptors.

NOISE 7: Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer.

NOISE 8: Consult District noise staff if complaints are received during the construction process.

The following Caltrans Standard Specification for noise control will also be implemented:

NOISE 9: To minimize impacts on residents' normal nighttime sleep activities, it is recommended that, whenever possible, construction work be done during the day. If nighttime construction is necessary, the noisiest construction activities will be done as early in the evening as possible. Caltrans Standard Specifications Section 14-8.02 Noise Control will be implemented. This standard specification requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 A-weighted decibels maximum sound level at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

Transportation (2.1.17)

The following avoidance and minimization measure will further reduce the potential for impacts on transportation:

TRAFFIC-1: A Traffic Management Plan is required to address any potential traffic delays on State Route 1 that may occur during project construction due to temporary lane closures. This will ensure that coastal access via State Route 1 will be maintained at all times throughout the construction period and will account for emergency access while limiting delays.

Appendix E Comment Letters and Responses

[This appendix has been added since the draft environmental document was circulated.]

This appendix contains the comments received during the public circulation and comment period from April 27, 2023, to May 28, 2023, retyped for readability. The comment letters are stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A Caltrans response follows each comment presented. Copies of the original comment letters and documents can be found in Volume 2 of this document.

A notice was published in The Monterey Herald newspaper on April 27, 2023, and on the Caltrans website informing the public of the environmental document's availability for review and comment and to advertise an opportunity for a virtual public meeting. No virtual public meeting was requested.

Comment from Jackson Hurst of Kennesaw, Georgia

Comment 1:

I have reviewed the IS/PND Document for Caltrans Coastlands II Retaining Wall Project and I approve and support the build alternative because the build alternative will improve safety by repairing the failed retaining wall underneath CA-1 at PM 44.34.

Response to comment 1: Thank you for your comment and interest in this project. Caltrans has noted your alternative preference.

Comments from Monterey County: Housing and Community Development Department:

Comment 1:

The project is within the Big Sur Land Use Plan, which comprises a Coastal area of unincorporated County of Monterey. Pursuant to Section 15063(d)(5) of the CEQA Guidelines, this IS/MND shall include analysis of consistency with the relevant provisions of the Big Sur Land Use Plan (BSC LUP) and accompanied Coastal Implementation Plan (CIP), 1982 General Plan policies and of the ordinances of the Monterey County Code (MCC).

Response to comment 1: A consistency analysis of relevant provisions of the Big Sur Land Use Plan and accompanying Coastal Implementation Plan was performed for this project and is included in Appendix B, Coastal Policy Analysis. The Coastal Policy Analysis has been updated to include a consistency analysis of relevant 1982 General Plan policies and ordinances of the Monterey County Code.

Comment 2:

Chapter 1.8 of the IS/MND should be revised to require the County of Monterey to grant a Coastal Development Permit to allow repairs and improvements to an existing public road on slopes in excess of 30 percent and within the Critical Viewshed, and a Coastal Development Permit to allow removal of protected trees. The Coastal Development Permit will be appealable to the Coastal Commission. Although not part of the scope of the IS/MND, based on a review of County records, a Coastal Development Permit was not obtained for the Coastlands I guardrail. Caltrans should seek after-the-fact permitting.

Response to comment 2: Table 1.1 in Chapter 1, Section 1.9, Permits and Approvals Needed, has been updated to reflect that the only Coastal Development Permit required for this project will be issued by the County of Monterey. A Coastal Development Permit (PLN 200098) for the Coastlands Retaining Wall was obtained from the County of Monterey on April 29, 2021.

Comment 3:

As demonstrated in Appendix B of the IS/MND, BSC LUP Chapter 3.2 prohibits all future public or private development that is visible from State Route 1 and major public viewing areas (the critical viewshed). However, as accurately described in the IS/MND, BSCLUP Policy 3.2.5.C provides an exception to the Critical Viewshed policy for Public Highway 1 facilities. The County of Monterey appreciates that design alternatives were considered. Although the IS/MND's preferred alternative is the ST-75B Bridge Rail, the Stained Midwest Guardrail System is most consistent with the Big Sur Land Use Plan and Coastal Implementation Plan policies relating to public Highway

1 facilities being complementary to the rural setting and character of Big Sur. Additionally, the Stained Midwest Guardrail System is most consistent with the Big Sur Coast Highway

Management Plan's Guidelines for Corridor Aesthetics which states "steel-backed timber guardrail (a timber rail backed with steel plate): compatible with the forested character typical of the Big Sur Valley." The IS/MND determined that, with mitigation measures, the project would have a less than significant impact on visual resources. This section of the IS/MND should be revised to incorporate the Critical Viewshed policies and Visual Access policies of the Big Sur Land Use Plan. The visual resources policies of the BSC LUP and CIP are some of the strictest, if not the strictest, viewshed regulations along the California coastline. A guardrail currently does not exist along this segment of Highway 1 and with implementation of the project, ocean views will be partially blocked, and a new element will be introduced in the Critical Viewshed and along a Scenic Highway. A more thorough visual analysis should be prepared to determine potential aesthetic impacts. Given that the Coastlands I guardrail is under construction with the ST-75B Bridge Rail design, it is recognized that if the Stained Midwest Guardrail System was installed along the proposed section of Highway 1, there would be a lack of visual continuity between the two guardrails. Although the County of Monterey Planning staff consider the Stained Midwest Guardrail System to be the preferred alternative, the Monterey County Planning Commission is the appropriate authority to consider the project. As detailed in the IS/MND, Caltrans district traffic safety staff "recommend" closing the gap between the proposed Coastlands II guardrail and Coastlands I guardrail to increase public safety. Please provide the technical information needed to justify the impacts to the Critical Viewshed and substantiate Caltrans' proposal to construct 175 feet of additional barrier rail.

Response to comment 3: The draft Initial Study With Negative Declaration did not identify ST-75B Barrier Rail as the preferred alternative. The two rail types were both presented as Build Alternatives in the draft Initial Study With Negative Declaration, but the numbering of the Build Alternatives in the document is not indicative of Caltrans' preference. Build Alternative 1 featuring the ST-75B Barrier Rail was selected as the Preferred Build Alternative by the project development team. More information regarding the suitability of Build Alternative 1 can be found in Section 1.5 of the final environmental document. The rail type that is ultimately constructed to connect the gap between the two retaining walls will be subject to approval by the Monterey County Local Coastal Program via the Coastal Development Permit application process.

No visual mitigation measures are included as part of the draft Initial Study With Negative Declaration because all visual impacts associated with project activities were found to be less than significant, as shown in Section 2.1.1 Aesthetics. This determination was made based on the information provided

in the Visual Impact Analysis, which can be found in Volume 2 of the final environmental document. All measures included in the Visual Impact Analysis are considered avoidance and minimization measures because these measures are not intended to lessen significant environmental impacts.

Critical Viewshed policies and Visual Access policies of the Big Sur Land Use Plan were considered when preparing the Visual Impact Analysis and Section 2.1.1 Aesthetics of the final environmental document, and a full consistency analysis of these policies and other relevant policies can be found in Appendix B.

The Visual Impact Analysis prepared for the project fully considers all facets of both Build Alternatives. It is suitably complete and rigorous, and additional analysis is not required.

A technical design memo that details the justification of the closure of the gap on the basis of collision history, roadway alignment, site conditions, and the minimum length of guardrail installations needed was completed on July 28, 2023. Upon preparation and review of this technical justification memorandum, the Caltrans Department of Traffic Safety Systems has revised its recommendation to a requirement for the project. The technical justification memorandum is included in Volume 2 of the final environmental document, which is available upon request via email, phone, and mail. Further details and instructions for requesting Volume 2 can be found on the final page of the final environmental document.

Comment 4:

Consistent with CEQA Guidelines section 150701, the Initial Study includes mitigation measures to lessen potentially significant environmental impacts. Accordingly, the Initial Study should be adopted as Mitigated Negative Declaration with a Mitigation Monitoring and Reporting Plan, rather than just a Negative Declaration. As a responsible agency, the County of Monterey would rely on the adopted Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan when considering the project.

Response to comment 4: All impacts associated with project activities were found to be less than significant, as shown in Chapter 2.1. This determination was made based on the information provided in relevant technical reports, which can be found in Volume 2 of the environmental document. All measures included in the environmental document are considered avoidance and minimization measures, including all measures pertaining to Aesthetic and Biological Resources because these measures are not intended to lessen significant environmental impacts. A Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan are not required for this project. An internally coordinated Monitoring and Reporting Plan will be prepared for

the replacement planting and subsequent one year plant establishment period.

Comments from the California Coastal Commission:

Comment 1:

The IS/MND is unclear about the jurisdictional setting of the project as it relates to the need to obtain a Coastal Development Permit. However, based on a preliminary review, it appears that the proposed project is located entirely within the Local Coastal Program (LCP) jurisdiction of Monterey County, with no project elements within the Coastal Commission's original jurisdiction. As such, Caltrans must apply for a Coastal Development Permit (CDP) from Monterey County, which would be appealable to the Coastal Commission. The table on page 13 should be revised to reflect this information.

Response to comment 1: Table 1.1 in Chapter 1, Section 1.9, Permits and Approvals Needed, has been updated to reflect that the only Coastal Development Permit required for this project will be issued by the County of Monterey.

Comment 2:

We would like to inquire about the statement on page 65 that a Federal Consistency Certification would be required from the Coastal Commission in addition to the Coastal Development Permit from Monterey County. While it is accurate that a CDP issued by a local government does not serve as federal consistency review, the IS/MND does not state the basis on which Caltrans believes the project requires federal consistency review by the Coastal Commission. Please contact me at your earliest convenience with this information so that I can confirm with my colleagues in our Federal Consistency Division whether federal consistency review is required for this project. This coordination will ensure an efficient permitting process for Caltrans.

Response to comment 2: Senior Coastal Planner Marlene Alvarado confirmed via email on September 19, 2023, that a federal consistency review would be appropriate because the project is subject to the Coastal Zone Management Act. Caltrans will comply with all regulatory obligations under the federal Coastal Zone Management Act and the California Coastal Act.

Comment 3:

Visual Resources. We appreciate that Caltrans is proposing multiple measures to minimize the potential visual impact of the project, including staining or otherwise coloring the railing, soldier pile wall, and other project elements to blend with the surrounding landscape. While we recognize that Caltrans has determined that, with these measures, the project would have less than significant impacts on visual resources, we must clarify that this determination for the purposes of CEQA does not necessarily correlate to the

project being consistent with the visual resources protection policies of the Coastal Act and the Monterey County LCP.

As recognized in Appendix B of the IS/MND, Coastal Act Section 30251 requires that the scenic and visual resources of the coastal area around Highway 1 be protected as a resource of public importance, and that development be visually compatible with the character of the surrounding area, and sited and designed to minimize alteration of natural landforms. The policies of the Big Sur LUP and the Big Sur Coast Highway Management Plan (BSCHMP) mirror these policies and provide additional policy direction for projects within the Big Sur. The visual resource policies of the Monterey County LCP—specifically the Big Sur LUP—and the BSCHMP are exceptionally protective, as Big Sur is widely considered one of the most unique and sensitive viewsheds in California. As such, conventional project features that may be consistent with Coastal Act and LCP policies in other jurisdictions may need to be approached differently or avoided altogether in order to be consistent with the Big Sur LUP.

The most significant visual impact of the proposed project would result from constructing a railing along the top of the proposed retaining wall and potentially extending northward. Caltrans proposes to construct approximately 190 feet of Type ST-75B bridge railing along the top of the retaining wall. As described in the document, there would be a 175-foot-long gap between the northern end of this railing and the southern end of the existing railing along the Coastlands Retaining Wall to the north. The IS/MND states that “safety regulations recommend that gaps of less than 200 feet between guardrail installations should be avoided.” For this reason, Caltrans proposes to either extend the ST-75B railing an additional 175 feet to connect it with the existing railing, or to construct an MGS guardrail to fill the gap between the two retaining wall railings.

Given the policy context summarized above, we suggest that the IS/MND (and future project materials) provide technical information to substantiate Caltrans’ proposal to construct 175 feet of additional barrier rail to close the gap between the existing barrier rail at the Coastlands Retaining Wall and the proposed barrier rail at the Coastlands II Retaining Wall. While we understand that Caltrans district traffic safety staff “recommend” closing the gap in order to increase driver safety, it is critical as part of the Coastal Development Permit process that Monterey County and Coastal Commission staff understand the technical basis upon which this recommendation is being made, and whether the recommendation is underpinned by any state/national safety standards or regulations. Depending on the additional information Caltrans staff provide, Coastal Commission staff may recognize and agree with the need to construct MGS guardrail along the gap. Given that the IS/MND establishes that such guardrail would be sufficient to address Caltrans’ safety concerns while also posing less visual impact, this approach is more likely to be found consistent with the visual resource policies of the

Big Sur LUP and the Coastal Act. In the meantime, without additional information, Coastal Commission staff recommend that Caltrans remove this feature from the project and minimize impacts to the Big Sur critical viewshed, as this will help minimize the likelihood of the project being appealed to the Coastal Commission.

We are also mindful that the project would have unavoidable visual impacts due to the railing above the proposed wall and, potentially, a railing extending northward to the Coastlands Retaining Wall. We suggest that Caltrans propose visual mitigation to compensate for these unavoidable impacts. One option might be to underground one or both of the overhead lines mentioned on page 57 of the IS/MND. Such mitigation will ensure that highway projects in the vicinity do not have an aggregate impact over time of substantially altering the scenic value of the highway.

Response to comment 3: All visual impacts associated with project activities were found to be less than significant under CEQA, as shown in Section 2.1.1 Aesthetics. The Coastal Policy Analysis presented in Appendix B provides a detailed analysis of why the project is consistent with the visual resources protection policies of the Coastal Act and the Monterey County Local Coastal Program, in addition to policies and ordinances found in the 1982 Monterey County General Plan and the Monterey County Code.

A technical design memo that details the justification of the closure of the gap on the basis of collision history, roadway alignment, site conditions, and the minimum length needed for guardrail installations was completed on July 28, 2023. Upon preparation and review of this technical justification memorandum, the Caltrans Department of Traffic Safety Systems has revised its recommendation to a requirement for the project. The technical justification memorandum is included in Volume 2 of the final environmental document, which is available upon request via email, phone, and mail.

Further details and instructions for requesting Volume 2 can be found on the final page of the final environmental document.

Build Alternative 1 featuring the ST-75B Barrier Rail was selected as the Preferred Build Alternative by the project development team. More information regarding the suitability of Build Alternative 1 can be found in Section 1.5 of the final environmental document. The rail type that is ultimately constructed to connect the gap between the two retaining walls will be subject to approval by the Monterey County Local Coastal Program via the Coastal Development Permit application process.

Undergrounding of utility lines that run along the shoulder of the northbound lane of State Route 1 is not included in the project because no reconstruction of the northbound lane or shoulder is required as a result of project activities.

Comment 4:

Tree Removal. As listed beginning on page 79 of the draft IS/MND, the Coastal Act and the Big Sur LUP contain policies protecting sensitive habitats. The Big Sur LUP also contains policies protecting native and mature trees, and requiring replacement planting to compensate for unavoidable tree removal. Caltrans proposes to remove eight trees, including five Monterey cypress, one California buckeye, and two coast live oak, within the area where the wall would be constructed. None of the trees are considered “landmark trees” under the County’s LCP, as none are greater than 24 inches in diameter breast height. Per Monterey County Implementation Plan Section 20.145.060.D.6, Caltrans would replace these trees at a 1:1 ratio unless this ratio would result in overcrowding. Please note that while Monterey cypress is native to the Monterey Peninsula, it is not native to the Big Sur area. In some locations in Big Sur, Monterey cypress can act as an invasive species, spreading beyond locations it is originally planted and blocking the sunlight and winds upon which native sensitive plant habitats depend. We suggest that Caltrans staff evaluate, in consultation with Monterey County staff, whether replacing the removed Monterey cypress with native trees would be appropriate at the site, particularly if native trees would pose less impact on the critical viewshed than mature Monterey cypress trees.

Response to comment 4: Caltrans staff will consult with Monterey County staff while developing replacement planting plans. Caltrans agrees that replacing the removed Monterey cypresses with native trees could provide benefits to the critical viewshed in this location. An arborist report will be prepared once limits of grading are finalized in the Plans, Specifications, and Estimates phase of the project delivery process, and information from this report will also be used in the preparation of planting plans.

Comment 5:

Coastal Access. As listed beginning on page 83 of the draft IS/MND, the Coastal Act and the Big Sur LUP contain policies protecting and promoting public coastal access. As the primary arterial through the Central Coast, Highway 1 is a critical resource for providing public access to and along the coast. Commission staff support the overall goal of the project to provide a safe and reliable roadway through the project area while minimizing environmental impacts. At the same time, we are mindful that lane closures and one-way traffic control (as mentioned on page 55) have the potential to temporarily impact public coastal access by constricting highway traffic. Given the importance of Highway 1 to public coastal access throughout the project area, we suggest that Caltrans schedule any traffic restrictions to avoid the summer season, when coastal visitorship is highest, particularly on weekends and holidays. We further suggest that Caltrans avoid locating construction staging and storage within existing highway pullouts that are commonly used

for public parking and coastal access, particularly during the summer. These measures will help avoid significant impacts to public access.

Response to comment 5: Adopting the Traffic Management Plan will minimize disruption to the greatest extent possible and will consider the holidays and weekends. The project is expected to begin construction in January 2026 and last nine months, so the bulk of project activities will be completed by summer 2026. Public parking is not authorized in the area identified for staging, and no public coastal access is available in the project area.

List of Technical Studies Bound Separately (Volume 2)

- Air Quality, Noise, and Water Quality Technical Assessment Memorandum (December 18, 2022)
- Climate Change Technical Report (February 8, 2023)
- Cultural Resources Screened Undertaking Memorandum (January 9, 2023)
- Cumulative Impact Report (March 16, 2023)
- Geotechnical Reports
 - Geotechnical Design Report (May 11, 1998)
 - Geotechnical Assessment and Recommendations (May 21, 2021)
 - Structure Preliminary Geotechnical Report (March 16, 2022)
- Hazardous Waste Initial Site Assessment Memorandum (December 19, 2022)
- Natural Environment Study (Minimal Impacts) (January 9, 2023)
- Paleontological Identification Report (December 19, 2023)
- Visual Impact Assessment (February 23, 2023)
- [The following text has been added since the draft environmental document was circulated.] Technical Justification for Barrier Gap Closure (July 28, 2023).

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Lara Bertaina
District 5 Environmental Division
California Department of Transportation
50 Higuera Street, San Luis Obispo, California 93401

Or send your request via email to: lara.bertaina@dot.ca.gov
Or call: 805-779-0792

Please provide the following information in your request:

Project title: Coastlands II Retaining Wall

General location information: On State Route 1 in Monterey County at post mile 44.34, 1.1 miles south of Pfeiffer Canyon Bridge near Big Sur

District number-county code-route-post mile: 05-MON-01-PM 44.34

Project ID number: 0521000188

Exhibit C

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MINUTES
Big Sur Land Use Advisory Committee
Tuesday, December 10, 2024

1. Meeting called to order by Steve Beck at 10:08 am

2. Roll Call

Members Present:

Steve Beck, Marcus Foster, Trey Kropp, John Wilson, Christina Dipaci

Members Absent:

0

3. Approval of Minutes:

A. Nov. 12, 2024 minutes

Motion: Trey Kropp (LUAC Member's Name)

Second: David Smiley (LUAC Member's Name)

Ayes: Unanimous

Noes: 0

Absent: 0

Abstain: 0

4. **Public Comments:** The Committee will receive public comment on non-agenda items that are within the purview of the Committee at this time. The length of individual presentations may be limited by the Chair.

0

5. Scheduled Item(s)

6. Other Items:

A) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects

0

B) Announcements

None. LUAC questions raised: 1. Several spoke regarding the last applicants apparent lie that no STR's were continuing to happen and Mary Israel noted that she would deal with this violation in her staff report on the requested permit. 2. Steve wanted us to discuss how to deal with illegal planting of visual barriers to homes along the highway and the trimming of such once the homes are developed. Specifically, why are we allowing the planting of Cypress trees along the highway? Mary suggested we send her a list of the possible violations and she would turn it over to code enforcement. 3. Trey wondered about a proposed permit for an outdoor grow of Pot on Pfeiffer Ridge. Mary reported the applicant has not reapplied and they will likely time out on the outdoor grow pilot program's permitting window, so she is anticipating the application will become void. 4. Steve wondered how projects were being reviewed between Anderson Canyon and Regents Slide. Can our LUAC be the temporary reviewer of those until Regents is reopened? 4. Marcus voiced concern that Wind and Sea continues to be in violation of operating an STR and wondered why the County hasn't acted to stop their use and enforced the fines of around \$500,000? Mary will look into it.

7. Meeting Adjourned: 12:32 **am/pm**

Minutes taken by: David Smiley

Action by Land Use Advisory Committee

Project Referral Sheet

Monterey County Housing & Community Development
 1441 Schilling Place 2nd Floor
 Salinas CA 93901
 (831) 755-5025

Advisory Committee: _____

1. **Project Name:** EVANS PETER H TR
File Number: PLN170932
Project Location: 38793 Palo Colorado Road, Carmel
Assessor's Parcel Number(s): 418-161-006-000
Project Planner: Zoe Zepp
Area Plan: Big Sur Coast Land Use Plan, Coastal Zone
Project Description: An application for a Combined Development Permit consisting of: 1) a Coastal Administrative Permit and Design Approval to allow construction of a 1,324 square foot single family dwelling, an 838 square foot porch and approximately 1,650 cubic yards of cut and 10 cubic yards of fill; 2) a Coastal Development Permit to allow the removal of eight (8) protected trees (three [3] Oaks and five [5] Madrones); and 3) a Coastal Development Permit to allow development on slopes exceeding 30 percent.

Was the Owner/Applicant/Representative present at meeting? YES X NO _____

(Please include the names of those present)

Hunter Eldridge (Architect), Barbara Evans (owner), Sehra Evans (owner), John Grigsby (LUAC applicant for membership)

Was a County Staff/Representative present at meeting? Mary Israel (Name)

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
None			

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
What is the landscape plan for graded areas?	Coastal Implementation Plan code 20145030c2d requires a landscape plan	
Windows create heat inside as well as reflected light that affects others.		

ADDITIONAL LUAC COMMENTS

Recommend exterior fire sprinklers.

RECOMMENDATION:

Motion by: Marcus moved recommending the project for approval

(LUAC Member's Name)

Second by:

John Wilson

(LUAC Member's Name)

X Support Project as proposed

 Support Project with changes

 Continue the Item

Reason for Continuance: _____

Continue to what date: _____

Ayes: Unanimously approved

Noes: 0

Absent: 0

Abstain: 0

Action by Land Use Advisory Committee

Project Referral Sheet

Monterey County Housing & Community Development
 1441 Schilling Place 2nd Floor
 Salinas CA 93901
 (831) 755-5025

Advisory Committee:

2.

Project Name: CALIFORNIA DEPARTMENT OF TRANSPORTATION
 (COASTLANDS II RETAINING WALL)

File Number: PLN240238

Project Location: located at Post Mile Marker (PM) 44.34, along Highway 1, Big Sur (No Assessor's Parcel Number), within the State right-of-way

Assessor's Parcel Number(s): 418-161-006-000

Project Planner: Zoe Zepp

Area Plan: Big Sur Coast Land Use Plan, Coastal Zone.

Project Description: an application for a Combined Development Permit consisting of a: 1) Coastal Development Permit to replace existing failed retaining wall and associated site improvements including new barrier systems, drainage rehabilitation and roadway restoration; and 2) Coastal Development Permit for the removal of five (5) Monterey Cypress and two (2) Coast Live Oak trees.

Was the Owner/Applicant/Representative present at meeting? YES X NO

(Please include the names of those present)

Dianna Beck, Cal Trans District 5

Adam DiGiaine, Cal Trans District 5

Geramaldi, Cal Trans District 5

John Olejnik, Cal Trans District 5

Was a County Staff/Representative present at meeting? Hya Honorato (Name)

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
Walking space on the downhill side of the guardrail. There currently is and they want it to remain		
Concern about landscape plan and invasive plants in graded soil		We need a landscape monitoring plan of at least 5 years to prevent invasives like pampus grass from growing there.
Colors of railing discussed. All liked the coloring and some wanted the concrete to be stained.		Suggest staining the concrete

ADDITIONAL LUAC COMMENTS

Steve raised th issue of bike lanes to allow cars to pass where feasible. This area is a perfect example of a good place to add one. It is recognized that there is a paved 4' shoulder on this one . Christina wondered what the best way to get ahead of this discussion and the Cal Trans staff all said be part of the Big Sur Byways Organization that currently has openings. A safe refuge for bikes is encouraged to be considered for future projects.

RECOMMENDATION:

Motion by: Christina Dipaci (LUAC Member's Name)

Second by: Steve Beck (LUAC Member's Name)

Support Project as proposed

 X Support Project with changes

 Continue the Item

Reason for Continuance: _____

Continue to what date: _____

Ayes: Unanimous

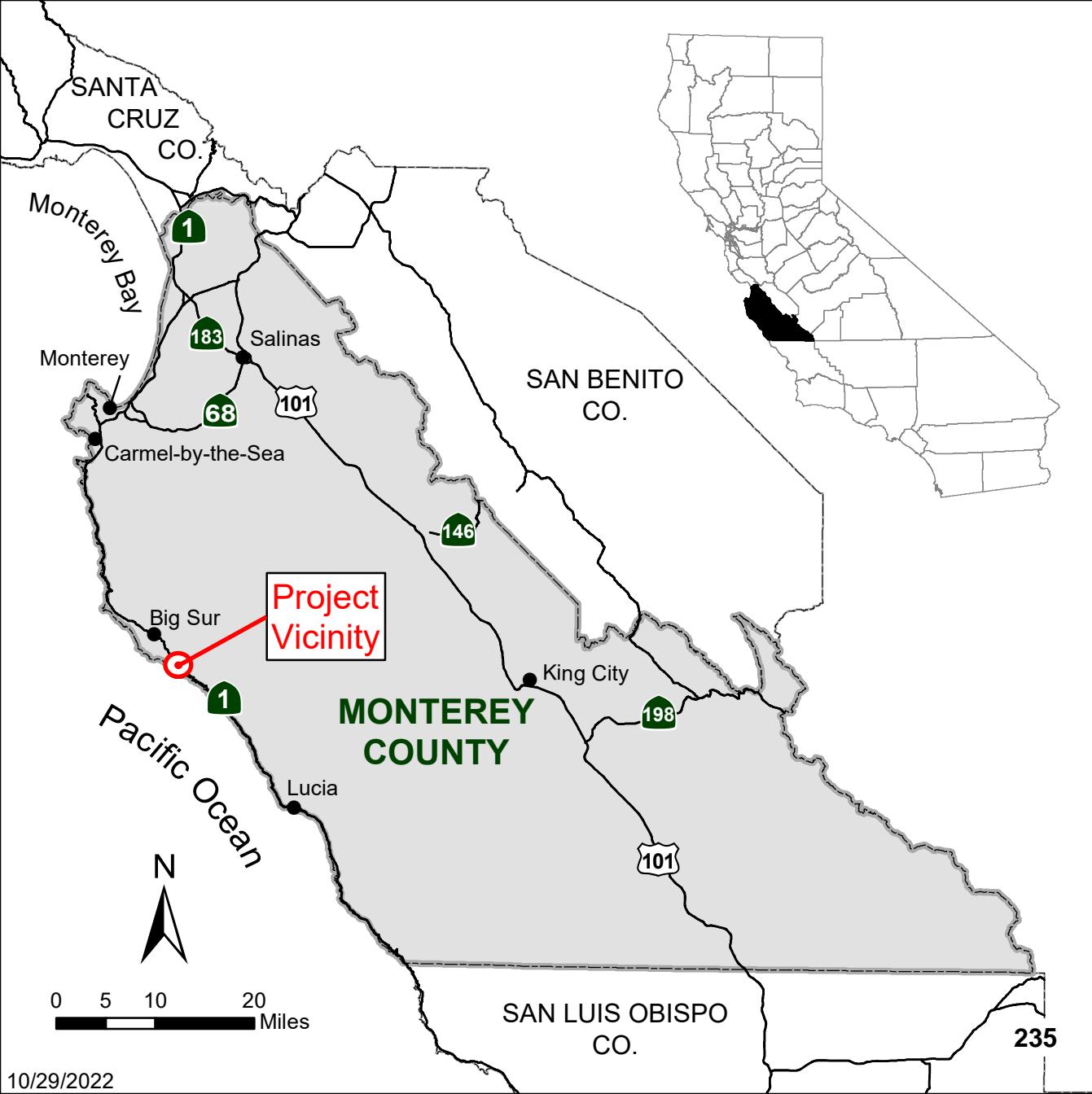
Noes: 0

Absent: 0

Abstain: 0

Exhibit D

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SANTA CRUZ CO.

Monterey Bay

1

183

Salinas

Monterey

68

101

Carmel-by-the-Sea

146

SAN BENITO CO.

Project Vicinity

Big Sur

1

MONTEREY COUNTY

King City

198

Pacific Ocean

Lucia

101

SAN LUIS OBISPO CO.

235



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Exhibit E

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MON-1 Coastlands II Project



Arborist Report

On State Route 1 in Monterey County

District 5-MON-1-PM 44.3

Project Number 0521000188 / EA 05-1P210

August 2024



For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Corby Kilmer, District 5 Landscape Architecture, 50 Higuera St., San Luis Obispo, CA 93401, (805) 721-2805 Voice, or use the California Relay Service TTY number, (805) 549-3259.

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Chapter 1. Introduction and Qualifications

Project Background

The existing retaining wall within the proposed project location has failed causing soil instability that could damage the highway facility and prevent the highway from being passable. The proposed project will include constructing a new 189-foot-long soldier pile wall to replace the existing failed timber faced mechanically stabilized embankment (MSE) wall. Additionally, the project will reconstruct the existing storm drainage inlet and culvert system, restore the portion of the roadway impacted by the failed retaining wall, and construct a 226-foot guardrail barrier along the southbound highway shoulder. Two alternatives are considered for the guardrail installation. The first alternative proposes constructing an ST-75 rail and the second alternative proposes constructing a Midwest Guardrail System (MGS). The proposed project will require the removal of eight trees: five Monterey cypress trees (*Hesperocyparis macrocarpa*), one California buckeye (*Aesculus californica*), and two coast live oak trees (*Quercus agrifolia*).

Project Location

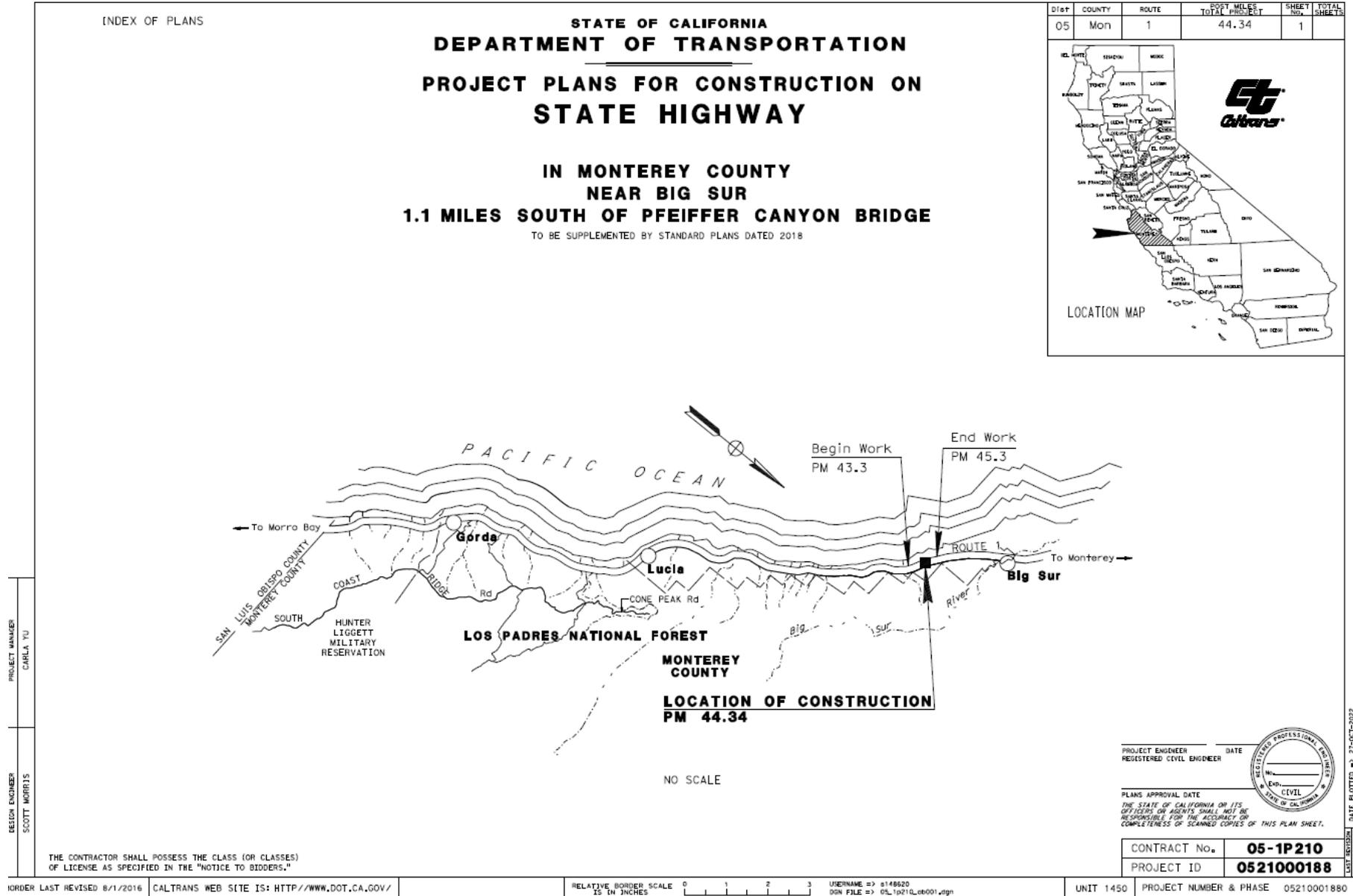
The Coastlands II Project (project) is located along State Route 1 (SR-1) in Monterey County approximately three miles south of the town of Big Sur, at postmile (PM) 44.34 (Figure 1). The project proposes a retaining wall constructed adjacent to, and parallel with, the southbound lane just south of Coastlands Road.

Arborist Qualifications

This Arborist Report is written by Caltrans Arborist Jake Minnick. Jake holds an ISA Certified Arborist credential (WE-11830A) and an ISA Tree Risk Assessment Qualification (TRAQ). He is also a Licensed Landscape Architect in the State of California (6426).

***Note to Reader: Definitions are provided for underlined text in Chapter 6 - Definitions**

Figure 1. Project Vicinity/Location Map



Chapter 2. Regulatory Overview and Methodology

Regulatory Overview

The following State and local agency regulatory documents were referenced during the development of this report. The recommendations provided are consistent with the language of these documents.

1. Section 20.145.060 - Forest Resources Development Standards of the Big Sur Coastal Implementation Plan, Part 3, Monterey County
2. Big Sur Coast Land Use Plan, Monterey County
3. Big Sur Coast Highway Management Plan, Caltrans
4. Visual Impact Assessment of the Proposed Coastlands II Soldier Pile Wall Project, Caltrans

Tree Survey Methodology

Trees were surveyed for this report using the following methodology:

1. Identify each tree species.
2. Note each tree location on a site map with a unique identifying number.
3. Measure each trunk diameter at 54" above grade per current ISA best practices.
4. Evaluate the health and structure of each tree using the following scale:
 - 5 - A healthy, vigorous tree, reasonably free of disease, with good structure and form typical of the species.
 - 4 - A tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
 - 3 - A tree with moderate vigor, moderate twig and small crown dieback, thinning of crown, poor leaf color, moderate structural defects that may be mitigated with care.
 - 2 - A tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
 - 1 - A tree in severe decline, dieback of scaffold branches and or trunk, mostly epicormic growth; extensive structural defects that cannot be abated.
5. Evaluate the vigor of each tree using the following scale:

***Note to Reader: Definitions are provided for underlined text in Chapter 6 - Definitions**

High – Tree putting on healthy, new twig growth in quantities characteristic of the species.

Moderate – Tree putting on new twig growth but showing signs of stress.

Low – Tree putting on most of their new twig growth as epicormic growth with signs of severe stress. There may be areas of crown dieback.

6. Evaluate the crown opacity of each tree using the following scale:

High – Tree with a thin crown characterized by lack of old growth and small quantities of newer growth. Visually, the sky is seen through the crown with little obstruction.

Moderate – Tree with a moderately thin crown, or with high opacity areas in the crown.

Low – Tree with a healthy, full crown that is characteristic of the species. Visually, it is difficult to see the sky through the crown.

Chapter 3. Summary of Findings

A large section of an existing MSE timber retaining wall failed causing slope instability along the southbound lane of State Route 1 at postmile 44.34 in Monterey County. Soon after the failure, a section of the southbound lane was closed and a one-way automated signal was installed to facilitate controlled two-way traffic on the northbound lane that remained open. A soil nail concrete wall was installed to temporarily stabilize the roadway and allow two-way traffic while alternative permanent slope stabilization designs could be studied and engineered. This report analyses the permanent slope stabilization design, which proposes the installation of a 189-foot-long soldier pile wall near the edge of the southbound lane of the roadway.

Caltrans Staff engaged in several site visits to gather field data between January, 2023 and July, 2024. Data collected includes photographs and diameter at breast height measurements of the eight trees impacted by the proposed project. Site visits were conducted after the temporary soil nail wall was constructed. This wall covers much of the limit of disturbance with steel reinforced concrete, as outlined in blue in *Figure 2*. Additionally, the failed MSE timber retaining wall remains in place downslope of the temporary soil nail wall. *Figure 3* includes a section of the proposed soldier pile wall and shows how it relates to the existing conditions. It illustrates why the failed MSE timber retaining wall and temporary soil nail wall are proposed to be demolished and removed along with a portion of existing soil to construct the soldier pile wall. Existing site elements proposed to be demolished and removed are highlighted in yellow in *Figure 3*.

Eight trees were selected for study due to their locations within, or immediately adjacent to, the limit of disturbance illustrated in *Figure 2*. These trees represent three California native species: Monterey cypress, coast live oak, and California buckeye. Of these species, coast live oak and the California buckeye are native to the project area, while the Monterey cypress is not. Several of the trees appear to have been planted by local residents in the State right-of-way to screen nearby properties from motorists on State Route 1.

***Note to Reader: Definitions are provided for underlined text in Chapter 6 - Definitions**

Chapter 4. Site Plan Review

Tree Preservation

Trees will be preserved to the extent feasible to construct the proposed project.

Tree Removal

Impacts associated with construction of the proposed soldier pile retaining wall call for the removal of eight trees. Of the eight trees proposed for removal, three are native to the project area. The diameter at breast height for each of the three native trees measures less than 10".

Tree Replacement

Several State and local regulatory documents were taken into consideration for the development of this recommendation for tree replacement. The full list of documents can be found in *Chapter 2 - Regulatory Overview and Methodology* and related content is summarized below.

Monterey County's *Forest Resources Development Standards of the Big Sur Coastal Implementation Plan* was reviewed for tree replacement language pertaining to the proposed project. Generally, this document calls for a replacement ratio of 1:1 for the removal of each native tree over 12" DBH and supports the removal of non-native vegetation. It also supports the screening of structures with vegetation.

Monterey County's *Big Sur Coast Land Use Plan* (Local Coastal Plan) includes much of the same language included in the *Big Sur Coastal Implementation Plan* but does not directly outline requirements for tree replacement. It does support the removal of non-native vegetation and the screening of structures with vegetation.

Caltrans' *Big Sur Coast Highway Management Plan* provides a broad overview of resource management and stewardship objectives specific to the Big Sur coast State right-of-way. Related management objectives include preservation of views, control of noxious weeds, and vegetation control along the highway for visibility and safety.

Caltrans' *Visual Impact Assessment of the Proposed Coastlands II Soldier Pile Wall Project* notes the removal of trees will be noticeable from the roadway but also describes how this visual change will lead to increased views of the Pacific Ocean.

Generally, the policies of these regulatory documents align in that scenic views should be preserved while undesirable views should be screened, and non-native vegetation should be removed and replaced with native vegetation where feasible.

***Note to Reader: Definitions are provided for underlined text in Chapter 6 - Definitions**

*MON-1 Coastlands II
Project Arborist Report*

The removal of these eight trees may slightly increase the visibility of several private residences downslope of the project site, but will in turn increase scenic views of the steep forested topography and Pacific Ocean below. The proposed grading in front of the soldier pile wall includes a gently sloping bench cut of native soil. It is recommended this bench be planted with a minimum of one small native tree or large shrub for each native tree proposed for removal. Several native species are suitable for planting including, but not limited to, the California buckeye (*Aesculus californica*), toyon (*Heteromeles arbutifolia*), and the California wax myrtle (*Morella californica*). In combination with the proposed guardrail or barrier, these smaller native replacement specimens will provide some screening of the private residences below while preserving scenic views from the roadway.

***Note to Reader: Definitions are provided for underlined text in Chapter 6 - Definitions**

Figure 2. Site Plan

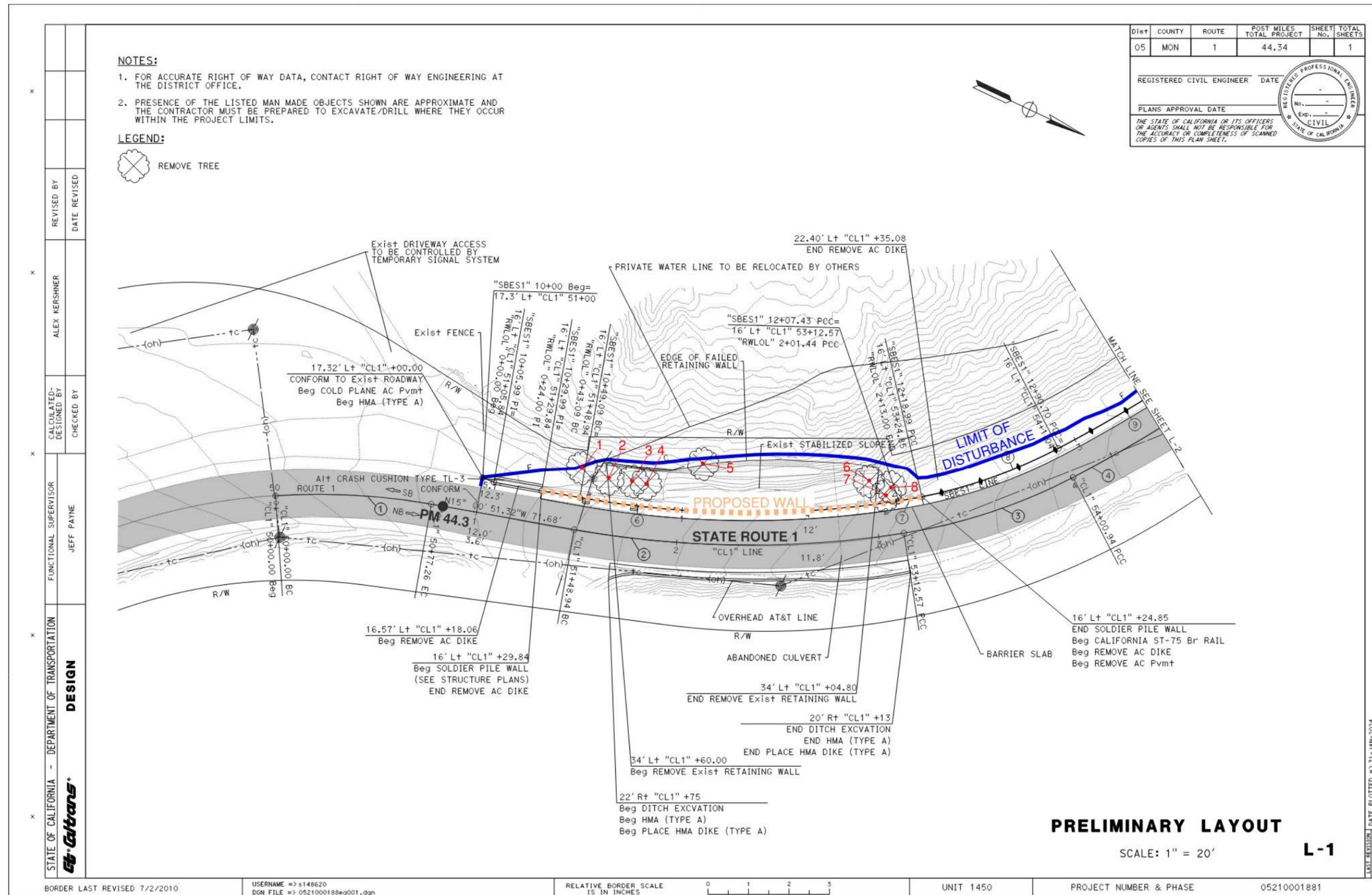
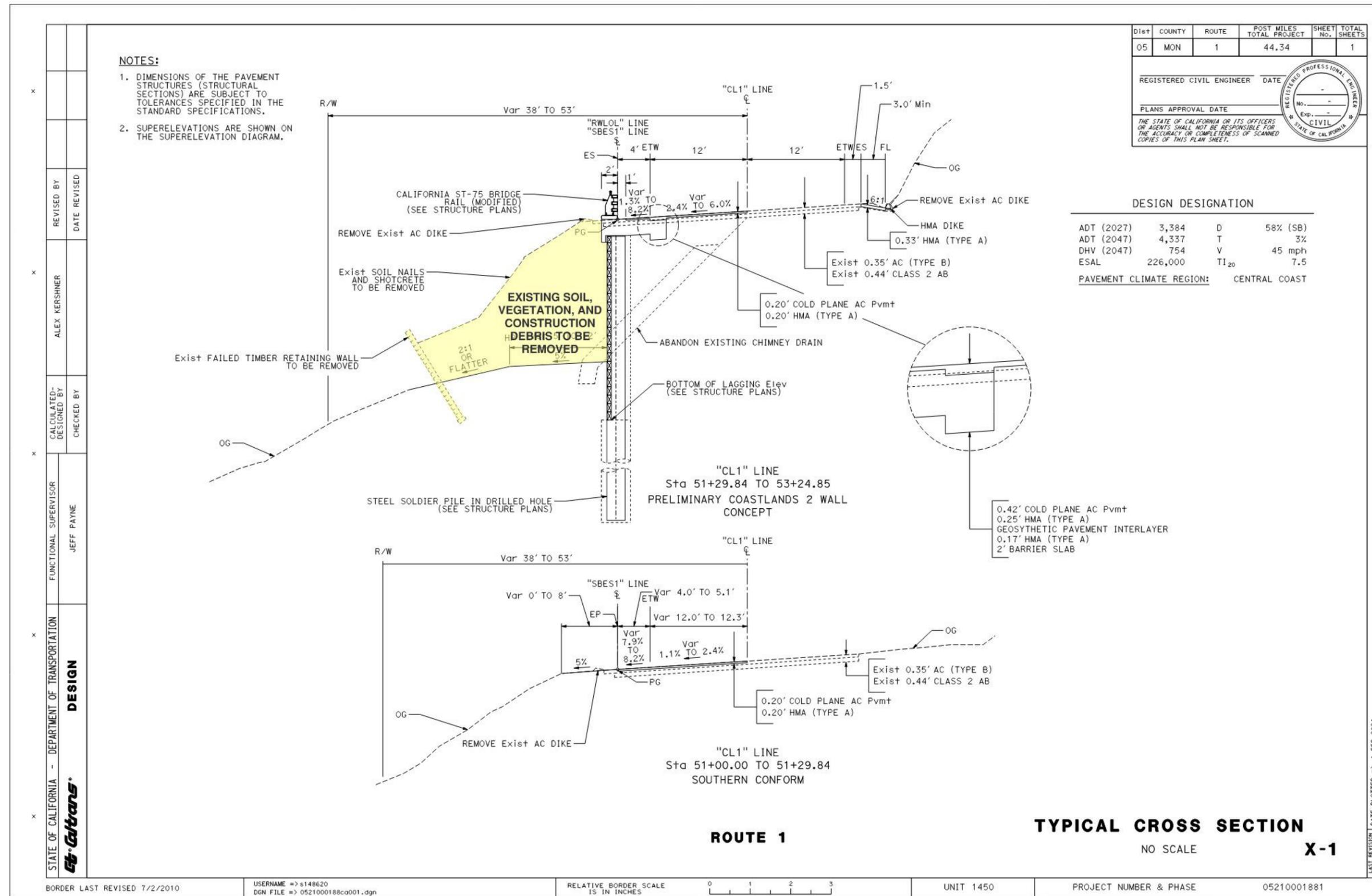


Figure 3. Site Section



Chapter 5. Tree Observations and Recommendations

Individual Species Observations and Recommendations

Species: *Aesculus californica* (California buckeye)

Quantity: 1

Observations: There are two California buckeye trees visible within the immediate watershed below and above the project. Tree 5, shown in *Figure 2*, is located within the project limit of disturbance and the other is located just downslope and outside the limit of disturbance.

The failure of the southern portion of the existing timber retaining wall appears to be limited by the main stem of tree 5, which may be partially supporting the weight of the wall and retained soil. Mechanical bark damage is visible on the main stem from the initial impact of the wall with more damage suspected below the resting point of the wall on the main stem. Additionally, the tree appears to be leaning downslope from the weight of the timber wall and soil it is supporting. California buckeye is a deciduous tree that typically experiences summer dormancy, and sometimes full or partial winter dormancy. Early summer dormancy of just the foliage on the damaged side of the tree was visible during a July 2024 site visit, indicating stress. This may be traced back to the mechanical bark damage and the disruption of water and nutrient flows between the upslope portion of the crown and roots. It may also indicate damage to the upslope root system from the increased tension forces exerted on the main stem and roots from the weight of the resting retaining wall and soil.

Recommendations: Remove the damaged California buckeye tree to facilitate the demolition of the failed timber wall and construction of the proposed soldier pile wall.

Species: *Hesperocyparis macrocarpa* (Monterey cypress)

Quantity: 5

Observations: Many similarly aged Monterey cypress trees line the top of the slope adjacent to the southbound lane along this section of State Route 1, south of Coastlands Road. The project is located well outside of the southernmost native range of the Monterey cypress in the Point Lobos area. The narrow and purposeful distribution of these specimens suggests they may have been planted to screen

***Note to Reader: Definitions are provided for underlined text in Chapter 6 - Definitions**

nearby properties from motorists on State Route 1. Younger specimens appear to have naturalized from these plantings.

The five Monterey cypress trees studied for this report are young and generally in moderate to good health. Trees 1, 3, and 6 are the larger of the Monterey cypress trees and have good structure typical of the species. Trees 4 and 8 both appear to be volunteers growing under the canopy of larger neighboring trees. These younger trees exhibit poor structure associated with phototropism. All five Monterey cypress are within the limit of disturbance required for construction of the soldier pile retaining wall.

Recommendations: Remove all five Monterey cypress trees to facilitate the demolition of the failed timber wall and construction of the proposed soldier pile wall.

Species: *Quercus agrifolia* (coast live oak)

Quantity: 2

Observations: There are two coast live oak trees located within the limit of disturbance required for construction of the soldier pile retaining wall. Trees 2 and 7 are young coast live oaks in moderate to good health with structure typical of the species natural form. Tree 2 is the larger of the two and is equally spaced between Monterey cypress trees 1 and 3 along the top of the slope adjacent to the State Route 1 southbound lane. Tree 2 appears to be similar in age to Monterey cypress trees 1 and 3 and its location within the grove at the top of the slope suggests it may have been planted around the same time the Monterey cypress trees to screen nearby properties from motorists on State Route 1. Tree 7 appears to be a younger volunteer coast live oak located close to the edge of pavement along the southbound lane of State Route 1. It is growing in very close proximity to Monterey cypress trees 6 and 8.

Recommendations: Remove both coast live oak trees to facilitate the demolition of the failed timber wall and construction of the proposed soldier pile wall.

Recommendations for Trees During Construction

Site preparation: All existing trees to remain with trunks or foliage located within the limit of disturbance must be fenced off along the extent of the dripline of the tree, as feasible. Alternatively, where this is not feasible, the trunk must be wrapped with a straw waddle and orange temporary high visibility fencing (THVF). Tree protection fencing should be constructed of THVF with steel stakes or a material superior in quality as approved by the Engineer. If the fence is within the dripline of the trees,

***Note to Reader: Definitions are provided for underlined text in Chapter 6 - Definitions**

the crown must be raised to offset the chance of limb breakage from construction equipment encroaching within the dripline. All contractors, subcontractors and other personnel must be warned that encroachment within the fenced area is forbidden without the consent of the Engineer. This includes, but is not limited to, storage of lumber and other materials, disposal of paints, solvents or other noxious materials, parked cars, grading equipment or other heavy equipment. Penalties, based on the cost of remedial repairs and the evaluation guide published by the International Society of Arboriculture, must be assessed for damages to the trees.

Grading/excavating: All grading plans that specify grading within the dripline of any tree, or within the distance from the trunk as outlined in the site preparation section above when said distance is outside the dripline, must first be reviewed by a Certified Arborist. Provisions for aeration, drainage, pruning, tunneling beneath roots, root pruning or other necessary actions to protect the trees must be outlined by a Certified Arborist. If trenching is necessary within the area as described above, said trenching must be undertaken by hand labor and dug directly beneath the trunk of the tree. All roots 2 inches or larger must be tunneled under and other roots must be cut smoothly to the trunk side of the trench. A Certified Arborist must examine the trench prior to back filling to ascertain the number and size of roots cut, to suggest the necessary remedial repairs.

Remedial repairs: A Certified Arborist must have the responsibility of observing all ongoing activities that may affect existing trees to remain and prescribing necessary remedial work to ensure the health and stability of these trees. This includes, but is not limited to, all arborist activities brought out in the previous sections. In addition, pruning, as outlined in the *Pruning Standards* of ANSI A300, must be prescribed as necessary. Fertilizing, aeration, irrigation, pest control and other activities must be prescribed according to tree needs, local site requirements, and State agricultural pest control laws. All specifications must be in writing. For pest control operations, consult the local county agricultural commissioner's office for individuals licensed as pest control advisors or pest control operators.

Chapter 6. Supplemental Information

Definitions

Canopy: This term refers one or more tree crowns growing in a given area.

Crown: This term refers to the small branch and leafy part of the tree, usually above the main trunk.

Crown Dieback: A condition typically associated with stress where branches in a tree crown die from the tips toward the center.

Crown Opacity: The amount of skylight visible through the tree crown. For the purposes of this report, the crown opacity of an individual tree is compared with that typical of the species. Higher crown opacities can be indicative of tree stress.

Diameter at Breast Height (DBH): A measurement of tree diameter in inches, rounded to the nearest half-inch increment. DBH measurement height varies by agency but is typically recorded at 54" above average grade per ISA guidelines.

Dripline: This is the outermost limit of the crown of a tree as determined by the perimeter of its branches and foliage.

Epicormic Growth: Watersprouting on trunk and main leaders. Typically indicative of tree stress and commonly associated with overpruning of trees in an urban forest setting.

ISA Certified Arborist: A person certified by the International Society of Arboriculture (ISA) based on demonstrated training and knowledge in the field of arboriculture.

ISA Tree Risk Assessment Qualification (TRAQ): An ISA Certified Arborist with a specialized qualification credential focused on a standardized, systematic process for assessing tree risk and providing information to tree owners and risk managers.

Licensed Landscape Architect: A landscape architect is an individual who holds a professional license to practice landscape architecture as defined under Business and Professions Code (BPC) section 5615. Under BPC section 5615, a landscape architect is a person who offers or performs professional services, for the purpose of landscape preservation, development, and enhancement, such as consultation, investigation, reconnaissance, research, planning, design, preparation of drawings, construction documents and specifications, and responsible construction observation.

Limit of Disturbance: Delineates the footprint of suspected site impacts associated with the proposed project. For the purposes of this report, this area defines the extent of proposed grading and demolition required to construct the project.

Naturalize: A plant that has successfully established and reproduced in a new environment outside of its native range. This term is commonly used to describe the status of invasive plant species in a given area.

Phototropism: Tree growth toward the direction of light as a response to resource competition.

Vigor: In the context of this report, tree vigor is the measure of new seasonal shoots and leaf growth of an individual tree compared with that typical of the species. Lower vigor can be indicative of tree stress.

Volunteer: In the context of this report, a volunteer refers to an individual specimen that has set seed and successfully established by natural means. This term is related to the term "naturalize" but can be used to describe individual specimens within a naturalized or native plant community.

References

American National Standards Institute, & Tree Care Industry Association, inc. (2017). *American national standard: tree, shrub, and other woody plant management: standard practices (pruning)*. Tree Care Industry Association.

Calscape - California Native Plant Society. (n.d.). <https://calscape.org/>

Fite, Kelby, Smiley, Thomas E., *Managing Trees During Construction, Manual, Second Edition*, International Society of Arboriculture, 2016, ISBN: 978-1-881956-94-5

Matheny, Nelda P. and Clark, James R., *Trees and Development: A Technical Guide to Preservation of Trees During Land Development*, International Society of Arboriculture, 1998, ISBN: 978-1-881956204

Attachment A Tree Evaluation Summary

Table A-1. Observation Summary by Location

Tree #	Botanical & Common Names	DBH	Native	Tree Health	Vigor	Crown Opacity	Notes
1	<i>Hesperocyparis macrocarpa</i> Monterey cypress	13"	No	3	Mod.	Mod.	
2	<i>Quercus agrifolia</i> coast live oak	9"	Yes	4	Mod.	Low	
3	<i>Hesperocyparis macrocarpa</i> Monterey cypress	13.5"	No	4	High	Mod.	
4	<i>Hesperocyparis macrocarpa</i> Monterey cypress	7.75"	No	2	High	Low	Volunteer beneath crown of tree 3. Severe uncorrected lean
5	<i>Aesculus californica</i> California buckeye	10"	Yes	2	Mod.	Low	Large wound on main stem from timber wall failure
6	<i>Hesperocyparis macrocarpa</i> Monterey cypress	10"	No	4	High	Mod.	
7	<i>Quercus agrifolia</i> coast live oak	5"	Yes	3	Mod.	Mod.	Severely crowded by trees 6 & 7
8	<i>Hesperocyparis macrocarpa</i> Monterey cypress	4"	No	2	High	Low	Volunteer beneath crown of tree 6. Severe uncorrected lean

Attachment B Photo Documentation

Photos of Studied Trees



Trees 1-4 (left to right). Viewed from the SR-1 northbound lane looking west. August 2023.



Tree 5. Viewed from the southbound shoulder looking west. July 2024.



Trees 6-8 (left to right). Viewed from the northbound lane looking west. August 2023.

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County of Monterey

Item No.2

Board Report

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

Legistar File Number: ZA 25-029

May 08, 2025

Introduced: 5/1/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Zoning Administrator

PLN240072 - CAPPO REAL ESTATE HOLDINGS LLC

Public hearing to consider construction of a 173 square foot deck, reconstruction of a retaining wall, and installation of site improvements, including landscaping and a walkway within 750 feet of known archaeological resources.

Project Location: 26357 Scenic Road, Carmel, Carmel Area Land Use Plan

Proposed CEQA action: Find the project Categorically Exempt pursuant to Section 15301 of the CEQA Guidelines, and there are no exceptions pursuant to Section 15300.2.

RECOMMENDATION:

It is recommended that the Zoning Administrator adopt a resolution to:

- a. Find the project qualifies for a Class 1 Categorical Exemption pursuant to CEQA guidelines section 15301, and that there are no exceptions pursuant to Section 15300.2; and
- b. Approve a Coastal Development Permit and Design Approval to allow construction of a 173 square foot deck, reconstruction of a retaining wall, construction of a landscaping path, and site improvements within 750 feet of known archaeological resources.

The attached draft resolution includes findings and evidence for consideration (**Exhibit A**). Staff recommends approval subject to 7 conditions of approval.

PROJECT INFORMATION:

Agent: Tai Tang

Property Owner: Jeffrey Cappo

APN: 009-442-018-000

Parcel Size: .11 acres

Zoning: Medium Density Residential, 2 units per acre, with a Design Control overlay, and an 18 foot height limit in the Coastal Zone or "MDR/2-D(18)(CZ)"

Plan Area: Carmel Area Land Use Plan

Flagged and Staked: No

Planner: Joseph Alameda, Assistant Planner

alamedaj@countyofmonterey.gov, (831)783-7079

SUMMARY/DISCUSSION:

The subject property is located at 26357 Scenic Road in Carmel, within the Carmel Area Land Use Plan. The property is currently developed and used for residential purposes (existing single-family dwelling) and is surrounded by residences on all sides. The applicant proposes construction of a 173 square foot deck, reconstruction of a retaining wall, construction of a ramped landscaping path, and

site improvements within 750 feet of a positive archaeological site. The subject property will continue to be served potable water by California American Water (Cal Am) and sewer service by the Carmel Wastewater District. The existing exterior colors and materials are compatible with the surrounding environment and are consistent with the surrounding residential neighborhood character which will not be changed. The proposed development will not be visible from a scenic corridor or major common public viewing area due to location, topography, and intervening development and vegetation. The project meets all required development standards for Medium Density Residential or “MDR” zoning, which are identified in Title 20, Section 20.14.060.

Based on staff analysis, the proposed project is consistent with all rules and regulations pertaining to zoning uses and any other applicable provisions of the 1982 Monterey County General Plan, Carmel Area Land Use Plan (Carmel Area LUP), Monterey County Coastal Implementation Plan (CIP; Part 4), and Zoning Ordinance (Title 20).

Cultural Resources

According to county GIS records, the subject property is within 750 feet of a known archaeological resource. Pursuant to the Carmel Area Land Use Plan section 20.146.090.B.1, a Phase I and Phase II archaeological report (LIB240267) was prepared. The results of both the pedestrian survey and the subsurface evaluation determined that portions of the property were positive for pre-contact site indicators and intact midden associated with CA-MNT-17. The original project scope was sited within the known resource boundaries and would have resulted in direct impacts. Accordingly, the project archaeologist recommended a project redesign to avoid impacts to the resource and the establishment of a permanent conservation easement over the known resource boundaries. Following the archaeologist's recommendations, the project design was altered to protect the cultural resources. Although the deck extends over the cultural resource, it will be approximately 23 inches above grade and thus will not disturb the resource. Additionally, the proposed deck utilizes two surface pier footings that will be located outside of the mapped resource boundary. The permeable landscaping path continues to be within the resource boundaries. However, as recommended by the project archaeologist, the known cultural resource will be capped with landscaping fabric. To create the path, three inches of compacted aggregate and a layer of decomposed granite will be installed on top of the landscaping fabric. This design ensures there is no ground disturbance within the known cultural resource area. Invasive species exist within the cultural resource area. Carmel Area Land Use Plan Policy 2.3.5.4 encourages the removal of non-native and invasive plant species. To ensure impacts to the cultural resource are less than significant (Policy 2.8.3.4), a foliar herbicide shall be applied to the plants for four weeks prior to hand removal. Excavation and/or digging into the existing soil is not proposed. Native dune species restoration within the resource boundary shall be limited to hand seeding with plugs no larger than 1.5-inches in diameter and 5.5-inches deep.

Carmel Area Coastal Implementation Plan section 20.146.090.D(2) requires all recommendations of the project archaeologist to be incorporated as conditions of approval. As recommended by the archaeologist, an archaeological monitor and a Tribal Cultural monitor shall be retained to monitor all project-related ground disturbance, and a cultural resource sensitivity training shall be conducted prior to any ground-disturbing activities. These recommendations have been incorporated as conditions of approval and ensure compliance with Carmel Area Land Use Plan policies pertaining to the protection of archaeological resources.

CEQA:

California Environmental Quality Act (CEQA) Guidelines Section 15301 categorically exempts minor alterations of existing public or private structures involving negligible or no expansion of existing or former use. As proposed, the project involves the construction of a deck, reconstruction of a retaining wall, construction of a ramped landscaping path, and associated site improvements, which are accessory to and will not change the residential use of the property and existing dwelling. While there are known historical/cultural resources (archaeological) on-site, no structural development is proposed within these areas. The project archaeologist identified the on-site resources as being associated with CA-MNT-17, a significant resource under CEQA eligibility requirements. However, the project has been designed to ensure there will be no impacts to known archaeological resources by avoiding ground disturbing activities and capping the resource. Further, as required by the Carmel Area CIP, the Project Archaeologist's recommendations (monitoring and pre-construction sensitivity training) have been applied as standard conditions of approval and will ensure no inadvertent impacts to the significant cultural resource occurs. Therefore, there is no evidence that the project will result in a substantial adverse change of a historical resource, or result in a significant effect on the environment.

OTHER AGENCY INVOLVEMENT:

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

Environmental Health Bureau
HCD-Engineering Services
HCD-Environmental Services
Cypress Fire Protection District

Prepared by: Joseph Alameda, Assistant Planner, x7079

Reviewed and Approved by: Fionna Jensen, Principal Planner

The following attachments are on file with HCD:

Exhibit A - Draft Resolution including:

- Conditions of approval
- Site Plans

Exhibit B - Vicinity Map

cc: Front Counter Copy; California Coastal Commission; Cypress Fire Protection District; HCD-Environmental Services; HCD - Engineering Services; Environmental Health Bureau; Joseph Alameda, Project Planner; Fionna Jensen, Principal Planner; Jeffrey Cappel, Property Owner; Tai Tang, Agent/Architect; The Open Monterey Project (Molly Erickson); Laborers International Union of North America (Lozeau Drury LLP); Christina McGinnis, Keep Big Sur Wild; LandWatch; Project File PLN240072.



County of Monterey

Item No.2

Zoning Administrator

Legistar File Number: ZA 25-029

May 08, 2025

Introduced: 5/1/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Zoning Administrator

PLN240072 - CAPPO REAL ESTATE HOLDINGS LLC

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Property Owner: Jeffrey Cappo

APN: 009-442-018-000

Parcel Size: .11 acres

Zoning: Medium Density Residential, 2 units per acre, with a Design Control overlay, and an 18 foot height limit in the Coastal Zone or "MDR/2-D(18)(CZ)"

Plan Area: Carmel Area Land Use Plan

Flagged and Staked: No

Planner: Joseph Alameda, Assistant Planner

alamedaj@countyofmonterey.gov, (831)783-7079

SUMMARY/DISCUSSION:

The subject property is located at 26357 Scenic Road in Carmel, within the Carmel Area Land Use Plan. The property is currently developed and used for residential purposes (existing single-family dwelling) and is surrounded by residences on all sides. The applicant proposes construction of a 173 square foot deck, reconstruction of a retaining wall, construction of a ramped landscaping path, and

site improvements within 750 feet of a positive archaeological site. The subject property will continue to be served potable water by California American Water (Cal Am) and sewer service by the Carmel Wastewater District. The existing exterior colors and materials are compatible with the surrounding environment and are consistent with the surrounding residential neighborhood character which will not be changed. The proposed development will not be visible from a scenic corridor or major common public viewing area due to location, topography, and intervening development and vegetation. The project meets all required development standards for Medium Density Residential or "MDR" zoning, which are identified in Title 20, Section 20.14.060.

Based on staff analysis, the proposed project is consistent with all rules and regulations pertaining to zoning uses and any other applicable provisions of the 1982 Monterey County General Plan, Carmel Area Land Use Plan (Carmel Area LUP), Monterey County Coastal Implementation Plan (CIP; Part 4), and Zoning Ordinance (Title 20).

Cultural Resources

According to county GIS records, the subject property is within 750 feet of a known archaeological resource. Pursuant to the Carmel Area Land Use Plan section 20.146.090.B.1, a Phase I and Phase II archaeological report (LIB240267) was prepared. The results of both the pedestrian survey and the subsurface evaluation determined that portions of the property were positive for pre-contact site indicators and intact midden associated with CA-MNT-17. The original project scope was sited within the known resource boundaries and would have resulted in direct impacts. Accordingly, the project archaeologist recommended a project redesign to avoid impacts to the resource and the establishment of a permanent conservation easement over the known resource boundaries. Following the archaeologist's recommendations, the project design was altered to protect the cultural resources. Although the deck extends over the cultural resource, it will be approximately 23 inches above grade and thus will not disturb the resource. Additionally, the proposed deck utilizes two surface pier footings that will be located outside of the mapped resource boundary. The permeable landscaping path continues to be within the resource boundaries. However, as recommended by the project archaeologist, the known cultural resource will be capped with landscaping fabric. To create the path, three inches of compacted aggregate and a layer of decomposed granite will be installed on top of the landscaping fabric. This design ensures there is no ground disturbance within the known cultural resource area. Invasive species exist within the cultural resource area. Carmel Area Land Use Plan Policy 2.3.5.4 encourages the removal of non-native and invasive plant species. To ensure impacts to the cultural resource are less than significant (Policy 2.8.3.4), a foliar herbicide shall be applied to the plants for four weeks prior to hand removal. Excavation and/or digging into the existing soil is not proposed. Native dune species restoration within the resource boundary shall be limited to hand seeding with plugs no larger than 1.5-inches in diameter and 5.5-inches deep.

Carmel Area Coastal Implementation Plan section 20.146.090.D(2) requires all recommendations of the project archaeologist to be incorporated as conditions of approval. As recommended by the archaeologist, an archaeological monitor and a Tribal Cultural monitor shall be retained to monitor all project-related ground disturbance, and a cultural resource sensitivity training shall be conducted prior to any ground-disturbing activities. These recommendations have been incorporated as conditions of approval and ensure compliance with Carmel Area Land Use Plan policies pertaining to the protection of archaeological resources.

CEQA:

California Environmental Quality Act (CEQA) Guidelines Section 15301 categorically exempts minor alterations of existing public or private structures involving negligible or no expansion of existing or former use. As proposed, the project involves the construction of a deck, reconstruction of a retaining wall, construction of a ramped landscaping path, and associated site improvements, which are accessory to and will not change the residential use of the property and existing dwelling. While there are known historical/cultural resources (archaeological) on-site, no structural development is proposed within these areas. The project archaeologist identified the on-site resources as being associated with CA-MNT-17, a significant resource under CEQA eligibility requirements. However, the project has been designed to ensure there will be no impacts to known archaeological resources by avoiding ground disturbing activities and capping the resource. Further, as required by the Carmel Area CIP, the Project Archaeologist's recommendations (monitoring and pre-construction sensitivity training) have been applied as standard conditions of approval and will ensure no inadvertent impacts to the significant cultural resource occurs. Therefore, there is no evidence that the project will result in a substantial adverse change of a historical resource, or result in a significant effect on the environment.

OTHER AGENCY INVOLVEMENT:

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

Environmental Health Bureau
HCD-Engineering Services
HCD-Environmental Services
Cypress Fire Protection District

Prepared by: Joseph Alameda, Assistant Planner, x7079

Reviewed and Approved by: Fionna Jensen, Principal Planner

The following attachments are on file with HCD:

Exhibit A - Draft Resolution including:

- Conditions of approval
- Site Plans

Exhibit B - Vicinity Map

cc: Front Counter Copy; California Coastal Commission; Cypress Fire Protection District; HCD-Environmental Services; HCD - Engineering Services; Environmental Health Bureau; Joseph Alameda, Project Planner; Fionna Jensen, Principal Planner; Jeffrey Cappel, Property Owner; Tai Tang, Agent/Architect; The Open Monterey Project (Molly Erickson); Laborers International Union of North America (Lozeau Drury LLP); Christina McGinnis, Keep Big Sur Wild; LandWatch; Project File PLN240072.

Exhibit A

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Draft Resolution

Before the Zoning Administrator in and for the County of Monterey, State of California

In the matter of the application of:

CAPPO REAL ESTATE HOLDINGS LLC (PLN240072)

RESOLUTION NO. 25--

Resolution by the County of Monterey Zoning
Administrator:

- 1) Finding the project qualifies for a Class 1 Categorical Exemption pursuant to Section 15301 of the CEQA guidelines, and that there are no exceptions pursuant to Section 15300.2 of the CEQA guidelines; and
- 2) Approving a Coastal Development Permit and Design Approval to allow construction of a 173 square foot deck, reconstruction of a retaining wall, construction of a landscaping path, and site improvements within 750 feet of known archaeological resources.

[PLN240072, CAPPO REAL ESTATE HOLDINGS LLC , 26357 Scenic Rd, Carmel, Carmel Area Land Use Plan, (APN: 009-442-018-000)]

The CAPPO REAL ESTATE HOLDINGS LLC application (PLN240072) came on for public hearing before the County of Monterey Zoning Administrator on May 8, 2025. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Zoning Administrator finds and decides as follows:

FINDINGS

1. **FINDING:** **CONSISTENCY** – The Project, as conditioned, is consistent with the applicable plans and policies which designate this area as appropriate for development.
EVIDENCE: a) During the course of review of this application, the project has been reviewed for consistency with the text, policies, and regulations in:
 - the 1982 County of Monterey General Plan;
 - Carmel Area Land Use Plan ;
 - County of Monterey Coastal Implementation Plan Part 4;
 - County of Monterey Zoning Ordinance (Title 20).No conflicts were found to exist. No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents.
b) Allowed Use. The subject property is located at 26357 Scenic Rd, Carmel (Assessor’s Parcel Number 009-442-018-000), Carmel Area Land Use Plan, and is within the Coastal Zone. The subject property is zoned Medium Density Residential with a maximum gross density of

two units per acre, a Design Control overlay, and an 18 foot height limit in the Coastal Zone or “MDR/2-D(18)(CZ)”. The Design Control overlay requires the granting of a Design Approval for all development. As proposed, the project involves the construction of a 173 square foot deck, reconstruction of a retaining wall, and installation of site improvements, including landscaping and a walkway. The project also involves development within 750 feet of known archaeological resources and thus requires the granting of a Coastal Development Permit. Therefore, the project is an allowed land use for this site.

- c) Lot Legality. The subject property is shown in its current configuration and under separate ownership as Lot 18 of Block 442 in Volume 1, Book 9, Page 44 of the 1964 and 1972 Assessor’s Parcel Maps. Therefore, the County recognizes the subject property as a legal lot of record.
- d) Review of Development Standards. The project meets all required development standards for Medium Density Residential or “MDR” zoning, which are identified in Title 20, Section 20.14.060. Pursuant to Title 20, Section 20.06.250, paths, patios, and decks less than 24 inches above grade do not count towards structural coverage. The proposed 173 square foot deck has a height of 23 inches above natural grade, and therefore will not be counted towards structural coverage. The proposed landscaping path will be partially located outside of the property line; an encroachment permit will be granted by HCD-Building Services to allow the encroachment. No other structural development is proposed at this time.
- e) Design and Visual Resources. Pursuant to Title 20 Chapter 20.44, the project parcels and surrounding area are designated as a Design Control Zoning District (“D” zoning overlay), which regulates the location, size, configuration, materials, and colors of structures and fences to assure the protection of the public viewshed and neighborhood character. The existing exterior colors and materials are compatible with the surrounding environment and are consistent with the surrounding residential neighborhood character which will not be changed. The proposed development will not be visible from a scenic corridor or major common public viewing area due to location, topography, and intervening development and vegetation. Therefore, as proposed and conditioned, the project is compatible with the surrounding environment, consistent with the surrounding residential neighborhood character, and assures protection of the public viewshed and visual integrity.
- f) Cultural Resources. According to county GIS records, the subject property is within 750 feet of a known archaeological resource. Pursuant to the Carmel Area Land Use Plan section 20.146.090.B.1, a Phase I and Phase II archaeological report (LIB240267) was prepared. The results of both the pedestrian survey and the subsurface evaluation were positive for pre-contact site indicators and intact midden associated with CA-MNT-17. The project scope was adjusted to minimize and avoid impacts to sensitive areas in conformance with Carmel Area Land Use Plan Policy 2.8.3.4. Measures to reduce impacts to less than significant, as recommended by the project archaeologist, have been incorporated

into the project’s design and conditions of approval. To create the path, three inches of compacted aggregate and a layer of decomposed granite will be installed on top of the landscaping fabric. This design ensures there is no ground disturbance within the known cultural resource area. Carmel Area Land Use Plan Policy 2.3.5.4 encourages the removal of non-native and invasive plant species. Prior to the hand removal of invasive plants within the sensitive resource area, a foliar herbicide shall be applied to the plants for 4 weeks. Excavation and/or digging into the existing soil is not permitted. Native dune species restoration within the resource boundary shall be limited to hand seeding and plugs no larger than 1.5-inches in diameter and 5.5-inches deep. The proposed deck utilizes two surface pier footings, which will be located outside of the mapped resource boundary. An archaeological monitor and a Tribal cultural monitor shall be retained to monitor all project-related ground disturbance, and a cultural resource sensitivity training shall be conducted prior to any ground-disturbing activities. All of these recommendations have been incorporated as conditions of approval pursuant to Carmel Area Coastal Implementation Plan section 20.146.090.D.2.a. Additionally, these recommendations are consistent with Public Resources Code section 21083.2(b), which require avoiding archaeological resources and capping resources.

- g) Land Use Advisory Committee (LUAC) Review. The project was referred to the Carmel Unincorporated/Highlands Land Use Advisory Committee (LUAC) for review on December 2, 2024. The LUAC members voted 7-0 to support the project as proposed.
- h) The application, project plans, and related support materials submitted by the project applicant to County of Monterey HCD-Planning for the proposed development found in Project File PLN240072.

2. **FINDING:** **SITE SUITABILITY** – The site is physically suitable for the use proposed.

- EVIDENCE:**
- a) The project has been reviewed for site suitability by the following departments and agencies: HCD-Planning, HCD-Engineering Services, HCD-Environmental Services, Environmental Health Bureau, and Cypress Fire Protection District. County staff reviewed the application materials and plans to verify that the project on the subject site conforms to the applicable plans and regulations, and there has been no indication from these departments/agencies that the site is not suitable for the development. Conditions recommended have been incorporated.
 - b) Staff identified potential impacts to Cultural Resources. The following report has been prepared:
 - “Archaeological Review” (County of Monterey Library No. LIB240267) prepared by Susan Morley, Marina, CA, May 2023.

The above-mentioned technical report by outside consultants indicated that there are no physical or environmental constraints that would indicate that the site is not suitable for the use proposed. County staff has independently reviewed these reports and concurs with their conclusions.

- c) The application, project plans, and related support materials submitted by the project applicant to the County of Monterey HCD - Planning for the proposed development found in Project File PLN240072.
3. **FINDING:** **HEALTH AND SAFETY** - The establishment, maintenance, or operation of the use or structure applied for, will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use; or be detrimental or injurious to property and improvements in the neighborhood; or to the general welfare of the County.
- EVIDENCE:**
- a) The project has been reviewed for site suitability by the following departments and agencies: HCD-Planning, HCD-Engineering Services, HCD-Environmental Services, Environmental Health Bureau, and Cypress Fire Protection District. County staff reviewed the application materials and plans to verify that the project on the subject site conforms to the applicable plans and regulations, and there has been no indication from these departments/agencies that the site is not suitable for the development. Conditions recommended have been incorporated.
 - b) All necessary public facilities will continue to be provided to the main residence. Potable water is provided by California American Water, and sewer service is provided by Carmel Area Wastewater District.
 - c) The application, project plans, and related support materials submitted by the project applicant to the County of Monterey HCD - Planning for the proposed development found in Project File PLN240072.
4. **FINDING:** **NO VIOLATIONS** - The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County's zoning ordinance. No violations exist on the property.
- EVIDENCE:**
- a) Staff reviewed County of Monterey HCD Planning and Building Services Department records and is not aware of any violations existing on subject property and there are no known violations on the subject parcel.
 - b) The application, plans and supporting materials submitted by the project applicant to County of Monterey HCD-Planning for the proposed development are found in Project File PLN240072.
5. **FINDING:** **CEQA (Exempt):** - The project is categorically exempt from environmental review and no unusual circumstances were identified to exist for the proposed project.
- EVIDENCE:**
- a) California Environmental Quality Act (CEQA) Guidelines Section 15301 categorically exempts minor alterations of existing public or private structures involving negligible or no expansion of existing or former use.
 - b) As proposed, the project involves the construction of a deck, reconstruction of a retaining wall, construction of a ramped landscaping path, and associated site improvements, which are accessory to and will not change the residential use of the property and existing dwelling.

Therefore, the project meets the Class 1 Categorical Exemption requirements.

- c) None of the exceptions under CEQA Guidelines Section 15300.2 apply to this project. There is no significant effect on the environment due to unusual circumstances. No trees are proposed for removal and the proposed development is not visible from any scenic corridor or scenic highway. There is no cumulative impact without any prior successive projects of the same type in the same place, over time, and no new land use is proposed. The site is not included on any list compiled pursuant to Section 65962.5 of the Government Code to be considered a hazardous waste site. No known biological or historical (structural) resources are present. While there are known historical/cultural resources (archaeological) on-site, no structural development is proposed within these areas. The on-site cultural/archaeological resource has been identified as CA-MNT-17, a significant resource under CEQA eligibility requirements. However, the project has been designed to ensure there will be no impacts to this significant cultural resource by avoiding ground disturbance within its known boundary and capping the resource, as required by Public Resources Code section 21083.2(b). Further, as required by the Carmel Area Land Use Plan, this project's standard County Conditions of Approval incorporate the Project Archaeologist's recommendations and will ensure that no inadvertent impacts occur during construction. See Finding No. 1, evidence "e". Therefore, there is no evidence that the project would result in a potentially significant adverse change to a significant archaeological resource, nor would the project have a significant effect on the environment. Finally, there are no unusual circumstances associated with undertaking the project that would create a reasonable possibility that the project would have a significant effect on the environment.
- d) The application, project plans, and related support materials submitted by the project applicant to County of Monterey HCD-Planning for the proposed development found in Project File PLN240072.

6. **FINDING:** **APPEALABILITY** - The decision on this project may be appealed to the Board of Supervisors and the California Coastal Commission.

- EVIDENCE:**
- a) Board of Supervisors. Pursuant to Title 20, Section 20.86.030, an appeal may be made to the Board of Supervisors by any public agency or person aggrieved by a decision of an Appropriate Authority other than the Board of Supervisors.
 - b) Coastal Commission. Pursuant to Title 20 section 20.86.080.A, the project is subject to appeal by/to the California Coastal Commission because it involves development between the sea and first through public road paralleling the sea (i.e., State Route/Highway 1 and Scenic Road) and because it involves development that is permitted in the underlying zone as a conditional use (development within 750 feet of known archaeological resources).

DECISION

NOW, THEREFORE, based on the above findings and evidence, the Zoning Administrator does hereby:

1. Find the Finding the project qualifies for a Class 1 Categorical Exemption pursuant to Section 15301 of the CEQA guidelines, and that there are no exceptions pursuant to Section 15300.2 of the CEQA guidelines; and
2. Approve a Coastal Development Permit and Design Approval to allow construction of a 173 square foot deck, reconstruction of a retaining wall, construction of a landscaping path, and site improvements within 750 feet of known archaeological resources.

PASSED AND ADOPTED this 8th day of May, 2025:

Mike Novo, AICP
Zoning Administrator

COPY OF THIS DECISION MAILED TO APPLICANT ON _____.

THIS APPLICATION IS APPEALABLE TO THE BOARD OF SUPERVISORS.

IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE CLERK TO THE BOARD ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE _____.

THIS PROJECT IS LOCATED IN THE COASTAL ZONE AND IS APPEALABLE TO THE COASTAL COMMISSION. UPON RECEIPT OF NOTIFICATION OF THE FINAL LOCAL ACTION NOTICE (FLAN) STATING THE DECISION BY THE FINAL DECISION-MAKING BODY, THE COMMISSION ESTABLISHES A 10 WORKING DAY APPEAL PERIOD. AN APPEAL FORM MUST BE FILED WITH THE COASTAL COMMISSION. FOR FURTHER INFORMATION, CONTACT THE COASTAL COMMISSION AT (831) 427-4863 OR AT 725 FRONT STREET, SUITE 300, SANTA CRUZ, CA

This decision, if this is the final administrative decision, is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90th day following the date on which this decision becomes final.

NOTES

1. You will need a building permit and must comply with the County of Monterey Building Ordinance in every respect.

Additionally, the Zoning Ordinance provides that no building permit shall be issued, nor any use conducted, otherwise than in accordance with the conditions and terms of the permit granted or until ten days after the mailing of notice of the granting of the permit by the appropriate authority, or after granting of the permit by the Board of Supervisors in the event of appeal.

Do not start any construction or occupy any building until you have obtained the necessary permits and use clearances from County of Monterey HCD-Planning and HCD-Building Services Department office in Salinas.

2. This permit expires 3 years after the above date of granting thereof unless construction or use is started within this period.

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County of Monterey HCD Planning

DRAFT Conditions of Approval/Implementation Plan/Mitigation Monitoring and Reporting Plan

PLN240072

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: This Coastal Development permit and Design Approval (PLN240072) allows the construction of a 173 square foot deck, reconstruction of a retaining wall, construction of a ramped landscaping path, and site improvements within 750 feet of a positive archaeological site. The property is located at 26357 Scenic Road, Carmel (Assessor's Parcel Number 009-442-018-000), Carmel Area Land Use Plan. This permit was approved in accordance with County ordinances and land use regulations subject to the terms and conditions described in the project file. Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of HCD - Planning. Any use or construction not in substantial conformance with the terms and conditions of this permit is a violation of County regulations and may result in modification or revocation of this permit and subsequent legal action. No use or construction other than that specified by this permit is allowed unless additional permits are approved by the appropriate authorities. To the extent that the County has delegated any condition compliance or mitigation monitoring to the Monterey County Water Resources Agency, the Water Resources Agency shall provide all information requested by the County and the County shall bear ultimate responsibility to ensure that conditions and mitigation measures are properly fulfilled. (HCD - Planning)

Compliance or Monitoring Action to be Performed: The Owner/Applicant shall adhere to conditions and uses specified in the permit on an on-going basis unless otherwise stated.

2. PD002 - NOTICE PERMIT APPROVAL

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The applicant shall record a Permit Approval Notice. This notice shall state:
"A Coastal Development Permit and Design Approval (Resolution Number _____) was approved by the Zoning Administrator for Assessor's Parcel Number 009-442-018-000 on May 8th, 2025. The permit was granted subject to 7 conditions of approval which run with the land. A copy of the permit is on file with Monterey County HCD - Planning."

Proof of recordation of this notice shall be furnished to the Director of HCD - Planning prior to issuance of grading and building permits, Certificates of Compliance, or commencement of use, whichever occurs first and as applicable. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to the issuance of grading and building permits, certificates of compliance, or commencement of use, whichever occurs first and as applicable, the Owner/Applicant shall provide proof of recordation of this notice to the HCD - Planning.

3. PD003(B) - CULTURAL RESOURCES POSITIVE ARCHAEOLOGICAL REPORT

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Pursuant to the archaeological resource protection policies of the Carmel Area Land Use Plan, Owner/Applicant shall submit the contract with a Registered Professional Archaeologist to provide on-site archaeological monitoring services for the duration of ground disturbing activities including grading, trenching, augering, and hand excavations. The contract shall specify that excavations into hardpan and bedrock material, and the backfilling and processing of previously excavated materials or imported soils shall not require monitoring. The contract and monitor shall require compliance with the design and landscaping recommendations in Library No. LIB240267. Submit the contract to the Director of the HCD – Planning for review and approval.

If archaeological resources or human remains are accidentally discovered during construction, the following steps will be taken:

There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remain are discovered must be contacted to determine that no investigation of the cause of death is required.

If the coroner determines the remains to be Native American:

- The coroner shall contact the Native American Heritage Commission and HCD - Planning within 24 hours.
- The Native American Heritage Commission shall identify the person or persons from a recognized local tribe of the Esselen, Salinan, Costonoans/Ohlone and Chumash tribal groups, as appropriate, to be the most likely descendant.
- The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.9 and 5097.993, Or

Where the following conditions occur, the landowner or his authorized representatives shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:

1. The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the commission.
2. The descendant identified fails to make a recommendation; or
3. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

(HCD - Planning)

**Compliance or
Monitoring
Action to be
Performed:**

Prior to the issuance of grading or building permits or approval of Subdivision Improvement Plans, whichever occurs first, the Owner/Applicant, per the archaeologist, shall submit the contract with a Registered Professional Archaeologist to provide on-site archaeological monitoring services for the duration of ground disturbing activities including grading, trenching, augering, and hand excavations. The contract shall specify that excavations into hardpan and bedrock material, and the backfilling and processing of previously excavated materials or imported soils shall not require monitoring. The contract and monitor shall require compliance with the design and landscaping recommendations in Library No. LIB240267. Submit the contract to the Director of the HCD – Planning for review and approval.

Prior to the issuance of grading or building permits and/or prior to the recordation of the final/parcel map, whichever occurs first, the Owner/Applicant shall include requirements of this condition as a note on all grading and building plans, on the Subdivision Improvement Plans, in the CC&Rs, and shall be included as a note on an additional sheet of the final/parcel map.

Prior to Final, the Owner/Applicant, per the Archaeologist, shall submit a report or letter from the archaeologist demonstrating compliance with this condition, and summarizing their methods, findings, and whether resources were found.

4. PD012(D) - LANDSCAPE PLAN & MAINTENANCE (MPWMD-SFD ONLY)

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The site shall be landscaped. Prior to the issuance of building permits, three (3) copies of a landscaping plan shall be submitted to the Director of HCD - Planning . A landscape plan review fee is required for this project. Fees shall be paid at the time of landscape plan submittal. The landscaping plan shall be in sufficient detail to identify the location, species, and size of the proposed landscaping materials and shall include an irrigation plan. The Plan shall incorporate recommendations of Library No. LIB240267. The plan shall be accompanied by a nursery or contractor's estimate of the cost of installation of the plan. Before occupancy, landscaping shall be either installed or a certificate of deposit or other form of surety made payable to Monterey County for that cost estimate shall be submitted to the Monterey County HCD - Planning. All landscaped areas and fences shall be continuously maintained by the applicant; all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit landscape plans and contractor's estimate to HCD - Planning for review and approval. Landscaping plans shall include the recommendations from the Forest Management Plan or Biological Survey as applicable. The Plan shall incorporate recommendations of Library No. LIB240267. All landscape plans shall be signed and stamped by licensed professional under the following statement, "I certify that this landscaping and irrigation plan complies with all Monterey County landscaping requirements including use of native, drought-tolerant, non-invasive species; limited turf; and low-flow, water conserving irrigation fixtures."

Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit one (1) set landscape plans of approved by HCD-Planning, a Maximum Applied Water Allowance (MAWA) calculation, and a completed "Residential Water Release Form and Water Permit Application" to the Monterey Peninsula Water Management District for review and approval.

Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/ shall submit an approved water permit from the MPWMD to HCD-Building Services.

Prior to occupancy, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall ensure that the landscaping shall be either installed or a certificate of deposit or other form of surety made payable to Monterey County for that cost estimate shall be submitted to Monterey County HCD - Planning.

On an on-going basis, all landscaped areas and fences shall be continuously maintained by the Owner/Applicant; all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition.

5. PD022(A) - EASEMENT-CONSERVATION & SCENIC

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: A conservation and scenic easement shall be conveyed to the County over those portions of the property where (INSERT RESOURCES TO BE PROTECTED) exist(s). The easement shall be developed in consultation with certified professionals. An easement deed shall be submitted to, reviewed and approved by, the Director of HCD - Planning and accepted by the Board of Supervisors prior to recording the parcel/final map or prior to the issuance of grading and building permits. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to recordation of the parcel/final map or prior to the issuance of grading and building permits, the Owner/Applicant/Certified Professional shall submit the conservation and scenic easement deed and corresponding map, showing the exact location of the easement on the property along with the metes and bound description developed in consultation with a certified professional, to HCD - Planning for review and approval.

Prior to or concurrent with recording the parcel/final map, prior to the issuance of grading and building permits, or prior to the commencement of use, the Owner/Applicant shall record the deed and map showing the approved conservation and scenic easement. Submit a copy of the recorded deed and map to HCD - Planning.

6. CULTURAL RESOURCES SENSITIVITY TRAINING

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: To reduce potential impacts on cultural resources that may be discovered during ground disturbing and construction activities, a qualified archaeological (i.e., an archaeologist registered with the Register of Professional Archaeologists [RPA] or a Registered Archaeologist [RA] under the supervision of an RPA) shall be retained to prepare and conduct a pre-construction cultural resources training program with all construction crew and serve as an on-call monitor for the duration of all project-related ground-disturbing activities. The purpose of the pre-construction cultural resources training program shall be to train the construction crew on how to identify potential cultural resources, and procedures for if previously unknown cultural resources are identified during construction operations. If at any time, potentially significant archaeological resources or intact features are discovered, Condition of Approval PD003(B) shall be adhered to. The Archaeological Monitor shall review and evaluate any inadvertent discoveries to determine if they are historical resource(s) and/or unique archaeological resources or tribal cultural resources. If the Archaeological Monitor determines that any cultural resources exposed during construction constitute a historical resource and /or unique archaeological resource or tribal cultural resource under CEQA, he/she shall notify the project proponent and other appropriate parties of the evaluation. The Professional Archaeologist shall recommend mitigation measures to mitigate to a less than significant impact in accordance with California Public Resources Code Section 15064.5. The contract shall require that the Archaeological Monitor keep a log of inadvertent discoveries and submit a final report summarizing compliance actions with HCD-Planning.

Compliance or Monitoring Action to be Performed: Prior to the issuance of permits from Building Services, the Applicant/Owner shall submit to HCD-Planning a copy of the contract between the Applicant/Owner and a qualified archaeologist. The contract shall include the requirements of this condition and specify that the archaeologist will prepare and conduct a pre -construction cultural resources training for all construction crew. The contract shall also specify that the archaeologist will be retained on an “on-call” basis for all ground disturbing construction to review, identify, and evaluate cultural resources that may be inadvertently exposed during construction.

Prior to initial ground disturbance, the Applicant/Owner shall submit evidence to HCD-Planning demonstrating that the pre-construction cultural resources training meeting occurred as required by this condition. Such evidence shall be in the form of a letter from the qualified archaeologist and a list of attendees

7. ON-SITE TRIBAL MONITOR

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: To ensure that Tribal Cultural Resources incur a less than significant impact if encountered, a Tribal Monitor approved by the appropriate tribe traditionally and culturally affiliated with the vicinity of the subject parcel and that has consulted with the County and designated one lead contact person in accordance with AB 52 requirements, or other appropriately NAHC-recognized representatives, shall be on-site and observe all project-related grading and excavation to identify findings with tribal cultural significance. This Tribal Monitor shall have the authority to temporarily halt work in order to examine any potentially significant cultural materials or features. If resources are discovered, the Applicant/Owner/contractor shall refer to and comply with Condition PD003(B) as applicable. This mitigation is not intended to alleviate the responsibility of the owner or its agents from contacting the County Coroner and complying with State law if human remains are discovered.

Compliance or Monitoring Action to be Performed: 3a: Prior to the issuance of construction permits from HCD-Building Services, the Applicant/Owner shall include a note on the construction plans encompassing the language contained in this condition, including all compliance actions. The Applicant/Owner shall submit said plans to HCD-Planning for review and approval.

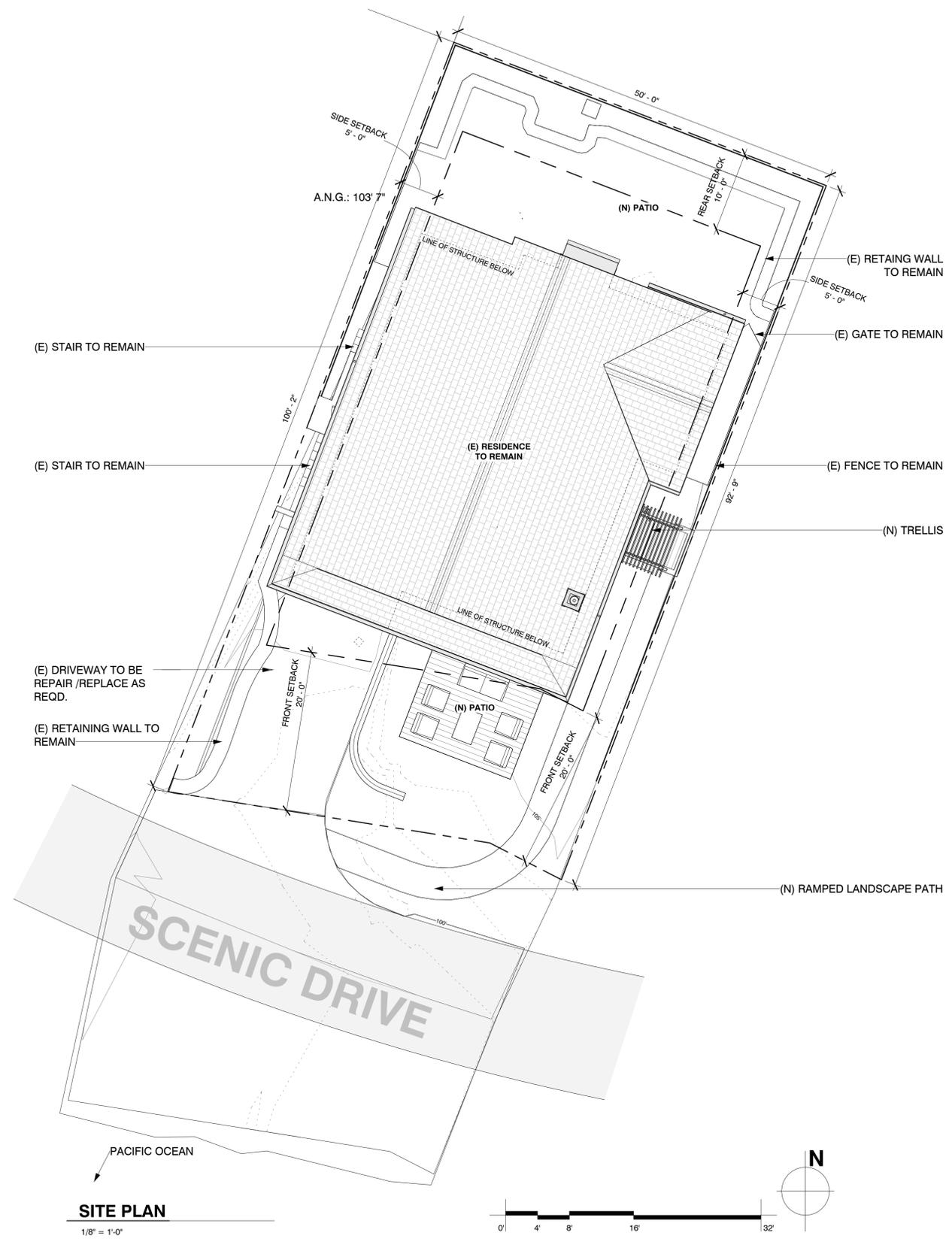
3b: Prior to the issuance of construction permits from HCD-Building Services, the Applicant/Owner shall submit evidence to the satisfaction of the Chief of HCD-Planning that a monitor traditionally and culturally affiliated with the vicinity of the subject parcel and that has consulted with the County and designated one lead contact person in accordance with AB 52 requirements, or other appropriately NAHC-recognized representative, has been retained to monitor the appropriate construction activities. This Tribal Monitor shall be retained for the duration of any project-related grading.

3c: Any artifacts found that are not associated with a finding of human remains shall be cataloged by both the Tribal Monitor and the qualified archaeological monitor. Once cataloged, the qualified archaeological monitor will take temporary possession of the artifacts for testing and reporting purposes. Upon completion of these testing and reporting activities, all artifacts, at the discretion of the Property Owner, shall be returned within one (1) year to a representative of the appropriate local tribe as recognized by the Native American Heritage Commission, or the Monterey County Historical Society. A final technical report containing the results of all analyses shall be completed within one year following completion of the fieldwork. This report shall be submitted to HCD-Planning and the Northwest Regional Information Center at Sonoma State University prior to final of construction permits. Artifacts associated with a finding of human remains shall be reburied in accordance with State Law and the penalty for violation pursuant to PRC section 5097.994.

3d: Prior to final inspection from HCD-Building Services, the Tribal Monitor or other appropriately NAHC-recognized representative shall submit a letter to HCD-Planning confirming participation in the monitoring and provide a summary of archaeological and /or cultural finds or no finds, as applicable.

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 Visual content with these photos and illustrations shall constitute part of the construction of these documents. Visual content with these photos and illustrations shall constitute part of the construction of these documents.



PROJECT DATA

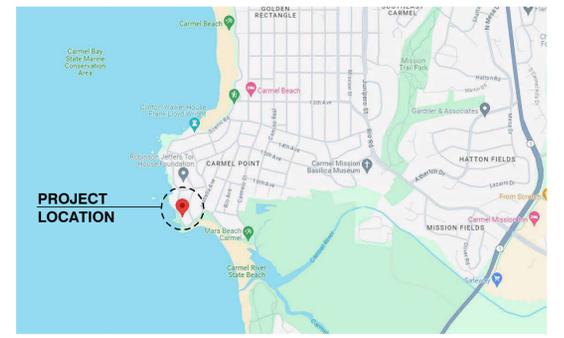
CLIENT NAME	JEFFREY CAPPO c/o Studio Schicketanz
ARCHITECT	Studio Schicketanz P.O. Box 2704 Carmel, CA 93921 Phone: 831.622.9000 Fax: 831.309.9932 Contact: Kumaresh Sekaran E-Mail: buildingpermit@studioschicketanz.com
LAND SURVEYOR: CIVIL ENGINEER:	LANDSET ENGINEERING 520-B CRAZY HORSE CANYON ROAD SALINAS, CA 93907 PH: 831-443-6970 CONTACT: GUY GIRAUDO
ARCHAEOLOGIST:	ACHASTA ARCHAEOLOGICAL SERVICES 3059 BOSTICK AVENUE MARINA, CA 93933 PH: 831-292-2300 CONTACT: SUSAN MORLEY
LANDSCAPE	BLAKE JOPLING LANDSCAPE ARCHITECTURE 37301 TASSAJARA RD. CARMEL VALLEY, CA 93924 PH: 831-238-1091 CONTACT: BLAKE JOPLING
PROPERTY ADDRESS	26357 SCENIC ROAD
APN/ LOT SIZE:	009-442-018-000 / 0.1 ACRES (44,345.8 SF)
ZONING:	MDR/2-D(18)(CZ)
OCCUPANCY GROUP:	R3 FOR HOUSE - U - FOR GARAGE
WATER SOURCE:	California American Water
SEWER PROVIDER:	Carmel Area Wastewater District
ELECTRICITY PROVIDER:	PG&E

SCOPE OF WORK

LANDSCAPE IMPROVEMENTS TO (E) HOUSE -
 ALTER (E) LANDSCAPE WALLS; ADD (N) DECK @ 23'HT.
 DEMO (E) WALL & ADD (N) WALL OF LENGTH 24' 4"; HT. RANGING FROM 6' 0" HT. TO 3' 0" HT.
 PLANTING PER LANDSCAPE PLANS
 ADD (N) PATHWAY PER APPROVED ENCROACHMENT PERMIT 24EP0180
 SITE COVERAGE, BLDG HT REMAIN THE SAME.



SITE IMAGES



VICINITY MAP

SHEET INDEX

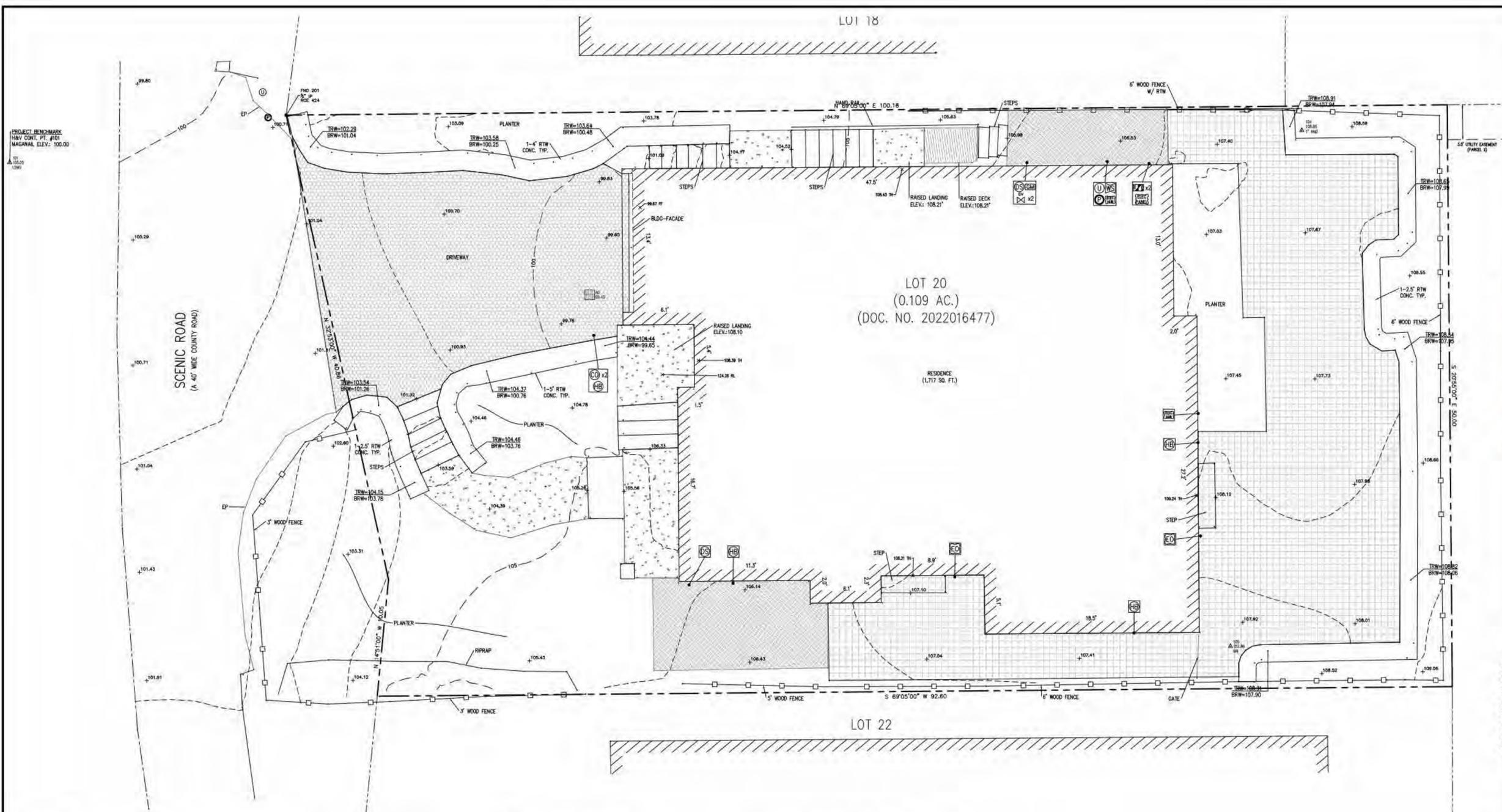
1A	COVER PAGE & SITE PLAN.
1B	SURVEY
3E	BUILDING SECTIONS-EXTERIOR PATIO.
4A	LANDSCAPE SITE PLAN.
4B	PLANTING PLAN

TITLE COVER PAGE & SITE PLAN.
CAPPO SCENIC 2
 JEFFREY CAPPO 26357 SCENIC ROAD APN 009-442-018-000

STUDIO SCHICKETANZ P.O. Box 2704, Carmel, CA, 93921 831.622.9000

DATE	11/04/2025	SHEET	1A
SCALE	As indicated		
DRAWN BY	CS		
JOB NUMBER	2209		

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LEGEND:

Table with 4 columns listing symbols for property boundaries, fences, conduits, electrical components, and landscape features.

ABBREVIATIONS:

Table listing abbreviations for materials like asphalt concrete, brick, and concrete, as well as landscape elements like trees and thresholds.

GENERAL NOTES:

- 7 numbered notes providing details on elevation measurements, utility locations, tree diameters, and boundary surveys.

CONTACT INFORMATION: MR. JEFFREY CAPPO, ARCHITECT: ERIC MILLER ARCHITECTS, INC., SITE LOCATION: 26357 SCENIC ROAD, CARMEL, CA 93940. Includes a scale bar and a north arrow.

Professional stamps and logos for Landset Engineers, Inc. and City Engineer Guy B. Girardo, including project and plan numbers.

TOPOGRAPHIC MAP OF LOT 20 (0.109 AC.) (DOC. NO. 2022016477) THAT CERTAIN PARCEL AS DESCRIBED IN DOC. NO. 2022016477 OFFICIAL RECORDS OF MONTEREY COUNTY CARMEL-BY-THE-SEA, CALIFORNIA

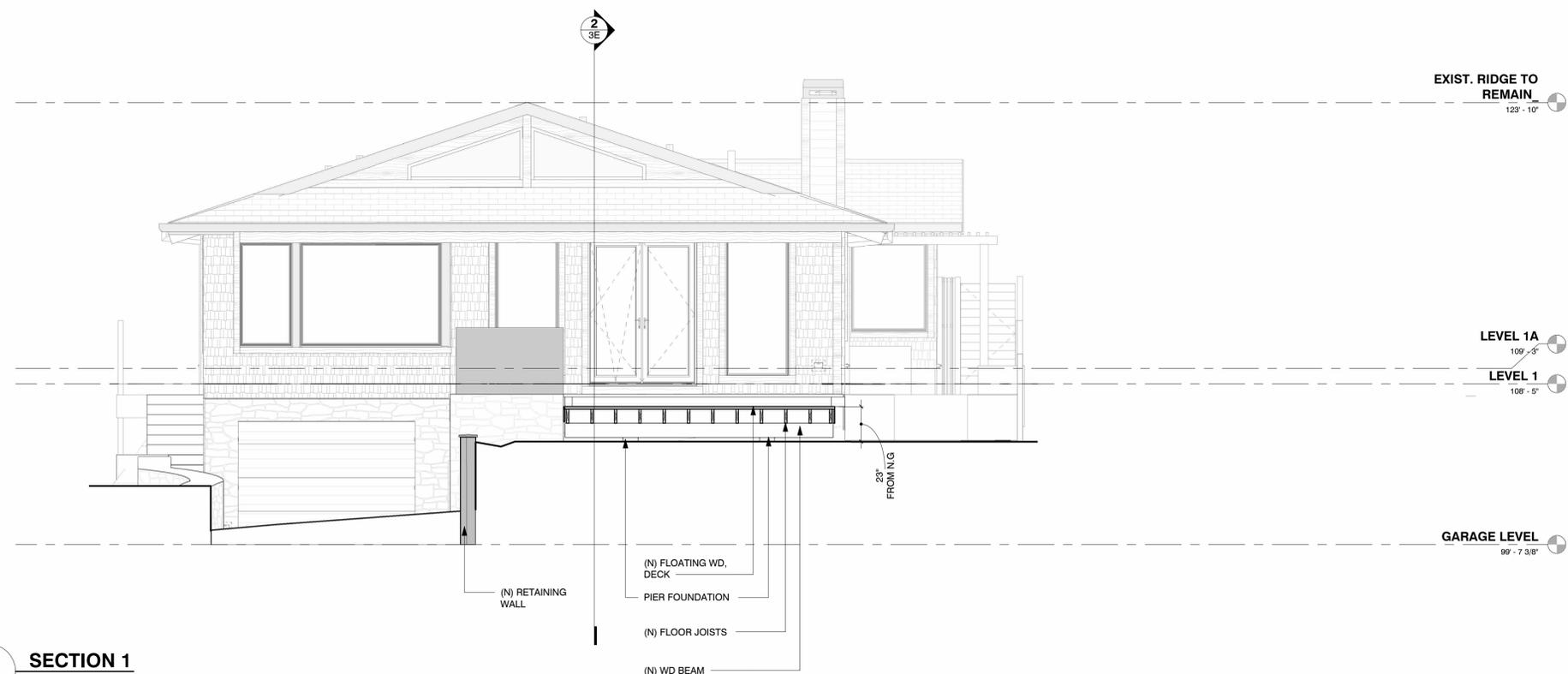
TITLE SURVEY. CAPPO SCENIC 2 JEFFREY CAPPO 26357 SCENIC ROAD APN 009-442-018-000

STUDIO SCHICKETANZ P.O. Box 2704, Carmel, CA, 93921 831.622.9000

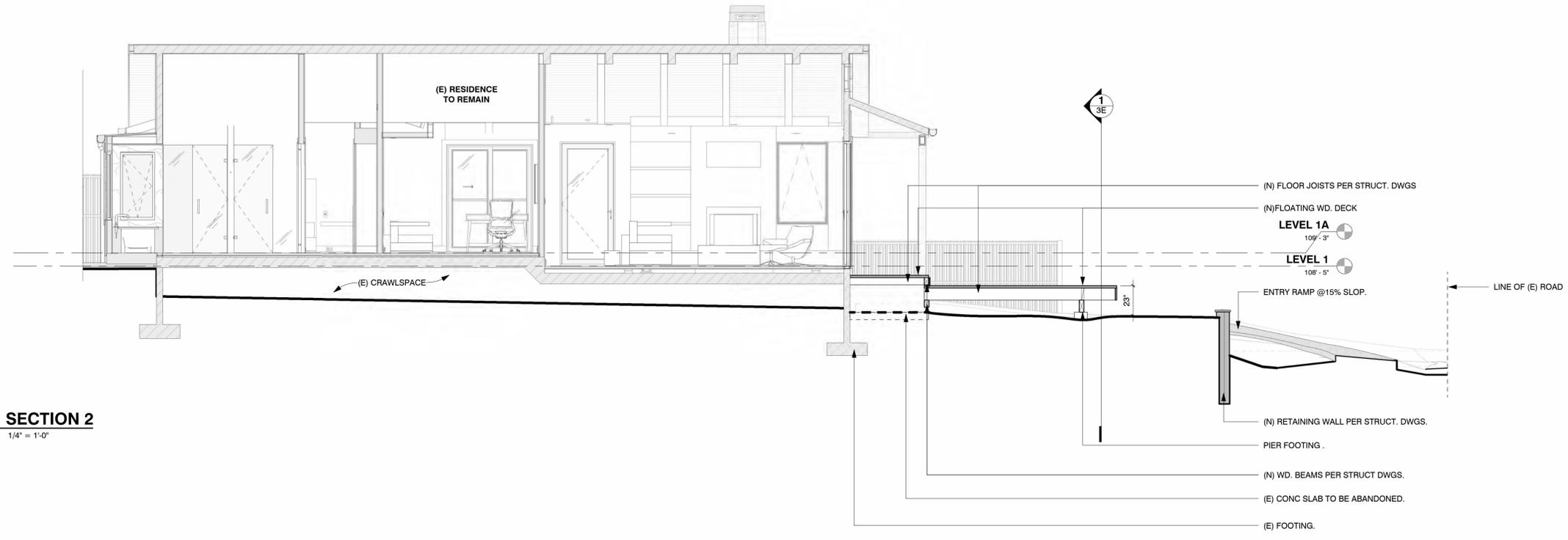
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1B

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1 SECTION 1
1/4" = 1'-0"



2 SECTION 2
1/4" = 1'-0"

TITLE BUILDING SECTIONS-EXTERIOR PATIO.

CAPPO SCENIC 2
JEFFREY CAPPO 26357 SCENIC ROAD APN 009-442-018-000

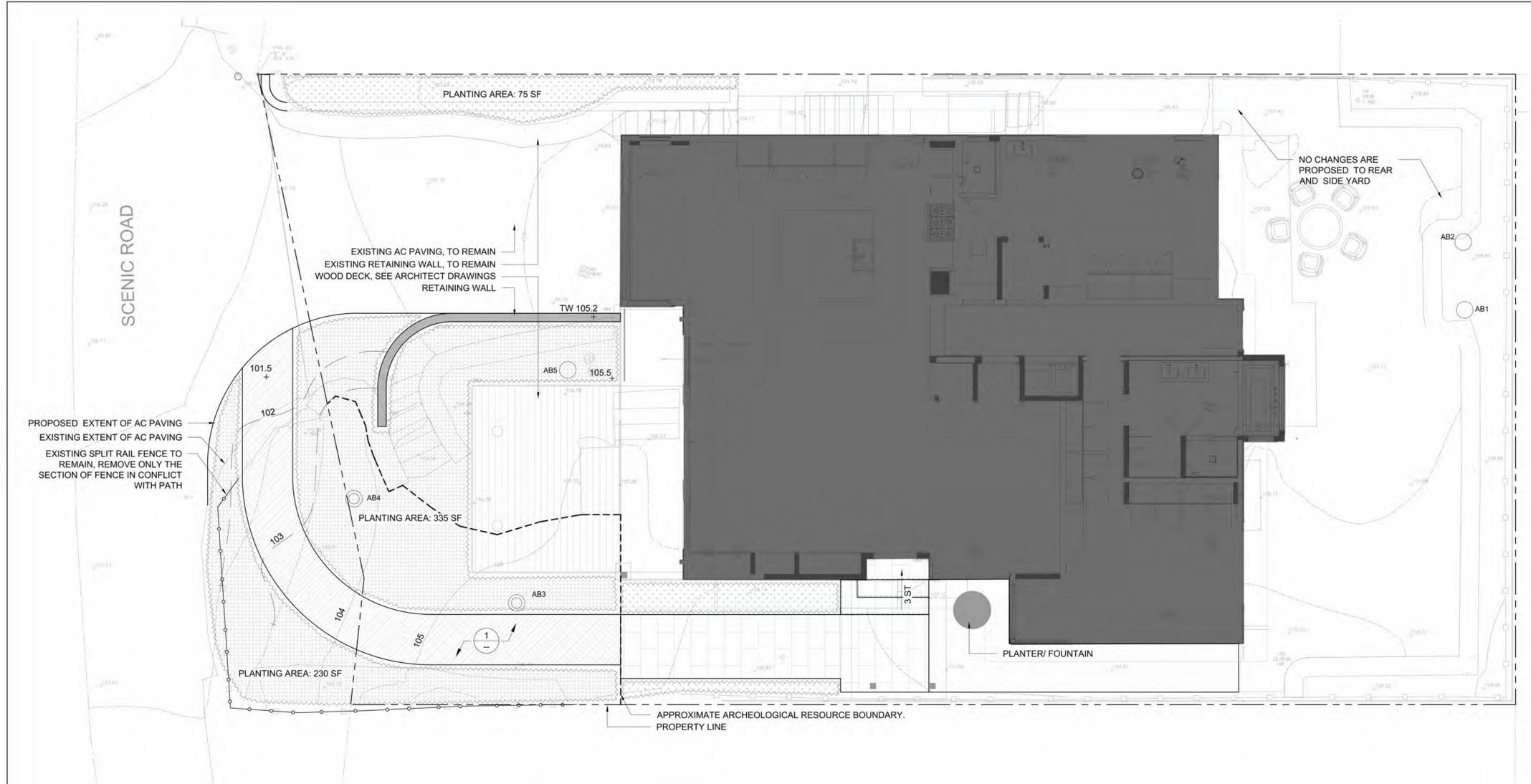
STUDIO SCHICKETANZ
P.O. Box 2704, Carmel, CA, 93921 831.622.9000

DATE	11/04/2025
SCALE	1/4" = 1'-0"
DRAWN BY	CS
JOB NUMBER	2209

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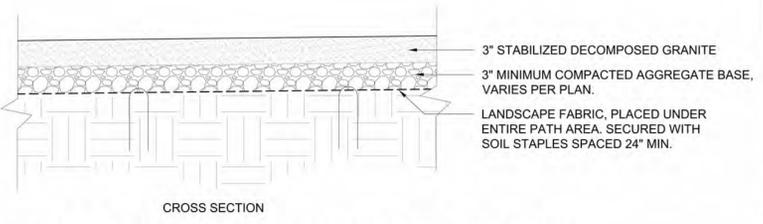
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LANDSCAPE LEGEND

- LANDSCAPE PATH:** DECOMPOSED GRANITE 'CALIFORNIA GOLD'. PER ARCHEOLOGIST, CONTRACTOR SHALL OBSERVE THE FOLLOWING CONDITIONS:
 - ARCHEOLOGICAL MONITORING IS REQUIRED FOR THE DURATION OF PATH CONSTRUCTION
 - NO CUT INTO EXISTING SOIL IS ALLOWED
 - PRIOR TO PATH CONSTRUCTION, PLACE LANDSCAPE FABRIC OVER ENTIRE PATH AREA, AFFIX FABRIC WITH 6" SOIL STAPLES @ 18" SPACING.
- DECORATIVE GRAVEL:** 3/8" PAMI PEBBLES OVER COMPACTED AGGREGATE BASE
- STONE PAVING:** NATURAL STONE PAVERS MORTAR SET ON CONCRETE SLAB
- RETAINING WALLS -** DEMOLISH EXISTING STONE CLAD CONCRETE RETAINING WALLS AND REBUILD IN THE CONFIGURATION SHOWN ON PLANS. SHOP DRAWINGS REQUIRED. NATURAL STONE FACIA TO MATCH HOUSE.
- APPROXIMATE LOCATION OF ARCHEOLOGICAL INVESTIGATION BORE HOLE LOCATIONS,** REFER TO ARCHEOLOGICAL REPORT.
- PLANTING WITHIN ARCHEOLOGICAL RESOURCE AREA**
 - ALL LANDSCAPE WORK IN THIS AREA WILL BE PERFORMED UNDER THE OBSERVATION OF PROJECT ARCHEOLOGIST
 - NO PERMANENT IRRIGATION IS ALLOWED. HAND WATERING AND/OR SURFACE DRIP IRRIGATION ONLY. NO TRENCHING IS ALLOWED.
 - PLANTING IN THIS AREA SHALL BE RESTRICTED TO HAND SEEDING AND CONTAINER PLANTS NO LARGER THAN 'STUBBIES' @ 1.5" DIA. x 5.5" DEEP
 - SEE PLANTING PLAN FOR CLEARING AND GRUBBING REQUIREMENTS
- TYPICAL PLANTING AREA**
 - NEW PLANTING SHALL REPLACE EXISTING PLANTING
 - PRESERVE EXISTING IRRIGATION CONNECTIONS TO PLANTERS, REPLACE EXISTING IRRIGATION WITH SUB-SURFACE DRIP IRRIGATION.



1 DECOMPOSED GRANITE LANDSCAPE PATH
 SCALE: 1 1/2" = 1'

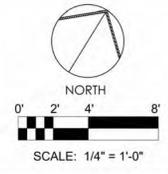
TOTAL PLANTING AREA: 705 SF

BLAKE JOPLING LANDSCAPE ARCHITECTURE
 37301 TASSAJARA RD.
 CARMEL VALLEY, CA 93924
 T: 831.238.1091

PROJECT
CAPPO RESIDENCE
 26357 SCENIC ROAD
 CARMEL, CA 93923
 APN: 009-442-018-000



CONSULTANTS



REV:	ISSUE:	DATE:
	DRAFT	24.02.07
	ISSUED FOR PERMIT	24.03.05

PROJECT NO: 2309.0
 DRAWN: BJ
 CHECK: BJ
 DATE: 24.03.05

LANDSCAPE SITE PLAN

L100

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TITLE **LANDSCAPE SITE PLAN**

CAPPO SCENIC 2

JEFFREY CAPPO 26357 SCENIC ROAD APN 009-442-018-000

STUDIO SCHICKETANZ

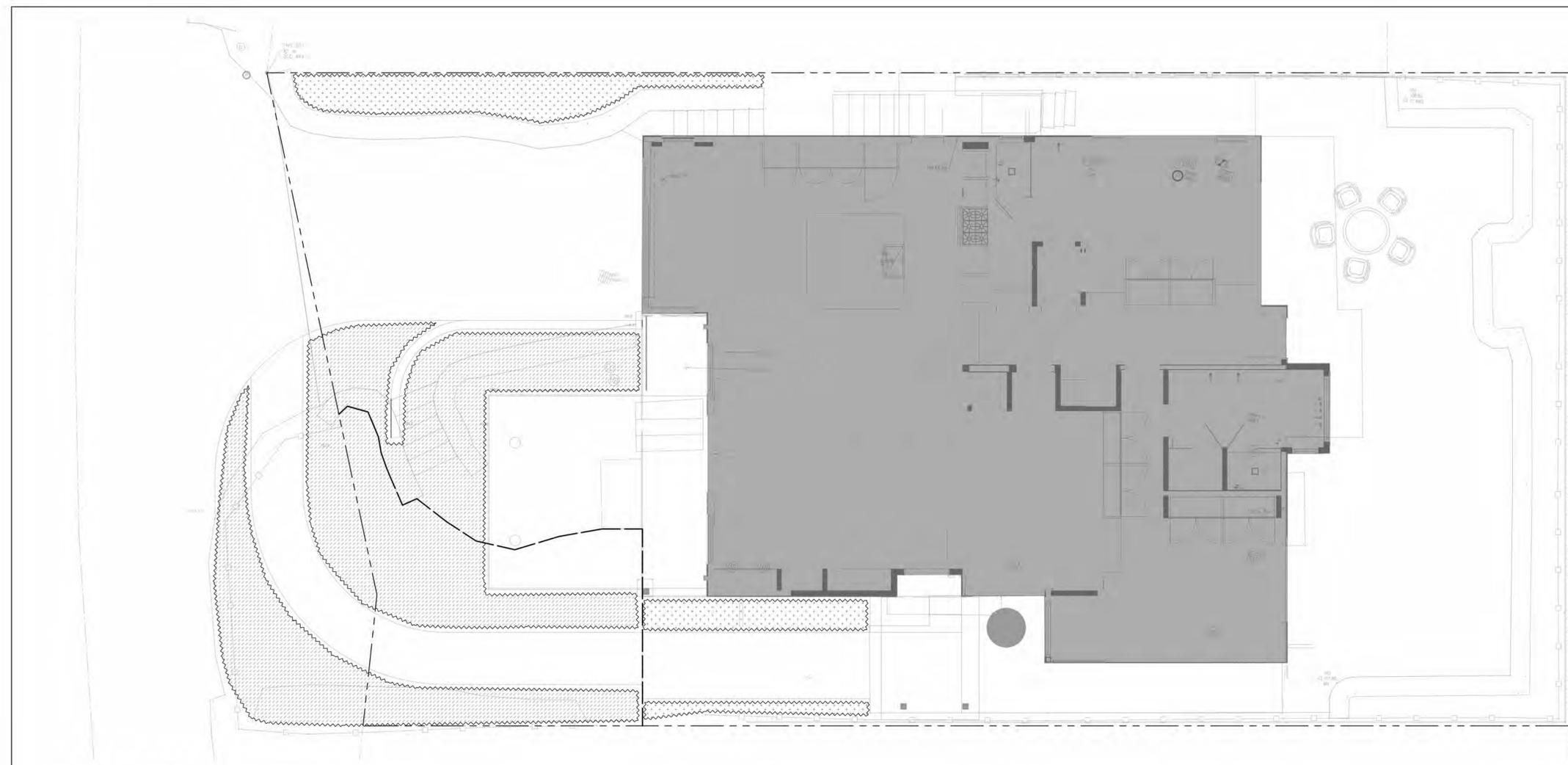
P.O. Box 2704, Carmel, CA, 93921 831.622.9000

DATE	11/04/2025
SCALE	
DRAWN BY	CS
JOB NUMBER	2209

SHEET

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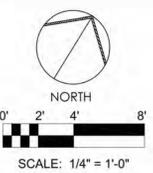


**BLAKE JOPLING
 LANDSCAPE
 ARCHITECTURE**
 37301 TASSAJARA RD.
 CARMEL VALLEY, CA 93924
 T: 831.238.1091

PROJECT
CAPPO RESIDENCE
 26357 SCENIC ROAD
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 APN: 009-442-018-000



CONSULTANTS



REV:	ISSUE:	DATE:
	DRAFT	24.02.07
	ISSUED FOR PERMIT	24.03.05

PROJECT NO: 2309.0
 DRAWN: BJ
 CHECK: BJ
 DATE: 24.03.05

PLANTING PLAN

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PLANTING LEGEND

PLANTING WITHIN THE ARCHEOLOGICAL RESOURCE AREA						
Scientific Name	Common Name	Container Size	Spacing (OC)	Water Requirements (WUCOLS)	Percent of Mix	
<i>Armeria maritima</i>	Sea Thrift	Stubby	12"	Moderate	5%	
<i>Carex praegracilis</i>	Dune sedge	Stubby	12"	Low	50%	
<i>Calamagrostis foliosa</i>	Cape Mendocino reedgrass	Stubby	24"	Moderate	5%	
<i>Fragaria chiloensis</i>	Beach Strawberry	Stubby	18"	Low	10%	
<i>Lessingia filaginifolia</i> 'Silver Carpet'	Silver Carpet California Aster	Stubby	24"	Low	10%	
<i>Tanacetum camphoratum</i>	Dune Tansy	Stubby	18"	Very Low	20%	
TYPICAL PLANTING AREAS						
Scientific Name	Common Name	Container Size	Spacing (OC)	Water Requirements (WUCOLS)	Percent of Mix	
<i>Chondropetalum elephantium</i>	Large Cape Rush	15 gal	48"	Moderate	10%	
<i>Carex praegracilis</i>	Dune sedge	Stubby	12"	Low	50%	
<i>Calamagrostis foliosa</i>	Cape Mendocino reedgrass	1 gal	24"	Low	10%	
<i>Artemisia pycnocephala</i> 'David's choice'	Dune sagewort	1 gal	36"	Very Low	20%	
<i>Dudlea brittonii</i>	Giant Chalk Dudlea	1 gal	24"	Very Low	10%	

SITE PREPARATION NOTES

CONTRACTOR SHALL FOLLOW THE FOLLOWING PROJECT REQUIREMENTS WHEN WORKING WITHIN AREAS INDICATED AS ARCHEOLOGICAL RESOURCE AREAS. A RESOURCE MONITOR IS REQUIRED TO BE ON SITE DURING ANY WORK IN THE AREA. THE OBJECTIVE OF THESE REQUIREMENTS ARE TO PROVIDE **MINIMAL DISTURBANCE** TO THE GROUND DURING THE LANDSCAPE CONSTRUCTION.

SITE PREPARATION

- EXISTING PLANTING SHALL BE REMOVED ONLY AFTER THEY HAVE BEEN TREATED WITH AN FOLIAR HERBICIDE SUCH AS ROUND-UP AND HAVE BEEN LEFT IN PLACE TO DESICCATE (~4 WEEKS)
- NO DIGGING INTO EXISTING SOIL IS ALLOWED.
- EXISTING BOULDERS SHALL BE LEFT IN PLACE, IF BOULDERS INHIBIT WORK, CONSULT THE MONITOR.
- SOIL AMENDMENTS SUCH AS COMPOST AND PLANTING SOIL SHALL BE MINIMALLY INCORPORATED INTO THE EXISTING TOP SOIL, SCARIFY NO DEEPER THAN 3." NO ROTOTILLING IS ALLOWED.

PLANTING AND IRRIGATION - REFER TO LEGEND ON SHEET L100.

TITLE **PLANTING PLAN**

CAPPO SCENIC 2

JEFFREY CAPPO 26357 SCENIC ROAD APN 009-442-018-000

STUDIO SCHICKETANZ

P.O. Box 2704, Carmel, CA, 93921 831.622.9000

DATE	11/04/2025	SHEET
SCALE		
DRAWN BY	CS	
JOB NUMBER	2209	

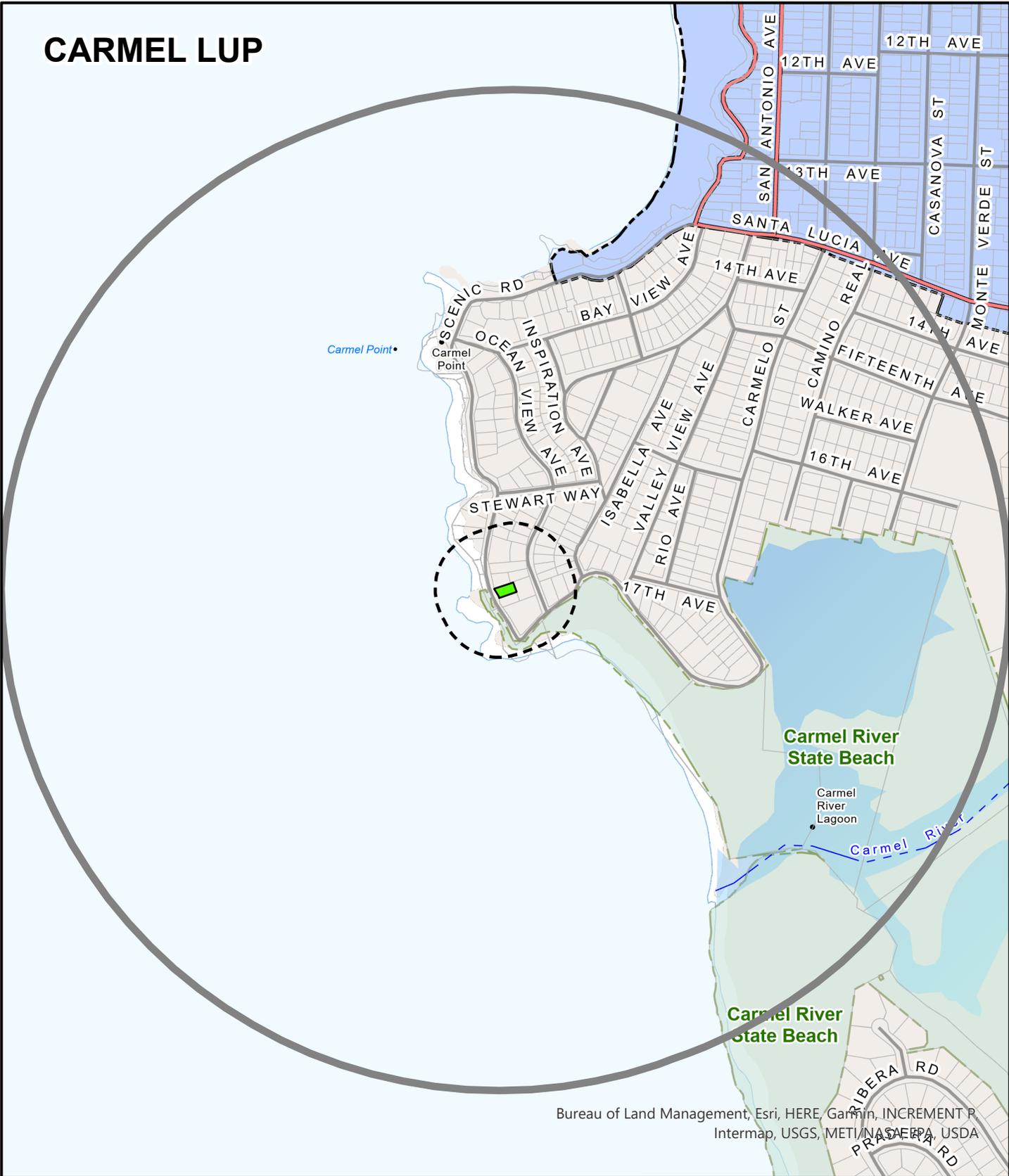
4B.

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Exhibit B

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CARMEL LUP



APPLICANT: CAPPO

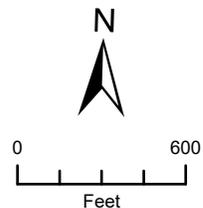
APN: 009442018000

FILE # PLN240072

 Project Site

 300 FT Buffer

 2500 FT Buffer



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