



Staff Report to the Zoning Administrator

Application Number: **05-0148**

Applicant: Caltrans/ attn. Kay Goshgarian Agenda Date: January 20,2006
Owner: State of California Agenda Item # **1**
APN: no APN; adjacent parcel reference APN Time: After 10:00 a.m.
(not in project) is 59-161-02

Project Description: Proposal to grade about 32,700 cubic yards in order to widen a rock catchment area in the Highway 1 right of way and provide a standard 8 foot shoulder with access for bicycle travel and emergency use. Project involves further excavation of an existing cut slope of **up** to about 115 feet high, along about 725 feet of Highway 1. Work will be done within the existing Highway 1 right of way.

Location: The inland, northbound side of Highway 1, at the intersection with the north end of Coast Road; this is south of the intersection of Highway 1 and Laguna Road, about five miles northbound from the Santa Cruz city limits.

Supervisory District: Third District (District Supervisor: Mardi Wormhoudt)

Permits Required: Coastal Development Permit

Staff Recommendation:

- Approval of Application 05-0148, based on the attached findings and conditions.

Exhibits

- | | |
|---|---|
| A. Project plans | F. Zoning and General Plan maps |
| B. Findings | G. Caltrans narrative description of construction process |
| C. Conditions | H. Agency Comments |
| D. Categorical Exemption (CEQA determination) | |
| E. Assessor's parcel map | |

Parcel Information

Parcel Size:	Not applicable-continuous state highway route
Existing Land Use - Parcel:	State highway route
Existing Land Use - Surrounding:	Agriculture and residential
Project Access:	Highway 1

Planning Area: Bonny Doon
Land Use Designation: AG (Agriculture)
Zone District: SU (Special Use)
Coastal Zone: X Inside Outside
Appealable to Calif. Coastal Comm. X Yes No

Environmental Information

Geologic Hazards: Not mapped/site subject to gradual raveling of graded cut in rock
Soils: Sedimentary bedrock
Fire Hazard: Not a mapped constraint
Slopes: Existing and proposed steep graded cut
Env. Sen. Habitat: Nearby minor feature to be fenced to prevent disturbance
Grading: Approximately 32,700 cubic yards
Tree Removal: No trees proposed to be removed
Scenic: Designated scenic road (Highway 1)
Drainage: Existing drainage adequate
Archeology: Nearby minor archeological resource area, not in work area

Services Information

Urban/Rural Services Line: Inside X Outside
Water Supply: Not applicable
Sewage Disposal: Not applicable
Fire District: Not applicable
Drainage District: None

Introduction

This Caltrans roadwork project involves widening the rock fall catchment area at the base of a large, steep graded cut in sedimentary bedrock along the inland side of Highway 1. The site is about five miles beyond the Santa Cruz city limits.

The proposed site of additional graded cut into the hillside is about 725 feet long and ranges to about 115 feet high at its highest point. The existing road cut configuration is subject to rock falling onto the narrowed highway shoulder and at times onto the traveled way. The new cut, while replicating the steepness of the existing cut (about 133% slope), will be set back **further** from the highway so that any falling material will land in a planned catchment area. The catchment area will slope down from the highway shoulder edge to the toe of the new cut slope.

The proposed project is simple in basic concept: maintain a highway cut similar to the existing, but remove additional rock in order to re-establish the cut further from the traveled way. This will create a larger rock catchment area at the base of the cut. Accomplishing this, under the proposed design, involves removing approximately 32,700 cubic yards of material.

The Caltrans Office of Geotechnical Design has determined the sedimentary rock cut is

acceptably stable (overall) at the existing steep slope gradient. However, as it weathers, the exposed rock face incrementally ravel's smaller rock pieces onto the road shoulder, as visible in the second photo below.

Any falling rock which rolls onto the traveled way can create a hazard. As the rock face ravel's onto the shoulder, the shoulder is narrowed, as seen in the second photo below. This leaves very little safe shoulder room —outside the solid white line bordering the primary northbound vehicle lane—for bicyclists or emergencies. Highway 1 on the **North** Coast is popular with touring and recreational bicyclists.



Project area is seen in profile on right side (inland side) of Highway 1 five miles outside the city of Santa Cruz, looking in the northbound direction.



This view shows the existing inadequate rock catchment area, shoulder area, and bicycle lane **now** present at the toe of the rock slope which is to be cut back

Rock debris which has raveled off the slope above accumulates at the toe of the slope and on the pavement.

The large truck is southbound toward Santa Cruz. The parked white pickup truck is a short distance past the Highway 1 junction with the upper end of Coast Road. The end of Coast Road is at the center right margin of the photo.

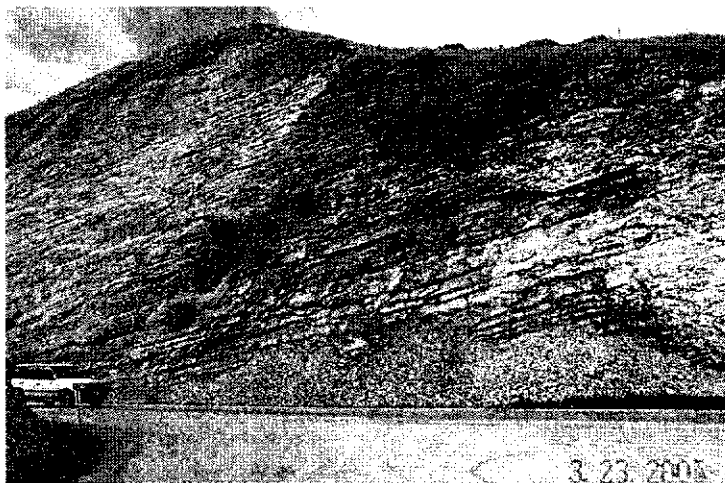
Grading Operations and Related Matters

Caltrans engineering staff provided a narrative description of how the grading operation will proceed (Exhibit G). A temporary K-rail and high-strength chain link fence barrier will be put in place, with two lanes of traffic continuing outside the barrier and basic grading/loading operations proceeding inside the barrier. The layout of this arrangement is shown in the Exhibit A project plans.

Traffic. Most of the work, including rock removal and loading onto dump trucks for export off site, will take place inside the K-rail / fence barrier, while reduced-speed, narrowed traffic lanes will continue allowing north coast Highway 1 traffic in both directions. The project plans (Exhibit A) show this layout. Any temporary lane closures are anticipated to be for short periods of time only. During excavation operation, the road may be closed and public traffic stopped for periods not to exceed 15 minutes. The Caltrans Project Specifications (discussed further below) govern the traffic control system in great detail.

Timeframe. The project is scheduled to be completed within one dry season, beginning in late spring or early summer **2006**. The grading operations will be limited to the April 15 to October 15 time period, with winter grading not allowed. **65** contract working days will be allowed. Construction operations will not be allowed on Saturdays, Sundays, or holidays. Working hours will be limited to 7 a.m. to 6 p.m.

For trucks with **20** cubic yards capacity, there will be approximately **25** departing truckloads per day, when averaged over the **65** working days.



Existing rock cut slope viewed head-on from the end of Coast Road. The vehicle is traveling Highway 1 in a southbound direction toward Santa Cruz.

Caltrans oversight. Caltrans has a Resident Engineer with a field office in Santa Cruz, who will work with the contractor to ensure the in-progress project meets all requirements.

Work specifications. In addition to the project plans, the contractor who Caltrans hires to complete the work will work under Caltrans general work specifications and under project-specific "Project Specifications" for Caltrans contract # **05-0G4204**. Planning staff has reviewed the draft Project Specifications dated June 17, 2005, which run about **75** pages and which were revised by Caltrans to address the County's comments in the initial review of this permit application.

Noise. Noise will be a temporary, unavoidable component of this highway safety project, including during heavy equipment operation and loading of excavated material for hauling. The principal means of limiting the noise impact on the nearest residential area of Coast Road is to regulate the hours of construction, which will be done as discussed above. Most of the residences in the small Coast Road neighborhood will benefit from topography which blocks a

direct line of sound travel.

Storm Water Pollution Prevention Plan (SWPPP). The contractor will be required to prepare this plan for Caltrans review and approval, as a first item of work. Caltrans has extensive, detailed standards for the preparation and execution of these plans, and is the appropriate agency to regulate this aspect of the project. Caltrans engineering staff provides further explanation in page 2 of Exhibit **G**. Planning staff review of this aspect of the project did not identify any special matters of concern.

Disposal of excavated material. Please see the “Required Permit Process” discussion below.

Visual Resources

The existing road cut with exposed sedimentary rock is a part of the existing visual fare along north coast Highway 1, which is a designated scenic road. The proposed project is not anticipated to make any significant change to that. Initially only, the new cut in the sedimentary rock will be fresher, less weathered, and lacking the small spots of vegetation that will eventually again manage to establish in small crevices and irregularities in the rock.

The top of the new cut, where it joins original grade, is required to be “slope rounded” (consistent with the detail on sheet X-1 of the plans), providing a softer, more natural-appearing contour at the top.

The proposed project does not require retaining walls, simulated rock-face concrete, or other human-made structures. There is no identified project alternative that would accomplish the roadway safety improvements while creating less visual impact.

A portion of the existing and proposed rock cut is visible from the Sand Hill Bluff property, which includes the scenic coastal bluffs in the seaward direction from the project site. Sand Hill Bluff has recently transferred to State Park ownership, but does not yet have a formal program for public access. With future weathering and (limited) revegetation of the rock face to a less freshly-cut appearance, there will be no significant change in visual impact for state park visitors.

Required Permit Process

Caltrans, as a state agency carrying out its governmental function repairing and maintaining state route Highway 1, is exempt from the local County of Santa Cruz requirement for a grading permit for the rock catchment work in the Highway 1 right of way.

However, Caltrans is not exempt from the requirement for a Level 5 Coastal Development Permit with public hearing before the Zoning Administrator.

Because a County grading approval is not required, the project does not fall into a class of grading approvals (more than 1000 cubic yards visible in a scenic comdor) which require Planning Commission approval.

Notwithstanding the above, the disposal of the excavated material at another location(s) is potentially subject to a separate requirement for a Grading Permit. After Caltrans establishes a contract with a grading contractor for the project (consistent with standard Caltrans practices), the grading contractor must determine a suitable, legal disposal site(s). In response, the Coastal Permit Conditions of Approval (Exhibit C) include the following requirement, which has also been added into the project plans and project specifications:

“All excess excavated material shall be disposed **of**, if in Santa Cruz County, at site(s) for which there is a separate valid Grading Permit issued by the County of Santa Cruz, or at a permitted landfill, or if outside Santa Cruz County, at site(s) with valid Grading Permit(s) issued by the local jurisdiction, or at a permitted landfill. Prior to the start of construction, County of Santa Cruz Environmental Planning shall be notified at **(831) 454-3210** as to where the excavated material will be taken.”

Local Coastal Program Consistency

The proposed project is in conformance with the County’s certified Local Coastal Program, in that the project serves to maintain and increase the safety of public access to coastal recreation and other coastal-related activities on the north coast of Santa Cruz County. The project does not involve significant new visual impact or other impacts contrary to the purposes of the Local Coastal Program.

California Environmental **Quality** Act

For CEQA purposes, Caltrans, as a public agency, is the Lead Agency for its own projects. Caltrans has certified a CEQA Categorical Exemption document (Exhibit D), including an attachment which summarizes findings on various potential environmental concerns. The County of Santa Cruz, as a Responsible Agency, is required to rely on the Lead Agency’s environmental document in acting on the proposed Coastal Permit. The Caltrans-certified Categorical Exemption does not require certification by the County.

Conclusion

As proposed and conditioned, the project is consistent with all applicable codes and policies of the Zoning Ordinance and General Plan/LCP. Please see Exhibit “B” (“Findings”) for a complete listing of findings and evidence related to the above discussion.

Staff Recommendation

- APPROVAL of Application Number **05-0148**, based on **the** attached findings and conditions.

Supplementary reports and information referred to in this report are on file and available for viewing at the Santa Cruz County Planning Department, and are hereby made a part of the administrative record for the proposed project.

The County Code and General Plan, as well as hearing agendas and additional information are available online at: www.co.santa-cruz.ca.us

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Coastal Development Permit Findings

1. That the project is a use allowed in one of the basic zone districts, other than the Special Use (SU) district, listed in section 13.10.170(d) as consistent with the General Plan and Local Coastal Program LUP designation.

This finding can be made, in that the property is zoned SU (Special Use), a designation which allows public facility uses, including that the SU zone district allows uses as are allowed in the PF (Public and Community Facilities) district. The proposed public highway improvement is an allowed use within the PF zone district, consistent with the site's (AG) Agriculture General Plan designation.

2. That the project does not conflict with any existing easement or development restrictions such as public access, utility, or open space easements.

This finding can be made, in that the proposal does not conflict with any existing easement or development restriction such as public access, utility, or open space easements in that no such easements or restrictions are known to encumber the project site.

3. That the project is consistent with the design criteria and special use standards and conditions of this chapter pursuant to section 13.20.130 et seq.

This finding can be made, in that the proposed project maintains equivalent visual resource conditions along the Highway 1 scenic road, minimizes grading (to that essential to the project), and does not involve construction of a structure.

4. That the project conforms with the public access, recreation, and visitor-serving policies, standards and maps of the General Plan and Local Coastal Program land use plan, specifically Chapter 2: figure 2.5 and Chapter 7, and, as to any development between and nearest public road and the sea or the shoreline of any body of water located within the coastal zone, such development is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act commencing with section 30200.

This finding can be made, in that the project will enhance public access and coastal-related recreation, because the safety of bicycle access along Highway 1 will be improved and general traffic safety along Highway 1 will be improved.

5. That the proposed development is in conformity with the certified local coastal program.

This finding can be made, in that the project serves to maintain and increase the safety of public access to coastal recreation and other coastal-related activities on the north coast of Santa Cruz County. The project does not involve significant new visual impact or other impacts contrary to the purposes of the Local Coastal Program.

Development Permit Findings

1. That the proposed location of the project and the conditions under which it would be operated or maintained will not be detrimental to the health, safety, or welfare of persons residing or working in the neighborhood or the general public, and will not result in inefficient or wasteful use of energy, and will not be materially injurious to properties or improvements in the vicinity.

This finding can be made, in that the proposed project will enhance safety for bicyclists along Highway 1 as well as enhancing general traffic safety in the vicinity, while not resulting in wasteful use of energy and not causing any material injury to the adjacent large ranch property or other nearby properties.

2. That the proposed location of the project and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the purpose of the zone district in which the site is located.

This finding can be made, in that the proposed location of the proposed public highway improvement and the conditions under which it would be operated or maintained will be consistent with all pertinent County ordinances and the intentionally flexible purpose of the SU (Special Use) zone district in that the primary use of the highway right of way will be a public highway.

3. That the proposed use is consistent with all elements of the County General Plan and with any specific plan which **has** been adopted for the area.

This finding can be made, in that the improved public access and safety on the public highway, including for bicyclists and emergency situations, will help carry out the purposes of the Circulation Element of the General Plan, while consistency is maintained with all other elements of the General Plan.

A specific plan has not been adopted for this portion of the County.

4. That the proposed use will not overload utilities and will not generate more than the acceptable level of traffic on the streets in the vicinity.

This finding can be made, in that the proposed project will not require utility service and will not alter the volume of traffic.

5. That the proposed project will complement and harmonize with the existing and proposed land uses in the vicinity and will be compatible with the physical design aspects, land use intensities, and dwelling unit densities of the neighborhood.

This finding can be made, in that the proposed project, as a highway improvement, will complement the existing highway use and will not make any significant visual change to the

Application #: 05-0148
Applicant: Caltrans

simulated rock-face concrete, or other human-made structures, and does not affect dwelling unit densities. There is no identified project alternative that would accomplish the roadway safety improvements while resulting in a lesser visual impact.

Conditions of Approval

Exhibit A: Project plans by Caltrans, identified as Contract No. 05-0G4204, consisting of 13 sheets by Paul Valadao, engineer, dated June 2003 with subsequent undated revisions, as submitted to the County of Santa Cruz. **Also**, Project Specifications for contract 05-0G4204, draft dated June 17, 2005.

- I. This permit authorizes grading of about 32,700 cubic yards in order to widen a rock catchment area in the Highway 1 right of way and provide a standard 8 foot shoulder with access for bicycle travel and emergency use. Prior to exercising any rights granted by this permit including, without limitation, any construction or site disturbance, the applicant/owner shall:
 - A. Sign, date, and return to the Planning Department one copy of the approval to indicate acceptance and agreement with the conditions thereof.
- II. All construction shall be performed in substantial compliance with Exhibit A.
 - A. Any substantive project changes or revisions, including but not limited to changes which would increase the visual impact or traffic impact of the project as approved, require advance review and approval by the County of Santa Cruz.
 - B. All excess excavated material shall be disposed of, if in Santa Cruz County, at site(s) for which there is a separate valid Grading Permit issued by the County of Santa Cruz, or at a permitted landfill, or if outside Santa Cruz County, at site(s) with valid Grading Permit(s) issued by the local jurisdiction, or at a permitted landfill. Prior to the start of construction, County of Santa Cruz Environmental Planning shall be notified at (831) 454-3210 as to where the excavated material will be taken.
 - C. Completion of grading shall include the slope rounding detail shown on sheet X-1 of Exhibit A.
 - D. Hours of construction, including grading and loading, shall be limited to 7:00 a.m. to 6 p.m. No construction shall take place on Saturdays, Sundays, or holidays. Construction shall take place between April 15 and October 15 only. Work practices and procedures shall include every reasonable and feasible effort to minimize noise impacts to the nearby residential neighborhood and to minimize traffic delays. This shall include especially avoiding loud noise generation during the 7:00 to 8:00 a.m. hour and especially avoiding lane closures during morning and evening commute hours and any other periods of heaviest traffic.
 - E. Accelerated erosion and sediment transport shall be prevented and controlled at all times.
 - F. Pursuant to Sections 16.40.040 and 16.42.100 of the County Code, if at any time

during site preparation, excavation, or other ground disturbance associated with this development, any artifact or other evidence of an historic archaeological resource or a Native American cultural site is discovered, the responsible persons shall immediately cease and desist from all further site excavation and notify the Sheriff-Coroner if the discovery contains human remains, or the Planning Director if the discovery contains no human remains. The procedures established in Sections 16.40.040 and 16.42.100, shall be observed.

- G. Caltrans engineering staff shall provide the County of Santa Cruz with a project final inspection letter, stating the project has been completed in substantial compliance with the approved project plans and this Coastal Permit.

III. Operational Conditions

- A. In the event that future County inspections of the subject property disclose noncompliance with any Conditions of this approval or any violation of the County Code, the owner shall pay to the County the full cost of such County inspections, including any follow-up inspections and/or necessary enforcement actions, up to and including permit revocation.

IV. As a condition of this development approval, the holder of this development approval ("Development Approval Holder"), is required to defend, indemnify, and hold harmless the COUNTY, its officers, employees, and agents, from and against any claim (including attorneys' fees), against the COUNTY, its officers, employees, and agents to attack, set aside, void, or annul this development approval of the COUNTY or any subsequent amendment of this development approval which is requested by the Development Approval Holder.

- A. COUNTY shall promptly notify the Development Approval Holder of any claim, action, or proceeding against which the COUNTY seeks to be defended, indemnified, or held harmless. COUNTY shall cooperate fully in such defense. If COUNTY fails to notify the Development Approval Holder within sixty (60) days of any such claim, action, or proceeding, or fails to cooperate fully in the defense thereof, the Development Approval Holder shall not thereafter be responsible to defend, indemnify, or hold harmless the COUNTY if such failure to notify or cooperate was significantly prejudicial to the Development Approval Holder.
- B. Nothing contained herein shall prohibit the COUNTY from participating in the defense of any claim, action, or proceeding if both of the following occur:
1. COUNTY bears its own attorney's fees and costs; and
 2. COUNTY defends the action in good faith.
- C. Settlement. The Development Approval Holder shall not be required to pay or perform any settlement unless such Development Approval Holder has approved

the settlement. When representing the County, the Development Approval Holder shall not enter into any stipulation or settlement modifying or affecting the interpretation or validity of any **of** the terms or conditions of the development approval without the prior written consent of the County.

- D. Successors Bound. "Development Approval Holder" shall include the applicant and the successor'(s) in interest, transferee(s), and assign(s) of the applicant.

Minor variations to this permit which do not affect the overall concept or density may be approved by the Planning Director at the request of the applicant or staff in accordance with Chapter 18.10 ~~of~~ the County Code.

Please note: This permit expires two years from the effective date unless you commence construction.

Approval Date: _____

Effective Date: _____

Expiration Date: _____

Don Bussey
Deputy Zoning Administrator

Jack Nelson
Project Planner

Appeals: Any property owner, or other person aggrieved, or any other person whose interests are adversely affected by any act or determination of the Zoning Administrator, may appeal the act or determination to the Planning Commission in accordance with chapter 18.10 of the Santa Cruz County Code.

This CE supercedes **any** previous CE for this project
CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION DETERMINATION FORM

05-SCR-1

41.0/41.2 (25.5/25.6)

0G4200

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

K.P. (P.M.)

E.A. (State project)

Proj. No. (Local project)
(Fed. Prog. Prefix
Proj. No., Agr. No.)

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

Work involves widening the rock fall catchment area at grade by excavating the existing cut slopes and constructing standard 2.4 meter (8 foot) shoulders. This state-only funded project was initiated in response to rockfalls in the shoulder and on the traveled way. The purpose of the project is to enhance rock fall catchment and provide access for bicycle travel. Work will be done within the existing right of way. This project is located on the northbound side of State Route 1 north of the Meder Creek Bridge in Santa Cruz County.

CEQA COMPLIANCE

LOCAL ASSISTANCE PROJECTS: Record of CEQA Compliance is attached. ☐
STATE PROJECTS.

Categorical Exemption (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 (for state Projects only)

☐ Exempt by Statute (PRC 21080)

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

☒ **Categorically Exempt 1.**, or ☐ **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)]).

Roberta Lynn Ritter 9/22/03

Signature: Environmental Office Chief

Date

[Signature] 9/29/03

Signature: Project Manager

Date

NEPA COMPLIANCE (23 CFR 771.117)

CATEGORICAL EXCLUSION

- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project **does** not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
- In nonattainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program.
- This project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

PROGRAMMATIC CATEGORICAL EXCLUSION

☐ Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the September 7, 1990 Programmatic Categorical Exclusion have been met.

CALTRANS NEPA DETERMINATION) not applicable-state-only funded project

Based on an examination of this proposal, Supporting information, and the above statements, it is determined that the project is a:

☐ Categorical Exclusion

☐ Programmatic Categorical Exclusion

Signature: Environmental Office Chief
(for all State & Local CEs)

Date

Signature: Project Manager/DLA Engineer
(PM: for all State CEs / DLAE: for Local Asst. PCEs)

Date

FHWA DETERMINATION (if applicable) not applicable-state-only funded project

Based on the evaluation of this project and the Statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion.

Signature: FHWA Transportation Engineer

Date

- ☐ Additional information attached or referenced, as appropriate (e.g. Mitigation commitments for NEPA only: Air Quality studies and documentation of exemption from regional conformity or use of CO Protocol §106 commitments; §4(f) or Programmatic §4(f); date of COE nationwide permit; § 7 species survey results; Wetlands Finding; Floodplain Finding; additional studies; design conditions; Local Agency NOE.)

**CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM
CONTINUATION SHEET 1**

05-SCR-1

41.0/41.2 (25.5/25.6)

0G4200

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

K.P.J.(P.M.)

E.A. (State project)

Proj. No. (Local project)
(Fed. Prog. Prefix
Proj. No., Agr. No.)

Biology

Native, non-native and ruderal vegetation is present at the top, on the face and toe of the cut slope. Hydrophytic vegetation associated with an above ground irrigation system is directly north of the project limits within the existing cut slope. Avoidance and minimization measures include the use of Ecologically Sensitive Area (ESA) fencing around the hydrophytic vegetation.

No sensitive animal or plant species would be affected by the proposed project.

Cultural Resources

A previously recorded site described as a flake and tool scatter, was located and identified during a field survey. The western limits of this archeological site lies west of the project's western limit. The area occupied by this site is considered environmentally sensitive and should be avoided during construction. Work on State Route 1 in Santa Cruz county would not extend beyond planned shoulder widening and the cutback of the chalk cliffs bordering the eastside of the road. No equipment staging, supply storage, or any type of intrusion should occur within the boundaries of this site. The project as currently planned will not affect the site.

In the event archaeological or historical resources are encountered during project construction, Caltrans policy requires work in the area immediately halt until a qualified archaeologist can evaluate the nature and significance of the material (Caltrans Environmental Handbook, Volume 2, Chapter 1, Section 1-2.2 and Chapter 7 Section 7-9).

Air Quality

A temporary minor increase in local air emissions is expected during the construction period. Monterey Bay Unified Air Pollution Control District includes emissions from approved construction projects in their air emissions inventory. At least one daily watering of all disturbed areas will be required. In addition, when available, (lower emission) California Air Resources Board (CARB) approved on-road diesel fuel will be used in the Contractor's diesel equipment.

Water Quality

Since the total disturbed soil area is greater than one acre, the contractor will be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that incorporates appropriate Best Management Practices for the project. The contractor must take steps to eliminate all pollutant storm water and all non-storm water discharges during construction. Existing vegetation must be preserved to the maximum extent practicable. Drain inlets, overside drains and culverts must be protected from pollutant storm water discharges and all non-storm water discharges. The project engineer will also evaluate the feasibility of incorporating Design Pollution Prevention Best Management Practices as specified by the Project Planning and Design Guide (PPDG). In addition, the General Construction permit requires a Sample and Analysis Plan (SAP) for non-visible pollutants to be developed and implemented into the (SWPPP) for the proposed project if adequate measures and precautions are used the proposed project would not adversely affect the water quality in the project area.

Noise

The project is located in a rural area with few residents near the highway within the project limits. Construction noise is expected with the project. When possible, noisier construction should be scheduled during the afternoon or early evening hours. No night construction is expected.

Environmental Engineering recommends that notice of the project be posted in the local news prior to construction.

Paleontology

The District Paleontology coordinator must be notified two weeks prior to construction since project work requires excavation of the existing cut slope. If sensitive fossil resources are encountered during construction, Caltrans policy requires work in the vicinity of the discovery halt until the District Archeologist or District Paleontology Coordinator have the opportunity to review the site, unless professional construction monitors are present. The Santa Cruz Formation that occurs in the project area is considered high sensitivity for paleontological resources.

Visual Quality

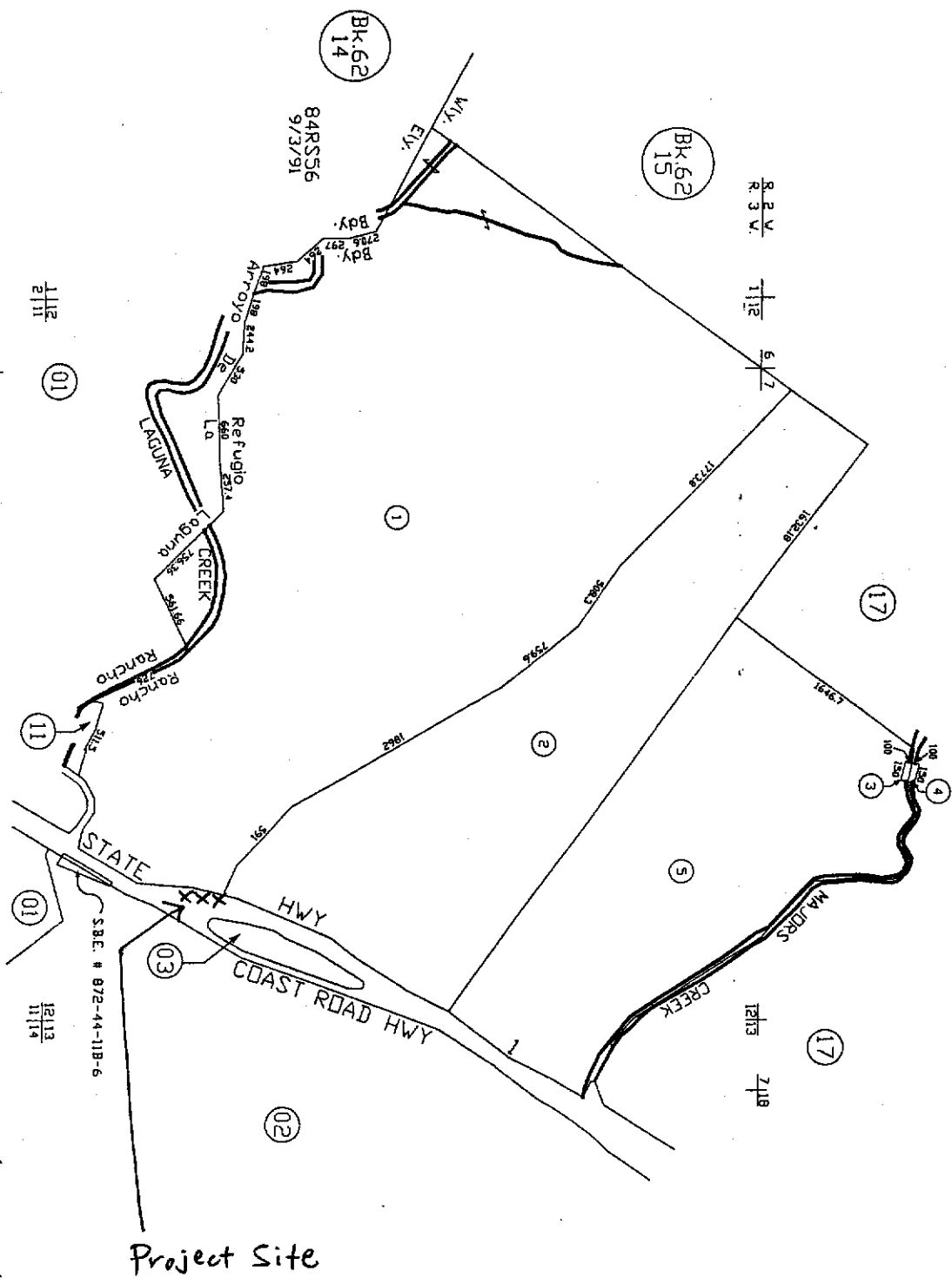
The project will not introduce new visual elements into the landscape since similar cut slopes are commonly seen along the highway corridor. The wider roadway shoulders will be consistent with shoulder widths to the north and South of the project limits. No views of the Pacific Ocean will be affected by the project and no tree removal is proposed. No substantial alteration of aesthetic character is anticipated. No long-term adverse visual impacts will occur as a result of the proposed project.

EXHIBIT D

15

FOR TAX PURPOSES ONLY
 THE ASSessor MAKES NO GUARANTEE AS TO MAP ACCURACY NOR ASSUMES ANY
 LIABILITY FOR OTHER USES. NOT TO BE REPRODUCED. ALL RIGHTS RESERVED.
 © COPYRIGHT SANTA CRUZ COUNTY ASSESSOR 1999

REGUGIO RANCHO
 POR. SECS. 1, 12, & 13, T. 11S., R. 3W., & POR. SEC. 7, R. 2W., M.D.B. & M.
 Tax Area Code 92-007



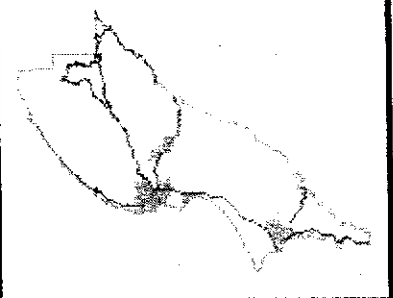
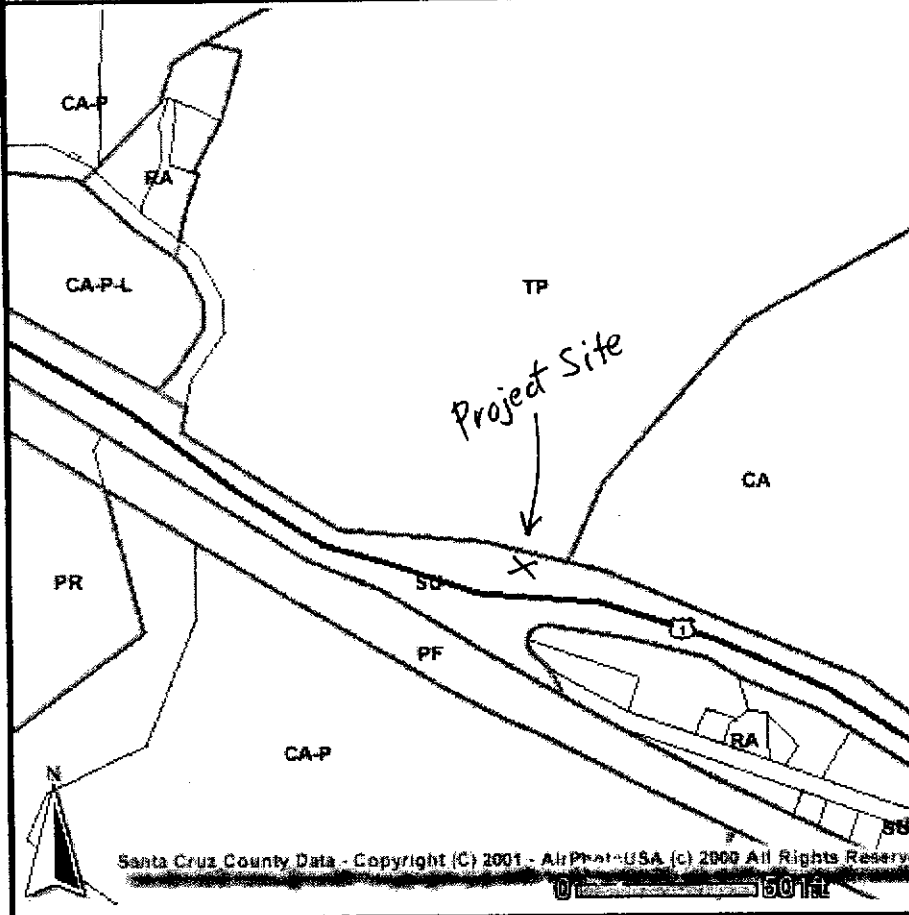
Note - Assessor's Parcel Block &
 Lot Numbers Shown in Circles.

Assessor's Map
 County of Santa
 July 1995

EXHIBIT E

16

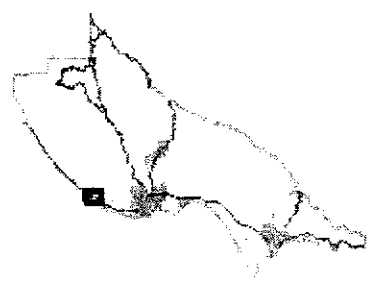
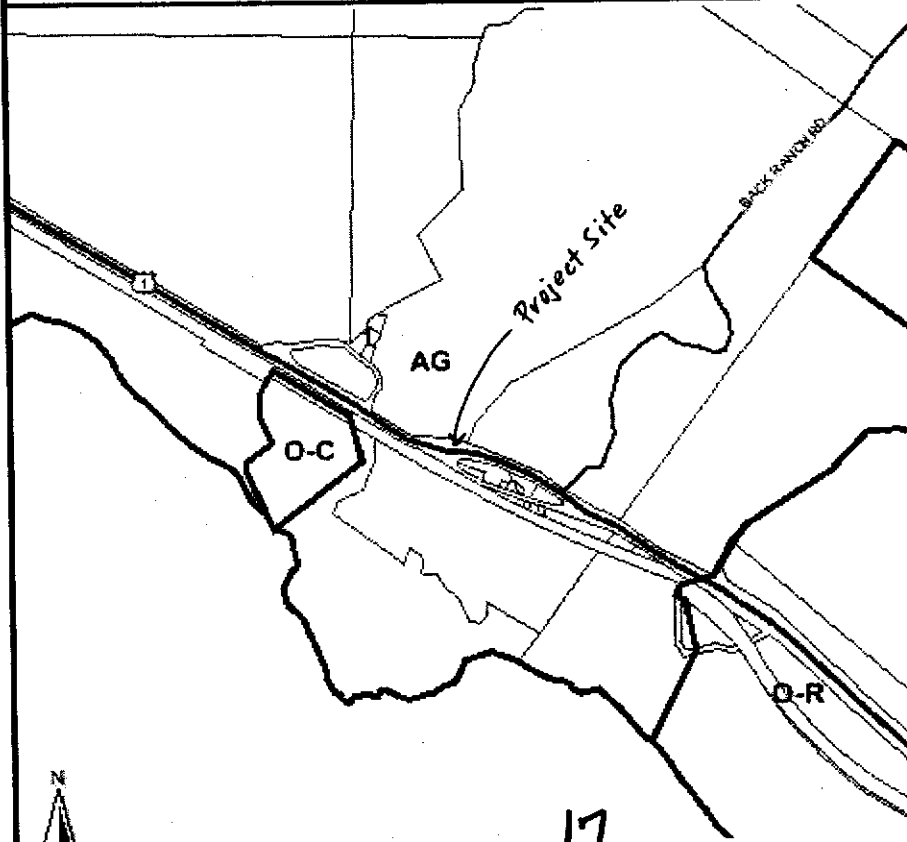
Zoning Map, 05-0148



- Legend**
- Parcel (Assessor's)
 - State Highways
 - Major Streets
 - Zone Text (DETAILED)
 - Santa Cruz County Boundary

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General Plan Map, 05-0148



- Legend**
- Parcel (Assessor's)
 - State Highways
 - Major Streets
 - General Plan (B&W Text)
 - Santa Cruz County Boundary

EXHIBIT F

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET

SAN LUIS OBISPO, CA 93401-5415

PHONE (805) 594-6164

FAX (805) 549-3480

EMAIL pvaladao@dot.ca.gov

*Flex your power!
Be energy efficient!*

June 20, 2005

Mr. Jack Nelson
County of Santa Cruz
Planning Department
701 Ocean St., 4th Floor
Santa Cruz, CA 95060

Response To Incomplete Application – Additional Information Required

Application No.: 05-0148

Assessor's Parcel No.: **no** APN, Caltrans / Highway 1 Right of Way

Owner: Caltrans / State of California

Caltrans Contract No. 05-064204

Dear Mr. Nelson:

I have reviewed the comments received from your office regarding the "Incomplete Application – Additional Information Required" letter. Based on your comments, I have **prepared** the following response material. The response to each comment is numbered similarly to the comments numbered in your letter (dated April 7, 2005).

COMMENT NO. 2 RESPONSE:

Prior to any earthwork, the Temporary Chain Link Fence Barrier will be constructed and the Route 1 travel lanes will be reduced to 11 ft (3.3 m) widths (refer to sheets TH-1, 2 and THD-1, 2 of the Project Plans). Then initial earthwork will consist of pioneering an access to the top of the existing cut bank. Pioneering the access will begin at approximately STA 88+00 "CL" Rt. using the combination of an excavator and a bulldozer (refer to sheet L-1 of the Project Plans). Once initial entry to this access has been stabilized, the remainder will be constructed mostly with a bulldozer(s). The longitudinal limits of the access will be from approximately STA 88+00 "CL" Rt. to 90+20 "CL" Rt. The width of this access will be from the existing top cut bank catch point (CP) to within ± 5 ft (± 1.5 m) of the proposed top cut bank CP (refer to sheets X-1, 2 of the Project Plans). Once the access **has** been established, the slope will be excavated by **using** bulldozers to push material from the highest point of the cut bank to either longitudinal limit of the access (STA 88+00 "CL" Rt. and/or 90+20 "CL" Rt.). Whichever location the material will be pushed to, that material will be loaded using an excavator or loader onto trucks with an approximate 20 yd³ (15 m³) capacity and off-hauled. **After** all major excavation, the new northbound shoulder will be constructed followed by the asphalt concrete overlay.

The only stockpiling that will occur will be minimal during the instances in between truck loading. The majority of earthwork will occur behind the Temporary Chain Link Fence Barrier with minimal interruptions to traffic. All construction staging will occur behind the Temporary Chain Link Fence Barrier within the project limits and State Right of Way. Some equipment staging may occur on the maintenance (dirt) pull out area off of the southbound shoulder located 0.2 mi (0.3 km) south of the project, which is within State Right of Way. This contract is

scheduled to be advertised in the spring of 2006 so that construction may begin in the late spring or early summer of 2006. With 65 working days (approximately 3 calendar months) allowed for this contract, and grading being the majority of those working days, the contractor is scheduled to complete all work within one construction (dry) season.

COMMENT NO. 3 RESPONSE:

The estimated total roadway excavation (cut) for the proposed project is 32,689 yd³ (24,992 m³) and the estimated total roadway embankment (fill) is 131 yd³ (100 m³). The roadway embankment (fill) material will be used primarily for shoulder backing along the limits of the Asphalt Concrete (AC) Overlay. The total length of road bank to be graded is 722 ft (220 m, from STA 88+10 to 90+30 "CL").

COMMENT NO. 4 RESPONSE:

The project site roadside drainage flows to a large drop inlet box, off of the northbound shoulder (inland side) of State Route 1, just south of the southerly entrance onto Laguna Road. The drop inlet box is connected to a 20" (500 mm) diameter Reinforce Concrete Pipe (RCP) Culvert that crosses under Laguna Road. The RCP Culvert outlets onto a heavily vegetated area to the immediate north of Laguna Road's southerly entrance, which is roughly 600' (180 m) away from Laguna Creek. This approximate distance from the outlet to Laguna Creek was calculated using the USGS Santa Cruz Quadrangle Map. This drop inlet box, as well as others within the project vicinity, will be protected from sediment-laden water or other pollutants as described in Comment No. 5 Response and the Storm Water Pollution Prevention Plan (SWPPP).

COMMENT NO. 5 RESPONSE:

A Storm Water Pollution Prevention Plan (SWPPP) will be prepared by the project contractor and approved by the resident engineer as a first item of work. This plan will describe what construction site best management practices (BMPs) will be used to prevent siltation and/or other pollution of runoff water. Specific temporary Water Pollution Control (WPC) measures will be identified in the contract specifications and estimate to assure that bidders are aware of the recommended minimum measures and bid accordingly. These temporary WPC items may include fiber rolls, erosion control blanket, stockpile cover, equipment wheel wash facilities, etc.

All disturbed areas will be hydroseeded with a mix of native grass species such as nasella cemua (nodding needlegrass), bromus carinatus (calif. brome), festuca 'molate blue' (molate fescue) and wildflowers such as eschscholzia californica (calif. poppy). To compensate for the lack of organic matter on the newly graded slope the hydroseed slurry will include a high percentage of compost in place of the usual paper fiber mulch. The specification for this compost assures it will not contain weed seeds or any uncomposted organic matter (the 'solvita scale' is the industry measurement tool that describes to what degree green material has composted). For further detail on the compost used for this project, please refer to the Erosion Control (Type D) Specification (Compost subsection) located on page 69 of the Project Specifications.

According to Beginning Of Work, Time Of Completion And Liquidated Damages Specification, no construction of any kind shall be performed between the dates of October 15 and April 15. The six months period between April 15 and October 15 will provide for more than enough time for the 65 contract working days allowed for the proposed project (please refer to page 4 of the Project Specifications).

COMMENT NO. 6 RESPONSE:

An “Abbreviation and Acronyms Key” specific to this project has been provided on the Title Sheet of the Project Plans.

COMMENT NO. 7 RESPONSE:

A Graphic Metric Scale (1 m: 1000 m) and a converted Graphic US Units Scale (1” : 83.333’) have been provided on Project Plans Sheets L-1, TH-1, TH-2, PD-1, and PD-2.

COMMENT NO. 8 RESPONSE:

Any reference to “Meder Creek” or “Meder Creek Bridge” has been deleted. Instead, physically describing the projects location now references Laguna Road (please see Project Plans Title Sheet). Also, “Black Ranch Road” has been corrected to “Back Ranch Road”.

COMMENT NO. 9 RESPONSE:

The requested note regarding excess excavated material off-haul has been place on the Title Sheet of the Project Plans. It is also denoted in the Project Specification (please refer to page 27 of the Project Specifications). The existing slope of 1:0.75 (Vertical:Horizontal) has been determined by Caltrans Office of Geotechnical Design as stable with no reports of large-scale instabilities. The design recommendation from Caltrans Office of Geotechnical Design for this project is to sustain the 1:0.75 slope along with the proposed shoulder widening.

Due to limited existing State Right of Way which is already being used to house the earthwork that is necessary to take place, there is not enough room to stockpile salvaged topsoil in order to place on top of the shoulder cut area. In lieu of salvaging topsoil, the hydroseed slurry will include a high percentage of compost in place of the usual paper fiber mulch. The specification for ~~this~~ compost assures it will not contain weed seeds or any uncomposted organic matter (the ‘solvita scale’ is the industry measurement tool that describes to what degree green material ~~has~~ composted). For further detail on the compost used for this project, please refer to the Erosion Control (Type D) Specification (Compost subsection) located on page 69 of the Project Specifications.

COMMENT NO. 10 (TELEPHONED) RESPONSE:

In response to a telephone conversation between myself and Jack Nelson, the amount of contract working days has been increased from 45 days to 65 days in order lessen the intensity of the off-haul operation of the project.

Please review and distribute this response material to your staff and provide appropriate direction. If you have any questions during your review of this response material or need additional information, please contact me at your soonest convenience.

Sincerely,



Paul Valadao, P.E.
Project Engineer

C O U N T Y O F S A N T A R U Z
D I S C R E T I O N A R Y A P P L I C A T I O N C O M M E N T S

Project Planner: Jack Nelson
Application No. : 05-0148
APN: NO-APN-SPEC

Page: I

Environmental Planning Completeness Comments

----- REVIEW ON MARCH 11, 2005 BY KEVIN D CRAWFORD -----
This application is complete for purposes of Preliminary Review of Grading. Caltrans does not need to obtain a grading permit from the County. However, if they did, we would ask for a soils report to verify the stability of the excavated slope. Plans indicate the finished slope to be at 1:0.75 (it is not clear if the slope ratio is H:V (our custom) or V:H). In either case the slope exceeds our minimum 2:1 (H:V) cut slope standard. However Caltrans has their own lab and soils engineers, so we will defer to their design. The one question I would ask is for the destination of the spoils material. They will say they do not know and will place that decision and responsibility on the contractor. We know from many past Caltrans projects that their policy in this regard has caused many problems and code violations for property owners who have accepted "free fill" from Caltrans contractors. I would withhold approval until they at least place a note on the plans to the effect that the contractor will be required to dispose of the spoils material either at a permitted site or at the landfill. They should also be required to notify our Resource Planner (you, me, Kent or Joe) where they will dispose of the material BEFORE they do so.

Environmental Planning Miscellaneous Comments

----- REVIEW ON MARCH 11, 2005 BY KEVIN D CRAWFORD -----
See comments under Completeness.

Dpw Drainage Completeness Comments

LATEST COMMENTS HAVE NOT YET BEEN SENT TO PLANNER FOR THIS AGENCY

REVIEW ON APRIL 1, 2005 BY DAVID W SIMS -----
No Comments. See miscellaneous.

Dpw Drainage Miscellaneous Comments

LATEST COMMENTS HAVE NOT YET BEEN SENT TO PLANNER FOR THIS AGENCY

----- REVIEW ON APRIL 1, 2005 BY DAVID W SIMS -----
No change in runoff routing. Minimal increase in paving width drains to widened shoulder where some infiltration can occur. More runoff should be absorbed than in pre-existing condition that lacked a shoulder. It is recommended that a BMP used in the SWMPPP would be to salvage some topsoil from the top of the cut bank and overlay it on the finish grade of the shoulder cut a few inches depth and stabilize this zone with vegetative cover for improved infiltration. There are no impact fees.

EXHIBIT H