

## MONTEREY COUNTY PLANNING COMMISSION

<b>Meeting:</b> July 09, 2008. Time: A.M	<b>Agenda Item No.:</b>
<b>Project Description:</b> Combined Development Permit consisting of 1) A Coastal Administrative Permit to allow the construction of a 194 foot long soldier pile tieback retaining wall to stabilize a landslide-prone area of Highway 1, reconstruction of a consistent 12-foot wide land and 4-foot shoulder in each direction throughout the length of the wall, construction of a new treated concrete open-style bridge railing (type 80) directly on top of the new retaining wall, a bicycle railing will be attached on top of the bridge rail, and erosion control and storm water drainage systems; 2) A Coastal Development Permit to allow development within the critical viewshed; 3) A Coastal Development Permit to allow development on slopes greater than 30%; 4) A Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat (Coastal Wetlands); and 5) A Design Approval.	
<b>Project Location:</b> Highway 1 between Vicente Creek and Gamboa Point, Big Sur	<b>APN:</b> 422-011-001-000
<b>Planning File Number:</b> PLN070063	<b>Name:</b> Julie Packard, Property Owner California Department of Transportation, Agent
<b>Plan Area:</b> Big Sur Land Use Plan	<b>Flagged and staked:</b> staked
<b>Zoning Designation:</b> : WSC/40 (CZ) [Watershed and Scenic Conservation, 40 acres per unit (Coastal Zone)]	
<b>CEQA Action:</b> Statutorily Exempt per Section 15269	
<b>Department:</b> RMA - Planning Department	

### RECOMMENDATION:

Staff recommends that the Planning Commission approve the Combined Development Permit based on the Findings and Evidence (**Exhibit B**) and subject to the recommended Conditions (**Exhibit C**).

### PROJECT SUMMARY:

The California Department of Transportation (Caltrans) has submitted an application to construct and install a 194 foot long soldier tieback retaining wall that is 40 feet tall at its highest point and is designed to stabilize the failing slope located between post mile R26.1 and post mile R26.3, State Route 1, Big Sur. In addition to the retaining wall, the project further includes the replacement of an existing culvert and guardrail, and paving of both the north and southbound shoulders immediately adjacent to the retaining wall. Approximately 5,600 cubic yards of excavated soil from the wall site will be temporarily stored at several existing pullouts near the project site. Most of the excess material will be used as backfill at the base of the retaining wall. The remaining excess material will be relocated to an existing soil compound site approximately 4.5 miles to the south on the easterly side of Highway 1 near Limekiln State Park. During construction, traffic will move through the project area using one lane. Project specifications include traffic management and noise abatement to reduce noise and traffic impacts below a significant level.

While components of the project will be visible to travelers along Highway 1, Staff finds that the project will not damage or intrude upon the critical viewshed. Visual impacts will be minimized naturally due to the contours of the surrounding landforms and by using colors and materials consistent with the surrounding area much like the previously approved Hermitage slope wall (PLN050585). The project design and specifications require that the area be re-vegetated and restored with native plants and grasses. On the eastern side of Highway 1 at the project site, is a man-made drainage ditch that catches water seeping from the rock face. The water drains along the inland side of Highway 1 into a culvert which directs the water under the road and out the

western side on the coastal bluff. This drainage ditch has saturated soils and meets the one parameter definition of a coastal zone wetland, but does not meet the three parameter definition of the Federal Clean Water Act. Located on the shoulder of the road and occupying a small area, the wetland area provides very little habitat value; however CalTrans proposes to restore the wetland area to provide a no net loss using the existing soils that will be separately stored and covered. The project, as proposed, will not alter the current alignment of Highway 1 and construction is expected to last a period of five months to take place in the Spring 2009.

The project has been determined to be Statutorily exempt from CEQA per Section 15269 as emergency repairs and maintenance to Highway 1 (See discussion in Exhibit "A").

**OTHER AGENCY INVOLVEMENT:**

- ✓ California Department of Forestry (CDF-Coastal)
- ✓ California Department of Transportation, District 5
- ✓ Public Works Department
- ✓ Environmental Health Division
- ✓ Water Resources Agency

The above checked agencies and departments have reviewed this project and no conditions have been recommended by of the above checked agencies. Planning Department recommend conditions (**Exhibit C**).

**LUAC Recommendation:**

On December 11, 2007 the South Coast Land Use Advisory Committee (LUAC) recommended approval of the CalTrans, Gamboa Point Combined Development Permit by a vote of 5-0 without citing any concerns or recommending any conditions.

Note: The decision on this project is appealable to the Board of Supervisors and the California Coastal Commission.

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June 3, 2008

cc: Front Counter Copy; Planning Commission Members (10); County Counsel; California Department of Forestry (CDF-Coastal); Public Works Department; Parks Department; Environmental Health Division; Water Resources Agency; Laura Lawrence, Planning Services Manager; Craig Spencer, Planner; Carol Allen; Julie Packard, Owner; California Department of Transportation District 5 (Attn: Cecilia Boudreau), Agent; File PLN070063.

Attachments:	Exhibit A	Project Discussion
	Exhibit B	Recommended Findings and Evidence
	Exhibit C	Recommended Conditions of Approval
	Exhibit D	Vicinity Map
	Exhibit E	Site Plan and Elevations
	Exhibit F	LUAC Minutes
	Exhibit G	Natural Environment Study
	Exhibit H	Traffic Management Plan

This report was reviewed by Laura Lawrence, Planning Services Manager (Coastal Team)

**EXHIBIT A  
PROJECT DISCUSSION  
PLN070063 (CalTrans Gamboa Point)**

**I. PROJECT SETTING AND DESCRIPTION:**

***Setting***

The project site is located on within the right-of-way along Highway 1 between post mile R26.1 and R26.3 near Gamboa Point approximately 3 miles north of the town of Lucia. The area where the soldier pile wall is proposed is along a long stretch of highway overlooking the Pacific Ocean with little to no development in the surrounding areas. Directly to the north of the proposed wall is a turn-out on the western side of the highway 1 that will be used for staging of equipment and stockpiling of dirt. To the east of Highway 1 in the area of the proposed development is a drainage ditch that has been identified as a coastal wetland. Beyond the drainage ditch, the topography slopes up in a typical south coast Big Sur coastal mountain range fashion. To the west of Highway 1 is a coastal bluff that drops off approximately 200 feet almost vertically to the Pacific Ocean. There is a small existing retaining wall just off the west side of the highway near the turn-out on the northern end of the proposed wall. Vegetation at the site is currently scarred by land sliding activities and overrun by invasive plants. The roadway pavement itself in the slide area shows signs of repairs from sliding and cracking (photos in file PLN070063).

***Project Description***

In an effort to improve highway safety and mitigate land sliding along the Big Sur Coast, the California Department of Transportation (Caltrans) has submitted an application to install a soldier tieback retaining wall between post mile R26.1 and post mile R26.3, Gamboa Point area, Highway 1. Included in the application is the grading of approximately 5,600 cubic yards of cut. Most of the cut material will be stored and covered to prevent erosion at existing turnouts near the project site. Much of the cut material will be used as backfill at the base of the retaining wall. Caltrans, the Department of Parks and Recreation, and a private landowner have cooperatively agreed to relocate the left-over cut material on the easterly side of Highway 1, approximately 4.5 miles south of the proposed retaining wall. The receiving site is roughly 1,700 square meters (slightly less than one-half acre) in size. The same area was used to dispose of landslide material during an emergency highway repair in the winter of 1998 and from the Hermitage wall project excavations. The new soldier pile retaining wall will have a treated concrete bridge railing (Type 80) directly on top of it, with a bicycle railing attached to the top of the bridge rail. Also included in the proposed project is reconstruction of a consistent 12-foot lane in each direction, a 4-foot shoulder tapered to transition with the existing shoulders, the failing drainage facilities, and the impacted coastal wetlands.

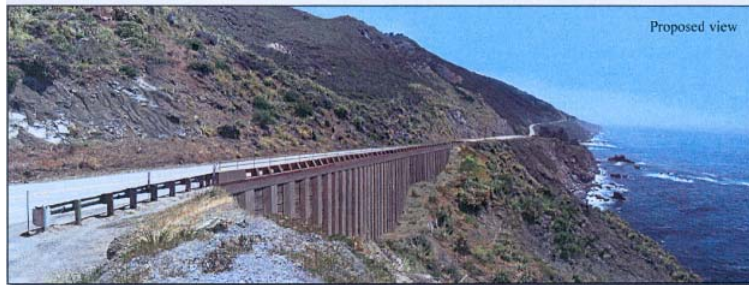
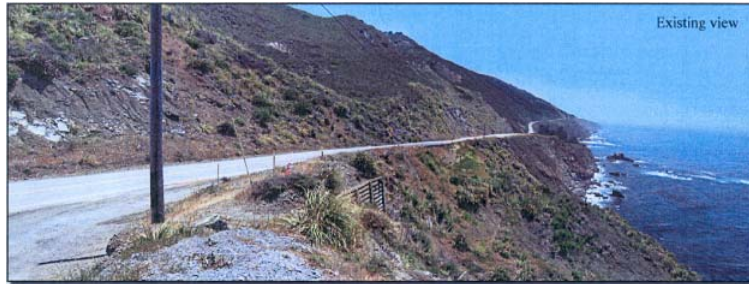
**II. ANALYSIS**

***Development Standards***

The proposed development site is located in the Big Sur Land Use Plan area which is part of the Monterey County Local Coastal Plan and is within the area covered by the Big Sur Coast Highway Management Plan, Guidelines for Landslide Management and Storm Damage Response. The proposal was reviewed for consistency with these adopted plans and policies. The Coast Highway Management Plan (CHMP) provides implementing procedures used by CalTrans to address many of the policy issues that apply, in the Land Use Plan (LUP). The focus policy areas from the Big Sur LUP for the proposed project include Regulations for development within

### ***Critical Viewshed***

Monterey County's Big Sur Coast Land Use Plan defines all areas that are visible from Highway 1 as "critical viewshed." The retaining wall location and the disposal site are both momentarily visible to vehicles traveling on Highway 1 and are therefore considered part of the critical



viewshed. Although development is generally not allowed within the critical viewshed, road maintenance and safety improvements (Policy 3.2.5.C.1) are allowed if they meet specific visual criteria to minimize visibility. In accordance with the *Coast Highway Management Plan*, the Gamboa Point project was designed and sited to protect the adjacent roadway from further landsliding, and will be constructed and overlain with natural wood materials and beige earthtone colors representative of the surrounding soil and rock material. Staff visited

the site on May 24, 2007 and finds that visual impacts have been minimized to a level of less than significant, and that the project complies with Section 20.145.130.B of the Big Sur Coastal Implementation Plan. The project as proposed will not decrease visual access to the ocean from the highway nor from any pullouts or public use areas.

### ***Environmentally Sensitive Habitat***

Existing biological conditions at both the retaining wall site and the disposal site are dominated by non-native invasive species, mainly Jubata grass (*Cortaderia jubata*), and loose, unconsolidated slide material. On the inland side of Highway 1, at the retaining wall site, is a drainage ditch that has been identified by the CalTrans biologist as a coastal wetland.

The Big Sur LUP environmentally sensitive habitat development standards, general policy 3.3.2.1 states that to approve development that will disrupt environmentally sensitive habitat the County must find that the disruption of the habitat caused by the development is not significant. As designed and proposed the soils, on the shoulder of the road where the wetland area is located, will be excavated and then paved to provide through access during construction. The habitat itself is insignificant in value because it is a drainage ditch on the side of Highway 1 that is frequently driven over and it only occupies a small area of approximately 775 square feet. Respecting the one parameter definition of coastal wetlands, CalTrans proposes to separately store and protect the soils excavated from the inland side of the road and replace those soils back in the same location following construction of the wall. The temporary coastal wetland impacts are required in order to build a drainage system that will facilitate movement of water away from the back of the retaining wall, making the wall more effective at holding up the Highway.

Seacliff Buckwheat, which is host plant to the Federally Endangered Smith's blue butterfly, is present throughout the Big Sur Coast. No buckwheat plants will be removed as a result of the project and those in the vicinity will be flagged for avoidance. Revegetation and restoration

using native plants and grasses will occur at both the wall and disposal site prior to project completion.

***Development on Slopes Greater than 30%***

County regulations generally prohibit development on slopes greater than 30% (§20.64.230 Title 20). However, the development is allowed if there is no feasible alternative. The retaining wall is designed to serve as a buttress for the failing Gamboa Slide. Therefore, it is intended to be placed in areas of steep slopes to stabilize the eroding embankment below the roadway. Staff finds that no feasible alternatives exist for the development to occur on slopes less than 30%.

***Transportation Standards***

There will be no substantial increase in the amount of paving and no increase in signage will occur as a result of the proposed project. New paving will replace the irregular, patched sections of cracked asphalt that characterize the highway at this location.

During construction operations, only minimal delays of approximately 15 minutes are expected. CalTrans proposes to maintain at least one-way traffic through the construction site throughout the duration of the project. Changeable message signs and Construction area signs will be provided to alert motorists, in addition to including information on the CalTrans planned lane closures web site.

**III. CEQA**

***CalTrans Categorical Exemption***

As Lead Agency, Caltrans prepared a categorical exemption from the California Environmental Quality Act. Staff has reviewed the exemption, and as a responsible agency did not agree with Caltrans determination. Due to the issues involved with the proposed development including critical viewshed, coastal wetland habitat, the amount of excavation on steep slopes, and the project's location having coastal influences, Monterey County planning staff has taken lead agency pursuant to CEQA section 15052 (a) (3). As lead agency, staff has determined that the project can be statutorily exempt from CEQA as an emergency project (Section 15269) because of the identified and documented land subsidence at this location. The project location is identified in the Big Sur Coast Highway Management Plan as an area requiring slope buttressing to address historic and frequent sliding. CalTrans, over the past few years, has had to work almost daily, during the winter months, maintaining and patching the roadway at this location. Photos in the file show the damage that has occurred from slumping and settling of the roadway. The repairs are visually apparent within the right of way, with patching a paving of the south bound lane and shoulder. Visitors and residence frequently travel this route of Highway 1 and the roadway must be supported to prevent a larger scale slide from injuring the public or isolating travelers that would have to go around the Ventana wilderness for miles to circumvent the area.

## **EXHIBIT B**

### **RECOMMENDED FINDINGS AND EVIDENCE**

1. **FINDING:** **CONSISTENCY** – The project, as described in Condition No. 1 and as conditioned, conforms to the policies, requirements, and standards of the Monterey County General Plan, Big Sur Land Use Plan, Coastal Implementation Plan Part 3, and the Big Sur Coast Highway Management Plan.

- EVIDENCE:** (a) Plan Conformance The text, policies, and regulations in the above referenced documents have been evaluated during the course of review of applications. 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) Zoning Consistency The property is located between Post Mile R26.1 and R26.3 on Highway 1, Big Sur Coast (Assessor’s Parcel Number 422-011-001-000), Big Sur Land Use Plan. The parcel is zoned Watershed and Scenic Conservation, 40 acres per unit, in the Coastal Zone (“WSC/40 (CZ)”). The proposed project does not include a new use or expansion of use and therefore, the zoning is irrelevant.
- (c) Site Visit The project planner conducted a site inspection on May 24, 2007 to verify that the project on the subject parcel conforms to the plans listed above.
- (d) Critical Viewshed Monterey County’s Big Sur Coast Land Use Plan defines all areas that are visible from Highway 1 as “critical viewshed.” The retaining wall location and the disposal site are both momentarily visible to vehicles traveling on Highway 1 and are therefore considered part of the critical viewshed. Although development is generally not allowed within the critical viewshed, road maintenance and safety improvements are allowed if they meet specific visual criteria to minimize visibility (Policy 3.2.5.C.1). In accordance with the *Coast Highway Management Plan* and the *Big Sur Land Use Plan* 20.145.130.B visual impacts have been minimized to a level of less than significant. The Gamboa Point project was designed and sited to protect the adjacent roadway from further landsliding, and will be constructed and overlain with natural wood materials and beige earthtone colors representative of the surrounding soil and rock material.
- (e) Environmentally Sensitive Habitat Existing biological conditions at both the retaining wall site and the disposal site are dominated by non-native invasive species and loose unconsolidated slide material. On the inland side of Highway 1, at the retaining wall site, is a drainage ditch that has been identified by the CalTrans biologist as a coastal wetland. The Big Sur LUP environmentally sensitive habitat development standards, general policy 3.3.2.1 states that to approve development that will disrupt environmentally sensitive habitat the County must find that the disruption of the habitat caused by the development is not significant. The habitat itself is insignificant in value because it is a drainage ditch on the side of Highway 1 that is frequently driven over and it only occupies a small area of approximately 775 square feet. Respecting the one parameter definition of coastal wetlands, CalTrans proposes to separately store and protect the soils excavated from the inland side of the road and replace those soils

back in the same location following construction of the wall. The temporary coastal wetland impacts are required in order to build a drainage system that will facilitate movement of water away from the back of the retaining wall, making the wall more effective at holding up the Highway.

- (f) 30% Slope County regulations generally prohibit development on slopes greater than 30% (§20.64.230 Title 20). However, the development is allowed if there is no feasible alternative. The retaining wall is designed to serve as a buttress for the failing Gamboa Slide. Therefore, it is intended to be placed in areas of steep slopes to stabilize the eroding embankment below the roadway. There is no feasible alternative to avoid development on slopes in this case.
- (g) Transportation CalTrans proposes to maintain at least one-way traffic through the construction site throughout the duration of the project. Changeable message signs and Construction area signs will be provided to alert motorists, in addition to including information on the CalTrans planned lane closures web site. During construction operations, only minimal delays of approximately 15 minutes are expected.
- (h) LUAC On December 11, 2007 the South Coast Land Use Advisory Committee (LUAC) recommended approval of the CalTrans, Gamboa Point Combined Development Permit by a vote of 5-0 without citing any concerns or recommending any conditions..
- (i) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN070063.

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: RMA - Planning Department, California Department of Forestry - Coastal, Public Works, Environmental Health Division, and Water Resources Agency. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Conditions recommended have been incorporated.
  - (b) Technical reports by CalTrans biological and archaeological 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 concurs. The following reports have been prepared:
    - i. “Natural Environment Study” (LIB070601) prepared by Mitch Dallas, CalTrans Associate Environmental Planner, District 5, Central Region, California, dated November 2007).
    - ii. “Archaeological Survey Report” (LIB070602) prepared by Thomas Wheeler, CalTrans, Associate Environmental Planner, District 5, Central Region, California, dated October 17, 2007.
  - (c) Staff conducted a site inspection on May 24, 2007 to verify that the site is suitable for this use.
  - (d) Materials in Project File PLN070063.

3. **FINDING: CEQA (Exempt):** - This emergency activity is statutorily exempt from the requirements of the California Environmental Quality Act (CEQA).

- EVIDENCE:**
- (a) California Environmental Quality Act (CEQA) Guidelines Section 15269(b), statutorily exempts emergency repairs to publicly or privately

owned service facilities necessary to maintain service essential to the public health, safety, or welfare.

- (b) The California Department of Transportation (CalTrans), as lead agency, determined that the proposed project could be categorically exempt from CEQA under Section 15301, Class 1. Monterey County, as a responsible agency, reviewed the project including the CEQA determination. Due to the potential environmental issues associated with the project including critical viewshed, coastal wetlands, and coastal bluff alterations, the County has determined that a categorical exemption would not apply and has taken lead agency pursuant to Section 15052 of CEQA. The project does, however, represent emergency repairs to the highway necessary to keep Highway 1 open and safe for public use. Therefore, the project can still be exempt from CEQA statutorily.
- (c) The Gamboa Point slide area is identified in the Big Sur Coast Highway Management Plan as an area prone to land subsidence.
- (d) CalTrans has documented, with photographs, recent cracking and slumping directly effecting Highway 1 and indicated that the site requires continual repair and maintenance, particularly during winter months.
- (e) CalTrans road repairs to land slide damage were evident during a site visit on May 24, 2007.
- (f) Photographs and materials contained in project file number PLN070063.

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. Zoning violation abatement costs, if any, have been paid.

**EVIDENCE:** (a) Staff reviewed Monterey County RMA - Planning Department and Building Services Department records and is not aware of any violations existing on subject property.

5. **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) Finding 3 (b) and (d).

6. **FINDING: 30 % SLOPE** – Based on substantial evidence there is no feasible alternative which would allow development to occur on slopes of less than 30%. The required Findings in order to grant the permit development on slopes greater than 30% have been met.

**EVIDENCE:** (a) The section of Highway 1, where the retaining wall is proposed, traverses along a coastal bluff with nearly vertical terrain on the western side, which is indicative of this renown stretch of highway. The proposed project includes a retaining wall to prevent the highway from failing due to erosion and land sliding. The retaining wall must be placed on the western side of the road where the historic land subsidence has occurred to effectively mitigate the emergency situation. There is no feasible alternative.



7. **FINDING: APPEALABILITY** - The decision on this project is appealable to the Board of Supervisors and the California Coastal Commission.

**EVIDENCE:** (a) Section 20.86.030. A of the Monterey County Zoning Ordinance Title 20 (Board of Supervisors).

(b) Section 20.86.080 of the Monterey County Zoning Ordinances Title 20 (Coastal Commission).

<b>EXHIBIT C</b> <b>Monterey County Resource Management Agency</b> <b>Planning Department</b> <b>Condition Compliance and/or Mitigation Monitoring Reporting Plan</b>	<b>Project Name:</b> <u>CalTrans Gamboa Point Solider Pile Tie back retaining wall</u> <b>File No:</b> PLN070063 <b>Approved by:</b> Planning Commission	<b>APNs:</b> <u>422-011-001-000</u> <b>Date:</b> July 9, 2008
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*\*Monitoring or Reporting refers to projects with an EIR or adopted Mitigated Negative Declaration per Section 21081.6 of the Public Resources Code.*

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
1.		<b>PD001 - SPECIFIC USES ONLY</b> This Combined Development Permit (PLN070063) allows the construction of a 194 foot long soldier-pile tieback retaining wall to stabilize a landslide prone area of Highway 1, reconstruction of a consistent 12 foot wide lane and 4 foot wide shoulder in each direction. Construction of a new, treated concrete open-style bridge railing (Type 80) directly on top of the new retaining wall, a bicycle railing will be attached on top of the bridge rail; and erosion control and storm water drainage system improvements. The property is located between Post mile marker R26.1 and R 26.3, Highway 1, Big Sur Coast (Assessor's Parcel Number 442-011-001-000), Big Sur Land Use Plan. This permit was approved in accordance with County ordinances and land use regulations subject to the following terms and conditions. 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 the RMA - Planning Department. 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. <b>(RMA - Planning Department)</b>	Adhere to conditions and uses specified in the permit.	Owner/ Applicant	Ongoing unless otherwise stated	

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2.		<b>PD002 - NOTICE-PERMIT APPROVAL</b> The applicant shall record a notice which states: "A permit (Resolution 070063) was approved by the Planning Commission for Assessor's Parcel Number 422-011-001-000 on July 9, 2008. The permit was granted subject to 9 conditions of approval which run with the land. A copy of the permit is on file with the Monterey County RMA - Planning Department." Proof of recordation of this notice shall be furnished to the Director of the RMA - Planning Department prior to issuance of building permits or commencement of the use. <b>(RMA - Planning Department)</b>	Proof of recordation of this notice shall be furnished to the RMA - Planning Department.	Owner/ Applicant	Prior to the issuance of grading and building permits or commencement of use.	
3.		<b>PD003(A) – CULTURAL RESOURCES – NEGATIVE ARCHAEOLOGICAL REPORT</b> 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. The Monterey County RMA - Planning Department and a qualified archaeologist (i.e., an archaeologist registered with the Society 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 the discovery. <b>(RMA - Planning Department)</b>	Stop work within 50 meters (165 feet) of uncovered resource and contact the Monterey County RMA - Planning Department 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.	Owner/ Applicant/ Archaeologist	Ongoing	
4.		<b>PD007 - GRADING-WINTER RESTRICTION</b> No land clearing or grading shall occur on the subject parcel between October 15 and April 15 unless authorized by the Director of RMA - Building Services Department. <b>(RMA – Planning Department and Building Services Department)</b>	Obtain authorization from the Director of RMA - Building Services Department to conduct land clearing or grading between October 15 and April 15.	Owner/ Applicant	Ongoing	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
5.		<b>PD033 - RESTORATION OF NATURAL MATERIALS</b> Upon completion of the development, the area disturbed shall be restored to a condition to correspond with the adjoining area, subject to the approval of the Director of the RMA - Planning Department. Plans for such restoration shall be submitted to and approved by the Director of the RMA - Planning Department prior to commencement of use. <b>(RMA – Planning Department)</b>	Submit restoration plans to the RMA - Planning Department for review and approval.	Owner/ Applicant	Prior to commencement of use.	
6.		<b>PDSP001 - FLAGGING OF SEACLIFF BUCKWHEAT (NON STANDARD)</b> Should Seacliff buckwheat plants be discovered within the project vicinity, they shall be flagged and identified for construction crews in order to avoid potentially damaging the plants. <b>(RMA – Planning Department)</b>	Flag plants within project vicinity, submit verification and appropriate photographs for the review and approval of the Director of Planning.	Owner/ Applicant	Prior to construction	
7.		<b>PDSP002 – LANDSCAPING (NON STANDARD)</b> Invasive plant species shall be removed from the rock and soil excavated from the wall site prior to disposal at the receiving site. The disposal site and wall site shall be landscaped using native vegetation compatible with the geographic area. The sites shall be monitored to verify the establishment of native vegetation and the reduction of invasive species. <b>(RMA – Planning Department)</b>	Submit verification and appropriate photographs for the review and approval of the Director of Planning.	Owner/ Applicant	Upon completion of construction	
8.		<b>PDSP003 - TRAFFIC MANAGEMENT PLAN (NON STANDARD)</b> Project specific travel delay times, Highway 1 closure times, and the duration of Highway 1 closures shall adhere to the Traffic Management Plan dated January 30, 2008 and contained in project file #PLN070063. Modifications to the Traffic Management Plan shall be submitted in writing to and approved by the Director of Planning. <b>(RMA – Planning Department)</b>	Submit evidence every two months during construction of the project demonstrating and certifying adherence to the traffic management plan.	Owner/ Applicant	Every two months during construction	
			Submit modifications to the Traffic Management Plan modifications for the review of the Director of Planning.	Owner/ Applicant	Ongoing	

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9.		<p><b>PDSP004 – WETLAND RESTORATION (NON-STANDARD)</b></p> <p>Material excavated from the wetland area shall be separately stored and covered. Upon completion of retaining wall and drainage system improvements the wetland shall be restored along the eastern side of highway 1 in the project area using the original soils.</p> <p><b>(RMA – Planning Department)</b></p>	Submit verification and appropriate photographs for the review and approval of the Director of Planning.	Owner/ Applicant	Upon completion of construction	