

MONTEREY COUNTY PLANNING COMMISSION

Meeting: December 14, 2011 Time: 1:30 PM		Agenda Item No.: 7
Project Description: Combined Development Permit consisting of: 1) a Coastal Development Permit and Design Approval for the construction of a 600 linear foot viaduct, including the demolition of the existing roadbed; 2) a Coastal Development Permit to allow development on slopes exceeding 30 percent; 3) a Coastal Development Permit to allow development within the Big Sur Critical Viewshed; 4) a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat (seacliff buckwheat); and 5) a Coastal Development Permit to allow development on a coastal bluff. Related to PLN110124/Caltrans (Emergency Coastal Development Permit).		
Project Location: Post-Mile 59.9, Highway 1, Big Sur		APN: 000-000-000-000 (within the Caltrans right-of-way)
Planning File Number: PLN110552		Owner: Caltrans
Planning Area: Big Sur Coast Land Use Plan		Flagged and staked: No
Zoning Designation: Unclassified The surrounding parcel (Assessor's Parcel Number 418-121-001-000) is zoned WSC/40-D (CZ) [Watershed and Scenic Conservation, 40 acres per unit, with a Design Control Overlay (Coastal Zone)].		
CEQA Action: Statutorily Exempt per CEQA Guidelines Section 15269		
Department: RMA - Planning Department		

RECOMMENDATION:

Staff recommends that the Planning Commission adopt a resolution (**Exhibit C**) to:

- 1) Find the project exempt from CEQA per CEQA Guidelines Section 15269; and
- 2) Approve PLN110552, based on the findings and evidence and subject to the conditions of approval (**Exhibit C**).

PROJECT OVERVIEW:

The applicant proposes to construct an approximately 600 linear foot viaduct on a section of Highway 1 damaged by a landslide on March 16, 2011. The landslide occurred near post-mile 59.9, approximately mid-way between the Rocky Creek Bridge and the Bixby Bridge. The County issued an Emergency Coastal Development Permit (**Exhibit G**) on March 23, 2011, to allow Caltrans to construct an approximately 200 linear foot temporary soil nail wall to stabilize the remaining northbound lane of Highway 1, including the installation of temporary railing and a temporary traffic signal. The current viaduct proposal would prevent full failure of the roadway and restore two travel lanes to this section of Highway 1. For a more detailed discussion, see **Exhibit B**.

OTHER AGENCY INVOLVEMENT: The following agencies and departments reviewed this project:

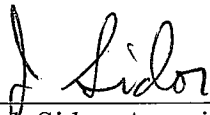
- RMA - Public Works Department
- Environmental Health Bureau
- Water Resources Agency
- CALFIRE – Big Sur (Fire Protection District)
- √ California Coastal Commission

Agencies that submitted comments are noted with a check mark ("√"). Conditions recommended by the RMA-Planning Department have been incorporated into the Condition

Compliance/Mitigation Monitoring and Reporting Plan attached to the draft resolution (**Exhibit C**).

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 per Resolution No. 08-338, this application does warrant referral to the LUAC because it did involves development involving Design Approval subject to review by the Planning Commission. The Big Sur LUAC is scheduled to review the project referral on December 13, 2011. The LUAC's comments and recommendation will be submitted to the Planning Commission by the project planner at the public hearing.

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



Joseph Sidor, Associate Planner
(831) 755-5262, SidorJ@co.monterey.ca.us
December 5, 2011

cc: Front Counter Copy; Planning Commission; CALFIRE - Big Sur; Public Works Department; Environmental Health Bureau; Water Resources Agency; California Coastal Commission; Laura Lawrence, Planning Services Manager; Joseph Sidor, Project Planner; Carol Allen, Senior Secretary; Caltrans - District 5, Owner; U.S. Fish and Wildlife Service; The Open Monterey Project; LandWatch; Planning File PLN110552

Attachments:	Exhibit A	Project Data Sheet
	Exhibit B	Project Discussion w/attached Caltrans Project Description
	Exhibit C	Draft Resolution, including: <ul style="list-style-type: none">• Conditions of Approval• Site Plans
	Exhibit D	Vicinity Map
	Exhibit E	Advisory Committee Minutes (Minutes not available at time of staff report preparation.)
	Exhibit F	Project Correspondence (California Coastal Commission email dated November 21, 2011)
	Exhibit G	Resolution PLN110124 (on CD) (ECDP dated March 24, 2011, including exhibits)
	Exhibit H	Caltrans CEQA Exemption Form
	Exhibit I	Technical Reports (on CD) <ul style="list-style-type: none">• Preliminary Foundation Report (LIB110441)• Rocky Creek Landslide Slope Stability (LIB110442)• Water Quality Assessment Report (LIB110443)• Initial Site Assessment (LIB110444)• Air and Noise Quality Studies (LIB110445)• Scenic Resource Evaluation (LIB110446)• Natural Environment Study (LIB110447)• Landslide Management Strategies (LIB110450)

This report was reviewed by  Laura Lawrence, Planning Services Manager.

EXHIBIT A
PROJECT DATA SHEET

PLN110552 – Caltrans

Planning Commission
December 14, 2011

EXHIBIT A

Project Information for PLN110552

Project Information:

Project Name:	CALTRANS (ROCKY CREEK VIADUCT)		
Location:	POST MILE 59.9 HWY 1 BIG SUR		
Permit Type:	Combined Development Permit		
Environmental Status:	Exempt	Final Action Deadline (884):	1/12/2012
Existing Structures (sf):	0	Coverage Allowed:	N/A
Proposed Structures (sf):	23000	Coverage Proposed:	N/A
Total Sq. Ft.:	23000	Height Allowed:	N/A
Tree Removal:	N/A	Height Proposed:	N/A
Water Source:	N/A	FAR Allowed:	N/A
Water Purveyor:	N/A	FAR Proposed:	N/A
Sewage Disposal (method):	N/A	Lot Size:	0
Sewer District:	N/A	Grading (cubic yds.):	2000

Parcel Information:

Primary APN:	000-000-000-000	Seismic Hazard Zone:	Undetermined
Applicable Plan:	Coast-Big Sur	Erosion Hazard Zone:	Moderate, High
Advisory Committee:	Big Sur Coast Advisory Committee	Fire Hazard Zone:	Very High
Zoning:	WSC/40-D(CZ),RDR/40-D(CZ)	Flood Hazard Zone:	V
Land Use Designation:	UNCLASSIFIED	Archaeological Sensitivity:	high
Coastal Zone:	Big Sur LCP	Viewshed:	Big Sur Critical Viewshed
Fire District:	Palo Colorado FPD	Special Setbacks on Parcel:	N

Reports on Project Parcel:

Soils Report #:	LIB110441
Biological Report #:	LIB110447
Geologic Report #:	LIB110442
Forest Management Rpt. #:	N/A
Archaeological Report #:	LIB110449
Traffic Report #:	N/A

EXHIBIT B
PROJECT DISCUSSION

PLN110552 – Caltrans

Planning Commission
December 14, 2011

EXHIBIT B

PROJECT DISCUSSION

Project Description

With the application for PLN110552, Caltrans proposes to construct a viaduct along a portion of Highway 1 at and near post-mile 59.9 to stabilize the roadway, prevent full closure of the highway, and preserve utility and highway access to the Big Sur area. The applicant proposes to construct a side-hill viaduct to permanently stabilize the roadway and establish two 12-foot wide lanes with paved 4-foot wide shoulders. A 4-foot wide unpaved rockfall catchment area is also proposed adjacent to the inside shoulder. An approximately 48-inch high see-through rail is proposed on the outside of the viaduct, and space for a future rail is maintained on the inside shoulder of the bridge. A viaduct is like a bridge in that it is supported by concrete columns, but unlike a bridge, the inland side of the roadway sits on grade. On the ocean side of the viaduct it is necessary to construct a railing or barrier for vehicle safety. The viaduct and railing will be approximately 600 feet in length and approximately 23,000 square feet in area. The roadway will be realigned slightly toward the ocean and will be widened from approximately 24 feet to 32 feet. See the Project Description prepared by Caltrans attached to this exhibit for a detailed description of the proposed viaduct.

Project History

This project is related to PLN110124, an Emergency Coastal Development Permit approved by the Director, RMA – Planning Department on March 23, 2011. Large storm events occurred in the Big Sur area on March 15, 2011, resulting in failure of a crib wall at the project location. In March and April of 2011, Caltrans performed emergency work to prevent the failure of the highway. This initial phase of emergency work involved the construction of an approximately 200 linear foot temporary soil nail wall to stabilize the remaining northbound lane of Highway 1, and the installation of temporary railing and a temporary traffic signal.

Project Issues

ESHA: Caltrans prepared a Natural Environment Study or biological report (LIB#110447) for the proposed viaduct. The project will require the removal of 208 seacliff buckwheat plants. This would be in addition to the 67 seacliff buckwheat plants that were moved by Caltrans on March 22, 2011 during the soil nail wall emergency project, resulting in a total of 275 plants affected. This species is the exclusive host plant for Smith's blue butterfly, which is listed as endangered. An area adjacent to the highway has been located near the southern end of the project, within the Caltrans right-of-way, to do replacement planting for butterfly habitat restoration. Replacement planting will be done at a 2:1 ratio, so approximately 400 locally-collected Buckwheat plants will be planted and irrigated. This work is covered under the USFWS programmatic biological opinion for Smith's blue butterfly.

Viewshed: Caltrans prepared a Scenic Resource Evaluation (LIB#110446) for the proposed viaduct. County staff also assessed the potential viewshed impacts of the project to ensure consistency with applicable LUP policies. The project, as proposed, is consistent with policies of the Big Sur Land Use Plan dealing with visual resources and will have no significant impact on the critical viewshed. The County finds that the project would not result in significant adverse visual impacts to viewers on or off the highway. LUP Policy 3.2.5.C.1 allows exceptions to the Scenic Resources Key Policy 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. The project is an emergency safety improvement that, as proposed, will restore the damaged portion of roadway. The barrier and railing will use colors to blend with the surrounding environment. LUP Policy 3.2.3.A.7 directs that replacement or enlargement of structures within the Critical Viewshed not increase the visibility of the structure. The proposed viaduct does not increase the mass or bulk visible within the Critical Viewshed. Widening the highway for the length of the viaduct will not have a large effect on the scale or character of Route 1. The most visible element of the project will be the tubular steel railing since the viaduct itself is not visible from a motorist's perspective. There are small, informal turnouts at each end of the viaduct from which it will be visible, but there are no views from any formal public use areas. Distant views to the project are blocked by intervening topography. Furthermore, the viaduct will not be visible from any of the special viewing locations identified in the critical viewshed policies.

Slope: The existing Highway 1 roadway in the project area is constructed on a steep slope along the edge of a coastal bluff, and there are no feasible alternative building sites. Caltrans reviewed potential alternatives (see Preliminary Foundation Report [LIB#110441], Rocky Creek Landslide Slope Stability [LIB#110442], and Landslide Management Strategies [LIB#110450] at **Exhibit I**), and concluded that a viaduct (bridge) was the best option to separate the roadway from the landslide and restore two lanes of traffic. Other alternatives were considered and discarded as not feasible, more disruptive to the public and/or surrounding environment, or cost prohibitive. The existing slope area of the project site has been previously disturbed by roadway development, including crib (retaining) walls and miscellaneous site improvements. The proposed development will not increase the area or coverage previously disturbed, and as proposed minimizes development impacts on slope exceeding 30%.

Public Access: Caltrans met with the Big Sur Coastal Trail Working Group, sponsored by Assemblymember Monning, on July 15, 2011, to discuss the project. The group is tasked with establishing a process for developing a Master Plan for the Big Sur portion of the California Coastal Trail (CCT). Currently, there is no set alignment for the CCT through the project limits; ultimately the trail could be established inland of the project or on the highway through the project limits. Therefore, the group recommended that standard improvements be made to the highway shoulder for cost effectiveness and to allow for the future accommodation of the CCT. The 4-foot shoulders will allow improved access along this portion of roadway compared to the previous 1- to 4-foot shoulder area.

On November 21, 2011, Coastal Commission staff submitted an email outlining concerns related to the project. One concern addressed the public access requirements of the Big Sur Coast Land Use Plan (LUP), and the opinion that the project did not satisfy these requirements. The County has reviewed the policies of the Big Sur Coast LUP, and finds the project consistent with the requirements of applicable policies. Specifically, LUP Policy 4.1.3A.1 directs that the width of Highway 1 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. The project will result in 12-foot lanes and 4-foot shoulders. Further expansion of the roadway width to accommodate a separated coastal trail would result in expanded impacts to biological resources, visual resources, and slopes exceeding 30%. In addition, an expanded viaduct would significantly increase project cost. The Coastal Commission staff also suggests Caltrans undertake a public access program that would result in safe, through-connection for bicyclists and hikers along this difficult section of the Big Sur Coast Highway. The County finds no nexus to require Caltrans to

implement such a program in conjunction with this project. The project, as proposed, addresses an emergency slide situation which further jeopardizes approximately 600 feet of Highway 1 and affords Caltrans the opportunity to provide 600 feet of 4-foot wide shoulders within the 3,200-foot long segment of Highway 1 between Bixby and Rocky Creek bridges.

Community Involvement

Community input was received on this project through multiple meetings. Presentations at Big Sur Multi-Agency Advisory Committee meetings were made and comments received on July 15 and October 21, 2011. Comment on the appearance of the finished roadway was also made. Caltrans also met with the Big Sur Coastal Trail Working Group, sponsored by Assemblymember Monning, on July 15, 2011, to discuss the project. Caltrans also formed an Aesthetics Design Advisory Committee, consisting of fifteen members of the community, representatives of elected officials and local advisory committees. The committee met twice, on August 10 and September 27, 2011. The committee was formed to advise Caltrans on the aesthetic design of the viaduct and associated built features. The ADAC preferred some type of see through barrier versus a solid concrete barrier so ocean views would not be limited. Tubular steel railings are considered to be the most "see through" type of structure safety device and will be an improvement over the existing k-rail in terms of ocean views. There are four existing metal bridge railings on the Big Sur coast and more than a dozen concrete barriers with metal railings on top, so the project's proposed materials are consistent with other structures in the general area.

Environmental Review

Caltrans, as Lead Agency, applied a statutory exemption to the project (**Exhibit H**). The County is serving as a Responsible Agency for this project. The County, in its independent judgment, has determined that the project is statutorily exempt. As a Responsible Agency for permitting, the County has conditioned the project whereas Caltrans must provide evidence that restoration measures required for Seacliff Buckwheat are implemented (Condition No. 4).

California Environmental Quality Act (CEQA) Guidelines Section 15269, statutorily exempts emergency repairs to publicly or privately owned service facilities necessary to maintain service essential to the public health, safety, or welfare; or specific actions necessary to prevent or mitigate an emergency. Section 15269 also statutorily exempts project to maintain, repair, restore, demolish, or replace property or facilities damaged or destroyed as a result of a disaster in a disaster stricken area in which a state of emergency has been proclaimed by the Governor pursuant to the California Emergency Services Act.

The project will prevent full failure of the roadway. The stability of the remaining crib wall to the south of the landslide has been compromised by the landslide and threatens the remaining two-lane portion of the highway adjacent to the temporary soil nail wall. The base of the cribs at the north end of the remaining structure has been undermined by the landslide which has reduced the bearing or load carrying capacity of the rock beneath the cribs. This reduced load carrying capacity increases the likelihood of failure. Expedited response is necessary to ensure continued access through this portion of the roadway. In addition, on April 15, 2011, Governor Jerry Brown issued an emergency proclamation, which included Monterey County, to address to road and highway closure caused by severe storms between March 15 and 27, 2011. This proclamation included provision for continuing emergency response, including significant repair and reconstruction work. Therefore, this project is consistent with the requirements of CEQA Guidelines Section 15269.

Due to Coastal Zone permitting authority established by the certified Big Sur Coast Local Coastal Program, the County is a Responsible Agency under CEQA. A Responsible Agency shall confirm that its decision-making body (Monterey County Planning Commission) reviewed and considered the information contained in the project application for the project. This action affirms the determination of the Caltrans Statutory Exemption prior to acting upon or approving the project, and no additional CEQA action is required by the County.

Recommendation

Staff recommends that the Planning Commission adopt a resolution (**Exhibit C**) to find the project exempt from CEQA per CEQA Guidelines Section 15269, and approve PLN110552 and proposed and conditioned.

EXHIBIT B
CALTRANS PROJECT DESCRIPTION
ATTACHED TO PROJECT DISCUSSION

PLN110552 – Caltrans

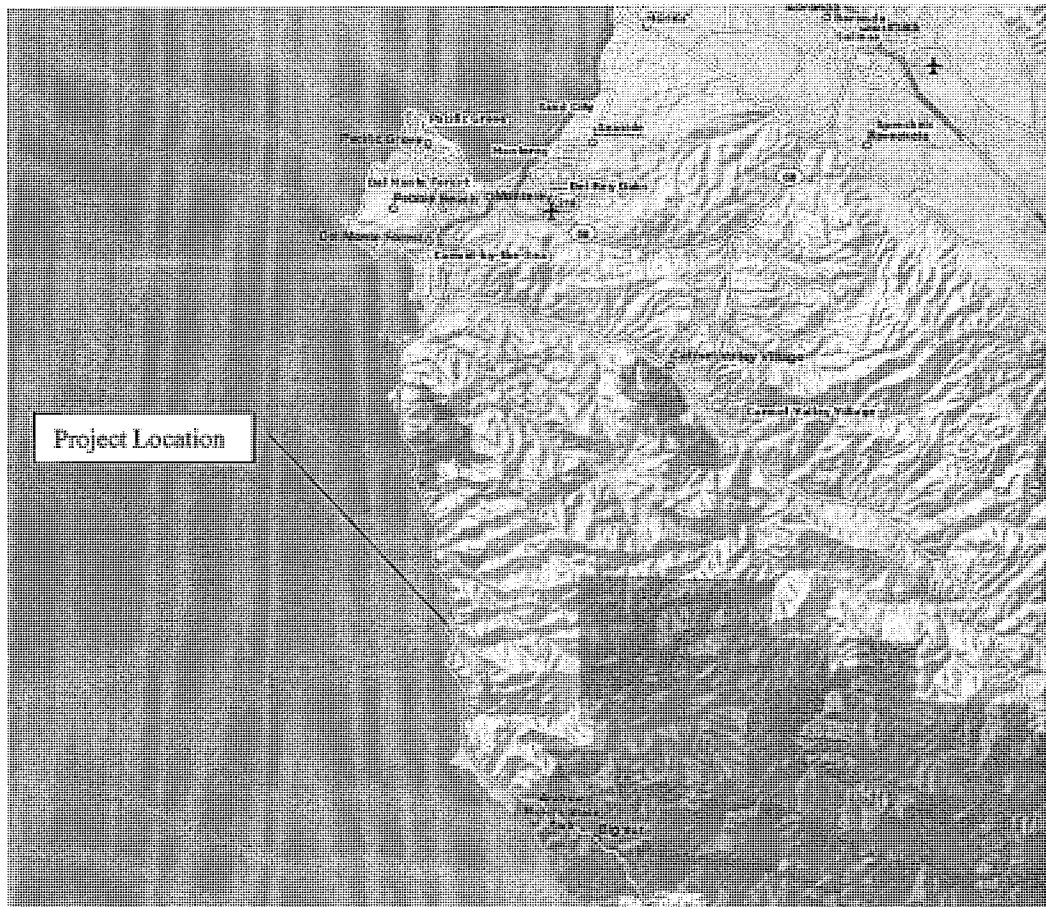
Planning Commission
December 14, 2011

Rocky Creek Emergency Restoration Project
5-Mon-1 59.9
05-1A690_ (E-FIS ID 0512000008)
10/12/2011

Project Description

Project Location

The California Department of Transportation (Caltrans) proposes to construct a 600 foot long, single column bent viaduct to permanently stabilize and restore Highway 1 at the site of a recent catastrophic slide, located on Highway 1, at postmile 59.9, between Bixby Creek and Rocky Creek Bridges, 15 miles south of the city of Carmel, in Monterey County.



Historic Roadway Configuration

State Highway 1 within the project limits was constructed as a two-lane highway, with 10.5 to 11.3 foot lanes and 0 to 2 foot shoulders, on a side-hill cut and fill. Steep cut slopes of exposed rock, leading to mountain peaks of about a thousand feet, parallel the northbound lane on the uphill side of the highway. Concrete crib walls, originally constructed in the 1960's and extended northerly in 1998, were built to support the southbound lane and shoulder on the downhill side of the highway. Below the crib walls, extremely steep (0.3:1 and steeper) rock outcrops plunge approximately 200 feet to the ocean. The project site sits is between the historic Bixby (Bridge #

44-19) and Rocky Creek (Bridge # 44-36) Bridges (PM 59.37 and 60.05, respectively), both of which have 10.5 foot lanes and 0-1 foot shoulders.

The design speed within the project limits is 45-35 mph, based on the existing alignment. At the northern end of the project, the design speed is 45 mph due to the long straight section of highway on and north of the Rocky Creek Bridge. South of the project, the design speed is 35 mph, due to the existing tight curves.

Existing utilities include an underground telecommunications line and an overhead telephone line. The area is bordered by various large rural privately owned properties.

Roadway Failure: 2010-2011

In the winter of 2010-2011, rains and high groundwater activated landsliding below the roadway and caused migration of a near-vertical scarp across the southbound lane of Highway 1 at postmile 59.9. Refer to Attachment 1. On March 16, 2011 the slope catastrophically failed, falling from the highway level towards the beach, approximately 200 feet below the roadway. The landslide plane was located beneath the base of the crib wall, causing global failure of the slope behind and beneath the crib wall and a toppling failure of the crib wall itself as it moved with the sliding mass. The landslide event removed 60% of the width of the roadway and left a vertical scarp approximately 20 feet high extending for approximately 150 feet along the roadway's centerline. Approximately 150 feet of the 350 foot-long crib wall collapsed. The remaining crib walls and roadway were on the brink of failure.

A 180 foot-long temporary soil nail wall was constructed to provide a single lane of traffic regulated by a signal. Sub-horizontal nails and vertical soil nails were installed on 30-inch centers along the scarp in an effort to further stabilize the headscarp during wall construction. Construction of the temporary soil nail wall provided a provisional roadway consisting of one 12 foot-wide paved lane with a traffic signal at either end to maintain temporary one-way traffic control. This is the highway's existing condition.

Landslide Characteristics

A subsurface investigation was immediately initiated to determine the geotechnical conditions behind and below the slide. It determined that the Rocky Creek slide resulted from the failure of in-place formation rock, located below the roadway, due to years of erosion from oncoming Pacific storms and recent heavy winter rains. With the rock in an extremely weathered condition and saturated from infiltrating surface water and rising groundwater levels, the rock mass failed catastrophically. Refer to Attachment 2.

Measurements by scientific equipment placed near the center of the landslide headscarp have shown no movement since completion of the temporary soil nail wall in May 2011; indicating provisional or short-term stabilization of the over-steepened headscarp in this area. South of the temporary wall, the eight northern-most remaining crib wall bases were undermined by the March 2011 landslide, reducing the load carrying capacity of these walls and substantially threatening the existing adjacent two-lane section of highway.

South of the existing crib wall, a fifty five- foot section of the southbound shoulder, beyond the guardrail, has dropped about three feet, suspending the guardrail posts in mid-air. Near-vertical

cracks have been observed in the rock face below the road and appear to be increasing in size. Further investigation of these cracks indicates a toppling and block sliding-type failure in long and narrow blocks of rock. Preliminary observations indicate that the failure surfaces are very steeply dipping and are not expected to fail catastrophically across the roadway in the near future.

In light of the area's extreme weather patterns, long-term stability of the soil nail wall and remaining crib walls cannot be predicted with absolute certainty, however, previous slope movement illustrates the potential of future catastrophic failure. The goal of the Rocky Creek Emergency Restoration Project is to minimize exposure of the compromised highway structures and roadway to extreme winter weather, further landsliding and inland migration of the headscarp. Given the extremely steep slopes below the highway, failure of the undermined crib walls would result in a total closure of the highway in this location because there is not sufficient roadway width to provide for one lane of traffic when the crib walls collapse.

Emergency Status

On April 15, 2011, Governor Jerry Brown issued an emergency proclamation declaring a state of Emergency in Monterey County (Attachment 3). Immediate response to the Rocky Creek slope failure was the construction of a temporary soil nail wall at the landslide's exposed headscarp to maintain the existing edge of roadway and prevent further migration of the headscarp into the remaining roadway.

On August 8, 2011, the Federal Highway Administration approved assistance through the agency's Emergency Relief Program, 23 U.S. C. Section 125, for emergency reconstruction of Highway 1 at the Rocky Creek slide (Attachment 4).

Caltrans is making every effort to expedite its internal processes (such as design and contract processing), cutting the duration of these activities to 40 weeks from the regular 93 weeks, to respond to the emergency status of the project.

Emergency Restoration Project

Alternative Selection Process

In order to prevent full failure of the roadway which is expected to occur as the landslide progresses, Caltrans proposes to construct a viaduct to separate the highway from the full extent of the landslide and restore two lanes of traffic to this section of Highway 1. The strategy used for selecting a viaduct as the emergency restoration solution was based on guidelines contained in the Big Sur Coast Highway Management Plan. Refer to Attachment 5. Landslide characteristics, safety considerations and maintaining at least one lane of traffic during construction also guided determination of the project design. Concern for potential future failure to the south of the landslide extended structure limits south past the current landslide limits.

Selected Project Alternative

A 600 foot-long, single column bent viaduct is proposed to permanently stabilize the 150 foot section of Route 1 that slid in March of 2011, just south of the Rocky Creek Bridge, and address further instabilities both north and south of the slide. Refer to Attachment 6. The structure limits are from postmile 59.8 to 59.9. The viaduct would include two 12-foot wide lanes, a 4-foot wide inside and 4-foot wide outside shoulder. A 3-4-foot wide unpaved rockfall catchment area

would be maintained adjacent to the inside shoulder. A see-through rail would be placed on the outside of the bridge; space for a future rail would be maintained on the inside shoulder of the bridge. Concrete end treatments and metal beam guardrail would be placed at each end of the viaduct.

The highway would be reconstructed south and north of the viaduct, between postmile 59.7 and 60.0, to conform to the existing roadway geometrics. To the south of the viaduct, the roadway would taper about 270 feet to match the existing 11 foot southbound lane with 3.7 foot shoulder (at the beginning of a pullout) and the 10.6 foot northbound lane with 1.7 foot shoulder. To the north of the viaduct, the roadway would taper about 340 feet to match the existing 11.3 foot southbound lane with 0.25 foot shoulder and 11.3 foot northbound lane with 1.0 foot shoulder.

Construction of the roadway conforms as well as the structure columns and foundations would require excavation of about 2000 cubic yards of material. About 1000 cubic yards of fill would be placed within the project limits; leaving an excess of about 1000 cubic yards. Excess material would be trucked (requiring two to three truckloads) to the closest disposal site, Sand City Landfill.

Staging for construction would take place at a pullout just north of the existing Rocky Creek Bridge, at postmile 60.15. Construction signs and signaling would be placed adjacent the roadway between postmiles 59.2 and 60.6. All work would be conducted within existing State ROW; no utility relocation is anticipated.

To minimize traffic impacts, roadway construction is scheduled to begin soon after Labor Day 2012 and continue for approximately ten months. Two stages of construction, lasting a total of 215 working days, are anticipated. The first stage would build the outside lanes of the viaduct and roadway and last about 125 working days. The second stage would build inside lanes of the viaduct and roadway and last about 95 working days. A single lane of the roadway would be maintained and regulated with a traffic signal for the duration of construction except when building the viaduct bents, when approximately twenty-five full roadway closures are anticipated. Full closures would occur weekday nights, between 11:00 pm and 7:00 am. Notice of closures would be provided 5 days in advance. A public awareness campaign and changeable message signs would be used to inform travelers and residents of the project status.

During construction, removal of guard rail, crib wall members and asphalt that collapsed downslope during the March 2011 slide would be removed, as feasible, and subject to personnel safety and slope stability.

Affected Environment, Environmental Consequences and Avoidance

Land Use

No land conversions are anticipated with this project.

Wild and Scenic Rivers

No wild and scenic rivers exist within the project area.

Growth

Construction of this project is not expected to shift the pattern of development or induce additional development beyond that included in the Monterey County General Plan.

Farmland/Timberlands

No farmlands or timberlands are present in the project limits.

Community Impacts

There are no disproportionately high and adverse human health and environmental effects on minority populations and low-income populations.

Cultural Resources

There are no eligible prehistoric or historic archaeological resources identified within the project Area of Potential Effects (APE). There are three resources in the near vicinity of the project, but none of which will be affected by the project as they are not within the APE (Attachment 7).

Hydrology and Floodplain

The project does not encroach upon the 100-year flood plain; no floodplain impact would occur with the project (Federal Emergency Management Agency Flood Rate Insurance Map, Monterey County).

Water Quality and Storm Water Runoff

The major water body in the project area is the Pacific Ocean. The ocean adjacent to the project is designated as the Monterey Bay National Marine Sanctuary. By incorporating proper and accepted engineering practices and best management practices, the project would not impact water quality (Attachment 8).

Paleontology

The project is not expected to encounter paleontological resources (Attachment 9).

Hazardous Waste/Materials

The project area was investigated for potential involvement with aerially deposited lead, structures with lead based paint and asbestos-containing materials and hazardous materials. The study found no evidence that the project would encounter any hazardous materials (Attachment 10).

Air Quality

The proposed project is located within the North Central Coast Air Basin in Monterey County. There will be no increase in traffic volumes with the proposed project and, therefore, no increase in long-term air emissions. Caltrans Standard Specifications require the contractor to comply with Monterey Bay Unified Air Pollution Control District rules, ordinances and regulations. Dust control and dust palliative requirements is a required part of all construction contracts and will effectively reduce and control emission impacts during construction (Attachment 11).

Noise

There will be no increase in traffic volumes with the proposed project and, therefore, no increase in noise with the project. No adverse noise impacts from construction are anticipated with

inclusion of Caltrans standard specification and local noise standards (Attachment 11).

Biological Resources

The project is within the known range of Smith's blue butterfly, a Federally Endangered species, which (in the project vicinity) spend their entire lives in association with seacliff buckwheat. Refer to Attachment 12. While no butterflies were observed within or adjacent to the project limits, their presence is inferred based on presence and relative abundance of seacliff buckwheat in the project area. The project will require the removal of about 200 seacliff buckwheat. This work is covered under the USFWS programmatic biological opinion for Smith's blue butterfly (Attachment 8, Appendix C). In addition to constraining the viaduct design to the smallest possible footprint, avoidance and minimization measures from the USFWS programmatic biological opinion are incorporated into the project to further avoid impacts to the species. Mitigation measures for unavoidable impacts to seacliff buckwheat include:

1. Buckwheat will be replanted from individual seedlings. A total of two seedlings will be planted for every one plant removed (2:1 replacement ratio by number of plants). Establishment is defined as survival to the end of the 5-year monitoring period.
2. Replanting will occur as close as possible to the original site of buckwheat removal, but outside the vegetation control area or other areas where repeated disturbance or future activities are anticipated. The replanting will occur in locations conducive to the establishment and long-term survival of buckwheat plants and SBB, such as south-facing slopes with good sun-exposure and wind shelter. Potential replanting sites are mapped in Attachment 9.
3. Caltrans will monitor revegetated areas and the immediate vicinity for invasive weed species every six months for the first year, and annually thereafter for a total of five years. Any invasive weed species present, including seedlings, will be removed without damaging seacliff buckwheat plants. If the replacement ratios or weed-free conditions are not met at the end of the monitoring period, then corrective measures will be developed and implemented subject to approval by the Service.
4. Caltrans will conduct revegetation efforts in all other disturbed areas that are outside of those impacted by buckwheat removal. Caltrans will reseed these disturbed areas with a native seed mix that includes seacliff buckwheat seed. Caltrans will monitor these disturbed area and the immediate vicinity for invasive weed species every six months for the first year and annually thereafter for a total of 5 years. Any invasive weed species present, including seedlings, will be removed without damaging seacliff buckwheat plants.
5. Caltrans will provide an annual written report to the Service documenting the type and location of activities that they conducted under the programmatic biological opinion. The report will provide information on the number of seacliff buckwheat plants and the area of habitat adversely affected each year.

Seven additional special status species are known to occur in the project vicinity however, none of these were observed in the project area.

Scenic Resource Evaluation and Visual Analysis

Highway 1 through the project limits is classified as an All-American Road in the National Scenic Byway system and is a Designated State Scenic Highway. Refer to Attachment 13. Overall visual quality at the project location is only moderately high owing to limited views to the ocean and unattractive roadway features. Construction of the viaduct will not have a large

effect on the scale or character of Route 1. There are small, informal turnouts at each end of the viaduct from which it will be visible, but there are no views from any major public viewing or use areas. Distant views to the project are blocked by intervening topography.

The most visible element of the project will be the outside rail, which is expected to be “see through” and made of tubular steel with concrete end treatments. This rail type, referred to as ST70 (Refer to Figure 1, Attachment #), will be an improvement over the existing solid concrete temporary “K-rail”, by allowing greater of views to the ocean. The rail is consistent with other structures in the general area.

The project would result in no significant adverse visual impacts to viewers on or off the highway. The project features would be consistent with viewers’ expectations along the corridor and support the goals and objectives of the National Scenic Byway and State Scenic Highway programs, Monterey County Local Coastal Plan and California Coastal Act policies.

Community Involvement

Community input was received on this project through multiple meetings. Presentations at Big Sur Multi-Agency Advisory Committee meetings were made and comments received on July 15 and October 21, 2011. The community’s primary concern is for the roadway to be restored and for a minimum of traffic disruption during construction. Comment on the appearance of the finished roadway was also made.

Caltrans met with the Big Sur Coastal Trail Working Group, sponsored by Assemblymember Monning, on July 15, 2011, to discuss the project. The group is tasked with establishing a process for developing a Master Plan for the Big Sur portion of the California Coastal Trail. Currently, there is no set alignment for the CCT through the project limits; ultimately it could be established inland of the project or on the highway through the project limits. Therefore, the group recommended that standard improvements be made to the highway shoulder for cost effectiveness and to allow for the future accommodation of the California Coastal Trail.

Caltrans formed an Aesthetics Design Advisory Committee, consisting of fifteen members of the community, representatives of elected officials and local advisory committees. The committee has met twice, on August 10 and September 27, 2011. Another meeting may be held in the fall 2011. The committee was formed to advise Caltrans on the aesthetic design of the viaduct and associated built features.

Coastal Access

Highway 1 is the primary facility providing access to the Big Sur coast. It facilitates access to scenic and recreational areas, supports the local economy and provides emergency access to the area. Restoration of the Highway to two lanes is critical to improving coastal access in the region.

The Rocky Creek Slide Emergency Restoration project will increase shoulder widths from the current 0-2 foot wide to a consistent width of 4 feet. A bicycle rail will be provided on the outside of the viaduct, improving bicycle and pedestrian access and safety within the project limits.

Accommodation of a wider shoulder, sidewalk or trail is not feasible due to the physical constraints of the project site and costs. Any additional width would require a second set of columns to support the wider viaduct, increasing costs exponentially and adding increased environmental impacts; including impacts to scenic and biological resources.

CEQA/NEPA Determination

As lead agency, Caltrans has determined that, under CEQA, the project is Exempt by Statute (PCR 21080(b); 14 CCR 15260 et seq. The project is necessary to prevent an emergency that has a high probability of occurring, pursuant to 15269(c). Under NEPA, the project is Exempt under 23 CFR 771.117(c), activity (c) (9), emergency repairs under 23 U.S. C. 125. Refer to Attachment 14.

Project Schedule

Design Complete	12/31/2011
PS&E Complete	03/07/2012
Contract Awarded	07/04/2012
Begin Construction	09/04/2012
End Construction	09/04/2013

Project Cost

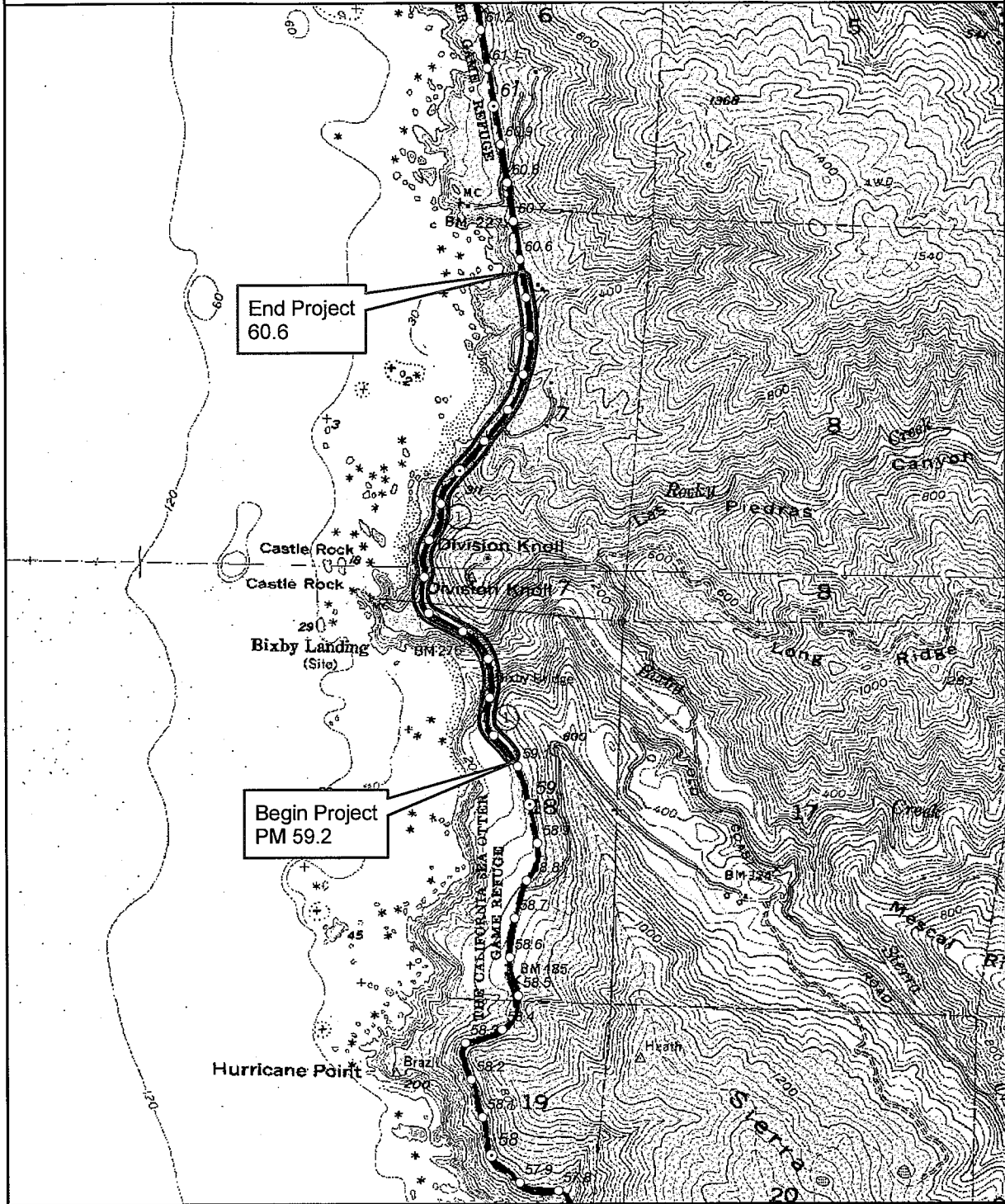
Approximate project cost is \$10,000,000.00

Rocky Creek Emergency Restoration Project
MON-1-59.2/60.6
05-1A790



Project Location Map

1:24,000



Point Sur and Soberanes Point USGS 7.5 min quadrangles

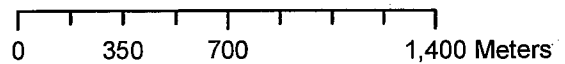


EXHIBIT C
DRAFT RESOLUTION
w/Conditions of Approval & Plans

PLN110552 – Caltrans

Planning Commission
December 14, 2011

**EXHIBIT C
DRAFT RESOLUTION**

**Before the Planning Commission in and for the
County of Monterey, State of California**

In the matter of the application of:

CALTRANS (PLN110552)

RESOLUTION NO.

Resolution by the Monterey County Hearing Body:

- 1) Finding the project Statutorily Exempt per CEQA Guidelines Section 15269; and
- 2) Approving a Combined Development Permit consisting of: 1) a Coastal Development Permit and Design Approval for the construction of a 600 linear foot viaduct, including the demolition of the existing roadbed; 2) a Coastal Development Permit to allow development on slopes exceeding 30 percent; 3) a Coastal Development Permit to allow development within the Big Sur Critical Viewshed; 4) a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat (seacliff buckwheat); and 5) a Coastal Development Permit to allow development on a coastal bluff. Related to PLN110124/Caltrans (Emergency Coastal Development Permit).

[PLN110552, Caltrans, Post-Mile 59.9, Highway 1, Big Sur Coast Land Use Plan (APN: 000-000-000-000)]

The Caltrans application (PLN110552) came on for public hearing before the Monterey County Planning Commission on December 14, 2011. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning Commission 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;
 - Monterey County Coastal Implementation Plan 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 project site is located at approximately post-mile 59.9, Highway 1, Big Sur (Assessor's Parcel Number 000-000-000-000), Big Sur Coast Land Use Plan, Coastal Zone. The proposed construction is located within the Caltrans right-of-way, and the zoning is unclassified. Post-mile 59.9 is located adjacent to Assessor's Parcel Number 418-121-001-000, and the surrounding property is zoned Watershed and Scenic Conservation, 40 acres per unit, with a Design Control Overlay, Coastal Zone [WSC/40-D (CZ). The proposed project would restore the section of highway to its pre-landslide level of capacity and use. Therefore, the project is an allowed land use for this site.
 - c) Staff conducted a site inspection on March 18, 2011, to verify that the project on the subject parcel conforms to the plans listed above.
 - d) Development on slope exceeding 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. 7.
 - e) Environmentally Sensitive Habitat Areas: The project includes a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat area (ESHA). Policies in Chapter 3.3 of the Big Sur Coast LUP are directed at maintaining, protecting, and where possible enhancing sensitive habitats. As designed and conditioned, the project minimizes impact on ESHA in accordance with the applicable goals and policies of the applicable land use plan and zoning codes. See Finding No. 8.
 - f) Big Sur Critical Viewshed: The project includes a Coastal Development Permit to allow development within the Big Sur Critical Viewshed. The Big Sur Coast Land Use Plan (LUP), Section 3.2.3.A.7, allows an exception for replacement of structures destroyed by natural disaster. The project will restore an essential public road for the Big Sur area. The County finds that this project meets the intent of the applicable policies regarding visual resources. The subject project minimizes development within the viewshed in accordance with the applicable goals and policies of the applicable land use plan and zoning codes. See Finding No. 9.
 - g) Policies in Chapter 4 of the Big Sur Coast Land Use Plan (LUP) 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. 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.
 - h) Archaeological Resources: County records identify that the project site is within an area of high sensitivity for prehistoric cultural resources. An archaeological survey prepared for the project site concluded that there is no surface evidence of potentially significant archaeological resources.
 - i) 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 per Resolution No. 08-338, this application did warrant referral to the LUAC because it involves development requiring a Design Approval subject to review by the Planning Commission. The Big Sur LUAC reviewed the project referral on December 13, 2011, and the LUAC's comments and recommendation were submitted to the Planning Commission by the project planner at the public hearing.

- j) 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 PLN110552.

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, CALFIRE – Big Sur (Fire Protection District), RMA - Public Works Department, Environmental Health Bureau, 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) Staff identified potential impacts to Archaeological Resources, Biological Resources, Soil/Slope Stability, and Visual Resources. The project is consistent with applicable policies/regulations. Technical reports prepared by Caltrans indicated that there are no physical or environmental constraints that would indicate that the site is not suitable for the use proposed. County staff independently reviewed these reports and concurs with their conclusions. The following reports have been prepared:
 - “Preliminary Foundation Report” (LIB110441) prepared by Caltrans, San Luis Obispo, California, August 12, 2011.
 - “Rocky Creek Landslide Slope Stability” (LIB110442) prepared by Caltrans, San Luis Obispo, California, October 6, 2011.
 - “Water Quality Assessment Report” (LIB110443) prepared by Caltrans, San Luis Obispo, California, August 15, 2011.
 - “Revised Response to Request for Technical Studies Received July 25, 2011/Initial Site Assessment” (LIB110444) prepared by Caltrans, San Luis Obispo, California, September 26, 2011.
 - “Air and Noise Quality Studies” (LIB110445) prepared by Caltrans, San Luis Obispo, California, July 27, 2011.
 - “Scenic Resource Evaluation and Visual Analysis” (LIB110446) prepared by Caltrans, San Luis Obispo, California, October 13, 2011.
 - “Natural Environment Study” (LIB110447) prepared by Caltrans, San Luis Obispo, California, September 2011.
 - “Paleontology Review” (LIB110448) prepared by Caltrans, San Luis Obispo, California, October 14, 2011.
 - “Section 106 Compliance” (Archeological Report) (LIB110449) prepared by Caltrans, San Luis Obispo, California, July 22, 2011.

- "Rocky Creek Landslide Management Strategies" (LIB110450) prepared by Caltrans, San Luis Obispo, California, July 25, 2011.
- c) Staff conducted a site inspection on March 18, 2011, 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 the Monterey County RMA - Planning Department for the proposed development found in Project File PLN110552.

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 RMA - Planning Department, CALFIRE – Big Sur (Fire Protection District), RMA - Public Works Department, Environmental Health Bureau, and Water Resources Agency. The respective departments/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 restore two travel lanes, stabilize the 180-foot section of Highway 1 that slid in March 2011, and address further instabilities north and south of the slide area. The project is necessary to maintain service essential to the public health, safety, and welfare.
 - c) Finding Nos. 1 and 2, and supporting evidence for PLN110552.

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 Monterey County RMA - Planning Department and Building Services Department records and is not aware of any violations existing on subject property.
 - b) Staff conducted a site inspection on March 18, 2011, and researched County records to assess if any violation exists on the subject property.
 - c) There are no known violations on the subject parcel.
 - d) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN110552.

5. **FINDING:** **CEQA (Exempt):** The project is statutorily 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 15269, statutorily exempts emergency repairs to publicly or privately owned service facilities necessary to maintain service essential to the public health, safety, or welfare; or specific actions necessary to prevent or mitigate an emergency. Section 15269 also statutorily exempts

project to maintain, repair, restore, demolish, or replace property or facilities damaged or destroyed as a result of a disaster in a disaster stricken area in which a state of emergency has been proclaimed by the Governor pursuant to the California Emergency Services Act.

- b) The project will prevent full failure of the roadway. The stability of the remaining crib wall to the south of the landslide has been compromised by the landslide and threatens the remaining two-lane portion of the highway adjacent to the temporary soil nail wall. The base of the cribs at the north end of the remaining structure has been undermined by the landslide which has reduced the bearing or load carrying capacity of the rock beneath the cribs. This reduced load carrying capacity increases the likelihood of failure. Expedited response is necessary to ensure continued access through this portion of the roadway. In addition, on April 15, 2011, Governor Jerry Brown issued an emergency proclamation, which included Monterey County, to address to road and highway closure caused by severe storms between March 15 and 27, 2011. This proclamation included provision for continuing emergency response, including significant repair and reconstruction work. Therefore, this project is consistent with the requirements of CEQA Guidelines Section 15269.
- c) No adverse environmental effects were identified during staff review of the development application during a site visit on March 18, 2011.
- d) Caltrans, as Lead Agency, applied the statutory exemption to the project. The County is serving as a Responsible Agency for this project. The County, in its independent judgment, has determined that the project is statutorily exempt. As a Responsible Agency for permitting, the County has conditioned the project whereas Caltrans must provide evidence that restoration measures required for Seacliff Buckwheat are implemented (Condition No. 4).
- e) The Planning Commission considered the Statutory Exemption at a duly noticed public hearing held on December 14, 2011. The materials upon which the County's decision is based are located in the Planning Department, 168 W. Alisal Street, 2nd Floor, Salinas, CA.
- f) See preceding and following findings and supporting evidence.

6. **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 Local Coastal Program, and does not interfere with any form of historic public use or trust rights.

- EVIDENCE:**
- a) No additional 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 can be demonstrated.
 - b) The subject property is described as an area where the Local Coastal Program requires public access (Figure 3, Trails Plan, in the Big Sur Coast Land Use Plan). Not approving the project would limit public access to the Big Sur coast.
 - c) No evidence or documentation has been submitted or found showing the existence of historic public use or trust rights over this property.

- d) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN110552.
- e) Staff conducted a site inspection on March 18, 2011.
- f) Caltrans met with the Big Sur Coastal Trail Working Group, sponsored by Assemblymember Monning, on July 15, 2011, to discuss the project. The group is tasked with establishing a process for developing a Master Plan for the Big Sur portion of the California Coastal Trail (CCT). Currently, there is no set alignment for the CCT through the project limits; ultimately the trail could be established inland of the project or on the highway through the project limits. Therefore, the group recommended that standard improvements be made to the highway shoulder for cost effectiveness and to allow for the future accommodation of the CCT. The 4-foot shoulders will allow improved access along this portion of roadway compared to the previous 1 to 4-foot shoulder area.
- g) On November 21, 2011, Coastal Commission staff submitted an email outlining concerns related to the project. One concern addressed the public access requirements of the Big Sur Coast Land Use Plan (LUP), and the opinion that the project did not satisfy these requirements. The County has reviewed the policies of the Big Sur Coast LUP, and finds the project consistent with the requirements of applicable policies. Specifically, LUP Policy 4.1.3A.1 directs that the width of Highway 1 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. The project will result in 12-foot lanes and 4-foot shoulders. Further expansion of the roadway width to accommodate a separated coastal trail would result in expanded impacts to biological resources, visual resources, and slopes exceeding 30%. In addition, an expanded viaduct would significantly increase project cost. The Coastal Commission staff also suggested Caltrans undertake a public access program that would result in safe, through connection for bicyclists and hikers along this difficult section of the Big Sur Coast Highway. The County finds no nexus to require Caltrans to implement such a program in conjunction with this project. The project, as proposed, addresses an emergency slide situation which further jeopardizes approximately 600 feet of Highway 1 and affords Caltrans the opportunity to provide 600 feet of 4-foot wide shoulders within the 3,200-foot long segment of Highway 1 between Bixby and Rocky Creek bridges.

7. **FINDING:** **DEVELOPMENT ON SLOPE** – There is no feasible alternative which would allow development to occur on slopes of less than 30%.
- EVIDENCE:**
- a) In accordance with the applicable policies of the Big Sur Coast Land Use Plan and the Monterey County Zoning Ordinance (Title 20), a Coastal Development Permit is required and the authority to grant said permit has been met.
 - b) The project includes application for development on slopes exceeding 30%. The existing Highway 1 roadway in the project area is constructed on a steep slope along the edge of a coastal bluff, and there are no feasible alternative building sites. The existing slope area of the

project site has been previously disturbed by roadway development, including crib (retaining) walls and miscellaneous site improvements. The proposed development will not increase the area or coverage previously disturbed. The project, as proposed, minimizes development impacts on slope exceeding 30% because the applicant proposes to use the existing disturbed roadway area.

- c) Caltrans reviewed potential alternatives, and concluded that a viaduct (bridge) was the best option to separate the roadway from the landslide and restore two lanes of traffic. Other alternatives were considered and discarded as not feasible, more disruptive to the public and/or surrounding environment, or cost prohibitive.
- d) The Planning Commission shall require such conditions of approval and changes in the development as it may deem necessary to assure compliance with MCC Section 20.64.230.E.1. No special conditions are necessary for this project.
- e) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN110552.
- f) Staff conducted a site inspection on March 18, 2011.
- g) The subject project minimizes development on slopes exceeding 30% in accordance with the applicable goals and policies of the applicable land use plan and zoning codes.

8. **FINDING:**

ESHA – The subject project minimizes impact on environmentally sensitive habitat areas in accordance with the applicable goals and policies of the applicable area plan and zoning codes.

EVIDENCE:

- a) The project includes application for development within 100 feet of environmentally sensitive habitat areas (ESHA). In accordance with the applicable policies of the Big Sur Coast Land Use Plan (LUP) and the Monterey County Zoning Ordinance (Title 20), a Coastal Development Permit is required and the authority to grant said permit has been met.
- b) Policies in Chapter 3.3 of the Big Sur Coast LUP are directed at maintaining, protecting, and where possible enhancing sensitive habitats. As designed and conditioned, the project is consistent with applicable policies regarding restoration and enhancement of habitat.
- c) No rare plants were found during field surveys, and no special-status animal species were observed within or adjacent to the project limits. However, the project area is within the known range of the Smith's blue butterfly, and the project area supports seacliff buckwheat, which are the sole host plant for the Smith's blue butterfly along this portion of the California coast. Therefore, Caltrans completed a biological report to assess the potential impacts.
- d) Per the Caltrans Natural Environment Study (biological report), this project meets the criteria for the U.S. Fish and Wildlife Service's Programmatic Biological Opinion for Highway 1 Management Activities that Affect the Smith's blue butterfly, Monterey and San Luis Obispo Counties, California (1-8-07-F-68).
- e) Although no Smith's blue butterflies were observed within or adjacent to the project limits on July 6 and July 29, 2011, presence of Smith's blue butterfly was inferred based on presence and relative abundance of

potential host plants in the project area. Avoidance and minimization measures from the USFWS programmatic biological opinion will be incorporated into the project to avoid impacts to this species.

- f) The project will require the removal of 208 seacliff buckwheat plants. This would be in addition to the 67 seacliff buckwheat plants that were moved by Caltrans on March 22, 2011 during the soil nail wall emergency project, resulting in a total of 275 plants affected. This species is the exclusive host plant for Smith's blue butterfly, which is listed as endangered. An area adjacent to the highway has been located near the southern end of the project, within Caltrans right of way, to do replacement planting for butterfly habitat restoration. Replacement planting will be done at a 2:1 ratio, so approximately 400 locally-collected Buckwheat plants will be planted and irrigated. This work is covered under the USFWS programmatic biological opinion for Smith's blue butterfly.
- g) Staff conducted a site inspection on March 18, 2011, to verify ESHA locations and potential project impacts to ESHA.
- h) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN110552.

9. **FINDING:** **VIEWSHED** – The subject project minimizes development within the viewshed in accordance with the applicable goals and policies of the applicable area plan and zoning codes.

- EVIDENCE:**
- a) The project includes application for development within the Big Sur Critical Viewshed. In accordance with the applicable policies of the Big Sur Coast Land Use Plan (LUP) and the Monterey County Zoning Ordinance (Title 20), a Coastal Development Permit is required and the authority to grant said permit has been met.
 - b) LUP Policy 3.2.5.C.1 allows exceptions to the Scenic Resources Key Policy 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. The project is an emergency safety improvement that, as proposed, will restore the damaged portion of roadway. The barrier and railing will use colors to blend with the surrounding environment.
 - c) Although the coastline in this area is visually dynamic, with dramatic cliffs and nearby views of the two historic bridges, overall visual quality at the viaduct location is only moderately high. From the highway a driver or cyclist has mid-ground and horizon line views of the ocean, but not beach views. The traffic signal system for the alternating single lane is unattractive and so is the soil nail wall constructed after the landslide, although its visibility is minimal due to the line of concrete k-rail at road's edge. The k-rail and irregular temporary pavement also lower visual quality. The steep slope above the highway is densely vegetated with coastal native species and will be protected from

disturbance.

- d) Community input was received on this project through multiple meetings. Presentations at Big Sur Multi-Agency Advisory Committee meetings were made and comments received on July 15 and October 21, 2011. Comment on the appearance of the finished roadway was also made. Caltrans also met with the Big Sur Coastal Trail Working Group, sponsored by Assemblymember Monning, on July 15, 2011, to discuss the project.
- e) Caltrans also formed an Aesthetics Design Advisory Committee, consisting of fifteen members of the community, representatives of elected officials and local advisory committees. The committee met twice, on August 10 and September 27, 2011. The committee was formed to advise Caltrans on the aesthetic design of the viaduct and associated built features. The ADAC preferred some type of see through barrier versus a solid concrete barrier so ocean views would not be limited. Tubular steel railings are considered to be the most "see through" type of structure safety device and will be an improvement over the existing k-rail in terms of ocean views. There are four existing metal bridge railings on the Big Sur coast and more than a dozen concrete barriers with metal railings on top, so the project's proposed materials are consistent with other structures in the general area.
- f) LUP Policy 3.2.3.A.7 directs that replacement or enlargement of structures within the Critical Viewshed not increase the visibility of the structure. The proposed viaduct does not increase the mass or bulk visible within the Critical Viewshed. Widening the highway for the length of the viaduct will not have a large effect on the scale or character of Route 1. The most visible element of the project will be the tubular steel railing since the viaduct itself is not visible from a motorist's perspective. There are small, informal turnouts at each end of the viaduct from which it will be visible, but there no views from any formal public use areas. Distant views to the project are blocked by intervening topography. Furthermore, the viaduct will not be visible from any of the special viewing locations identified in the critical viewshed policies. The project as proposed and conditioned is consistent with policies of the Big Sur Coast Land Use Plan dealing with visual resources and will have no significant impact on the Critical Viewshed.
- g) The project as proposed, conditioned, and mitigated is consistent with policies of the Big Sur Land Use Plan dealing with visual resources and will have no significant impact on the critical viewshed. The County finds that the project would not result in significant adverse visual impacts to viewers on or off the highway. The project features would be consistent with viewers' expectations along this travel corridor.
- h) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN110552.
- i) Staff conducted a site inspection on March 18, 2011, to verify that the project minimizes development within the viewshed or to identify methods to minimize the development.

10. **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: Section 20.86.030 of the Monterey County Zoning Ordinance allows an appeal to 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: Section 20.86.080.A.1, A.2, and A.3 of the Monterey County Zoning Ordinance (Title 20). The project is subject to appeal by/to the California Coastal Commission because approved projects between the sea and the first through public road paralleling the sea, approved projects within 300 feet of the top of the seaward face of any coastal bluff, and approved projects involving development in the underlying zone as a conditional use, are appealable to the Coastal Commission.

DECISION

NOW, THEREFORE, based on the above findings and evidence, the Planning Commission does hereby:

1. Find the project statutorily exempt per CEQA Guidelines Section 15269; and
2. Approve a Combined Development Permit consisting of: 1) a Coastal Development Permit and Design Approval for the construction of a 600 linear foot viaduct, including the demolition of the existing roadbed; 2) a Coastal Development Permit to allow development on slopes exceeding 30 percent; 3) a Coastal Development Permit to allow development within the Big Sur Critical Viewshed; 4) a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat (seacliff buckwheat); and 5) a Coastal Development Permit to allow development on a coastal bluff; 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 14th day of December, 2011, upon motion of _____, seconded by _____, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Mike Novo, Secretary, Planning Commission

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 may 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 the Monterey County Planning Department and 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.

Monterey County Planning Department

DRAFT Conditions of Approval/Mitigation Monitoring Reporting Plan

PLN110552

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: This Combined Development Permit allows a Coastal Development Permit and Design Approval for the construction of a 600 linear foot viaduct, including the demolition of the existing roadbed, a Coastal Development Permit to allow development on slopes exceeding 30 percent a Coastal Development Permit to allow development within the Big Sur Critical Viewshed, a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat (seacliff buckwheat), and a Coastal Development Permit to allow development on a coastal bluff. The project site is located at and near post-mile 59.9, Highway 1, Big Sur, within the Caltrans right-of-way (Assessor's Parcel Number 000-000-000-000). Big Sur Coast 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 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.
(RMA - Planning Department)

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

2. PD002 - NOTICE PERMIT APPROVAL

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The applicant shall record a Permit Approval Notice which states: "A permit (Resolution No. _____) was approved by the Planning Commission for Assessor's Parcel Number 000-000-000-000 on December 14, 2011. The permit was granted subject to four (4) 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.
(RMA - Planning Department)

Compliance or Monitoring Action to be Performed: Prior to the commencement of use, the Owner/Applicant shall provide proof of recordation of this notice to the RMA - Planning Department.

3. PD032(A) - PERMIT EXPIRATION

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The permit shall be granted for a time period of three (3) years, to expire on December 14, 2014, unless use of the property or actual construction has begun within this period. (RMA-Planning Department)

Compliance or Monitoring Action to be Performed: Prior to the expiration date stated in the condition, the Owner/Applicant shall commence the authorized construction/use to the satisfaction of the Director of Planning. Any request for extension must be received by the Planning Department at least 30 days prior to the expiration date.

4. PDSP001 - COMPLIANCE CERTIFICATION

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: PDSP001 - COMPLIANCE CERTIFICATION
The applicant shall submit certification from a qualified Caltrans biologist that all development has been completed in accordance with the Natural Environment Study (NES) completed for this project (LIB#110447), including the attached USFWS Biological Opinion for Highway 1 Management Activities that Affect the Smith's blue butterfly, Monterey and San Luis Obispo Counties, California (1-8-07-F-68). (RMA - Planning Department)

Compliance or Monitoring Action to be Performed: Within 30 days after completion of work, submit certification by a qualified Caltrans biologist to the RMA - Planning Department showing project compliance with the NES USFWS Biological Opinion.

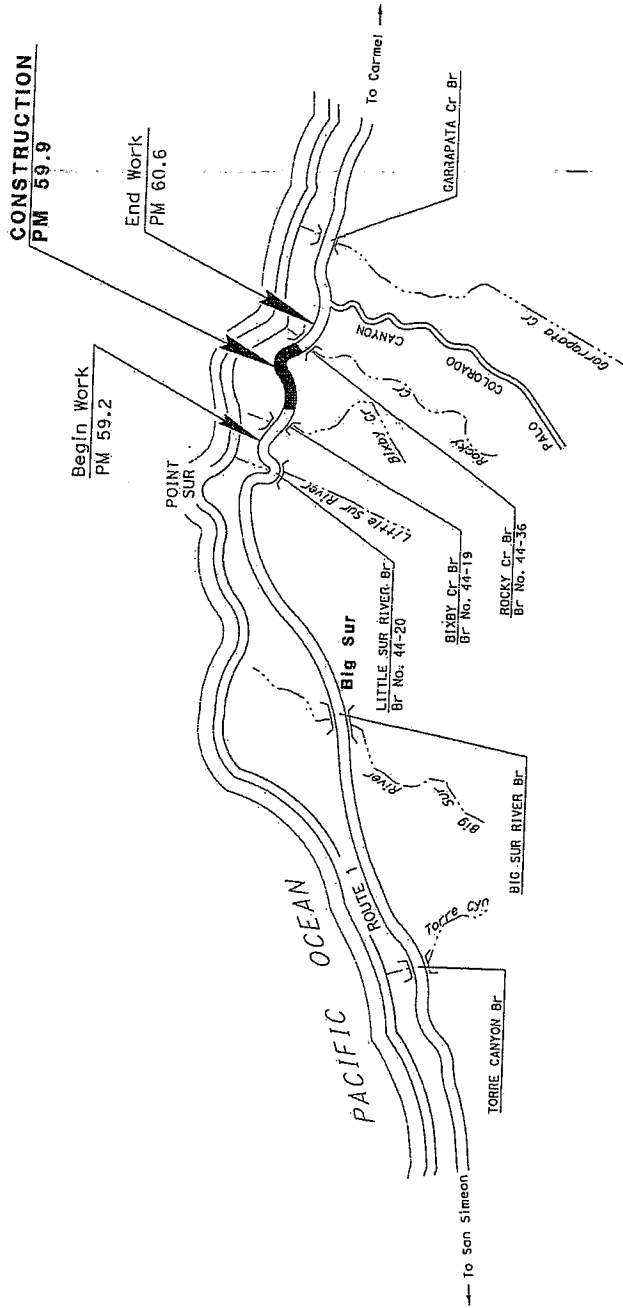
INDEX OF PLANS

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**
 IN MONTEREY COUNTY
 FROM 0.2 MILE SOUTH OF BIXBY BRIDGE
 TO 0.5 MILE NORTH OF ROCKY CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

DIST	COUNTY	ROUTE	TO AND FROM SHEET	TOTAL SHEETS
05	Mon	1	59.9	

Caltrans



DESIGN ENGINEER	STEVE MYATT
PROJECT MANAGER	KEN DOSTALEK

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

REVISION: LAST REVISED 7/2/2010 CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

NO SCALE

RELATIVE BORDER SCALE 0 1 2 3 US INCHES AS NOTED

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER

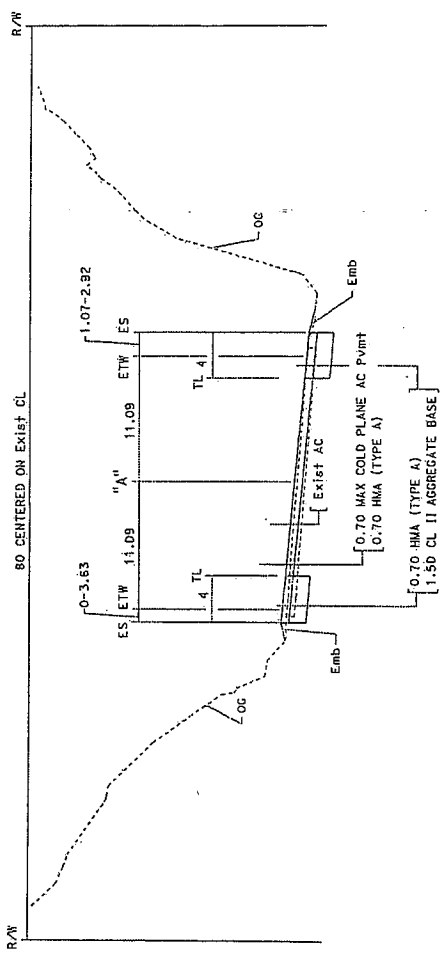
PLANS APPROVAL DATE _____
 OFFICE OF CALIFORNIA HIGHWAY PATROL
 DIVISION OF HIGHWAY SAFETY AND RECORDS
 FOR THE REVIEW OF THE PLANS FOR CONSTRUCTION OF THIS PLAN SHEET.

CONTRACT NO. **05-1A7900**
 PROJECT ID **051200002.3**

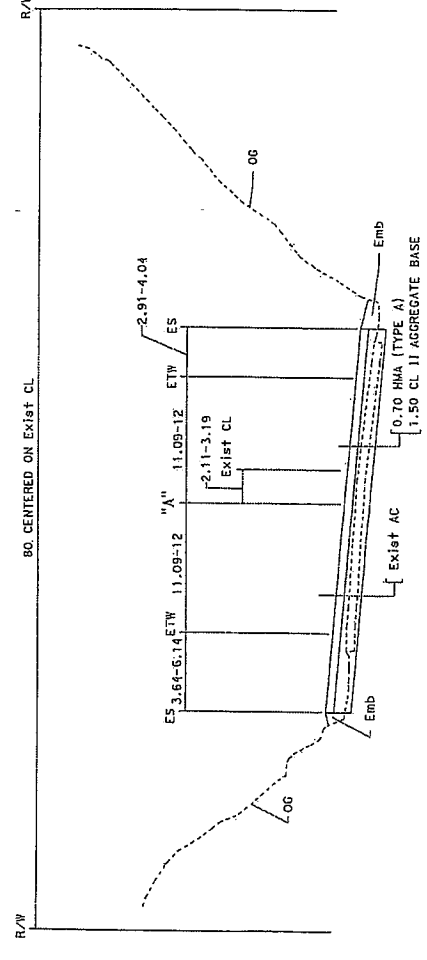
DRAFT

DATE	COUNTY	LOCATION CODE	POST MILES	SHEET NO.	TOTAL SHEETS
05	Mon	1	59.9		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<small>THESE PLANS ARE PREPARED BY AN ENGINEER WHO IS NOT A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF CALIFORNIA. THE USER OF THESE PLANS SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES OF JURISDICTION.</small>					

NOTES:
 1. REFER TO STRUCTURES PLANS FOR SECTIONS WITHIN STRUCTURE AND APPROACH SLAB LIMITS (102+08.08 TO 108+70)



Sta "A" 110+50 TO 111+30.55



Sta "A" 108+70 TO 110+50

DRAFT

TYPICAL CROSS SECTION
 ROCKY CREEK SLIDE

PROJECT NUMBER & PHASE 05-147900

UNIT 1450

RELATIVE BORDER SCALE
 1/8" = 10' HORIZ
 1/4" = 10' VERT

USERNAME: 21113194
 DRN FILE # 3 SUR202003.dgn

BORDER LAST REVISED 7/27/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	CHECKED BY	DATE REVISD	REVISD BY

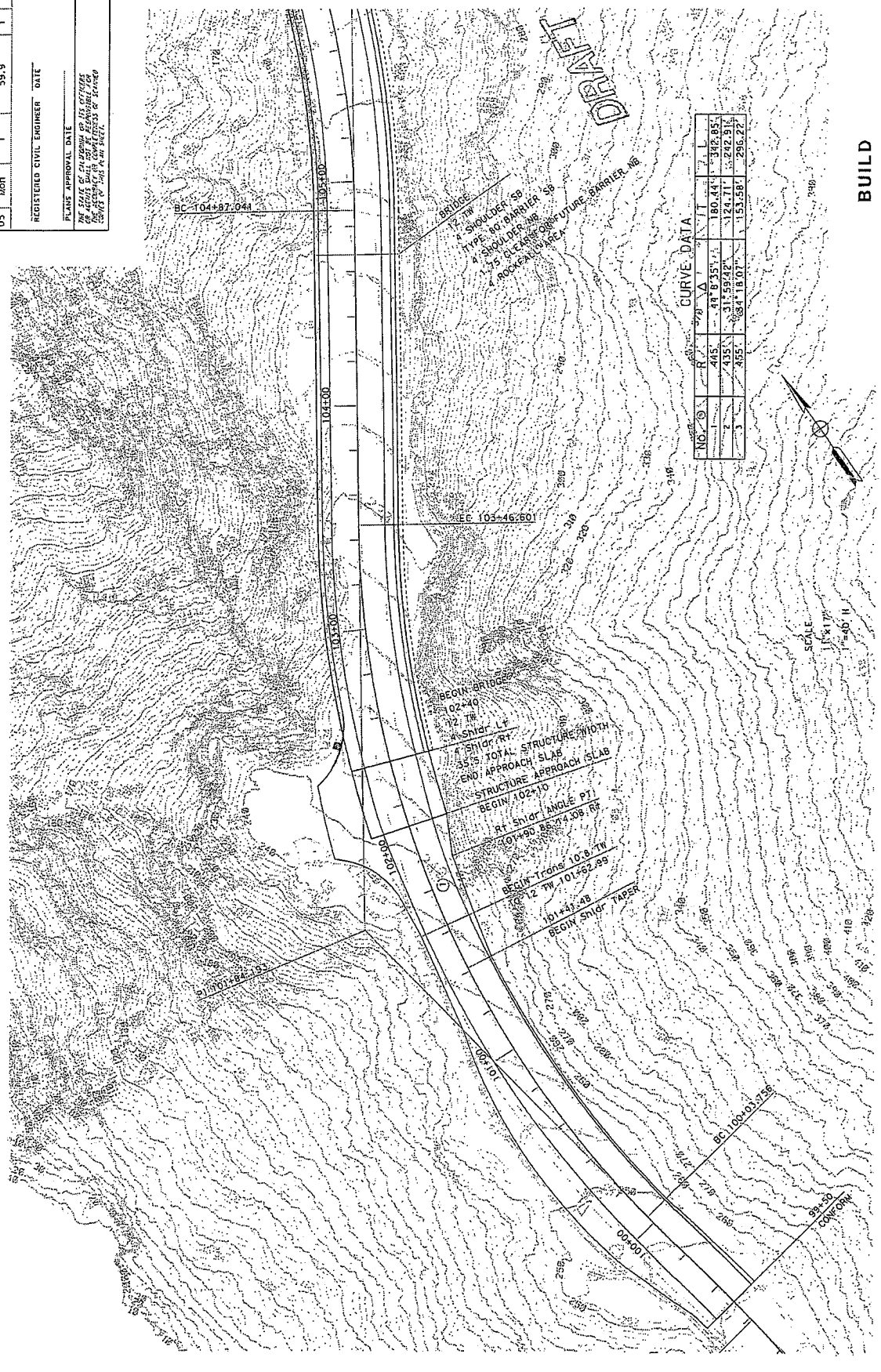
01-1-11 11
 DATE PLOTTED 12-04-2011 09:17

DIS#1	COUNTY	LOCATION CODE	TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	55-9	1	2

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

FOR APPROVAL ONLY
 THIS DRAWING IS THE PROPERTY OF CALTRANS
 AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION OF CALTRANS.



CURVE DATA

NO.	R	Δ	L	PI	PT	PC	PT
1	405.1	48° 53' 51.1"	180.44'	104.44'	104.85'	104.44'	104.85'
2	435.1	31° 58' 42.7"	124.71'	103.71'	103.97'	103.71'	103.97'
3	455.1	24° 11' 07.7"	153.58'	103.58'	103.22'	103.58'	103.22'

BUILD

PROJECT NUMBER & PHASE

UNIT 1450

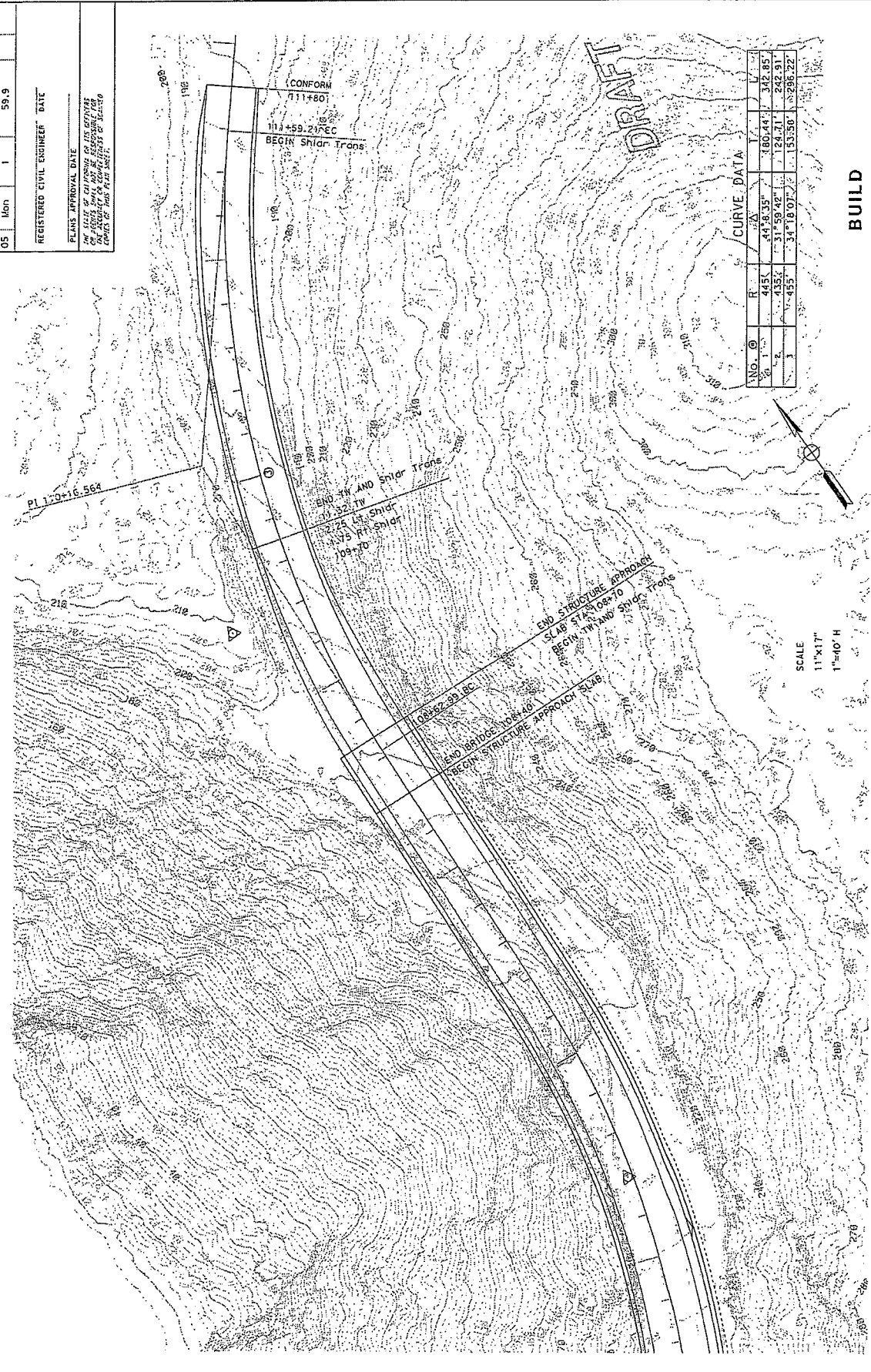
RELATIVE HORIZONTAL SCALE
 1" = 40' HORIZONTAL

USERNAME: 20113705
 DGN FILE: 31427525201.DGN

ORDER LAST REVISED 7/27/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	CALTRANS
DESIGNED BY	CHECKED BY	DATE REVISED	REVISOR

DATE: 05 Mon 1 59.9
 COUNTY: LOCATION CODE: 1
 SHEET TOTAL: 59.9
 SHEET NO.:
 REGISTERED CIVIL ENGINEER: DATE:
 PLANS APPROVAL DATE:
 THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
 OFFICE OF THE CHIEF ENGINEER
 DIVISION OF HIGHWAYS
 DIVISION OF HIGHWAYS
 DIVISION OF HIGHWAYS



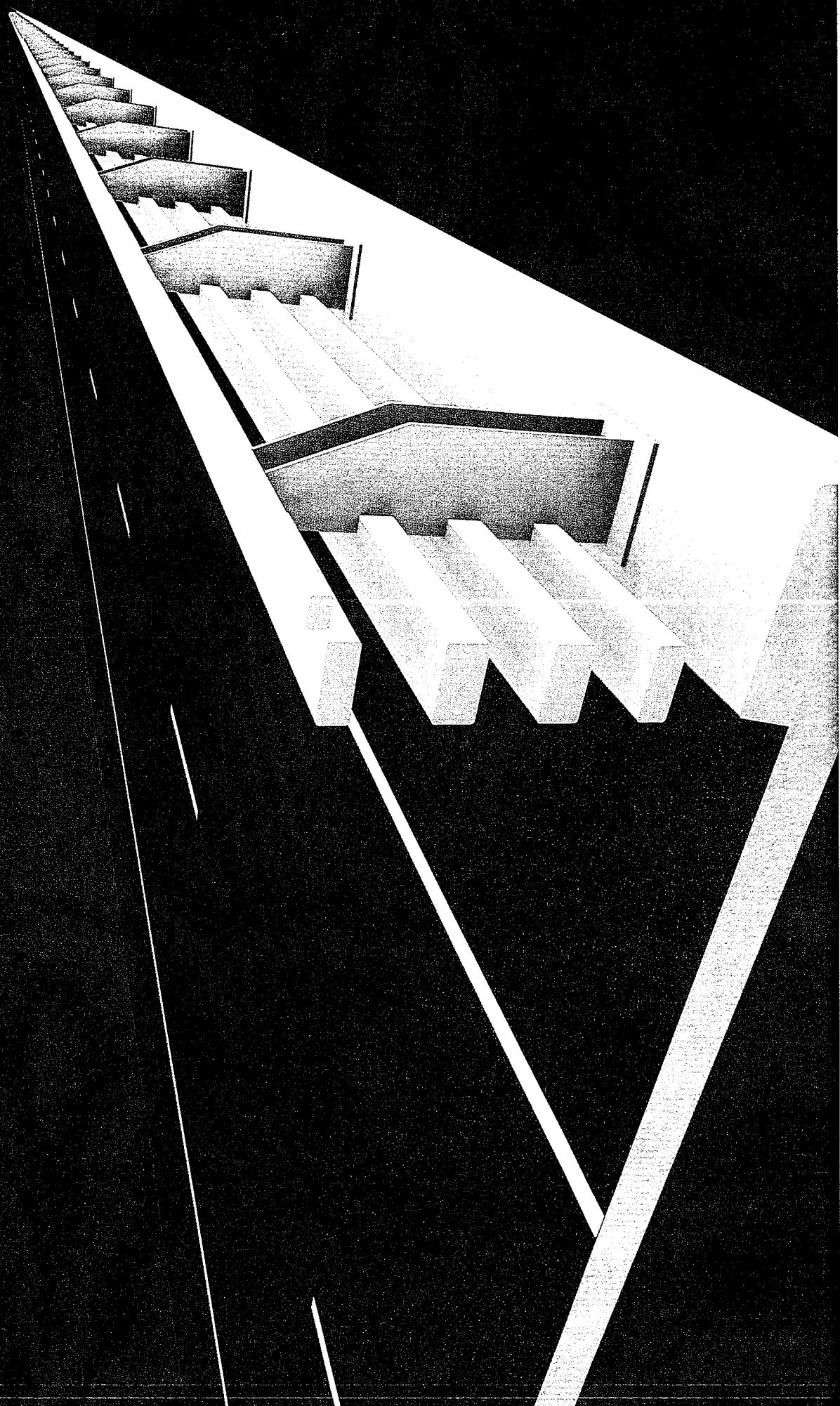
NO.	R	Δ	L	L
1	445	44°30'35"	180.44'	342.85'
2	435	31°59'42"	124.71'	242.91'
3	455	34°18'07"	153.56'	296.22'

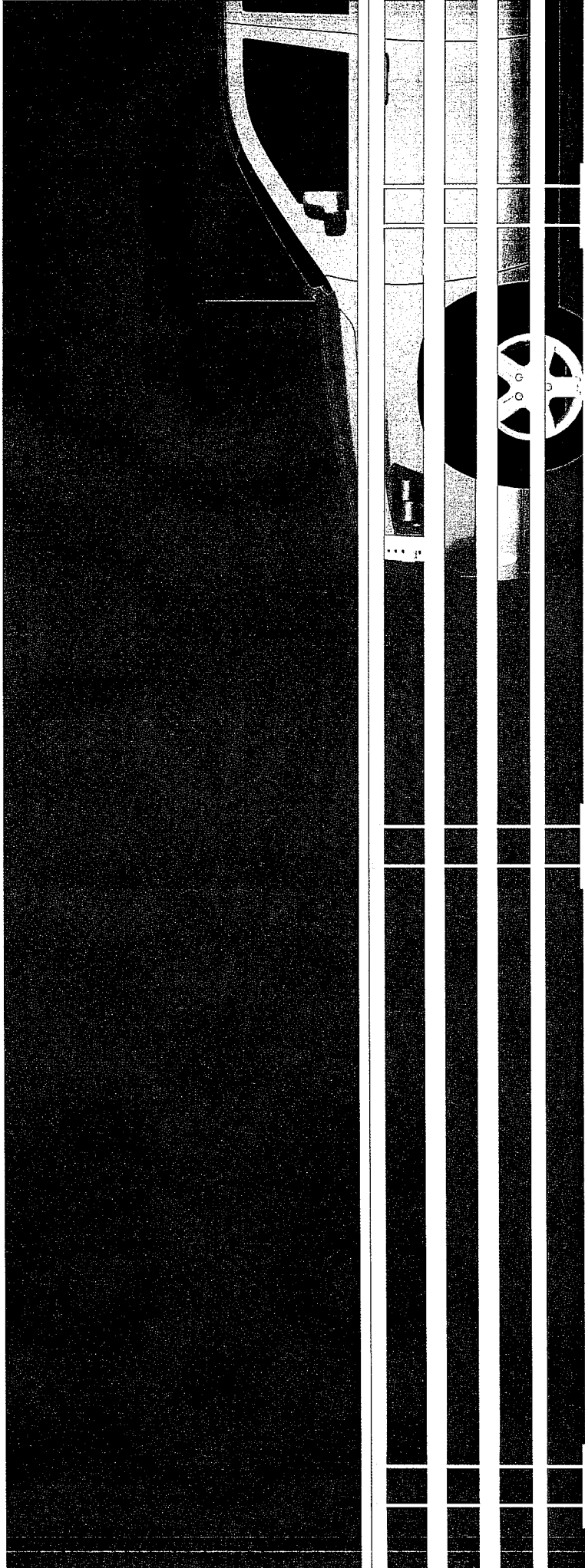
BUILD

SCALE
 1"=40' H

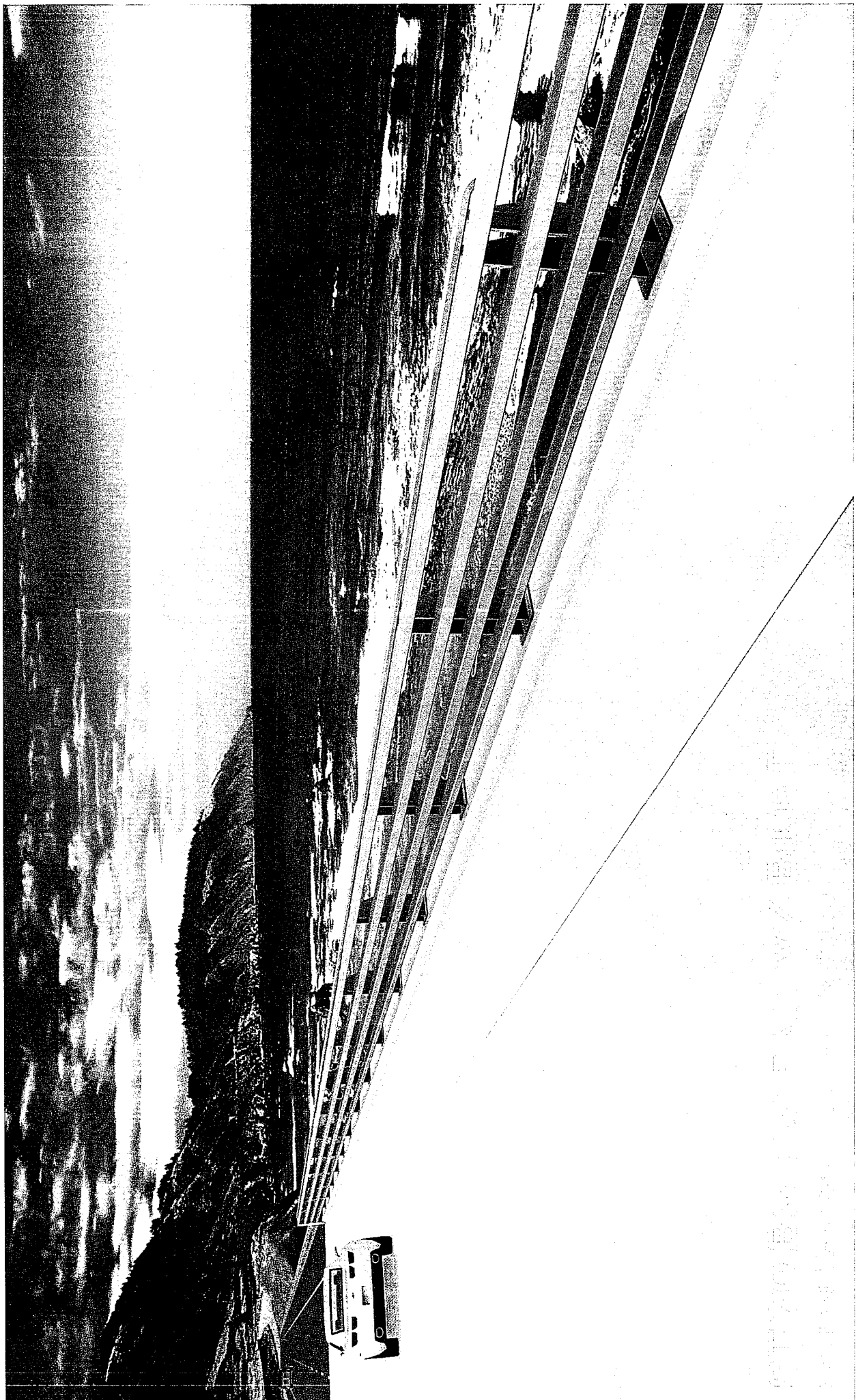
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	DATE REVISION
ST. JAMES		CHECKED BY	
		DESIGNED BY	
		DATE REVISION	

ST-70 BRIDGE RAIL W/ BIKE RAIL
OPTION 1 - SQUARE TUBE ON TOP





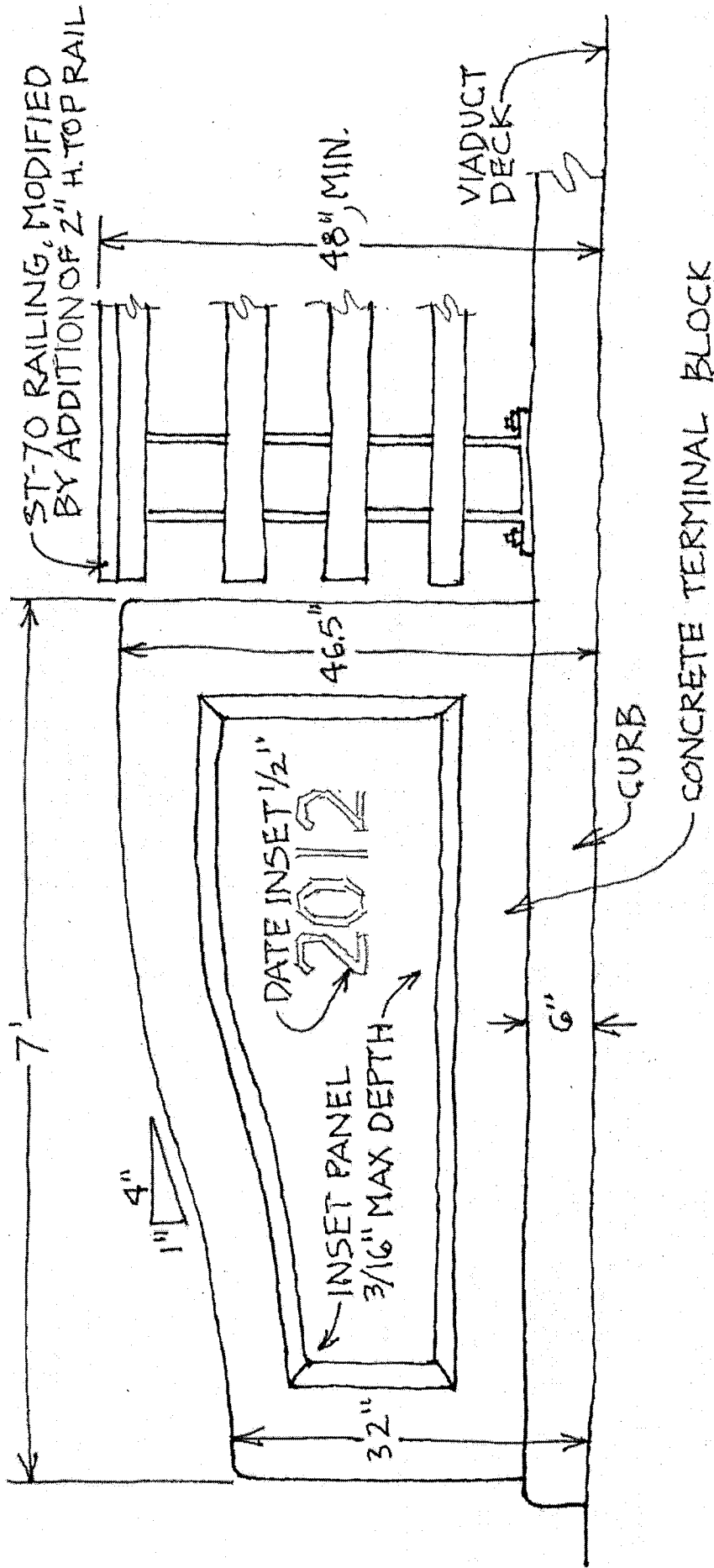
ST-70 BRIDGE RAIL W/ BIKE RAIL
OPTION 1 - SQUARE TUBE ON TOP



© 1970 (B&W) by [unreadable] / [unreadable]

Rocky Creek Sidehill Viaduct

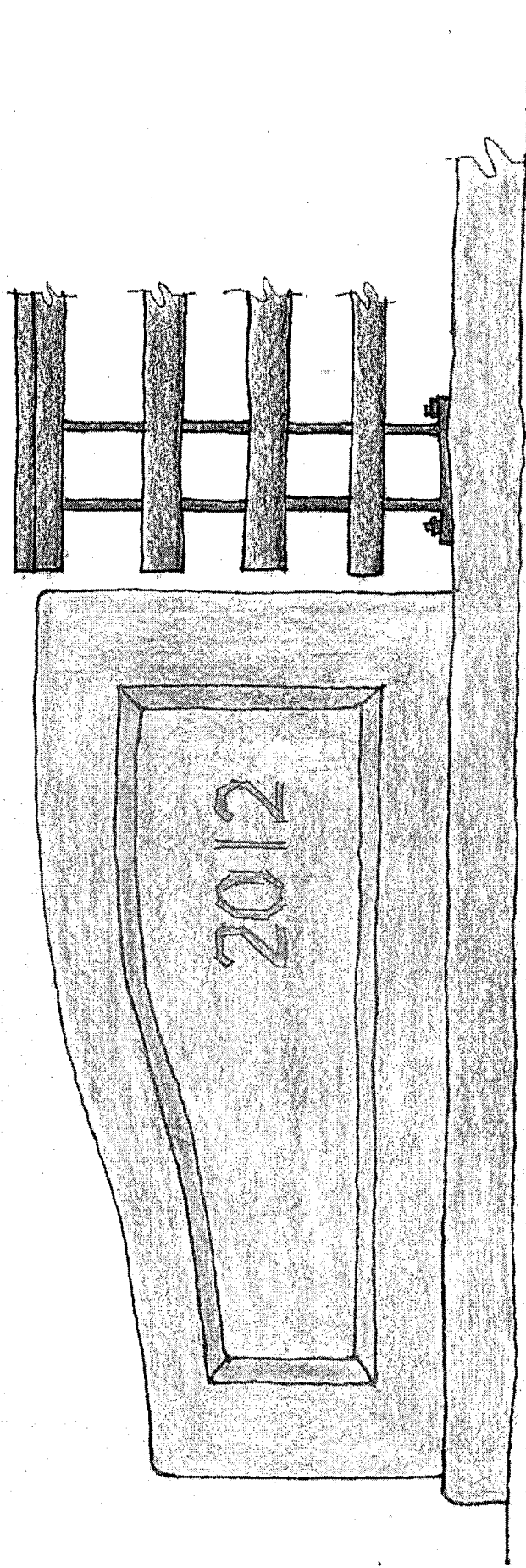
Concept Sketches for ADAC Review



All of the proposed aesthetic treatments are consistent with state and federal safety standards including the highest level of vehicle and bicycle crash test ratings. The dimensions and tolerances given in this image reflect the minimums and maximums necessary to comply with current structure design safety standards.

Rocky Creek Sidehill Viaduct

Concept Sketches for ADAC Review



This image shows the structure aesthetic treatments recommended by the Aesthetics Design Advisory Committee (ADAC) and Caltrans for implementation on the Rocky Creek Viaduct. The ST-70 bridge railing was selected for maximum transparency to preserve ocean views from the highway. Proposed aesthetic measures include:

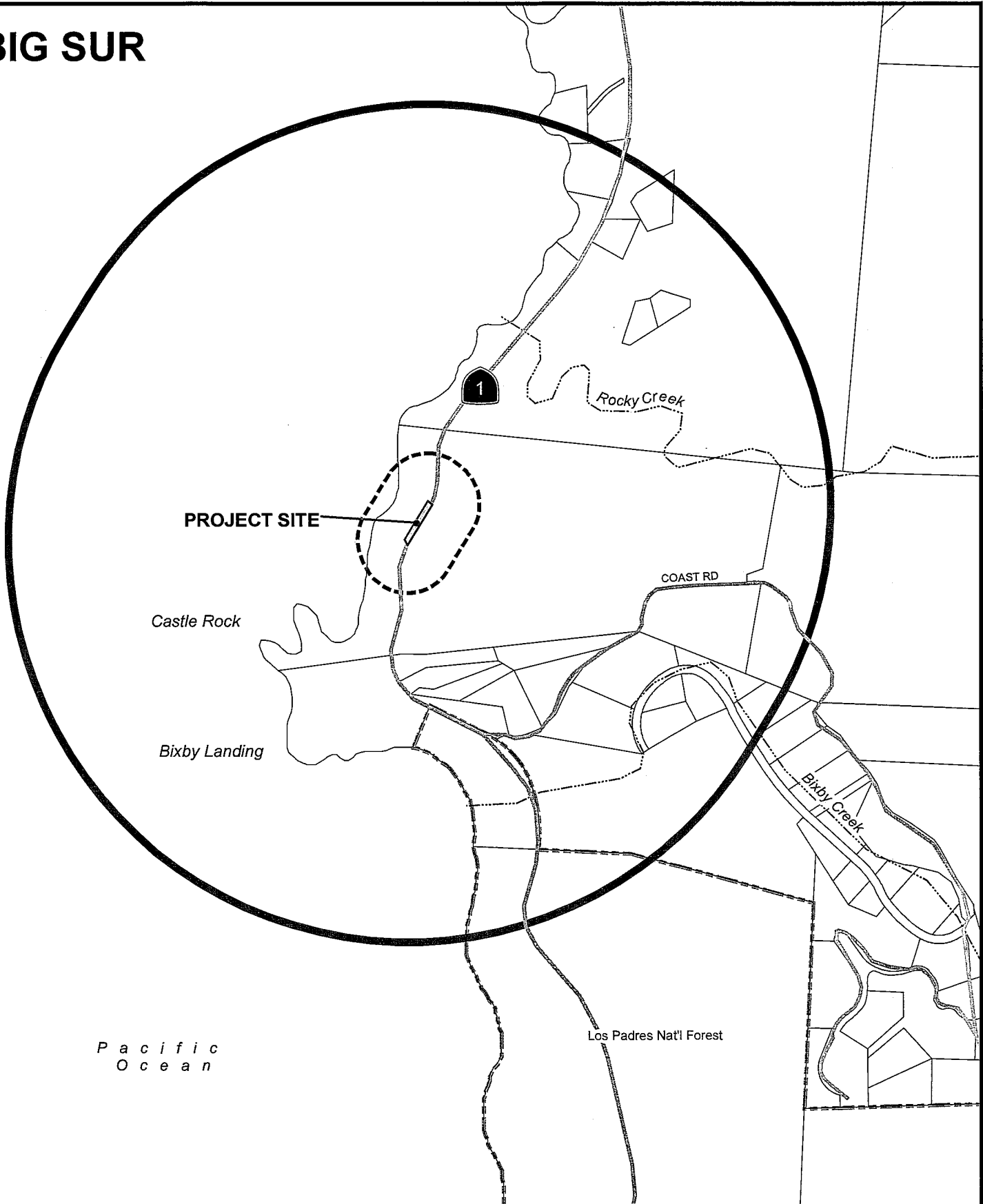
- All visible galvanized steel railing materials will be treated to darken and dull the metal's surface, providing the effect of age.
- The concrete terminal blocks have been modified from the standard to incorporate a curved top line that mimics the design of arch bridges adjacent to the viaduct.
- Terminal blocks will use integrally colored concrete to match the arch bridges and have a heavy sandblasted finish.
- The 6" concrete curb will be colored to match the terminal blocks.
- The construction year is shown incised into the face of the beveled inset panel, consistent with the arch bridges.
- Although the terminal blocks on the arch bridges have a curved horizontal flare to complement the curved top line, the Rocky Creek Viaduct cannot include a horizontal flare due to current highway safety standards.

EXHIBIT D
VICINITY MAP

PLN110552 – Caltrans

Planning Commission
December 14, 2011

BIG SUR

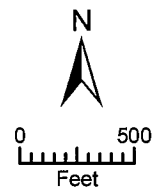


APPLICANT: CALTRANS (ROCKY CREEK VIADUCT)

APN: N/A

FILE # PLN110552

Water 2500' Limit 300' Limit City Limits



PLANNER: SIDOR

EXHIBIT E
ADVISORY COMMITTEE MINUTES
(Not available at time of staff report preparation.)

PLN110552 – Caltrans

Planning Commission
December 14, 2011

EXHIBIT F
PROJECT CORRESPONDENCE
(California Coastal Commission
email dated November 21, 2011)

PLN110552 – Caltrans

Planning Commission
December 14, 2011

Sidor, Joe (Joseph) x5262

From: Katie Butler [kbutler@coastal.ca.gov]
Sent: Monday, November 21, 2011 4:40 PM
To: Sidor, Joe (Joseph) x5262
Cc: Tami Grove; Dan Carl
Subject: Rocky Creek Viaduct (PLN110552)

Hi Joe,

We are in receipt of the project referral for the Rocky Creek Viaduct project (PLN110552), and appreciate the opportunity to provide feedback during your review of the project. We agree that restoration of normal traffic capacity through this highly scenic, but highly constrained, segment of State Highway Route 1 (SR1) is a priority for the Big Sur Coast. However, with respect to providing for safe public access to and along the coast, we are concerned that the application falls short.

Public Access

Both the Coastal Act public access & recreation policies, and the corresponding policies of the certified Big Sur Area Local Coastal Program (LCP), specifically require that maximum opportunity for public access be included as part of such a project. As you are aware, the County must make findings that the project conforms to these policies if it is to issue a Coastal Development Permit for the proposal.

Coastal Act Section 30210 requires "maximum public access" to be provided consistent with public safety needs. Section 30212 states that "Public access...along the coast shall be provided in new development projects..." The Big Sur Area Land Use Plan (LUP) envisions a continuous trail system along the length of the Big Sur Coast and states: "A continuous trail system in the north-south direction would offer a unique recreational experience for both the coastal visitor and resident." The LUP includes a trail corridor concept that identifies general trail access corridors, and shows a wide, illustrative trail corridor in the vicinity of the project. The corridor generally encompasses SR1 and the entirety of Division Knoll, inland of SR1, as well as virtually all of the abandoned segments of Old Coast Road between the Division Knoll saddle and the north end of Rocky Creek Bridge. The LUP states: "In cases where no trail presently exists, planning for trail corridors preserves flexibility to determine the most suitable alignments for trail improvements at the time such opportunities become available." In addition, LUP Policy 6.1.5.C.2 states: "The Trails Plan Map recommends a continuous coastal trail system along the Big Sur coast.... In general, sections of the trail along the Highway should be kept to a minimum to ensure the safety of pedestrians and motorists" (emphasis added).

In the case of the proposed project, it lies at the center of an approximately half-mile cliff-bound segment of SR1 between the north end of the historic Bixby Creek Bridge and the south end of the similarly-designated Rocky Creek Bridge. This segment represents a critical safety bottleneck, as this stretch lacks safe shoulder width--and the impacts of widening the highway to provide the extra width, safely separating non-motorists from traffic, appear to make an on-highway solution quite infeasible through the overall length of this bottleneck.

While the project is designed to include 4 ft. paved shoulders on the new viaduct deck itself, we consider this inadequate to meet Coastal Act & LCP requirements for public access along the coast. In particular, the short section of paved shoulder will not connect to any other paved shoulders--thus, while it will result in reopening 2 lanes to motor traffic through the Bixby-Rocky Creek segment, it will NOT produce a safe bicycle connection between these points. And, there is no provision at all for through pedestrian lateral access--at least, not separated from highway traffic. We note as well, as currently proposed, the project does not adequately address Caltrans' own Deputy Directive 64 regarding the provision of non-motorized modes in all transportation projects.

We want to make clear for your review processes that our initial observation is that there are several potential opportunities to adhere to Coastal Act and LCP policies for meeting non-motorized public access needs in association with this project. These opportunities are primarily located easterly (inland) from the current State Highway ROW and are deserving of careful scrutiny. Most notably, we believe that the abandoned segment of Old Coast Road between the Division Knoll saddle and the north end of Rocky

Creek Bridge could provide a safe, north-south access alternative to the SR1 shoulder for bicycle and pedestrian use. In addition, other provisions for accessing Rocky Creek beach could be integrated into the project. Accordingly, in order to render the project consistent with Coastal Act and LCP access policies, we recommend that either Caltrans modify the project to accomplish these objectives or that the CDP be approved with condition (s) that require Caltrans to undertake a public access program that will result in safe, through connection for bicyclists and hikers along this difficult section of the Big Sur Coast Highway. We offer our time and assistance to coordinate further in this regard with County planners and decision-makers. Know that we would like to take cooperative steps to avoid an unnecessary potential appeal of a coastal development permit due to access policy inconsistencies.

Railings

The permit application states that a Type ST-70 modified railing will be used for this project. CCC staff is supportive of the most see-through railing possible, at the lowest minimum height to meet structural and safety requirements. We understand that detailing of the railing is currently being finalized. In order to protect scenic views to the greatest extent, we urge that full consideration of Caltrans' palette of approved see-through railings, including the ST-70, be carefully examined for a design that results in the fewest number of horizontal and vertical elements.

We expect to provide a more detailed analysis prior to the December 14th Planning Commission hearing on the project, and look forward to continuing to work with you on this. Please feel free to contact us with any questions that you may have.

Thanks,
Katie

Katie Butler
Coastal Planner
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060
P: (831) 427-4863
F: (831) 427-4877
kbutler@coastal.ca.gov
www.coastal.ca.gov

EXHIBIT G
RESOLUTION PLN110124
(March 24, 2011, including exhibits)
[On attached CD]

PLN110552 – Caltrans

Planning Commission
December 14, 2011

EXHIBIT H
CALTRANS CEQA EXEMPTION FORM

PLN110552 – Caltrans

Planning Commission
December 14, 2011

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

5-Mon-1

59.9

05-1A690

Dist.-Co.-Rte. (or Local Agency)

P.M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

Enter project description in this box. Use Continuation Sheet, if necessary

The California Department of Transportation (Caltrans) proposes to construct a 600 foot long, single column bent viaduct to permanently stabilize and restore Highway 1 at the site of a recent catastrophic slide, located on Highway 1, at postmile 59.9, between Bixby Creek and Rocky Creek Bridges, 15 miles south of the city of Carmel, in Monterey County. On March 16, 2011, a catastrophic slide below this section of highway caused the failure of about 60% of the down-slope supporting highway structures and 150 feet of the southbound lane. A wall was constructed to temporarily provide a single lane of traffic. The area's extreme weather patterns, steep slopes, and near-vertical fracturing of underlying rock are expected to cause failure of the remaining supporting structure and total closure of Highway 1 in this location. See Continuation Sheet.

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

Categorically Exempt Class _____. (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3])]

Wendy Waldron

Ken Dostalek

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

Wendy Waldron
Signature

10/10/11
Date

Ken Dostalek
Signature

10/10/11
Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b)
(<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION (Check one)

Section 6004: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(c): activity (c)(9)

23 CFR 771.117(d): activity (d)

Activity ____ listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

Wendy Waldron

Ken Dostalek

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

Wendy Waldron
Signature

10/10/11
Date

Ken Dostalek
Signature

10/10/11
Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). Revised June 7, 2010

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

05-Mon-1

59.9

05-1A690

Dist.-Co.-Rte. (or Local Agency)

P.M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

Continued from page 1: Project Description

The Rocky Creek Slide viaduct would roughly follow the existing highway centerline and include two 12-foot wide lanes and 4-foot wide inside and outside shoulders. A 3 to 4-foot wide unpaved rockfall catchment area would be adjacent to the inside shoulder. A see-through rail would be included on the outside edge of the viaduct. The roadway (about 275 feet south and 350 feet north of the viaduct) would be reconstructed to conform to the existing highway. Construction of the viaduct and roadway would require excavation of about 2000 cubic yards of material, a half of which would be placed within the project limits; leaving an excess of about 1000 cubic yards. Excess material would be trucked to the closest public landfill. Staging for construction would take place at a pullout just north of the Rocky Creek Bridge. All work would be within existing highway right of way.

EXHIBIT I
TECHNICAL REPORTS
[On attached CD]

PLN110552 – Caltrans

Planning Commission
December 14, 2011