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# **State Route 1 From Rio Road to Carmel Valley Road Operational Improvement Project**

MONTEREY COUNTY, CALIFORNIA

05-MON-1 PM 72.3/73.0  
EA 05-0L5700/ID# 05 0000 0145  
SCH 2011071090

## **Addendum to the Mitigated Negative Declaration approved April 23, 2012**



**Prepared by the  
State of California Department of Transportation**



**February 2017**

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# **Chapter 1**      Introduction

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## **1.1 Purpose of this Document**

The purpose of the Addendum to the Mitigated Negative Declaration for the State Route 1 from Rio Road to Carmel Valley Road Operational Improvement Project is to evaluate the changes to the project since public circulation of the Initial Study/Proposed Mitigated Negative Declaration in July of 2011. This Addendum includes new analysis for environmental issues that could be potentially affected by the modifications and refinements to the design. This Addendum also addresses any relevant laws, regulations, or policies that have been enacted since the April 2012 approval of the Mitigated Negative Declaration.

The project design modifications and refinements are discussed in detail in Section 1.4 below.

## **1.2 Previous Environmental Document and Project Approvals**

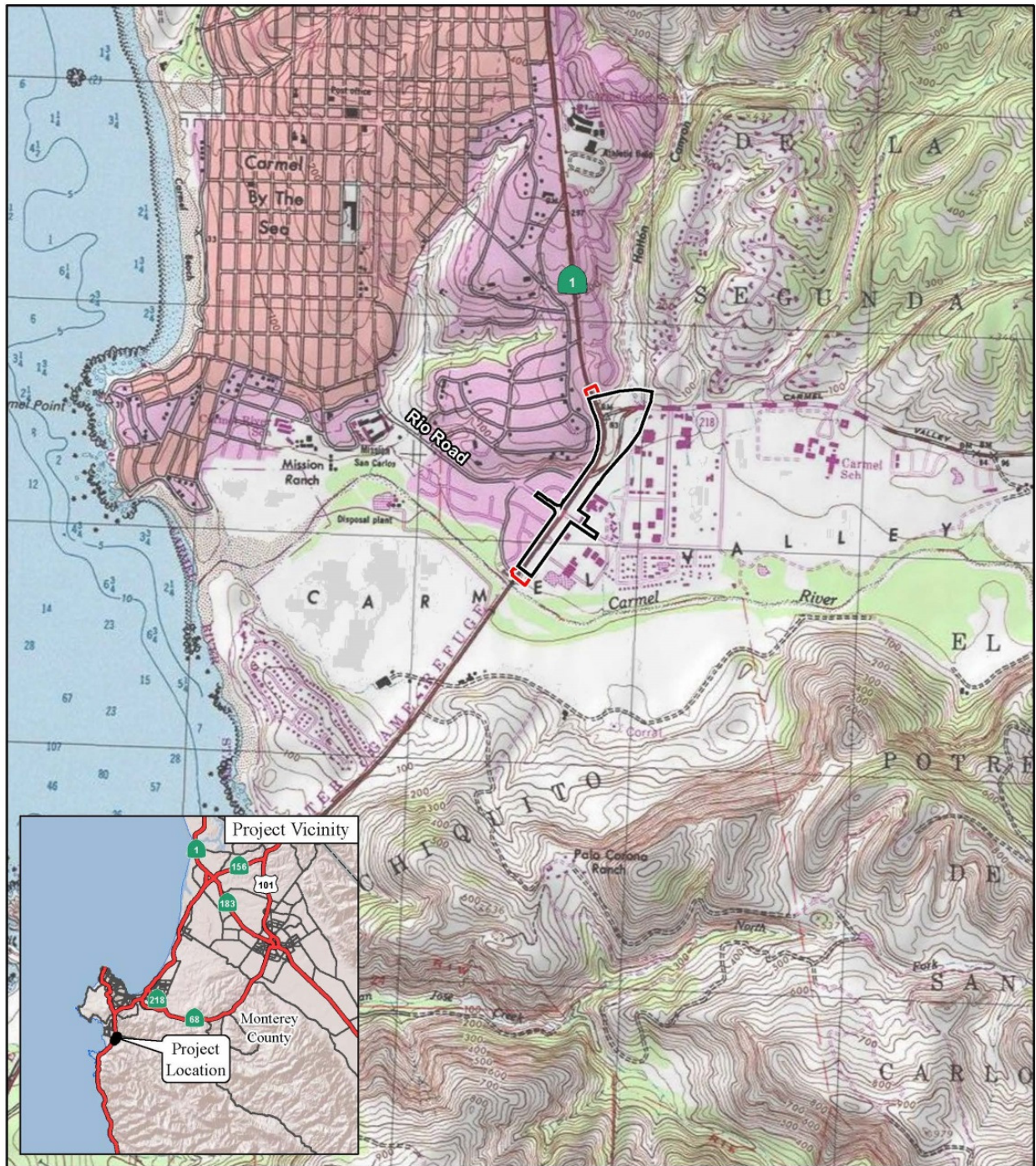
The Mitigated Negative Declaration (State Clearinghouse Number 2011071090) was approved and adopted on April 23, 2012, under the California Environmental Quality Act (CEQA), for which the California Department of Transportation (Caltrans) is the lead agency.

## **1.3 Project Presented in 2012 Mitigated Negative Declaration**

The Mitigated Negative Declaration described a project to highway operations by constructing a truck climbing lane on State Route 1 near the City of Carmel from approximately 625 feet south of the Rio Road intersection through the Carmel Valley Road intersection (refer to Figure 1 Project Location Map and Figure 2 Project Boundary). In addition, the project will modify the lane configurations at both intersections, add bicycle facilities, and replace existing wood traffic signal poles with steel poles at Rio Road. The new truck-climbing lane will connect to an existing truck-climbing lane on northbound State Route 1 north of Carmel Valley Road.

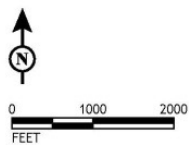
The project as originally presented will require additional right of way from the County of Monterey for widening Rio Road.

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LEGEND

- Original Project Study Area
- Expanded Project Study Area



SOURCE: USGS 7.5' Quad - Monterey (1983), CA

FIGURE 1

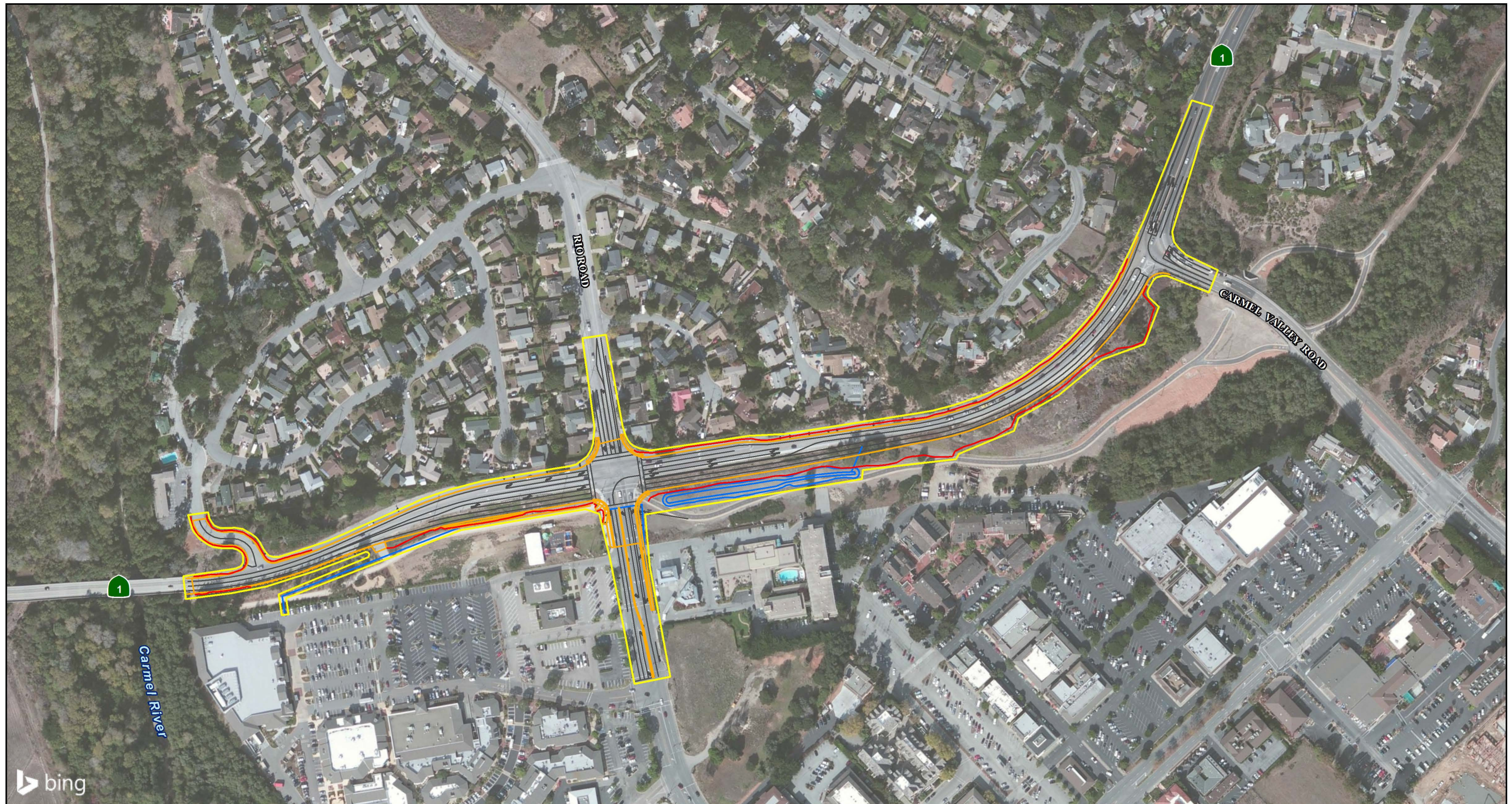
State Route 1/Rio Road to Carmel Valley Road  
Operational Improvement Project

Project Location Map

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LEGEND

- Project Boundary
- Striping
- Pavement Edges/Curb/Gutter
- Cut and Fill
- Drainage

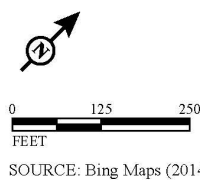


FIGURE 2

State Route 1/Rio Road to Carmel Valley Road  
Operational Improvement Project

Project Boundary

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## 1.4 Project Design Modifications and Refinements

Following approval of the April 2012 Project Report and Mitigated Negative Declaration, Caltrans re-evaluated vehicle speeds on the project segment of State Route 1 and determined that the 85th percentile speed had increased, necessitating the need to increase the posted speed limit from 45 to 55 miles per hour. Stopping sight distance and superelevation<sup>1</sup> rates on curves currently meet the standards for only 40 miles per hour. Therefore, the project was modified to increase the stopping sight distance and superelevation rates to allow for the higher posted speed limits. The modifications include the following:

- The State Route 1 alignment has been shifted to the east approximately 6 feet between Carmel Valley Road and Rio Road and up to 11 feet between Rio Road and Oliver Road to widen curves and increase cross slopes to improve safety and to meet new design criteria. This shifts the construction limits approximately 11 feet east of where they previously were and increases the area impacted by construction.
- Roadway excavation and roadway construction on State Route 1 has been extended 400 feet south to the Carmel River Bridge to accommodate the new road alignment.
- Between the Carmel River Bridge and Rio Road, 1100 feet of the State Route 1 profile has been lowered by up to 2 feet to meet new design criteria.
- Oliver Road has been reconstructed to a lower profile of up to 4 feet within Caltrans right-of-way for approximately 240 feet from its intersection with State Route 1 as a result of the profile change on State Route 1.
- The dedicated southbound right turn lane on State Route 1 at Rio Road has been changed to a shared through-right-turn lane. A taper begins to drop the new second through lane 320 feet south of the Rio Road intersection. The planned four-foot wide bike lane between the right-turn lane and through lane in the southbound direction has been. Bicycles will now use the shoulder in the southbound direction through the intersection.
- On Rio Road, a new second westbound right turn lane has been removed from the planned project design. Right-of-way acquisition is no longer required from the

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<sup>1</sup> The amount by which the outer edge of a curve on a road is banked above the inner edge.

Chevron station located in the northeastern quadrant of the State Route 1/Rio Road intersection.

- Project improvements, including repaving, restriping, and median and sidewalk reconstruction, have been extended an additional 200 feet east of the State Route 1 intersection along Rio Road.
- The raised median along Rio Road between State Route 1 and Crossroads Boulevard has been narrowed and reconstructed to accommodate the addition of a 5-foot bike lane in both the eastbound and westbound directions. These bike lanes continue through the intersection to the west side of State Route 1.
- Lane widths on Rio Road have been narrowed from 12 feet to 11 feet to accommodate the addition of 5-foot wide bike lanes.
- The traffic signals that are currently suspended from a cable at the intersection of State Route 1 and Carmel Valley Road will be replaced. The wooden poles will be replaced with steel poles with standard signal arms.
- A new, 600-foot-long storm drain pipe will be constructed along the east side of State Route 1 through California State Parks' right-of-way to a maximum depth of approximately 12 feet.
- A maintenance vehicle pullout has been added on the east side of State Route 1 just south of Carmel Valley Road per Caltrans request.
- The project will not require the purchase of new right-of-way, but will require temporary construction easements from the Chevron station and from the Crossroads Shopping Center located on Rio Road.
- Twenty-two additional trees will be removed resulting from the expanded cut and fill limits on the south side of State Route 1 between Rio Road and Carmel Valley Road.

## Chapter 2 Impacts of the Project Improvements

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Some of the design modifications and refinements occur outside of the project area originally evaluated in the Mitigated Negative Declaration. The project area has been expanded 400 feet south on State Route 1 to the Carmel River Bridge, 400 feet north of the Carmel Valley Road intersection on State Route 1, 240 feet along Oliver Road, and 200 feet along Rio Road east of the State Route 1/Rio Road intersection (refer to Figure 2). The Biological Study Area and Area of Potential Effects originally evaluated in the Mitigated Negative Declaration have been expanded where needed to encompass the expanded project area and project-related impacts within these expanded study areas were analyzed in their respective technical study addendums.

No adverse impacts were identified in the Mitigated Negative Declaration for the following environmental resources and it has been determined that the design modifications and refinements will not result in new adverse impacts to these resources: Environmental Justice, Wild and Scenic Rivers, Growth, Farmlands/Timberlands, Cultural Resources, and Paleontology. Furthermore, it has been determined that there will be no change in impacts beyond those evaluated in the Mitigated Negative Declaration for Land Use, Utilities, Geology/Soils/Seismic/Topography, Hazardous Waste/Materials, Air Quality, Cumulative Impacts, and Climate Change. No further discussion of these resources is provided.

Further discussion is provided below for all other resources. The following discussions are based on the approved Mitigated Negative Declaration and changes that will result from the design modifications and refinements.

### 2.1 Parks and Recreational Facilities

#### 2.1.1 Changes in Existing Setting

There have been no revisions to existing laws or regulations or new laws or regulations pertaining to parks and recreation facilities. No additional parks or recreational facilities have been constructed within the vicinity of the project since 2012. The Carmel Hills Trail remains the only recreational facility within the project study area. Changes to the project design with the potential to impact the Carmel Hills Trail include reconstruction of the sidewalks on the east side of the State Route 1/Rio Road intersection for an additional 200 feet along Rio Road and installation of

two drainage pipes along the east side of State Route 1 between Oliver Road and Rio Road. For the purposes of this discussion the trail has been divided into three segments (refer to Figure 3):

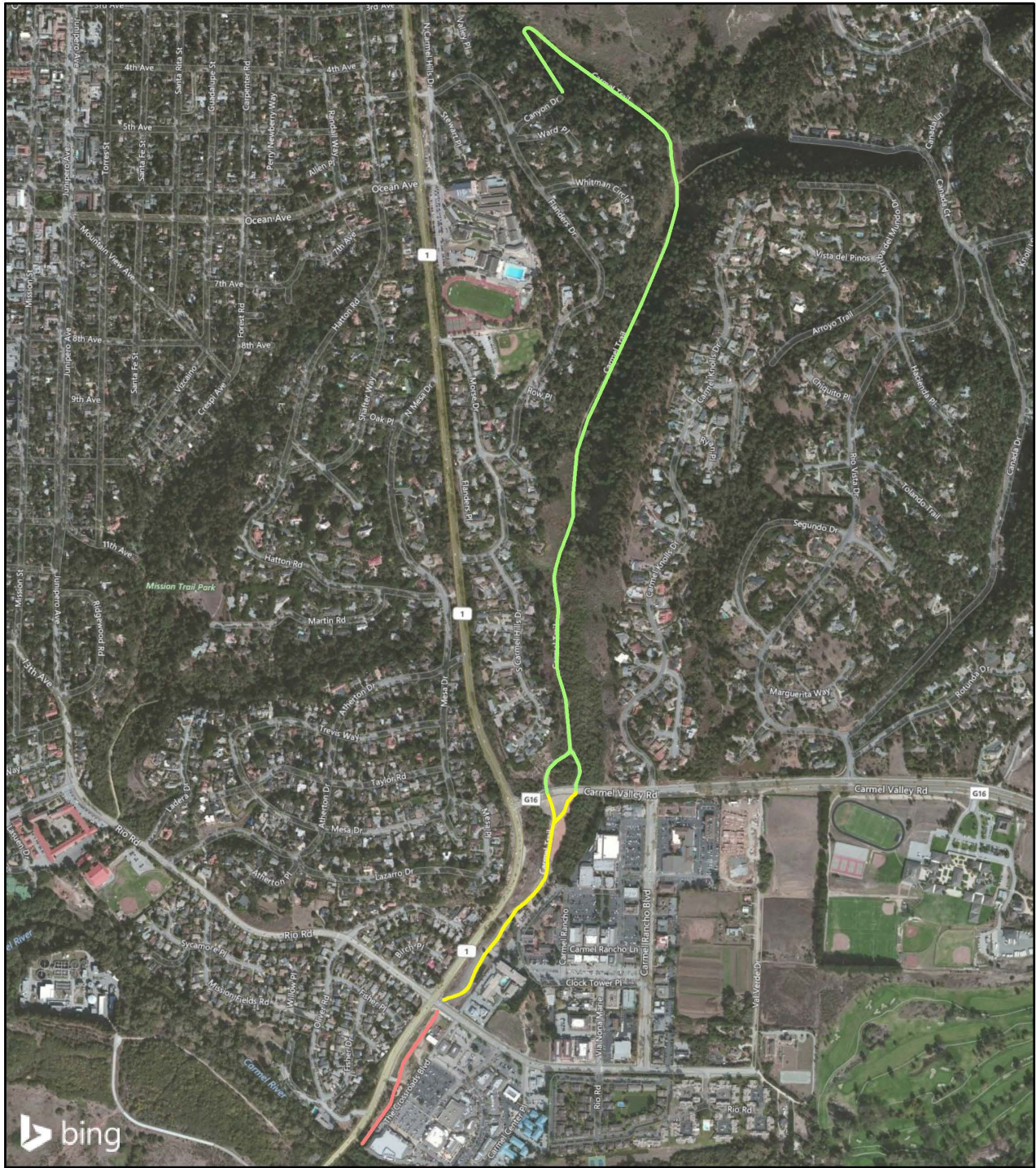
- Segment 1 is approximately 0.23 mile long and extends from the bank of the Carmel River northward to Rio Road. The trail in Segment 1 is concrete and approximately 8 feet wide. The trail connects with Rio Road at grade. Trail users utilize the sidewalk and crosswalk at Rio Road to connect with Segment 2 of the trail.
- Segment 2 is approximately 0.34 mile long and extends from Rio Road to Carmel Valley Road. The trail in Segment 2 is asphalt and approximately 12 feet wide. The trail in this segment is a directional two-lane trail designated by striping. Approximately 0.16 mile north of Rio Road a dirt pathway connects The Barnyard Shopping Center's parking lot with the trail. The trail forks approximately 0.04 mile before Carmel Valley Road and provides two connections to the trail in Segment 3. The western fork of the trail passes under Carmel Valley Road in a concrete box tunnel while the eastern fork of the trail crosses Carmel Valley Road at grade.
- Segment 3 is approximately 1.32 miles long and extends from Carmel Valley Road and the trail's terminus at Canyon Drive. The trail in Segment 3 is a two-lane asphalt trail, approximately 12 feet wide, for approximately 340 feet north of Carmel Valley Road and then continues as a compacted dirt trail until its terminus. Approximately 0.43 mile before the trail's terminus at Canyon Drive, the trail forks and connects with Canada Drive.

### **2.1.2 Changes in Environmental Impacts**

Impacts to parks and recreational facilities were evaluated in the Mitigated Negative Declaration.

The project modifications will result in temporary impacts to the Carmel Hills Trail during construction requiring temporary construction easements at four locations (refer to Figure 4). Locations 1 and 2 are within Segment 1 of the trail, approximately 600 feet and 375 feet south of Rio Road, respectively. Locations 1 and 2 will be constructed at the same time and will require temporary closure of Segment 1 of the trail for approximately 2 weeks during construction to facilitate installation of drainage pipes that perpendicularly traverse under the trail.

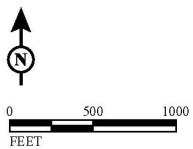




LEGEND

Trail Segments

- Segment 1 - Carmel River Bridge to Rio Road
- Segment 2 - Rio Road to Carmel Valley Road
- Segment 3 - Carmel Valley Road to Canyon Drive



SOURCE: Bing Maps (2014)

FIGURE 3

*State Route 1/Rio Road to Carmel Valley Road  
Operational Improvement Project*

**Carmel Hills Trail Segments**

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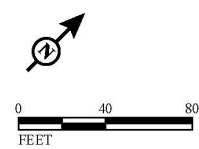
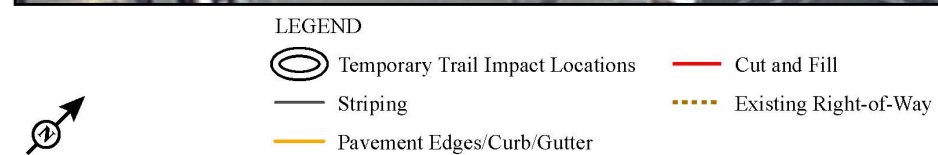
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FIGURE 4



SOURCE: Bing Maps (2014); WoodRodgers (2/12/2016).

State Route 1/Rio Road to Carmel Valley Road  
Operational Improvement Project

Carmel Hills Trail

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The concrete in these locations will be removed to allow trenching and installation of the new drainage pipes, and new concrete will be installed. Segment 1 of the trail dead-ends at the bank of the Carmel River and provides primarily recreational use, although the shopping center parking lot can be accessed via an informal dirt connector. No formal detour will be provided during the temporary trail closure, but the shopping center could also be access via points on Rio Road. Trail users will be notified of the temporary trail closure via signs posted on the trail at the trail entrance on each side of Rio Road 1 week in advance of construction.

Location 3 is located at the northern limit of Segment 1 of the trail. Construction at Location 3 will require temporary closure of Segment 1 for approximately 1 month. The existing concrete trail and curb return at this location will be removed and reconstructed to match the new State Route 1 alignment. Similar to construction at Locations 1 and 2, construction at Location 3 will require the temporary closure of Segment 1. Other than the dirt connector previously described, no alternative access to this stretch of the trail exists and no formal detour will be provided. Trail users will be notified of the temporary trail closure via signs posted on Rio Road on the southeastern corner of the intersection with SR-1, at approximately 155 feet east of the intersection on the south side of Rio Road, and at the trail entrance on the north side of Rio Road 1 week in advance of construction.

Location 4 is located in Segment 2 of the trail. Construction at Location 4 will require temporary closure of an approximately 250-foot portion of Segment 2 for approximately 1 month. The existing concrete trail and curb return at this location will be removed and reconstructed to match the new State Route 1 alignment. Trail users will be notified of the temporary trail closure via signs posted on Rio Road on the north eastern corner of the intersection with State Route 1, approximately 155 feet east of the intersection on the north side of Rio Road, at the trail entrance on the south side of Rio Road, and at the trail entrances on the south side of Carmel Valley Road 1 week in advance of construction. During the temporary trail closure at Location 4, temporary safety measures (e.g., barricades, signs) will be installed along the trail just north of the construction work area, and bicycle/pedestrian users will be required to access the northern (open) portion of Segment 2 of the trail from Carmel Valley Road or the dirt pathway connecting The Barnyard Shopping Center's parking lot with the trail. No access to Segment 2 of the trail will be provided from Rio Road during construction at Location 4. In order to access the northern portion of Section 2 during construction, trail users traveling north along Segment 1 would need to travel east on Rio Road, cross Rio Road at the signalized crosswalk located at the Crossroads

Shopping Center entrance, continue traveling east on Rio Road, turn left on Via Nona Maria, turn left on Clock Tower Place, continue along Clock Tower Place to the parking lot located on the west side of The Barnyard Shopping Center to a dirt pathway that connects the parking lot with the trail (refer to Figure 5). This detour will also be accessible to southbound travelers.

All trail closures will be temporary and will cease upon completion of construction at each location. No permanent impacts will occur to the trail. Portions of the trail affected by the temporary construction easement will be restored to its existing condition at the completion of the construction at each location. Therefore, the project modifications and refinements will result in less than significant impacts to the Carmel Hills Trail.

### **2.1.3 Changes in Avoidance and/or Minimization Measures**

Because impacts to the Carmel Hills Trail will not prohibit access or use of the trail, no additional avoidance, minimization, and/or mitigation measures are required as a result of the design modifications.

## **2.2 Traffic and Transportation**

### **2.2.1 Changes in Existing Setting**

There have been no revisions to existing laws or regulations or new laws or regulations pertaining to traffic and transportation since the 2010 Traffic Operations Analysis was prepared. Changes to the project design with the potential to impact traffic operations include removing one of the planned right-turn lanes from Rio Road onto northbound State Route 1, converting the southbound State Route 1 right-turn lane onto Rio Road to a shared through/right-turn lane, and stripping for a southbound State Route 1 receiving lane.

### **2.2.2 Changes in Environmental Impacts**

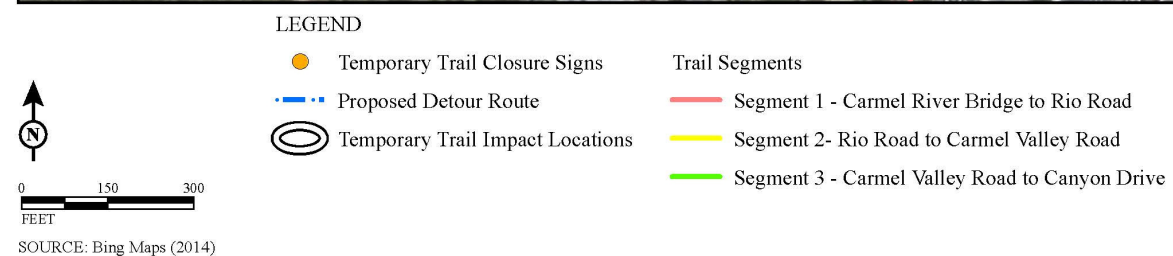
Impacts with respect to traffic and transportation were evaluated in the Mitigated Negative Declaration. The potential for the project modifications and refinements to affect traffic and transportation is documented in the Traffic Operations Analysis Addendum.

There will be no substantial permanent change in traffic patterns or level of service as a result of the modifications to the project. During construction of the project, bicyclists will be prohibited from traveling northbound on State Route 1 between Rio





FIGURE 5



State Route 1/Rio Road to Carmel Valley Road  
Operational Improvement Project  
Carmel Hills Trail Temporary Detours  
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Road and Carmel Road. A detour for bicyclists will be provided during construction. Refer to Section 2.1.2 and Figure 5 for a description of the detour.

### 2.2.3 Changes in Avoidance and/or Minimization Measures

No additional avoidance, minimization, or mitigation measures are required as a result of the design modifications.

## 2.3 Visual/Aesthetics

### 2.3.1 Changes in Existing Setting

There have been no revisions to existing laws or regulations or new laws or regulations pertaining to visual quality since the 2010 Scenic Resources Evaluation was prepared. There have also been no substantial changes to the project setting.

### 2.3.2 Changes in Environmental Impacts

Impacts with respect to visual/aesthetics were evaluated in the Mitigated Negative Declaration. The potential for the project modifications and refinements to affect visual/aesthetics is documented in the Scenic Resources Evaluation Addendum prepared in March 2016.

The design modifications will result in the removal of 22 additional trees, as shown in Table 2.1. All of these trees are located on the east side of State Route 1 between Carmel Valley Road and Rio Road. The additional tree removal would further reduce the visual quality of the project area and would contribute to a cumulative adverse visual impact.

**Table 2.1: Tree Removal**

Tree Species	Trees to be Removed – Original Project Proposal	Additional Trees to be Removed – Revised Project	Total Trees to be Removed by the Project <sup>1</sup>
Arroyo Willow	3	9	12
Coast Live Oak	1	5	6
Black Cottonwood	5	7	12
Monterey Pine <sup>2</sup>	0	1	1

Source: LSA, 2016

<sup>1</sup> All trees are greater than 3 inch diameter at breast height (DBH).

<sup>2</sup> Dead

The existing signals at Carmel Valley Road are suspended on cables across the road. These cables are supported by a single wooden pole located at each corner of the

intersection. The wooden poles will be replaced with standard metal poles that include a signal arm cantilevered over the roadway. The new poles will partially block views of the distant hills and will introduce a more modern, urban element into what has traditionally been considered a semi-rural road.

The project will change the visual character of the project area by increasing urban elements and decreasing some of the rural character through loss of natural elements. The design modifications will further increase these impacts to the visual character of the project area. However, these impacts are consistent with viewer expectations of an increasingly urban area and are not considered significant.

### **2.3.3 Changes in Avoidance and/or Minimization Measures**

The avoidance and/or minimization measure identified in the Mitigated Negative Declaration requires impacts to existing trees to be minimized and requires the review and approval of a landscape plan by California State Parks and Caltrans' landscape architect. This avoidance and/or minimization measure remains applicable to the project and has been revised accordingly below. No additional avoidance, minimization, or mitigation measures are required as a result of the design modifications.

**Landscape Plan:** A landscape plan shall be prepared for review and approval by the California Department of Parks and Recreation in conjunction with the California Department of Transportation (Caltrans) landscape architect. The landscape plan shall show the following:

- To account for the removal of the landmark coast live oak tree, a minimum of 25 coast live oak trees shall be planted. The trees shall be planted from a minimum 15-gallon container size.
- In addition to the minimum 25 oak trees required to replace the landmark coast live oak tree, replanting of non-landmark coast live oak trees shall be at a 3:1 ratio. All oak tree planting shall be located on California Department of Parks and Recreation property northeast of the intersection of State Route 1 and Rio Road. At least 50 percent of all oak trees shall be planted within the "TREE PLANTING LOCATION" shown on the project plans. All of the oak trees planted in the "TREE PLANTING LOCATION" shall be planted from a minimum 15-gallon container size. The trees shall be planted in a random, naturally appearing pattern with an undulating perimeter. The remaining oak trees shall be planted as directed

- by the California Department of Parks and Recreation, within 900 feet north of Rio Road.
- Replanting of black cottonwoods and arroyo willows shall be at a 3:1 ratio. Replanting shall be located along the eastern edge of State Route 1, north of Rio Road.
  - A minimum 3-year plant establishment period shall be included in the contract for all new tree planting. During the County of Monterey administered plant establishment period, planted trees shall be maintained in a healthy condition. If a tree becomes unhealthy or dies during that period, the tree shall be replaced.
  - Prior to construction of the project, a maintenance agreement between the California Department of Parks and Recreation and the County of Monterey shall be concluded that assigns the responsibility for the planting and establishment of the trees to the County of Monterey and the maintenance of the trees after the plant establishment period to the California Department of Parks and Recreation.

## **2.4 Hydrology and Floodplain**

### **2.4.1 Changes in Existing Setting**

There have been no revisions to existing laws or regulations or new laws or regulations pertaining to hydrology and floodplains. Changes to the project design with the potential to impact hydrology and floodplain include lowering the profile of the State Route 1 by up to 2 feet for a distance of 1,100 feet between Rio Road and the Carmel River Bridge, increasing the superelevation on the two curves on State Route 1 south of Rio Road, and reconstructing Oliver Road to a lower profile of up to 4 feet within Caltrans right-of-way for approximately 240 feet from its intersection with State Route 1.

### **2.4.2 Changes in Environmental Impacts**

Impacts with respect to hydrology and floodplains were evaluated in the Mitigated Negative Declaration. The potential for the project modifications and refinements to affect hydrology and floodplains is documented in the State Route 1 Climbing Lane Project – Floodplain Analysis – Technical Memorandum (June 2016). The findings of this memorandum are discussed below.

The project modifications and refinements include vertical changes that both raise and lower the elevation of different portions of State Route 1. The amount of roadway area that will be lowered is roughly equivalent to the amount of roadway area that

will be raised; therefore, there will be a negligible change in floodplain elevations upstream or downstream under a 100-year flood. In addition, the difference between the lowest point of elevation of the roadway with the project modifications and refinements compared to the existing condition will be minimal (a difference of 0.2 feet). In the existing condition, the most severe flooding affecting and affected by State Route 1 is within the Carmel River overflow floodplain upstream of State Route 1. As detailed in the State Route 1 Climbing Lane Project – Floodplain Analysis – Technical Memorandum, the peak water surface elevations in the Carmel River overflow floodplain will be reduced by 0.01 feet with implementation of the project. Therefore, the project modifications and refinements will have a negligible effect on the roadway overtopping timing under the 100-year flood.

#### **2.4.3 Changes in Avoidance and/or Minimization Measures**

No avoidance and/or minimization measures were identified in the Mitigated Negative Declaration. No additional avoidance, minimization, and/or mitigation measures are required as a result of the design modifications.

### **2.5 Water Quality and Storm Water Runoff**

#### **2.5.1 Changes in Existing Setting**

Revisions to existing laws and regulations pertaining to water quality and storm water runoff are discussed below. However, these changes to existing laws and regulations will not result in a change to the environmental circumstances for water quality and storm water runoff discussed in the Mitigated Negative Declaration.

On July 1, 2013, the Caltrans Statewide National Pollutant Discharge Elimination System Permit No. CAS000003 (Order No. 2012-0011-DWQ) became effective. This permit would normally replace the previous Caltrans Permit (Order No. 99-06-DWQ), which had been in effect since July 15, 1999. However, the new Caltrans Permit Order states that the new permit requirements apply only to new and redevelopment projects that had not completed the project initiation phase by that time. This project's initiation phase was completed on March 7, 2005. Therefore this project will be subject to the requirements contained within the Caltrans 1999 NPDES Permit Order No. 99-DWQ-06.

The State Water Resources Control Board approved the 2012 Integrated Report (Clean Water Act Section 303(d) List/305(b) Report on April 8, 2015. On July 30, 2015, the Environmental Protection Agency approved the California 303(d) List of



Water Quality Limited Segments (3030[d] list). The 2012 303(d) list replaced the 2010 303(d) list. The status of the Carmel River has not changed.

The Regional Water Quality Control Board's *Water Quality Control Plan for the Central Coast Basin* was approved in March 2016. There were no changes to the beneficial uses or water quality objectives for the Carmel River or the Carmel Valley Groundwater Basin between the 1994 and 2016 Basin Plans.

Changes to the project design with the potential to impact water quality and storm water runoff include extending roadway excavation and roadway construction on State Route 1 400 feet south to the Carmel River Bridge, extending a second southbound lane on State Route 1 through the Rio Road intersection and removing a second westbound right turn lane onto Rio Road, extending project improvements an additional 200 feet east of the State Route 1 intersection along Rio Road, adding a maintenance vehicle pullout on the east side of State Route 1 just south of Carmel Valley Road, constructing a new 600-foot-long storm drain along the east side of State Route 1 through California State Parks' right-of-way to a maximum depth of approximately 12 feet, and removal of approximately 30 trees consisting of black cottonwoods, arroyo willows, and coast live oaks (22 of which were not identified in the 2010 Mitigated Negative Declaration).

### **2.5.2 Changes in Environmental Impacts**

Impacts with respect to water quality and storm water runoff were evaluated in the Mitigated Negative Declaration. The potential for the project modifications and refinements to affect water quality and storm water runoff is documented in the Water Quality Assessment Report Addendum (March 2016).

Temporary impacts during construction activities will increase slightly between the original project and the project modifications and refinements because the project footprint will be expanded by 2.16 acres. Of the additional 2.16 acres, 1.68 acres will require soil disturbance (grading and excavation) during construction activities. The increase in disturbed area will bring the total soil disturbance area (grading and excavation) for the project including the design modifications up to 3.95 acres from 2.27 acres.

The project modifications and refinements will result in approximately 0.96 acre of additional pavement of the 1.68 acres of soil disturbance; this is not a substantial increase and will not affect storm water discharges or pollutant loading from the

project site. It is also not expected to alter calculated peak flow volumes or velocities of storm water discharges from the project site.

### **2.5.3 Changes in Avoidance and/or Minimization Measures**

The avoidance and/or minimization measures identified in the Mitigated Negative Declaration require the implementation of a Storm Water Pollution Prevention Plan during project construction and the incorporation of design pollution prevention Best Management Practices into the project design. These measures remain applicable, and no additional avoidance, minimization, or mitigation measures are required as a result of the design modifications.

## **2.6 Noise**

### **2.6.1 Changes in Existing Setting**

Revisions to existing protocols pertaining to noise are discussed below. However, these changes to existing protocols will not result in a change to the environmental circumstances for noise discussed in the Mitigated Negative Declaration.

In 2011, Caltrans's *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects* was revised, replacing the August 2006 protocol. To address changes in the revised protocol and to account for potential changes in the existing environment since the 2008 Noise Impact Analysis, new noise level measurements were taken in June 2016. The measurements were taken in the same areas as indicated in the 2008 Noise Impact Analysis as well as an additional 3 locations as indicated in the Noise Impact Analysis Addendum (September 2016). As reflected in the Noise Impact Analysis Addendum, the total number of receptors increased by 27 due to the revised protocol's requirement to model all properties; however, the total number of residences analyzed did not change.

Changes to the project design with the potential to impact noise include the extension of roadway excavation and roadway construction on State Route 1 400 feet south to the Carmel River Bridge, lowering of the State Route 1 profile by up to 2 feet for a distance of 1,100 feet between Rio Road and the Carmel River Bridge, shifting the State Route 1 alignment to the east approximately 6 feet between Carmel Valley Road and Rio Road and up to 11 feet between Rio Road and Oliver Road, increasing the superelevation on the two curves on State Route 1 south of Rio Road, increasing the radius of the curves, and reconstructing Oliver Road to a lower profile of up to 4

feet within Caltrans right-of-way for approximately 240 feet from its intersection with State Route 1.

## **2.6.2 Changes in Environmental Impacts**

The project modifications and refinements were analyzed to determine whether they would change the determination made in the Mitigated Negative Declaration. This analysis is documented in the Noise Impact Analysis Addendum (September 2016). The analysis concluded that there would be no discernable permanent change in impacts from noise.

### **2.6.2.1 Construction Noise**

Minimization measures described in the Mitigated Negative Declaration limited the project to compliance with “all local sound control and noise level rules, regulations, and ordinances.” Chapter 10 of the Monterey County Code of Ordinances, which strictly regulates noise levels, is the applicable regulation.

Construction noise could potentially exceed the allowed levels in the Ordinance. Furthermore, during final project design, it was determined that certain portions of the project may have to be constructed at night in order to reduce impacts on traffic and to limit the proximity of workers to heavy traffic levels. Consequently, construction noise could be a daytime annoyance and disturb sleep for some residences closest to the activity. Section 10.60.030 of the Ordinance states that “it is prohibited within the unincorporated area of the County of Monterey to operate, assist in operating, allow, or cause to be operated any machine, mechanism, device, or contrivance which produces a noise level exceeding eighty-five (85) dBA measured fifty (50) feet therefrom.” In addition, Section 10.60.040 of the Ordinance addresses the regulation of nighttime noise as follows: “A. It is prohibited within the unincorporated area of the County of Monterey to make, assist in making, allow, continue, create, or cause to be made any loud and unreasonable sound any day of the week from 10:00 p.m. to 7:00 a.m. the following morning. B. Within the time period 10:00 p.m. to 7:00 a.m. the following morning, and for the purposes of this Section, a loud and unreasonable sound shall include any sound that exceeds the exterior noise level standards set forth in Table 2.2 below”.

**Table 2.2: Monterey County Exterior Noise Level Standards (Nighttime Only)**

<b>Level</b>	<b>Standard</b>
Nighttime hourly sound level ( $L_{eq}$ dBA)	45
Maximum level, dBA	65

Source: Monterey County Code of Ordinances, 2016

dBA = A-weighted decibel

$L_{eq}$  = equivalent continuous sound level

The project was reviewed by the Monterey County Planning Department during the coastal development permit application process, and the potential for non-compliance with the Ordinance was noted. The project will implement the minimization/mitigation measure below such that noise impacts are reduced to less than significant levels. No further processing will be required.

### 2.6.3 Changes in Avoidance and/or Minimization Measures

The avoidance and/or minimization measure identified in the Mitigated Negative Declaration requires construction noise to be regulated consistent with Caltrans's Standard Specifications, Section 14-8.02 "Noise Control," in the Standard Special Provisions. This measure remains applicable to the project and has been revised accordingly below to reflect the current version of the Standard Special Provisions. No additional avoidance, minimization, and/or mitigation measures are required as a result of the design modifications.

**Noise Control:** The project shall conform to the provisions for noise control as specified in Caltrans's Standard Specifications, Section 14-8.02 "Noise Control," in the Standard Special Provisions. Additionally, project-related construction noise shall comply with the County's noise ordinance. County staff/construction inspector shall periodically monitor construction noise using a sound-level meter to ensure noise levels do not exceed the allowable limits.

## 2.7 Biological Environment

The project study area, as well as the Biological Study Area, has been expanded along State Route 1 approximately 400 feet south to the Carmel River Bridge and 400 feet north of the Carmel Valley Road intersection, 240 feet west along Oliver Road, and an additional 200 feet along Rio Road east of the State Route 1/Rio Road intersection (refer to Figure 6). Field surveys conducted on July 21, 2015 and May 6, 2016 by a

qualified biologist confirmed that the physical and biological conditions had not changed or been dramatically altered within the Biological Study Area since the original field studies were completed in 2010.

An updated United States Fish and Wildlife Service species list from Information for Planning and Conservation was obtained in June 2016, and the California Department of Fish and Wildlife California Natural Diversity Database was accessed in June 2016 for updated species accounts.

## **2.7.1 Natural Communities**

### **2.7.1.1 Changes in Existing Setting**

The project's existing environmental setting and regulatory setting as described in the 2010 Natural Environment Study (Minimal Impacts) remains the same.

The California Natural Diversity Database query results of the *Monterey, California* United States Geological Survey 7.5-minute quadrangle included one natural community, Central Maritime Chaparral, which was not identified in the 2010 Natural Environment Study (Minimal Impacts) as potentially occurring in the project vicinity. This natural community is not present within the Biological Study Area as confirmed in both the July 2015 and May 2016 field surveys.

### **2.7.1.2 Changes in Environmental Impacts**

The potential for the project modifications and refinements to affect natural communities is documented in the Natural Environment Study Addendum (July 2016).

The expanded Biological Study Area consists primarily of pavement associated with State Route 1, ruderal and landscaped vegetation in the southern portion (towards the Carmel River Bridge), and ruderal and willow riparian woodland in the northern portion (State Route 1/Carmel Valley Road intersection). The project (including the project modifications and refinements) will result in the removal of one willow in the willow riparian woodland and four coast live oak in the coastal scrub habitat. Removal of these five trees will not result in significant impacts to either the willow riparian woodland or coastal scrub habitat.

### **2.7.1.3 Changes in Avoidance and/or Minimization Measures**

No additional avoidance, minimization, and/or mitigation measures are required as a result of the design modifications.

## **2.7.2 Plant Species**

### **2.7.2.1 Changes in Existing Setting**

Based on the updated United States Fish and Wildlife Service species list and the California Department of Fish and Wildlife California Natural Diversity Database query results, a single, focused, botanical field survey was determined to be adequate to capture the blooming periods of the special-status species that potentially occur or



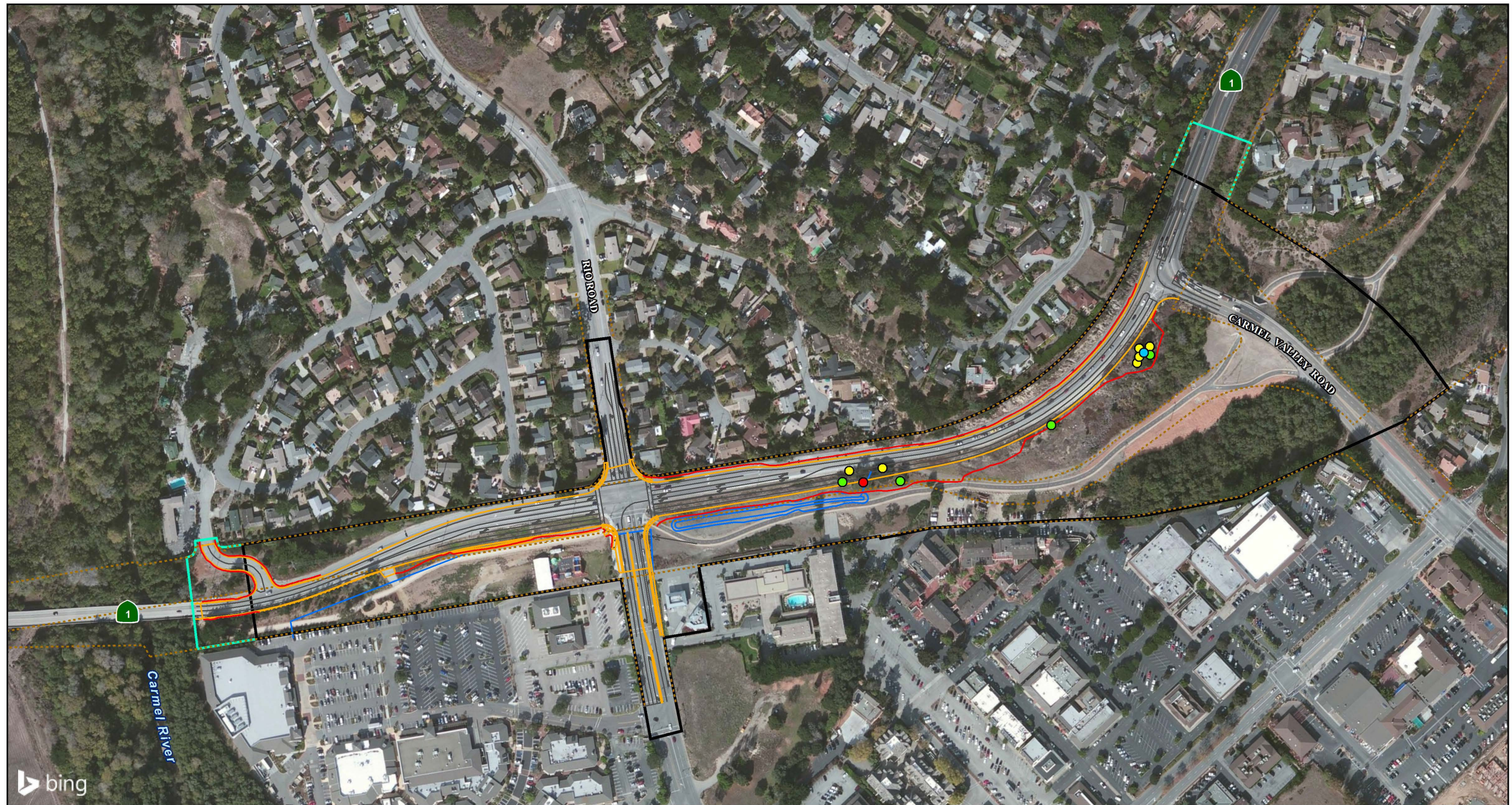


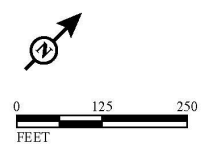
FIGURE 6

LEGEND

- Original Biological Study Area
- Expanded Biological Study Area
- Striping
- Pavement Edges/Curb/Gutter
- Cut and Fill
- Existing Right-of-Way
- Drainage

Trees to be Removed

- Arroyo Willow (12 Total Trees)
- Black Cottonwood (12 Total Trees)
- Coast Live Oak (6 Total Trees)
- Monterey Pine (1 Total Trees)



SOURCE: Bing Maps (2014); Wood Rodgers (2/2016).

State Route 1/Rio Road to Carmel Valley Road  
Operational Improvement Project  
Biological Study Area and Trees to be Removed

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05-MON-1, PM 72.3/73.0



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are known to occur in the vicinity of the Biological Study Area (refer to Table 1 and Appendix D of the Natural Environment Study [Minimal Impacts] Addendum). A qualified biologist conducted a focused botanical survey of the Biological Study Area on May 6, 2016.

#### **2.7.2.2 Changes in Environmental Impacts**

The potential for the project modifications and refinements to affect natural communities is documented in the Natural Environment Study Addendum (July 2016).

No special-status plant species were observed in the expanded Biological Study Area during the focused botanical survey.

Because the cut and fill limits east of State Route 1 and south of the State Route 1/Carmel Valley Road intersection have been expanded, the project will remove one dead Monterey pine (*Pinus radiata*) located within the original Biological Study Area in Caltrans right-of-way. Monterey pine are considered a special-status species in areas of native occurrence and have a California Rare Plant Rank of 1B.1, indicating they are rare, endangered, or threatened in California. No tree removal permit is required for removal of the Monterey pine because the tree is dead and the project is exempt from Monterey County Zoning Ordinance (Section 21.64.260) as an activity by a governmental agency within public right-of-way.

The design modifications will result in the removal of approximately 22 additional trees (including the dead Monterey pine). The tree removal resulting from the project is primarily considered a visual impact and is discussed in Section 2.3.

#### **2.7.2.3 Changes in Avoidance and/or Minimization Measures**

See Section 2.3.3 for discussion of tree impact minimization measures.

### **2.7.3 Animal Species**

#### **2.7.3.1 Changes in Existing Setting**

As stated above an updated United States Fish and Wildlife Service and California Natural Diversity Database species lists were obtained for the project. The updated species lists identified twenty-two species that were not identified in the 2010 Natural Environment Study (Minimal Impacts) as potentially occurring in the project vicinity. None of the 22 species were observed during either the July 2015 or May 2016 field surveys. In addition, the project is outside the current known range of these species

and there is no suitable habitat within the expanded Biological Study Area for these species.

#### **2.7.3.2 Changes in Environmental Impacts**

Removal of additional trees increases the adverse impact on potential nesting habitat for bird species within the project study area.

#### **2.7.3.3 Changes in Avoidance and/or Minimization Measures**

The increase in impacts to animal species from the project changes will not require any additional minimization measures.

### **2.7.4 Threatened and Endangered Species**

#### **2.7.4.1 Changes in Existing Setting**

On May 6, 2016 a qualified biologist conducted a focused assessment of the upland habitat throughout the Biological Study Area and its potential to support the federally threatened California red-legged frog (*Rana draytonii*). No California red-legged frog were observed or heard during the field assessment.

The southern portion of the expanded Biological Study Area near the Carmel River is located within designated critical habitat for California red-legged frog (#728, designated 4/16/2010). Project activities within critical habitat will involve excavation in the existing roadway and the unimproved dirt road shoulder. This area may function as dispersal habitat for California red-legged frog, which is a Primary Constituent Element of California red-legged frog critical habitat.

#### **2.7.4.2 Changes in Environmental Impacts**

The Biological Study Area provides suitable upland habitat for California red-legged frog with proximity to occupied sites and no significant barriers to movement.

Therefore, if California red-legged frogs are present during construction, the project has the potential to adversely affect California red-legged frog and its designated critical habitat.

#### **2.7.4.3 Changes in Avoidance and/or Minimization Measures**

The Mitigated Negative Declaration contained avoidance and minimization measures for California red-legged frog. No additional avoidance, minimization, and/or mitigation measures are required as a result of the design modifications.

## **2.7.5 Invasive Species**

### **2.7.5.1 Changes in Existing Setting**

There have been no revisions to existing laws or regulations or new laws or regulations pertaining to Invasive Species. There have also been no substantial changes to the project setting.

### **2.7.5.2 Changes in Environmental Impacts**

The impacts from invasive species has not changed as a result of the project changes.

### **2.7.5.3 Changes in Avoidance and/or Minimization Measures**

The avoidance and/or minimization measure identified in the Mitigated Negative Declaration requires the landscaping and erosion control included in the project not use species listed as noxious weeds and in areas of particular sensitivity, extra precautions be taken if invasive species are found in or adjacent to the construction areas. This measure remains applicable to the project and has been revised accordingly below. No additional avoidance, minimization, and/or mitigation measures are required as a result of the design modifications.

**Weed Abatement Program:** In compliance with Executive Order 13112, a weed abatement program will be developed to minimize the importation of nonnative plant material during and after construction. At a minimum, this program will include the following measures:

- During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible.
- During construction, soil/gravel/rock will be obtained from weed-free sources.
- Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
- Should an invasion of weeds occur on the project site, eradication strategies in consultation with Caltrans will be employed.



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## **Chapter 3**      Conclusions

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The results of the analysis indicate that the changes to the project design will not result in any new and/or significant impacts. An addendum to the Mitigated Negative Declaration is the appropriate document because the modifications and refinements to the original project design will not individually or cumulatively have any significant environmental impacts.

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## **Chapter 4**      List of Preparers and Contributors

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The following individuals were involved in the preparation and review of this Addendum:

### **Caltrans District 5**

Jason Wilkinson, Senior Environmental Planner, Environmental Document Review and Approval

Paula Huddleston, Environmental Project Manager, Environmental Document Review

### **LSA**

Rob McCann, Principal in Charge (Quality Control). B.A. Geography; 39 years of experience.

Laurel Frakes, Senior Environmental Planner (Project Manager). B.S. Environmental Management and Protection; 9 years of experience.

Nicole West, Senior Environmental Planner (Water Quality Specialist). M.S. Civil and Environmental Engineering, B.S. Evolution and Ecology; 17 years of experience.

JT Stephens, Senior Noise Specialist (Noise Specialist). B.S. Acoustical Engineering; 9 years of experience.

Matt Willis, Senior Biologist (Biology Specialist). B.S. Ecology and Systematic Biology; 11 years of experience.

Bridget Lillis, Environmental Planner (Planner). B.S. Environmental Management and Protection; 4 years of experience.



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