



COUNTY OF MENDOCINO
DEPARTMENT OF PLANNING AND BUILDING SERVICES

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September 19, 2023

Planning – Fort Bragg
Department of Transportation
Environmental Health - Fort Bragg
Building Inspection - Fort Bragg
Assessor
Farm Advisor
Agriculture Commissioner
Forestry Advisor
Air Quality Management
Sonoma State University

Resource Lands Protection Committee
Trails Advisory Committee
Native Plant Society
Caltrans
Department of Forestry/ CalFire
-Land Use
-Resource Management
CA Department of Fish and Wildlife
US Department of Fish and Wildlife
California Highway Patrol

California Coastal Commission
California State Clearinghouse
Cloverdale Rancheria
Redwood Valley Rancheria
Sherwood Valley Band of Pomo Indians
Mendocino Transit Authority
Elk Community Services District
Mendocino City Community Services District
Mendocino Unified School District

CASE#: CDP_2023-0020

DATE FILED: 4/7/2023

OWNER/APPLICANT: CALTRANS

AGENT: CALTRANS, ROBERT KING

REQUEST: Standard Coastal Development Permit for a Capital Preventive Maintenance Program (CapM) project along State Route 1 (SR 1) between post mile (PM) 33.72 and PM R51.00 including the following: road resurfacing, repair and replace shoulder dikes, shoulder backing, rail element walls, concrete medians, resurfacing of two (2) vista points, sidewalk improvements, sign panel updates, replace two (2) electrical cabinets, cable railing, and guard rail improvements.

LOCATION: In the Coastal Zone along SR 1, 950± feet south of its intersection with Philo-Greenwood Road (CR 132) and 1,000± feet north of its intersection with Little Lake Road (CR 408); located between post mile 33.72 and PM R51.00.

SUPERVISORIAL DISTRICT: 5

STAFF PLANNER: STEVEN SWITZER

RESPONSE DUE DATE: October 3, 2023

PROJECT INFORMATION CAN BE FOUND AT:

www.mendocinocounty.org

Select "Government" from the drop-down; then locate Planning and Building Services/Public Agency Referrals.

Mendocino County Planning & Building Services is soliciting your input, which will be used in staff analysis and forwarded to the appropriate public hearing. You are invited to comment on any aspect of the proposed project(s). Please convey any requirements or conditions your agency requires for project compliance to the project coordinator at the above address, or submit your comments by email to pbs@mendocinocounty.org. Please note the case number and name of the project coordinator with all correspondence to this department.

We have reviewed the above application and recommend the following (please check one):

- No comment at this time.
Recommend conditional approval (attached).
Applicant to submit additional information (attach items needed, or contact the applicant directly, copying Planning and Building Services in any correspondence you may have with the applicant)
Recommend denial (Attach reasons for recommending denial).
Recommend preparation of an Environmental Impact Report (attach reasons why an EIR should be required).
Other comments (attach as necessary).

REVIEWED BY:

Signature Department Date

CASE: CDP_2023-0020

OWNER/APPLICANT: CA Department of Transportation

AGENT: CALTRANS, ROBERT KING

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APN/S: State right-of-way

PARCEL SIZE: N/A

GENERAL PLAN: See General Plan Classifications Map

ZONING: See Zoning Display Map

EXISTING USES: State Route, Minor Arterial General Plan Road Class

DISTRICT: 5 (Williams)

RELATED CASES: N/A

	<u>ADJACENT GENERAL PLAN</u>	<u>ADJACENT ZONING</u>	<u>ADJACENT LOT SIZES</u>	<u>ADJACENT USES</u>
NORTH:	See General Plan Map	See Zoning Display Map	Varies	Varies
EAST:	See General Plan Map	See Zoning Display Map	Varies	Varies
SOUTH:	See General Plan Map	See Zoning Display Map	Varies	Varies
WEST:	See General Plan Map	See Zoning Display Map	Varies	Varies

REFERRAL AGENCIES

LOCAL

- Agricultural Commissioner
- Air Quality Management District
- Assessor's Office
- Building Division (Fort Bragg)
- Department of Transportation (DOT)
- Environmental Health (EH)
- Farm Advisor
- Forestry Advisor
- Elk Community Services District
- Mendocino City Community Services District (MCCSD)

- Mendocino Unified School District
 - Mendocino Transit Authority (MTA)
 - Planning Division (Fort Bragg)
 - Resource Lands Protection Com.
 - Sonoma State University
 - Trails Advisory Council
- ### STATE
- CALFIRE (Land Use)
 - CALFIRE (Resource Management)
 - California Coastal Commission
 - California Dept. of Fish & Wildlife
 - California Highway Patrol

- California Native Plant Society
 - California State Clearinghouse
 - CALTRANS
- ### FEDERAL
- US Department of Fish & Wildlife
- ### TRIBAL
- Cloverdale Rancheria
 - Redwood Valley Rancheria
 - Sherwood Valley Band of Pomo Indians
-

ADDITIONAL INFORMATION: Please submit comments to switzers@mendocinocounty.org

See attached Project Description for more information on project features, standard practices, and best management practices (BMPs).

A Natural Environment Study with Minimal Impacts is available upon request.

ENVIRONMENTAL DATA

1. MAC:

GIS

N/A

2. FIRE HAZARD SEVERITY ZONE:

CALFIRE FRAP maps/GIS

See Fire Hazards Map

3. FIRE RESPONSIBILITY AREA:

CALFIRE FRAP maps/GIS

State Responsibility Area (SRA)

4. FARMLAND CLASSIFICATION:

GIS

See Farmland Map

5. FLOOD ZONE CLASSIFICATION:

FEMA Flood Insurance Rate Maps (FIRM)

See Flood Zone Map

6. COASTAL GROUNDWATER RESOURCE AREA:

Coastal Groundwater Study/GIS

Critical and Marginal Water Resources

7. SOIL CLASSIFICATION:

Mendocino County Soils Study Eastern/Western Part

See Soil Map

8. PYGMY VEGETATION OR PYGMY CAPABLE SOIL:

LCP maps, Pygmy Soils Maps; GIS

NO

9. WILLIAMSON ACT CONTRACT:

GIS/Mendocino County Assessor's Office

YES

10. TIMBER PRODUCTION ZONE:

GIS

NO

11. WETLANDS CLASSIFICATION:

GIS

Freshwater Forested/Shrub Wetland

12. EARTHQUAKE FAULT ZONE:

Earthquake Fault Zone Maps; GIS

NO

13. AIRPORT LAND USE PLANNING AREA:

Airport Land Use Plan; GIS

N/A

14. SUPERFUND/BROWNFIELD/HAZMAT SITE:

GIS; General Plan 3-11

NO

15. NATURAL DIVERSITY DATABASE:

CA Dept. of Fish & Wildlife Rarefind Database/GIS

YES

16. STATE FOREST/PARK/RECREATION AREA ADJACENT:

GIS; General Plan 3-10

YES

17. LANDSLIDE HAZARD:

Hazards and Landslides Map; GIS; Policy RM-61; General Plan 4-44

NO

18. WATER EFFICIENT LANDSCAPE REQUIRED:

Policy RM-7; General Plan 4-34

NO

19. WILD AND SCENIC RIVER:

www.rivers.gov (Eel Only); GIS

NO

20. SPECIFIC PLAN/SPECIAL PLAN AREA:

Various Adopted Specific Plan Areas; GIS

NO

21. STATE CLEARINGHOUSE REQUIRED:

Policy

NO

22. OAK WOODLAND AREA:

USDA

NO

23. HARBOR DISTRICT:

Sec. 20.512

NO

FOR PROJECTS WITHIN THE COASTAL ZONE ONLY

24. LCP LAND USE CLASSIFICATION:

LCP Land Use maps/GIS

LCP Land Use Maps: 20 Elk, 19 Navarro, 18 Albion, & 17 Mendocino

25. LCP LAND CAPABILITIES & NATURAL HAZARDS:

LCP Land Capabilities maps/GIS; 20.500

See LCP Land Capabilities & Natural Hazards Maps

26. LCP HABITATS & RESOURCES:

LCP Habitat maps/GIS; 20.496

See LCP Habitats & Resources Maps

27. COASTAL COMMISSION APPEALABLE AREA:

Post LCP Certification Permit and Appeal Jurisdiction maps/GIS; 20.544

See Appealable Areas Maps

28. CDP EXCLUSION ZONE:

CDP Exclusion Zone maps/GIS

NO

29. HIGHLY SCENIC AREA:

Highly Scenic & Tree Removal Area Maps/GIS; Secs. 20.504.015, 20.504.020

YES

30. BIOLOGICAL RESOURCES & NATURAL AREAS:

Biological Resources & Natural Area Map; GIS; General Plan 4-9

YES

31. BLUFFTOP GEOLOGY:

GIS; 20.500.020

YES

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DEPT OF PLANNING AND BUILDING SERVICES

120 WEST FIR STREET
FORT BRAGG, CA 95437

Telephone: 707-964-5379

FAX: 707-961-2427

pbs@co.mendocino.ca.us

www.co.mendocino.ca.us/planning



Case No(s)	<u>CDP-2023-0020</u>
CDF No(s)	<u>-</u>
Date Filed	<u>4-7-2023</u>
Fee	<u>9,208⁰⁰</u>
Receipt No.	<u>PRJ-055656</u>
Received by	<u>(B) WALDMAN</u>
Office Use Only	

COASTAL ZONE APPLICATION FORM

APPLICANT

Name California Department of Transportation
Mailing Address 1656 Union Street
City Eureka State CA Zip Code 95501 Phone 707-296-5573

PROPERTY OWNER

Name California Department of Transportation
Mailing Address 1656 Union Street
City Eureka State CA Zip Code 95501 Phone 707-296-5573

AGENT

Name Robert King, California Department of Transportation
Mailing Address 1656 Union Street
City Eureka State CA Zip Code 95501 Phone 707-296-5573

PARCEL SIZE

N/A

- Square feet
- Acres

STREET ADDRESS OF PROJECT

State Route 1 from post miles 33.7 to R51.0

ASSESSOR'S PARCEL NUMBER(S)

N/A

RECEIVED

APR 07 2023

PLANNING & BUILDING SERV
FORT BRAGG CA

I certify that the information submitted with this application is true and accurate.

for Robert King

[Signature]
Signature of Applicant/Agent

4/5/2023
Date

Signature of Owner

Date

COASTAL ZONE - SITE AND PROJECT DESCRIPTION QUESTIONNAIRE

The purpose of this questionnaire is to relate information concerning your application to the Planning and Building Services Department and other agencies who will be reviewing your project proposal. Please remember that the clearer picture that you give us of your project and the site, the easier it will be to promptly process your application. Please answer all questions. Those questions which do not pertain to your project, please indicate "Not Applicable" or "N/A".

THE PROJECT

1. Describe your project and include secondary improvements such as wells, septic systems, grading, vegetation removal, roads, etc.

This Capital Preventive Maintenance Program project is located in Mendocino County on State Route 1 beginning approximately half a mile south of Elk at post mile (PM) 33.72 and ending just north of Mendocino at PM R51.00. Please see Appendix A: Project Description Continuation for the project description.

2. If the project is residential, please complete the following:

TYPE OF UNIT	NUMBER OF STRUCTURES	SQUARE FEET PER DWELLING UNIT
<input type="checkbox"/> Single Family	N/A _____	N/A _____
<input type="checkbox"/> Mobile Home	N/A _____	N/A _____
<input type="checkbox"/> Duplex	N/A _____	N/A _____
<input type="checkbox"/> Multifamily	N/A _____	N/A _____

If Multifamily, number of dwelling units per building: N/A _____

3. If the project is commercial, industrial, or institutional, complete the following:

Total square footage of structures:	N/A _____
Estimated employees per shift:	N/A _____
Estimated shifts per day:	N/A _____
Type of loading facilities proposed:	N/A _____

4. Will the proposed project be phased? Yes No
If Yes, explain your plans for phasing.

12. Utilities will be supplied to the site as follows:

A. Electricity

- Utility Company (service exists to the parcel).
 Utility Company (requires extension of services to site: _____ feet _____ miles)
 On Site generation, Specify: _____
 None

B. Gas

- Utility Company/Tank
 On Site generation, Specify: _____
 None

C. Telephone: Yes No

13. Will there be any exterior lighting? Yes No

If yes, describe below and identify the location of all exterior lighting on the plot plan and building plans.

14. What will be the method of sewage disposal?

- Community sewage system, specify supplier _____
 Septic Tank
 Other, specify N/A

15. What will be the domestic water source?

- Community water system, specify supplier _____
 Well
 Spring
 Other, specify N/A

16. Is any grading or road construction planned? Yes No

If yes, grading and drainage plans may be required. Also, describe the terrain to be traversed (e.g., steep, moderate slope, flat, etc.).

No new road construction is planned. Minor grading would occur on replaced embankments behind dikes, placing an estimated 1,175 cubic yards of dirt over 42,250 linear feet to bring the embankment up to grade with the road. No cut or fill work is necessary for the project. No disposal site would be needed as any displaced material would become property of the contractor.

For grading and road construction, complete the following:

- A. Amount of cut: N/A cubic yards
B. Amount of fill: N/A cubic yards
C. Maximum height of fill slope: N/A feet
D. Maximum height of cut slope: N/A feet
E. Amount of import or export: N/A cubic yards
F. Location of borrow or disposal site: As per Caltrans contract specifications, exported materials below 10,000 cubic yards are the responsibility of the contractor. The contractor will be responsible for removal and disposal in compliance with all laws and regulations.

17.	Will vegetation be removed on areas other than the building sites and roads? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, explain:
18.	Does the project involve sand removal, mining or gravel extraction? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, detailed extraction, reclamation and monitoring may be required.
19.	Will the proposed development convert land currently or previously used for agriculture to another use? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, how many acres will be converted? _____ acres (An agricultural economic feasibility study may be required.)
20.	Will the development provide public or private recreational opportunities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, explain:
21.	Is the proposed development visible from: A. State Highway 1 or other scenic route? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No B. Park, beach or recreation area? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
22.	Will the project involve the use or disposal of potentially hazardous materials such as toxic substances, flammables, or explosives? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, explain: The project would include the removal of treated wood posts. Handling and disposal of treated wood waste would be included in the contract specifications. Personnel handling or who may come into contact with treated wood waste would be trained in identifying, handling, and disposal of treated wood waste. Storage, transport, and disposal of treated wood waste would be in compliance with all laws and regulations.
23.	Does the development involve diking, filling, dredging or placing structures in open coastal waters, wetlands, estuaries or lakes? A. Diking <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No B. Filling <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No C. Dredging <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No D. Placement of structures in open coastal waters, wetlands, estuaries or lakes <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Amount of material to be dredged or filled? <u>N/A</u> cubic yards. Location of dredged material disposal site: <u>N/A</u> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> Has a U.S. Army Corps of Engineers permit been applied for? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

If you need additional room to answer any question, attach additional sheets.

Revised Elk to Mendocino CAPM (01-0H600) Project Description

This Capital Preventive Maintenance Program (CapM) project is located in Mendocino County on State Route (SR) 1 beginning approximately 0.5 mile south of Elk at Post Mile (PM) 33.72 and ending just north of Mendocino at PM R51.00. The project would resurface the road with new driving surfaces, repair deep cracks in the road surface, repair or replace existing shoulder dikes to maintain existing drainage patterns, replace shoulder backing, ensure smooth conforms with existing driveways and side roads, upgrade existing guardrails and add concrete vegetation control to meet current standards, and construction of Rail Element Walls (REW) to support some specific guardrail sites. Two medians and three turn lane separators located on SR 1 near the Village of Mendocino at the intersections of Jackson Street and Main St. and SR 1 would have a portion of them paved to facilitate drainage and improve driver safety. Finally, two of the three vista points located within the project area would be resurfaced.

Much of this project is exempt from Local Coastal Plan (LCP) permitting as Repair and Maintenance activities, specifically the proposed road resurfacing work and roadside dike replacement. However, the guardrail upgrades and the addition of the Minor Concrete Vegetation Control to the guardrail sites, the construction of the REW walls, as well as the additional median surfacing at SR 1 in Mendocino and sidewalk improvements at Little Lake Road, are subject to LCP review and permitting.

Miscellaneous Activities - Median Paving, HMA Dike Replacement, Sidewalk Curb Ramps, Electrical Cabinets, Cable Railing, and Signage

The project includes improvements to concrete medians at the north end of the project area at Mendocino, removal and replacement of Hot-Mix Asphalt (HMA) dikes, sidewalk curb ramp upgrades at Little Lake Road in Mendocino, and replacement and upgrades to electrical cabinets at the north end of the project area (Appendix A. Sheet C-13).

The existing concrete median areas located at the intersection of Jackson and Main St. and SR 1 are raised curbs with side drain inlets. These areas include long centerline medians both north and south of the intersection as well as turn lane separators north and south of Main St and south of Jackson Street. These raised concrete medians would be removed and replaced with asphalt at the same level as the driving surface to improve safety and would be marked with pavement delineators and traffic striping. As a result of resurfacing, the existing drainage inlet frames and covers in some locations may need to be adjusted to the new road grade level, though current flow-paths to existing drainage inlets and overside drains would be maintained. One median side facing drainage inlet south of the intersection at PM 50.48 would be replaced with a top-facing inlet to accommodate the new surfaces. The unpaved center median located north of the intersection at PM 50.55 would have the 125' concrete curb removed and replaced, and an additional 0.02 acre portion of the same median would be paved with asphalt from the existing drainage inlet to the end of the existing curb (Appendix A: Sheet C-13).

Roughly 34,700 linear feet of existing HMA dike would be removed and replaced throughout the project area. Locations by post mile and lengths of the dikes are shown in Appendix A (Appendix A, Sheet Q -2). There would be a 3' wide shoulder backing section installed behind

the back of the replaced dike where possible (Appendix A: Sheet X- to X-3, Q-3). Shoulder backing would be installed to the top of the dike. Existing drainage patterns would be perpetuated in all locations.

The four existing sidewalk curb ramps at the Little Lake Road intersection would be upgraded to meet current Americans with Disabilities Act (ADA) standards (Appendix A: Sheets C-16 to C-18). There is a single curb ramp on the northeast corner, two on the southeast corner, and a single ramp on the southwest corner of the intersection that would receive updated yellow detectable warning surfaces at the crosswalk entrances and be graded to appropriate slopes. On the northeast corner a barrier railing would be placed to prevent people from crossing SR 1 on the north side of the intersection outside of sidewalks.

Two existing electrical cabinets with traffic loops would be replaced (Appendix A: Sheet E-1, E-2, ED-1, EQ-1). The existing electrical cabinet at PM 42.95 contains a traffic census station. This cabinet would be replaced with a larger cabinet on the existing foundation, the roadway traffic loops would be replaced, and the system would be updated to include truck classification. At PM 49.35, the existing cabinet would be replaced with a new one of the same size on the existing foundation and the roadway traffic loops would be replaced. There is a Call Box with an ADA pad located at PM 40.87 in the southbound turnout. The ADA pad would be removed and the Call Box pole would be temporarily relocated by the controlling agency (Mendocino SAFE) during the cold plane/paving operations and then reinstalled in the original location after those activities are complete.

The cable railing at PMs 40.90 - 40.91, 41.08 - 41.11, and 41.15 - 41.18 near the Navarro Bluffs would be replaced. This cable railings are located on top of an existing retaining wall and is currently 3 strands of steel cable showing evidence of weathering from the coastal influence. The new cable railing would be 4 strands of cable but no additional posts or other materials would be added. Total replacement measures 337.5 linear feet behind three sections of guardrail. There would be no increase in length of the existing cable railings because of the replacement (Appendix A: Sheets C-9, Q-4).

The sign panel updates would replace existing signs throughout the project area with new signs. Existing wooden signposts would be replaced with steel posts, and some signs would be increased from one to two signpost. Some sign panels would be replaced with a different size panel due to updated designs, a few sign panels/posts would be moved to accommodate new road striping, and some sign panels/posts would be left as is. Signs are included in the quantity sheets of the plan set and are referenced by post mile (Appendix A: SQ-1 to SQ-15). Some signs may be moved to accommodate new road striping or adjusted to avoid conflicts with extended guardrails. No new signs will be placed in entirely new locations. All signs are replacements in kind, though minor design changes may result in different sizes, upgrades to two posts from one, or movement of a few feet. New signs will be substantially similar to existing signage in size and content, though likely to be brighter and more reflective than the signs they are replacing.

There are 3 vista points within the project limits. The vista point at PM 49.37 at Brewery Gulch Road would not be resurfaced as part of this project because of utility conflicts. The other two

vista points, one located just north of Big River at approximately PM 50.45 and the other at PM 49.73, would be resurfaced.

Guardrail and Minor Vegetation Control

The project proposes to upgrade Metal Beam Guardrail (MBGR) to Midwest Guardrail System (MGS) using steel posts at 30 locations throughout the project limits, shown in the plan set on sheets C-7 through C-12 (PDF page 11-16). All proposed MGS are replacing existing guardrails except for 5 sites where extensions will be added. These sites are discussed below. Where MBGR cannot be upgraded, the existing MBGR would be adjusted or reconstructed.

The majority of WB guardrail transitions would be replaced with WB-31 guardrail transitions and terminal sections would be replaced with in-line terminal systems. The end sections are called alternative inline terminal sections (AITS) and are approximately 50 ft long. These AITS provide crash cushions at the end of the guardrail and allow the end sections to be spliced into the mid section of the rails rather than at the post, which increases strength. Some guardrail transitions would continue to use the existing three beam sections in addition to using Asymmetrical Rail Assembly height transitions, such as the north end of Greenwood Creek Bridge. In these cases, the Asymmetrical Rail Assembly is relatively new and meets current standards and therefore does not need to be replaced. In total, about 14,825 linear feet of guardrail work would be included in the project scope.

The following guardrail numbers are proposed to be extended, mostly to accommodate new AITS. In one case, guardrail 5, the extension is not only to provide for the AITS but also to enhance road safety by extending the guardrail through the entire corner. Extended guardrails include:

- guardrail 5 (PM 36.23) would be extended 312.5ft to bring it through the tight curve and accommodate the new Buried Post End Anchors
- guardrail 9 (PM 37.29) would be extended by 12.5ft to accommodate the new AITS
- guardrail 19 (PM 41.41) would be extended by 12.5ft to accommodate the new AITS
- guardrail 24 (PM 45.5) would be extended by 12.5ft to accommodate the new AITS
- guardrail 29 (PM 49.55) would be extended by 25ft to accommodate the new Buried Post End Anchors

Minor Concrete Vegetation Control would be added at all guardrail locations for a total length of approximately 15,710 linear feet over the extent of the project. This results in a New Impervious Surface amount of 0.89 acre over the length of the project.

The guardrails at both ends of the Albion River Bridge would be replaced. There would be concrete end anchor blocks incorporated at the four quadrants of both Salmon Creek Bridge and Little River Bridge to create standard guardrail transition connections. The wood fence on the south side of Little River Bridge next to the southbound lane of traffic would be reduced in length by 50 linear feet to accommodate this concrete anchor block. This reduction in length of the wood fence is needed to incorporate concrete end anchor blocks at the connection to the

bridge railings and extend the new guardrails to the minimum design length. These end blocks would be connected to the existing bridge to meet modern crash safety standards.

All guardrails would be treated to reduce reflectivity and blend the new guardrail with the surrounding environment. The treatment is a chemical treatment that occurs prior to delivery to the site and pre-weathers the metal to reduce glare. There is no paint or other material to flake off as the guardrail ages, and no chemicals that would impact water quality.

Rail Element Walls

Rail Element Walls (REW) are proposed in conjunction with the MGS upgrades at specific locations to provide adequate horizontal space for the proposed concrete weed mat. They also provide additional lateral support to the guardrails by stabilizing the guardrail posts where steep slopes do not provide enough ground on the downhill side to adequately support the posts in the event of a collision. About 1,594 square feet of REW in total would be added behind and slightly beyond guardrail terminal systems. The REW in all locations are approximately 75 feet long, supporting the last 50 feet of the guardrail adjacent to it and extending an additional 25 feet beyond the end of the guardrail. In all cases the REW is located on the west side of the road and would be below the road surface and therefore not highly visible from the travelled way. Rail element walls are proposed at the following locations (Table 1):

Table 1: Locations and Lengths of Proposed Rail Element Wall

Location (by post mile)	Guardrail Number (per Plan Set)	Plan Sheet Page Number	Notes
33.92	2	C-7	Located opposite the Philo/Greenwood Road
34.81	3	C-7	Located at both the north and south ends of the guardrail
36.18	4	C-7	Located at the southern end of the guardrail
41.41	19	C-9	Located at the northern end of the guardrail
44.75	22	C-10	Located at the northern end of the guardrail
50.27	30	C-12	Located at the northern end of the guardrail
50.49	31	C-12	Located at the northern end of the guardrail

Environmentally Sensitive Habitat Areas

Environmentally Sensitive Habitat Areas (ESHA) in or adjacent to the ESL include aquatic resources, sensitive natural communities, riparian habitat, and habitat for special status species. Riparian habitat is not described further in the report because when present in the ESL, it was

mapped as a California Coastal Commission wetland or a 3-Parameter Wetland. In some locations, ESHA types overlap (e.g., a special status plant occurrence mapped in an area that is also a wetland); therefore, the total ESHA for all types is not cumulative. All ESHAs adjacent to guardrail upgrades or staging areas are listed with a description of the habitat type in Table 2 and shown in maps in Appendix B. However, all proposed work for this project would occur within the existing roadway prism, beneath existing guardrail, or below existing signs. All areas that would potentially experience soil disturbance are previously disturbed areas that are routinely maintained through activities such as mowing, trimming, or scraping. As such, Caltrans has determined that the proposed project would not have any impacts on ESHA. Temporary High Visibility Fencing (THVF) will be placed by a qualified biologist during pre-construction surveys for ESHA sites listed below in Table 2 as a precautionary measure. All other ESHA identified and described in the Natural Environment Study (NES) were determined to be outside the construction footprint and will not be impacted by the proposed project.

Table 2: Environmentally Sensitive Habitat Areas (ESHA) adjacent to guardrails to be replaced or potential staging areas.

Name	ESHA Description	Acres	Post Mile	Map & Sheet	Avoidance Measures
W13	Scrub - shrub wetland	0.008	50.00	Appendix B, Wetland maps, Sheet 2	140' feet of THVF to prevent entry into ESHA from staging area
W11	Riparian wetland	0.023	48.05	Appendix B, Wetland maps, Sheet 4	Riparian areas behind guardrail and at back of staging areas/pull outs at Little River. THVF to be placed at back of work area to prevent entry and minimize disturbance from construction effort
W12	Riparian Wetland	0.018	48.05	Appendix B, Wetland maps, Sheet 4	Riparian areas behind guardrail and at back of staging area/pull outs at Little River. THVF to be placed at back of work area to prevent entry and minimize disturbance from construction effort
OW5	Perennial Drainage	0.002	46.35	Appendix B, Wetland maps, Sheet 5	20' of THVF will be placed at the site, centered on the drainage inlet (DI), to prevent entry and minimize disturbance from

					resurfacing and shoulder backing work
W8	Vegetated Ditch	0.006	44.90	Appendix B, Wetland maps, Sheet 5	THVF would be placed from the roadside bank at the south end of the guardrail site and extending 90' north to prevent entry and protect the ditch and associated species from construction disturbance.
W9	Fresh Emergent Wetland	0.003	44.90	Appendix B, Wetland maps, Sheet 5	THVF would be placed from the roadside bank at the south end of the guardrail site and extending 90' north to prevent entry and protect the ditch and associated species from construction disturbance.
W7	Scrub - shrub wetland	0.007	44.05	Appendix B, Wetland maps, Sheet 9	40' of THVF will be placed at site, centered on the DI, to prevent entry and minimize disturbance from resurfacing and shoulder backing work
W6	Vegetated Ditch	0.005	41.85	Appendix B, Wetland maps, Sheet 11	THVF will be placed around the culvert inlet from the end of the dike on SR 1 to the end of the dike on the side road to enclose the identified wet area.
CALPUSA_11	Coastal bluff Morning glory	-	41.85	Appendix B, Rare Plants maps, Sheet 11	Outside of the ESL at the intersection of SR 1 and the unnamed street to the east. The THVF installed for W6 (above) will prevent entry during construction.
W5	Scrub - shrub wetland	0.003	40.90	Appendix B, Rare Plants maps, Sheet 12	THVF will be placed along the back of the entire staging area/ pullout to keep staged equipment or other

					vehicles from leaving the gravel surface and prevent disturbance.
W4	Riparian Wetland	0.005	40.15	Appendix B, Wetland maps, Sheet 13	THVF will be placed 5' behind guardrail to match guardrail line and prevent unnecessary entry. Riparian wetland area is the edge of Navarro River riparian forest. No direct impact is anticipated.
W3	Fresh Emergent Wetland	0.003	36.65	Appendix B, Wetland maps, Sheet 18	THVF will be placed from inlet grate north until wetland indicators are no longer visible. THVF will prevent accidental entry during resurfacing and placement shoulder backing.
W2	Scrub - shrub wetland	0.027	34.85	Appendix B, Wetland maps, Sheet 20	THVF will be placed at culvert inlet, extending 20' to each side of culvert to prevent accidental entry or other impacts associated with resurfacing or placing shoulder backing. Originally identified as potentially impacted when culverts replacements were included in this project, this area is being delineated out of an abundance of caution and no impacts are anticipated.
OW1	Intermittent Drainage	0.001	33.80	Appendix B, Wetland maps, Sheet 21	THVF will be placed at back of gravel pullout for 25' on each side of the mile marker to prevent entry and disturbance from staged equipment or other uses.

W1	Fresh Emergent Wetland	0.003	33.80	Appendix B, Wetland maps, Sheet 21	THVF will be placed to protect both OW1 and W1, which are located immediately adjacent to each other at the pullout at PM 33.8. No direct impacts are anticipated.
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Reduced Buffer Analysis

The following section is the Reduced Buffer Analysis required by and outlined in Section 20.496.020 of the Mendocino County Coastal Zoning Code.

(A) Buffer Areas. Sizable buffers are not possible for this project. Temporary high visibility fencing (HVF) would be used, where appropriate, to exclude the ESHAs and thus avoid any impacts from construction activities. To the extent possible, buffers between the ESHAs and construction activities would be maximized. Avoidance and minimization measures would be coordinated with CDFW as necessary to ensure protection of the ESHAs.

(1) Width. No ESHAs would be directly impacted by construction. Impacts would be avoided through the use of THVF and other avoidance and minimization measures described in Section 1.3 of the NES and in the Standard Measures and Best Practices section of this document.

(a) Biological Significance of Adjacent Lands. The project area itself has a low biological value as the ESL is within the developed road prism of State Route (SR) 1. Minimization measures have been developed to maintain the habitat functions of the surrounding lands (Section 1.3). Habitats that exist adjacent to the proposed activities will continue to function following project implementation as none of the proposed project elements would change the nature or function of the road in relation to the surrounding landscape.

(b) Sensitivity of Species to Disturbance. Because the project area does not have habitat that supports sensitive species, these species would not be disturbed by the proposed development. The continued use of the project area by non-sensitive species is expected to continue after the project is completed and all minimization measures have been implemented (NES Section 1.3). Sensitive species identified in the NES were found in close proximity to the road but are not within the project footprint and would not be impacted by the proposed activities.

(c) Susceptibility of Parcel to Erosion. Potential for erosion would be minimized by implementing BMPs to control sediment and erosion in accordance with the current Caltrans Construction BMP Manual. A Water Pollution Control Program would be prepared for the project and/or appropriate BMPs would be employed to protect water quality. Once the project is completed there would be no increase in the erosion susceptibility.

(d) Use of Natural Topographic Features to Locate Development. All development is within the existing developed footprint. Avoidance and minimization measures would be utilized to protect ESHAs adjacent to the project.

(e) Use of Existing Cultural Features to Locate Buffer Zones. Previously disturbed existing paved and gravel turnouts would be used for staging to prevent impacts to ESHAs. No road expansions or additional development outside of the road prism is proposed.

(f) Lot Configuration and Location of Existing Development. The project is within the existing developed footprint of SR 1.

(g) Type and Scale of Development Proposed. The proposed project is not anticipated to have any impacts. The project is entirely within existing development. Measures have been proposed to protect ESHAs adjacent to the project area during construction (Section 1.3).

(2) Configuration. The buffer area is not applicable due to the close vicinity of the ESHA to the construction area which is within the already developed area of SR 1. HVF and BMPs would be installed to protect the ESHA from adjacent construction activities. While some guardrails would be extended along the roadside to provide additional protection for the travelling public, no additional impacts to ESHA adjacent to the road prism would be expected as the proposed extensions would be within the existing developed footprint of the road shoulder. No expansion of the road is proposed as part of this project.

(3) Land Division. No new subdivision or boundary line adjustments are proposed in conjunction with this development.

(4) Permitted Development.

(a) The proposed development would not impact the functional capacity of the habitat areas identified in the NES or these habitat areas' ability to be self-sustaining and maintain species diversity.

(b) Work would only be conducted within the footprint of existing development. No other sites would be feasible or less environmentally damaging. Structures within the buffer and within ESHAs include the existing roadway, and the proposed improvements. Equipment necessary to complete the work would remain entirely within the prism of the existing roadway and previously developed areas.

(c) Proposed work within the ESHA buffers would not have an impact on the adjacent habitat areas.

(d) The project would be compatible with the continuance of such habitat areas by maintaining their functional capacity and their ability to be self-sustaining and to maintain natural species diversity.

(e) The project proposes to rehabilitate the pavement, upgrade existing guardrails and install minor vegetation control throughout the project along SR 1, replace drainage inlets, update ADA curb ramps at the Little Lake intersection at PM 50.7, and remove raised curb areas at the Little Lake and Main Street intersection with SR1, which is necessary to enhance safe driving conditions through this stretch of roadway. No other feasible locations are available. No vegetation removal is anticipated and hence no revegetation within the ESL or within the buffer is required.

(f) The proposed development would result in 0.91 acre of new impervious surface area as a result of the Minor Concrete Vegetation Control (0.89 acre) and median work (0.02 acre) at Main Street and SR 1. The project would incorporate all standard BMPs and there is no anticipated removal of vegetation. The proposed development would not cause an increase in artificial light, nutrient runoff, or air pollution. There would be no intrusion in wetlands for this project. Once construction is completed, human intrusion would decrease to below the normal level of human intrusion associated with the project area due to a reduction in maintenance activities associated with the vegetation control (minor concrete).

(g) No riparian vegetation is anticipated to be removed for construction.

(h) No impacts resulting from this project to potentially jurisdictional aquatic features are anticipated.

(i) This project includes the replacement of existing drainage inlets. There would be no interference with the hydrologic processes or biological diversity on site upon completion of the proposed construction. Measures have been proposed to protect hydrological

processes adjacent to the project area during construction (Section 1.3). Existing drainage patterns would be maintained.

(j) The proposed project contains no structures that will interrupt the flow of groundwater within the project area or within any amount of buffer surrounding the project area.

(k) The proposed project would not cause any impacts to any ESHA. Work would occur within the developed area of the existing ESHA buffer. No new development would occur that would reduce the buffer size or function.

Standard Measures and Best Practices

The following Standard Measures and Best Practices were provided in the NES and are included here for ease of reference. These are considered part of the Project Description and are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, and resource management plans that are relevant to the project. They contain refinements in planning policies and implementing actions. These practices predate the project's proposal and apply to all similar projects.

Biological Resources

BR-1: General

Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.

BR-2: Animal Species

- A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.
- B. *Northern Spotted Owl and Marbled Murrelet*: No construction activities generating sound levels 20 or more decibels (dB) above ambient sound or with maximum sound levels (ambient sound level plus activity-generated sound level) above 90 dB would occur between February 1 and August 5. Between August 6 and September 15, work that generates sound levels equal to or greater than 10 dB above ambient sound levels

or above 90 dB max would observe a daily work window beginning 2 hours post-sunrise and ending 2 hours pre-sunset. Sound-related work windows would be lifted between September 16 and January 31. Further, no construction activities would occur within a visual line-of-sight of 131 feet or less from any known active nest locations for northern spotted owl or marbled murrelet.

BR-3: Invasive Species

Invasive non-native species control would be implemented. Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping which would be free of noxious weed seed and propagules. All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species.

BR-4: Plant Species, Sensitive Natural Communities, and ESHA

- A. Seasonally appropriate, pre-construction surveys for sensitive plant species would be updated by a qualified biologist prior to construction in accordance with Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018).
- B. Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams, and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

Water Quality and Stormwater Runoff

WQ-1: Water Quality and Stormwater Runoff

The project would comply with the Provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ) as amended by subsequent orders, which became effective July 1, 2013, for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009-0009-DWQ).

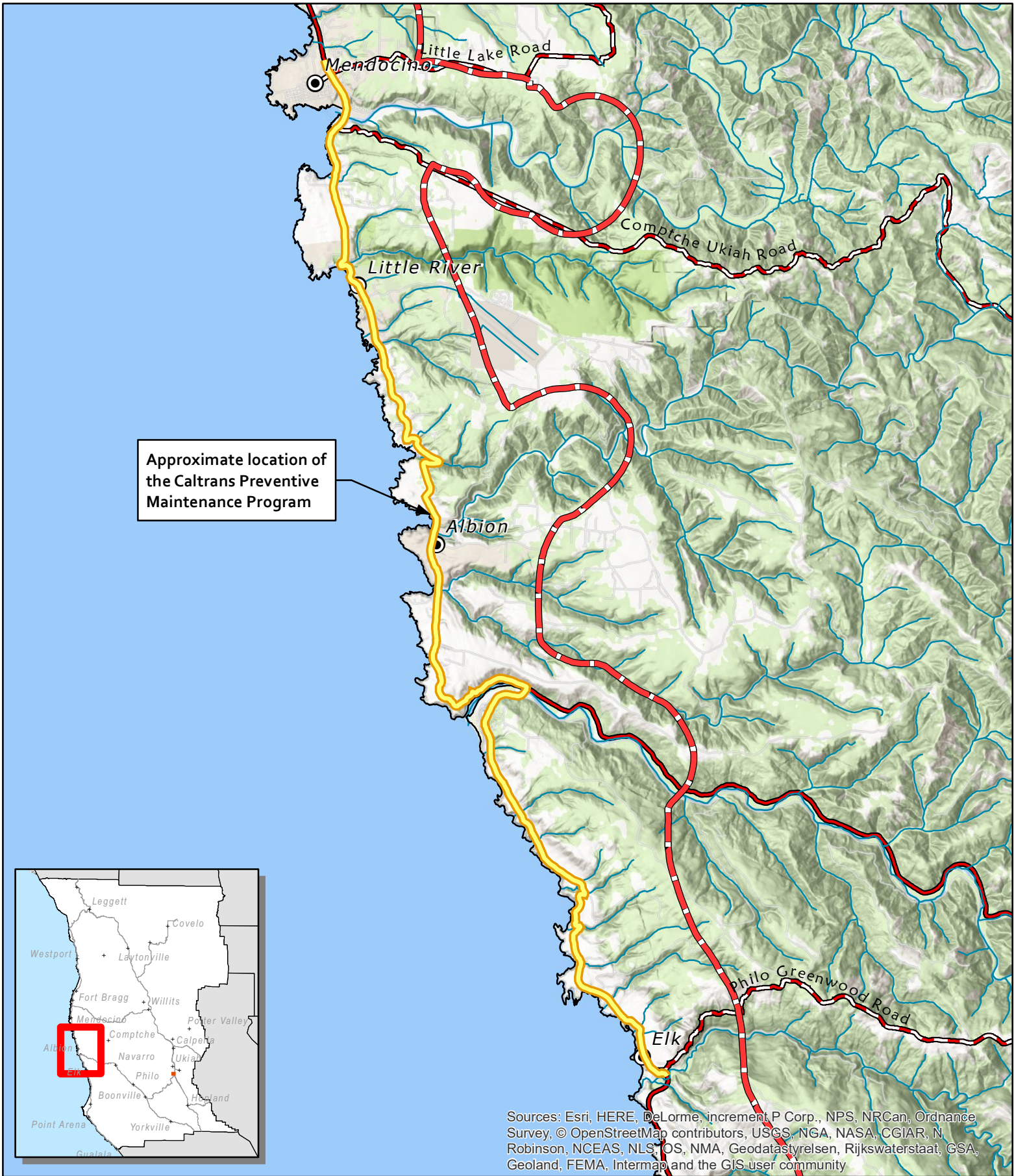
Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order 2009-0009-DWQ) or Water Pollution Control Program (WPCP) (projects that result in a land disturbance of less than one acre), that includes erosion control measures and construction waste containment measures to protect waters of the State during project construction.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the Caltrans Storm Water Quality Handbooks: Construction Site BMPs Manual

to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase. Construction may require one or more of the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- Soil disturbing work would be limited during the rainy season.



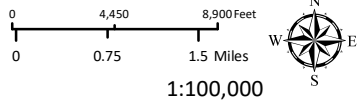
Approximate location of the Caltrans Preventive Maintenance Program



Sources: Esri, HERE, DeLorme, increment P Corp., NPS, NRCAn, Ordnance Survey, © OpenStreetMap contributors, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

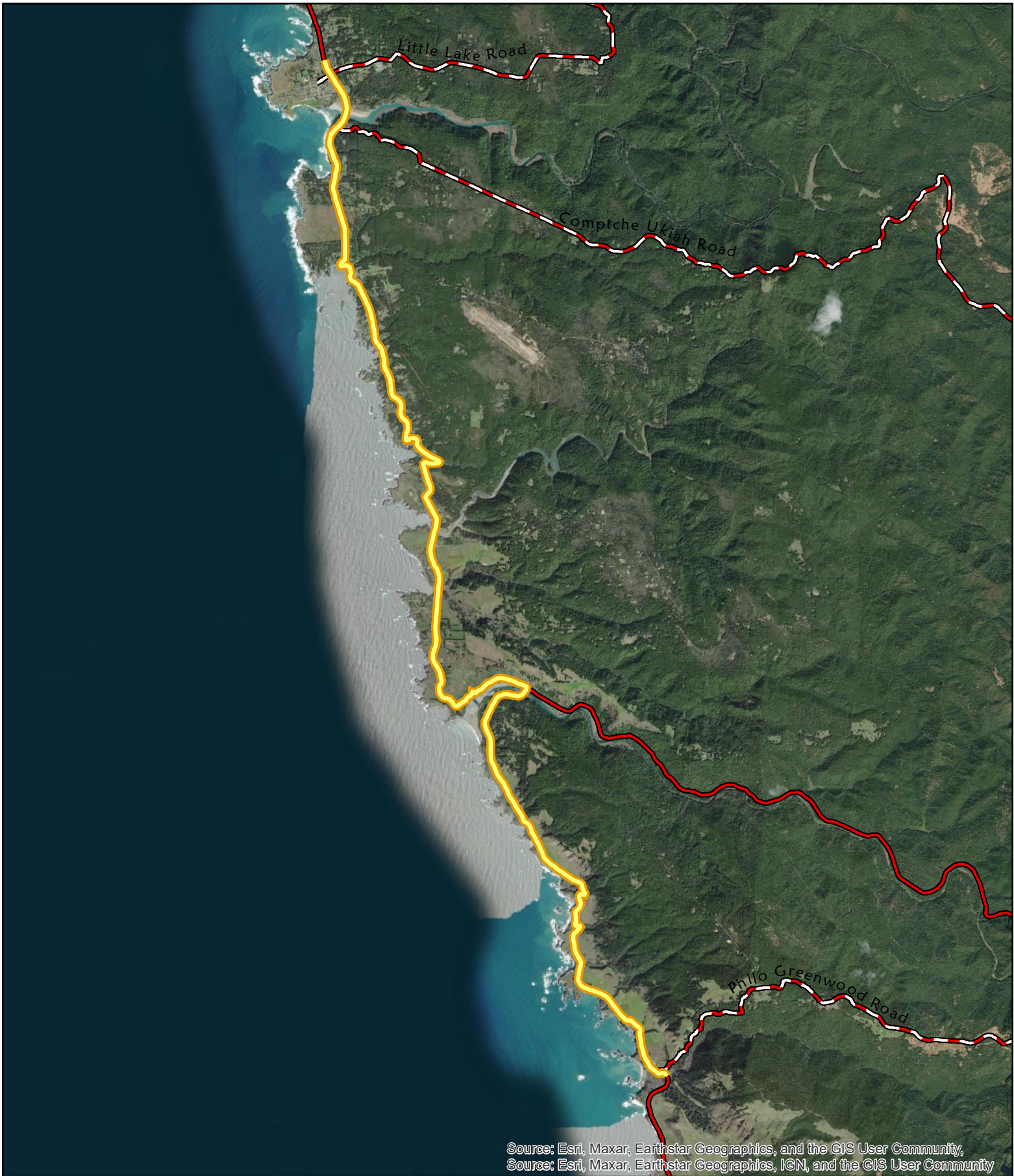
- Location of Preventive Maintenance
- Highways
- Major Towns & Places
- Major Roads
- Coastal Zone Boundary



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LOCATION

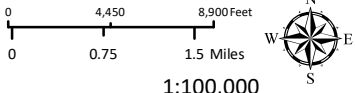
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AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

-  Location of Preventive Maintenance
-  Highways
-  Major Roads



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AERIAL IMAGERY

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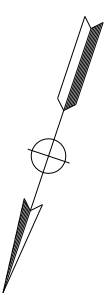
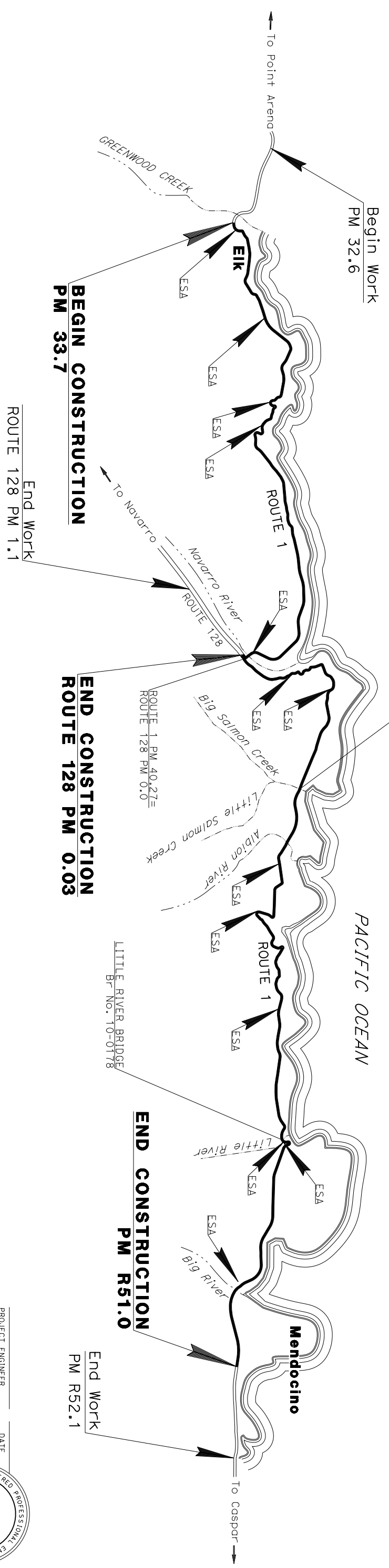
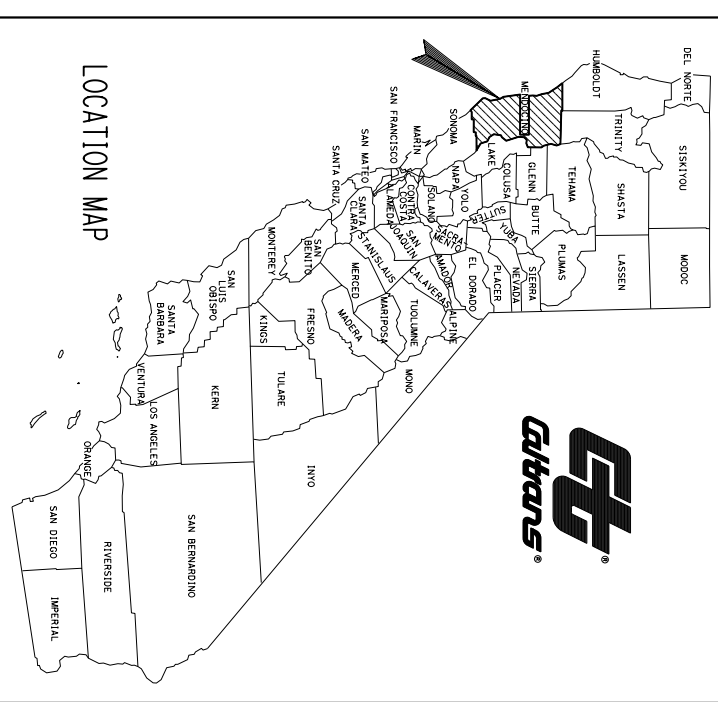
**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY**

**IN MENDOCINO COUNTY NEAR ELK FROM
TO 0.2 MILE NORTH OF LITTLE LAKE ROAD
AT MENDOCINO**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2023

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	33.7/R51.0	X	X



DESIGN MANAGER	PROJECT MANAGER
DUNG SY	ROBERT KING

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

BORDER LAST REVISED 8/1/2016

CALTRANS WEB SITE IS: [HTTP://WWW.DOT.CA.GOV/](http://www.dot.ca.gov/)

RELATIVE BORDER SCALE IS IN INCHES



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DGN FILE => 0117000240db001.dgn

UNIT 0332

PROJECT NUMBER & PHASE 01170002400

DATE PLOTTED => 31-AUG-2023
TIME PLOTTED => 10:09

CONTRACT No. **01-0H6004**

PROJECT ID **01170002401**

PLANS APPROVAL DATE _____

PROJECT ENGINEER _____ DATE _____

REGISTERED CIVIL ENGINEER _____

REGISTERED PROFESSIONAL ENGINEER

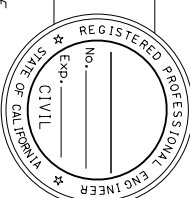
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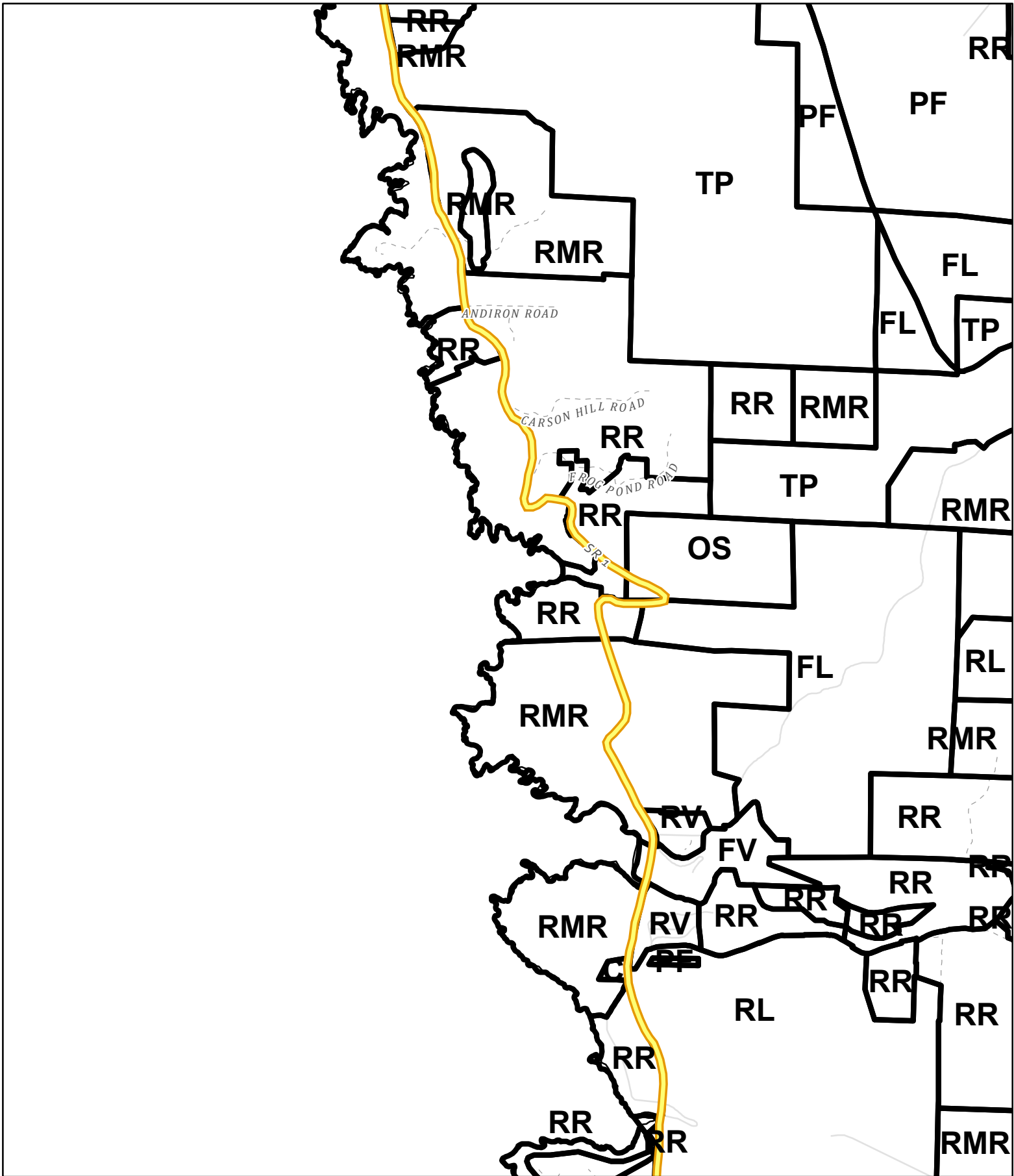
EXP. _____

CIVIL

STATE OF CALIFORNIA

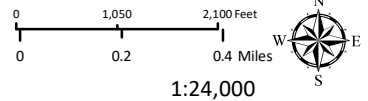
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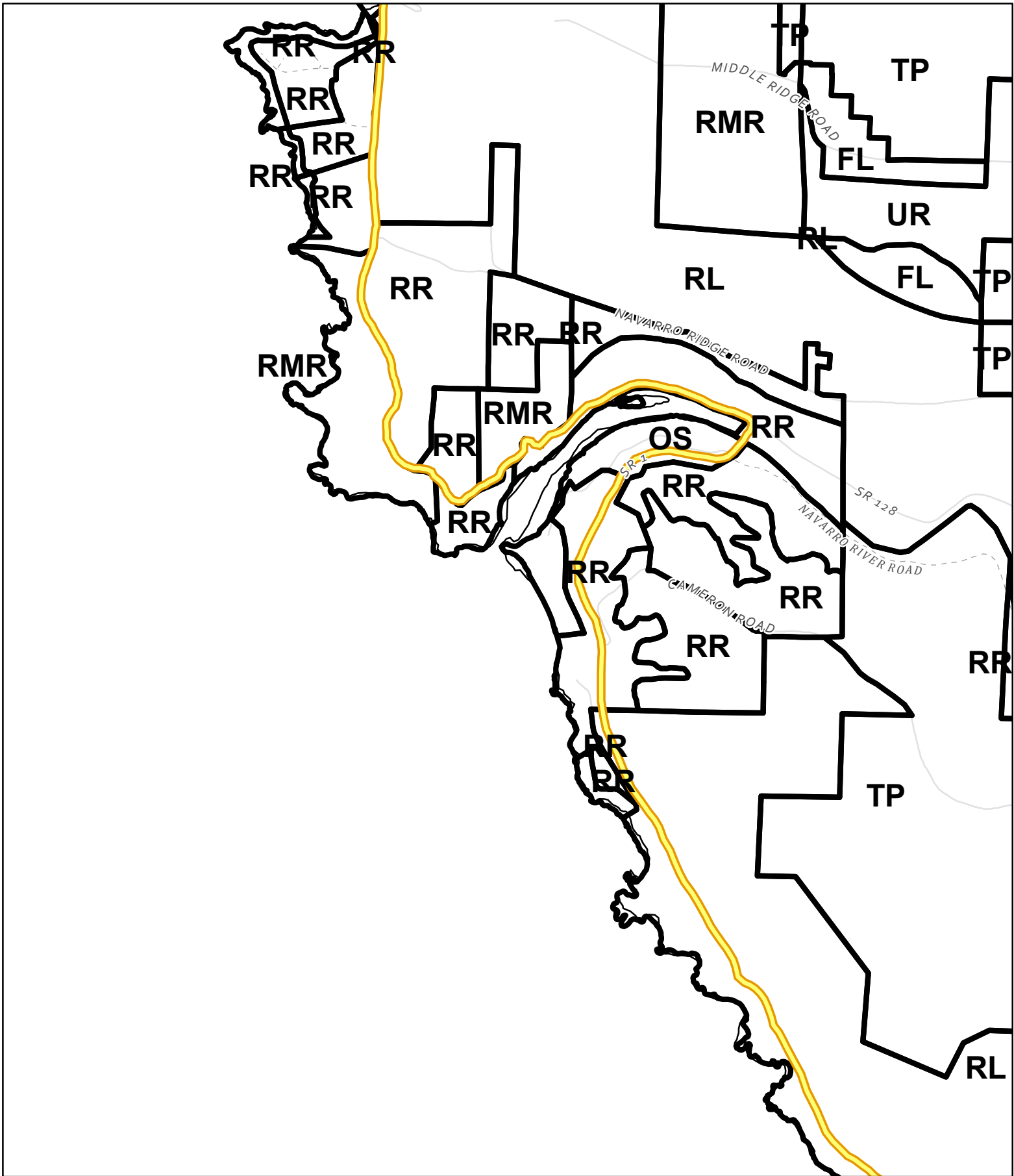
- Location of Preventive Maintenance
- Private Roads
- Zoning Districts
- Public Roads



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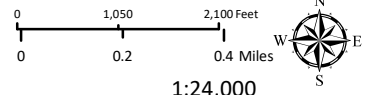
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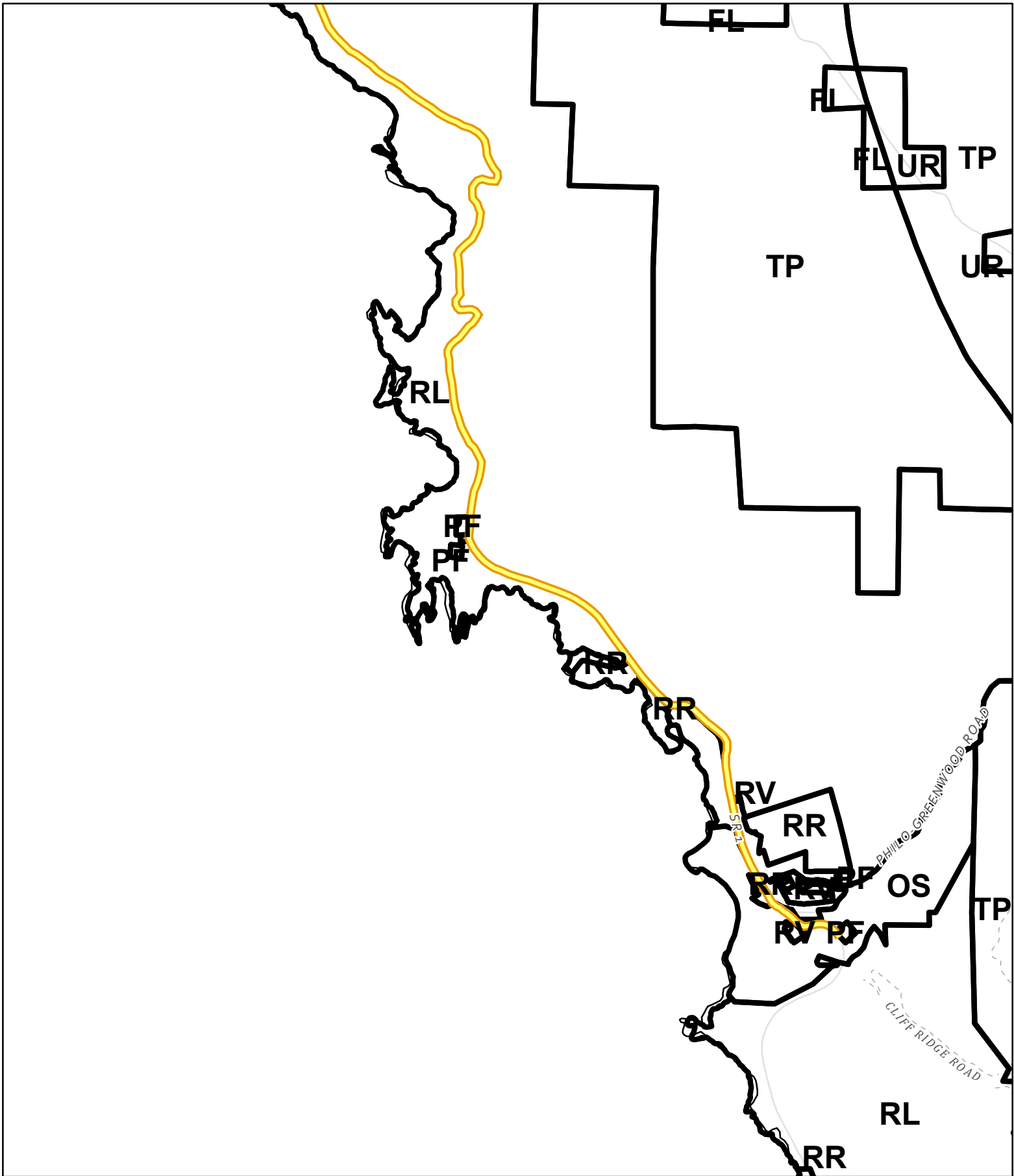


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- Location of Preventive Maintenance
- Private Roads
- Zoning Districts
- Public Roads

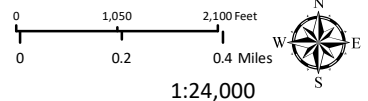


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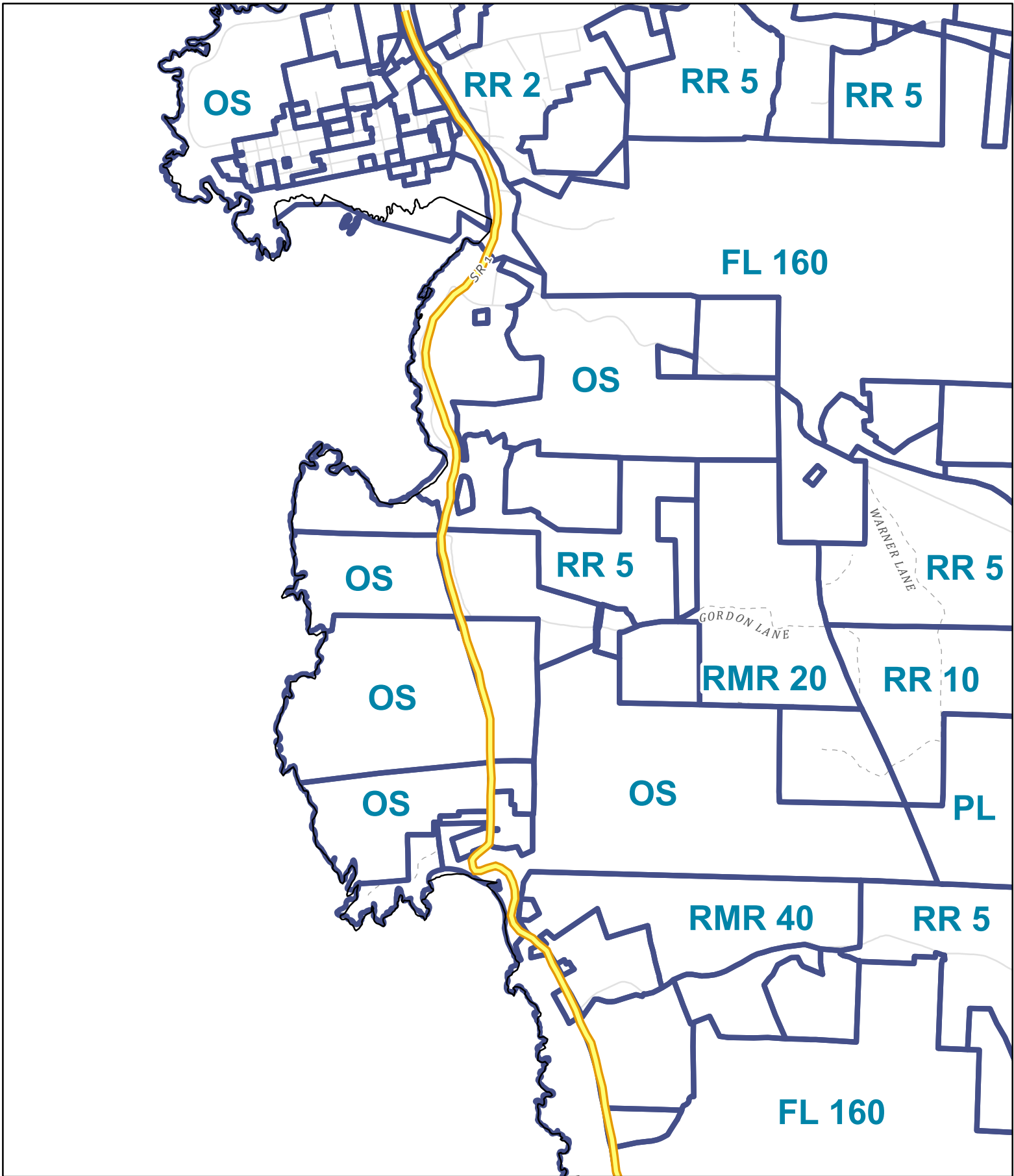
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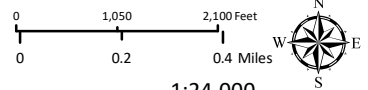
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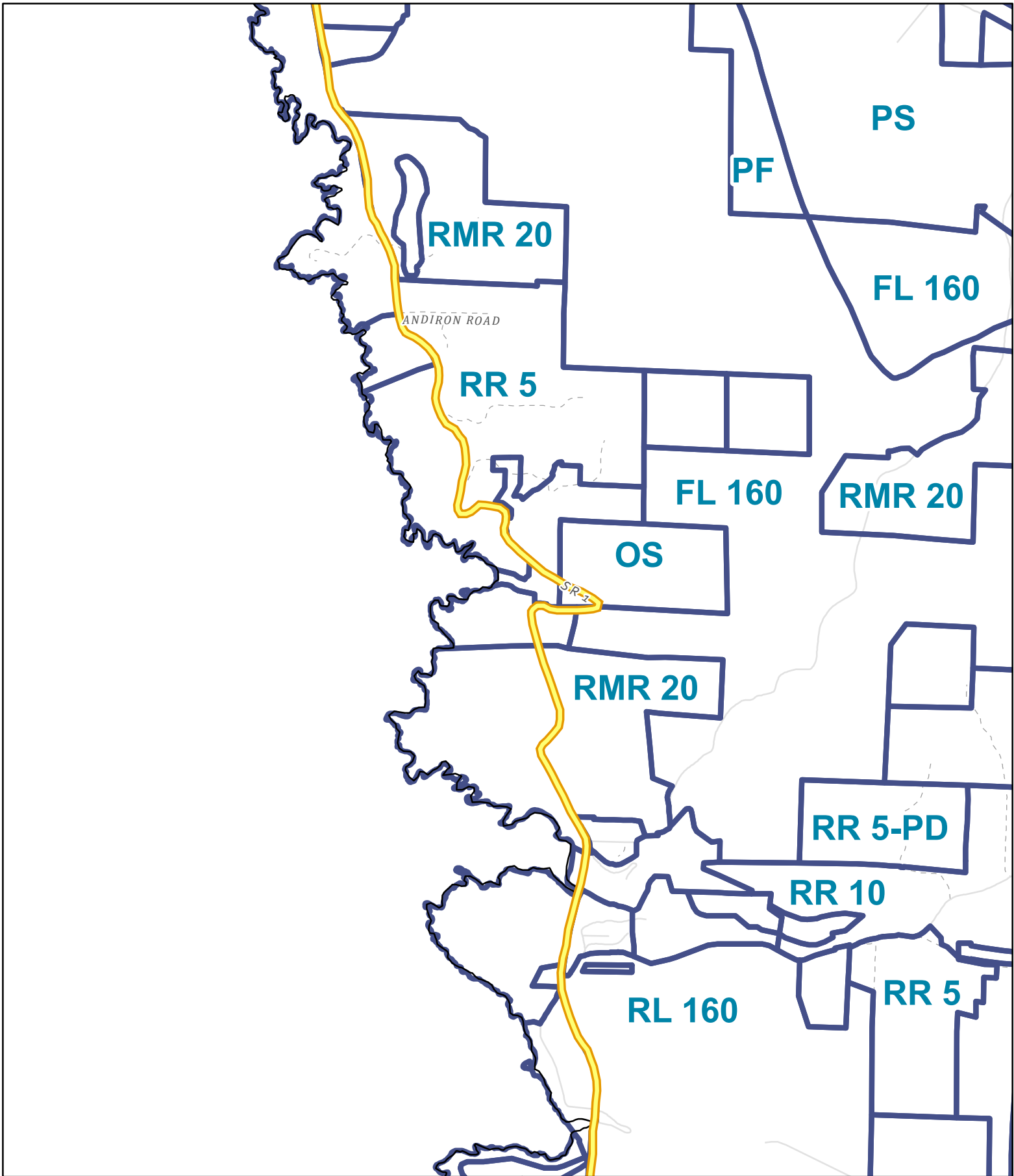
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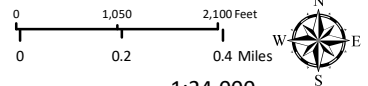
GENERAL PLAN

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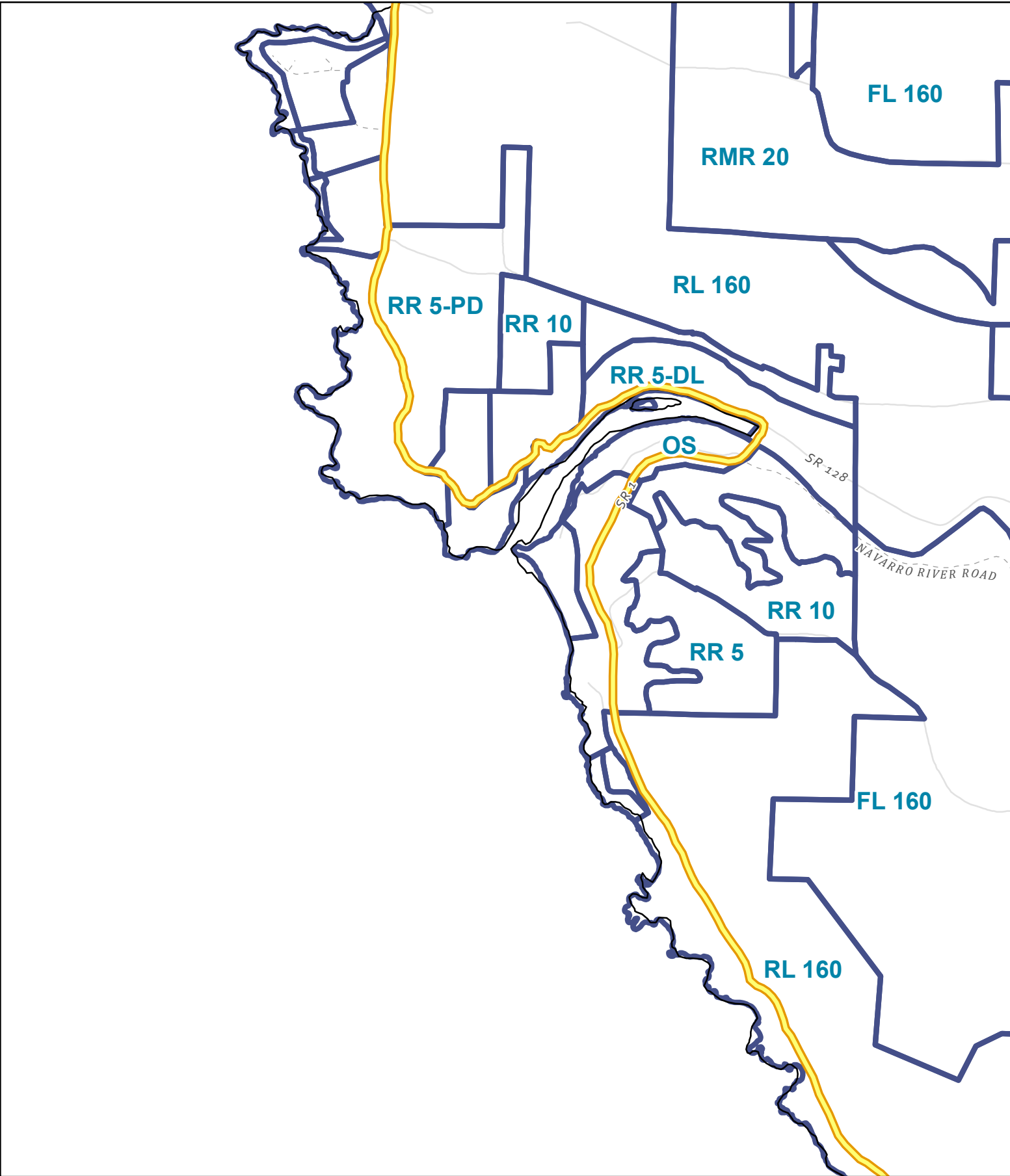
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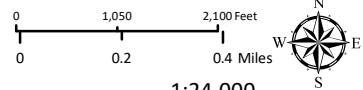
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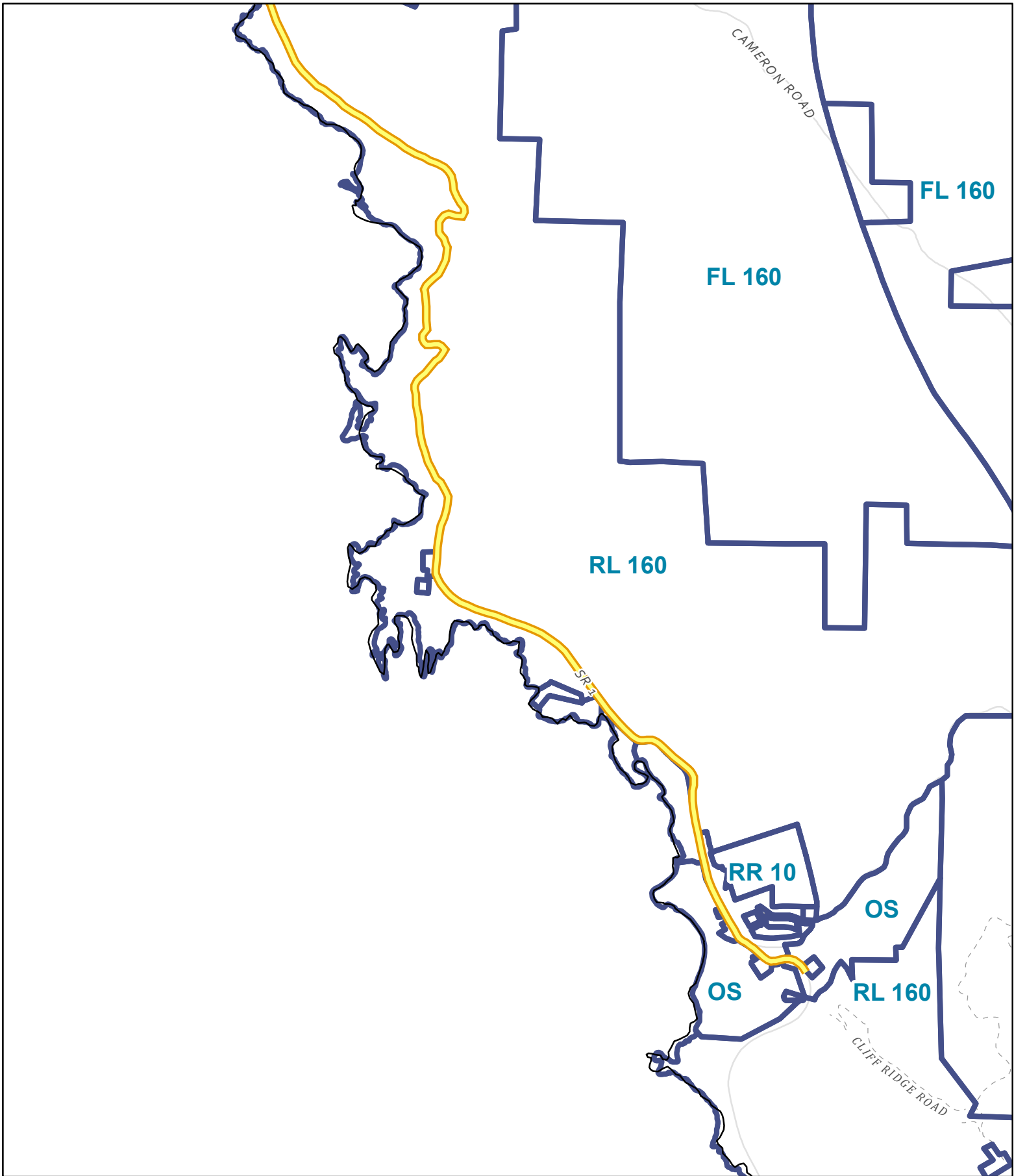
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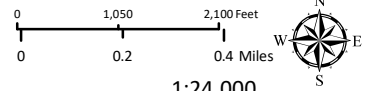
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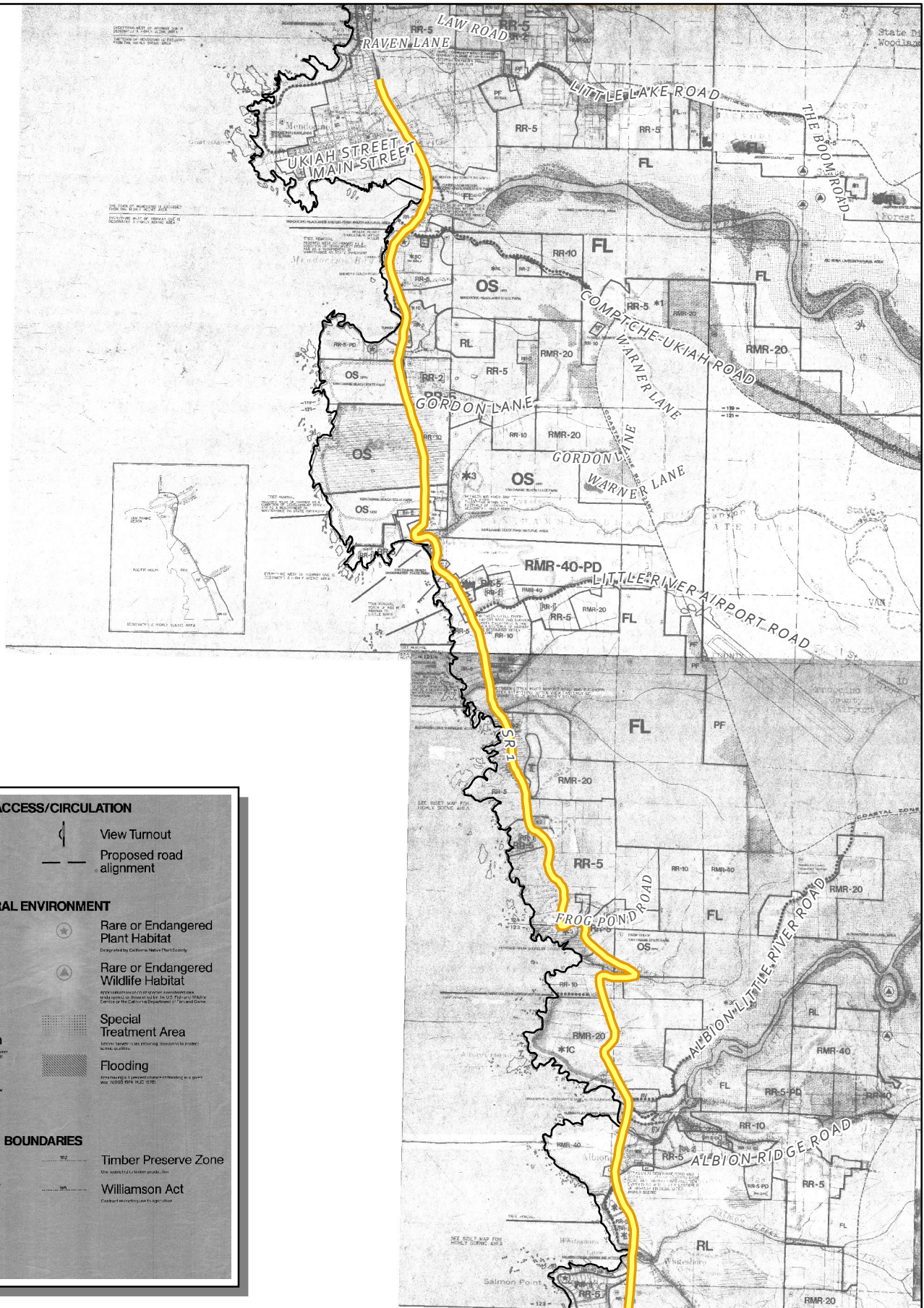
CASE: CDP 2023-0020
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-  Location of Preventive Maintenance
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GENERAL PLAN

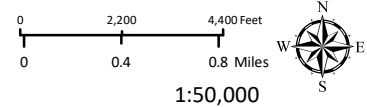
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SHORELINE ACCESS/CIRCULATION	
..... Shoreline Access Existing	View Turnout
o-o-o-o-o-o-o-o Shoreline Access Proposed	Proposed road alignment
NATURAL ENVIRONMENT	
Prime Agricultural Land <small>As defined by Gov. Code Sec. 50203.5</small>	Rare or Endangered Plant Habitat <small>Designated by California Native Plant Society</small>
Pygmy Vegetation <small>Unshaded forest typically on slopes or black rock outcrops</small>	Rare or Endangered Wildlife Habitat <small>Approximate boundary of riparian preservation area established by the U.S. Fish and Wildlife Service or the California Department of Fish and Game</small>
Pygmy-type Vegetation <small>Shaded forest typically on slopes or black rock outcrops</small>	Special Treatment Area <small>Forest lands - see zoning standards to protect scenic quality</small>
Riparian Vegetation <small>Wetlands adjacent to riparian areas and riparian areas that require, or otherwise are regulated by, riparian habitat conservation plans</small>	Flooding <small>Approximate boundary of riparian preservation area established by the U.S. Fish and Wildlife Service</small>
Wetlands <small>Wetlands regulated under the Clean Water Act (33 USC 1362) and the National Pollutant Discharge Elimination Act (42 USC 1362)</small>	
Dunes	
BOUNDARIES	
Urban/Rural Boundary <small>The Urban/Rural Boundary is defined by the California State Board of Equalization</small>	Timber Preserve Zone <small>See individual timber products list</small>
Water District <small>Publicly regulated utility providing sewage disposal services</small>	Williamson Act <small>Contract farming with agriculture</small>
Sewer District <small>Publicly regulated utility providing sewage disposal services</small>	

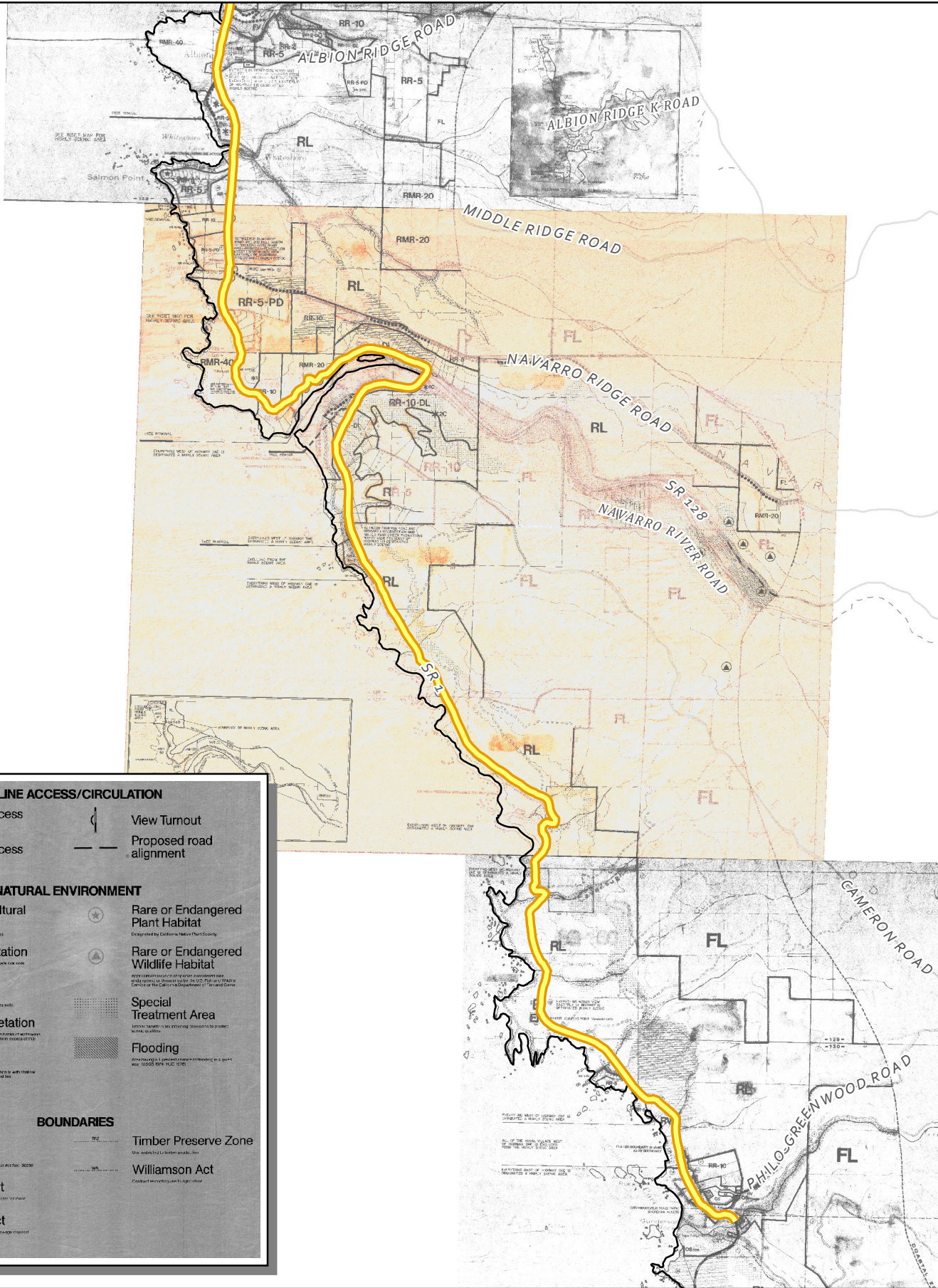
CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

Location of Preventive Maintenance
 Public Roads
 Private Roads



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LCP LAND USE MAPS

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SHORELINE ACCESS/CIRCULATION

..... Shoreline Access Existing
 ooooooo Shoreline Access Proposed

View Turnout
 Proposed road alignment

NATURAL ENVIRONMENT

Prime Agricultural Land
As defined by Gov. Code Sec. 51080.05

Pygmy Vegetation
Shaded based typically on slope or black rock code

Pygmy-type Vegetation
Classified forest inventory or Calveg's canopy code

Riparian Vegetation
Moist riparian vegetation with riparian plants and shrubs and requires a 30' riparian buffer in riparian habitat

Wetlands
Land that is periodically or continuously saturated with water under normal high tide, flood, or ice

Dunes

Rare or Endangered Plant Habitat
Designated by California Native Plant Society

Rare or Endangered Wildlife Habitat
Approximate boundary of riparian or woodland area with riparian or woodland in the U.S. Fish and Wildlife Service or the California Department of Fish and Game

Special Treatment Area
Forest lands with riparian resources to protect riparian quality

Flooding
Approximate boundary of riparian or woodland area with riparian or woodland in the U.S. Fish and Wildlife Service or the California Department of Fish and Game

BOUNDARIES

Urban/Rural Boundary
The boundary between the jurisdiction of California Act No. 3026 and other local laws

Water District
Publicly regulated utility providing water supply to riparian lands

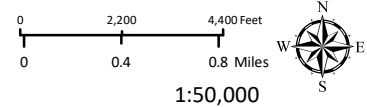
Sewer District
Publicly regulated utility providing sewage disposal to riparian lands

Timber Preserve Zone
One mile buffer to timber preserve

Williamson Act
Contract farming with agriculture

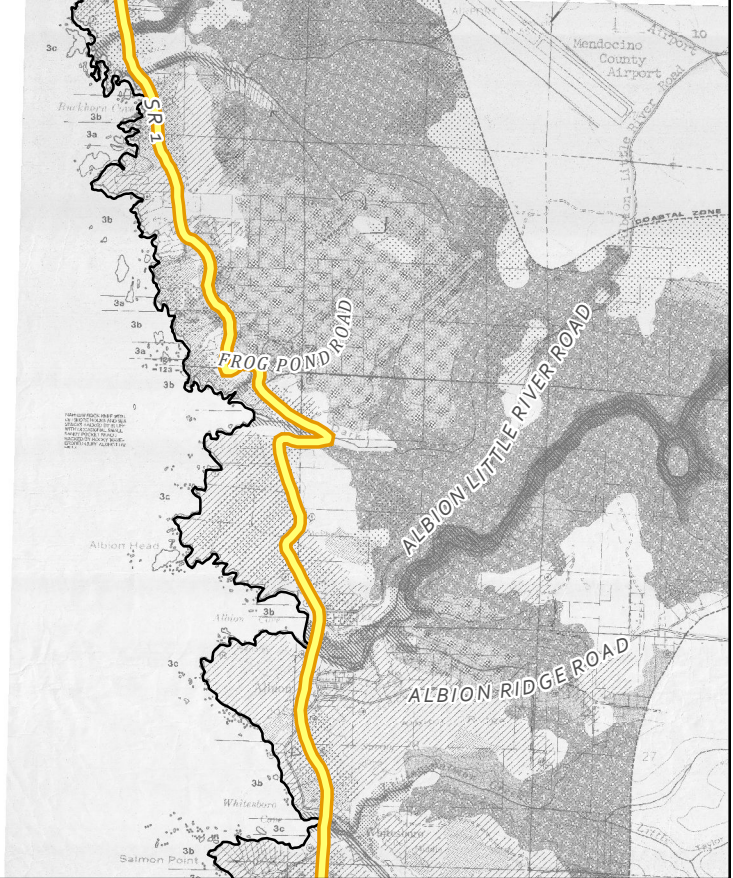
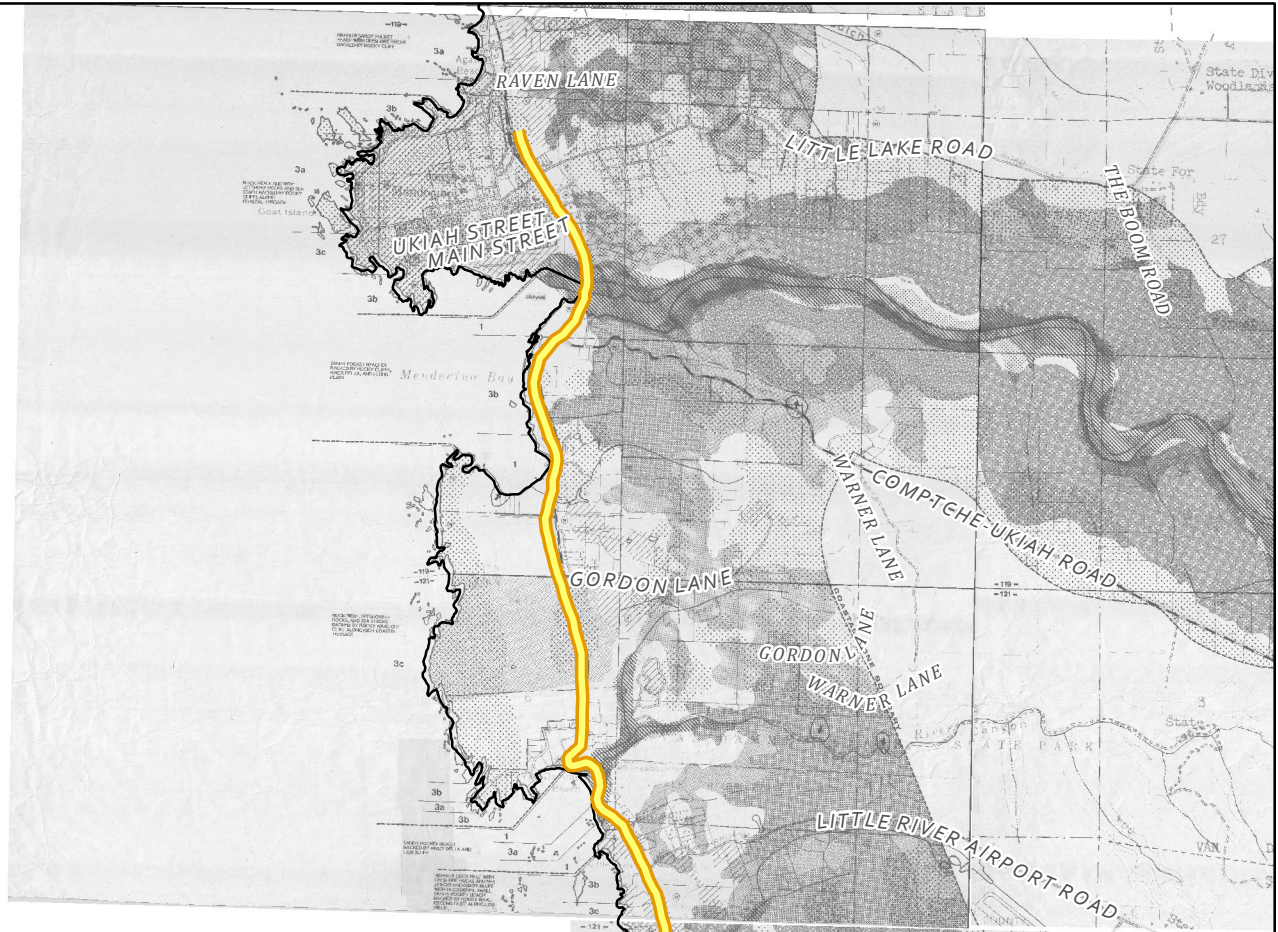
CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

Location of Preventive Maintenance
 Public Roads
 Private Roads



1:50,000
 LCP LAND USE MAPS

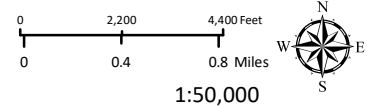
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 DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES**



Legend: Land Capabilities/ Natural Hazards

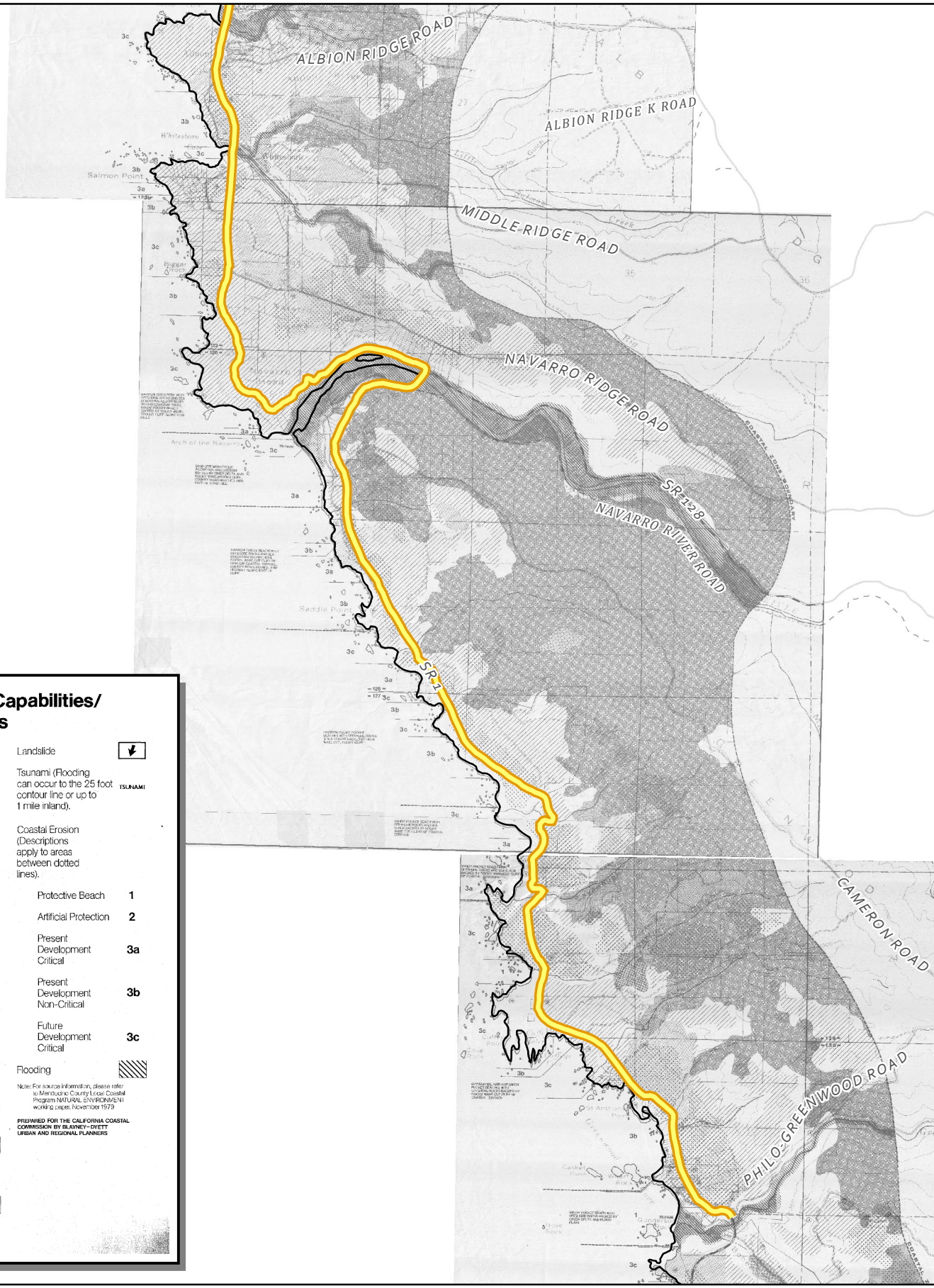
Coastal Zone Boundary	---	Landslide	
Incorporated City Limits	---	Tsunami (Flooding can occur to the 25 foot contour line or up to 1 mile inland).	
LAND CAPABILITIES			
Agricultural Land		Coastal Erosion (Descriptions apply to areas between dotted lines).	
Prime		Protective Beach	1
Non Prime		Artificial Protection	2
Timberland		Present Development Critical	3a
High Productivity		Present Development Non-Critical	3b
Moderate Productivity		Future Development Critical	3c
NATURAL HAZARDS			
Fault Rupture (For further information see Alquist-Priolo Special Studies Zones Maps, effective July 1, 1974.	---	Flooding	
Seismicity		<small>Note: For source information, please refer to Mendocino County Local Coastal Program NATURAL ENVIRONMENTAL working paper, November 1979.</small>	
Bedrock (Zone 1)		<small>PREPARED FOR THE CALIFORNIA COASTAL COMMISSION BY BLANEY-DYETT URBAN AND REGIONAL PLANNERS</small>	
Marine Terrace Deposits (Zone 2) - Strong Shaking			
Beach Deposits and Stream Alluvium and Terraces (Zone 3) - Intermediate Shaking			

CASE: CDP 2023-0020 Location of Preventive Maintenance
OWNER: CALTRANS Public Roads
APN: Various Private Roads
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0



LCP LAND CAPABILITIES & NATURAL HAZARDS

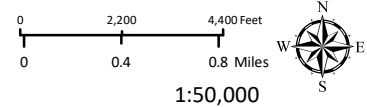
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Legend: Land Capabilities/ Natural Hazards

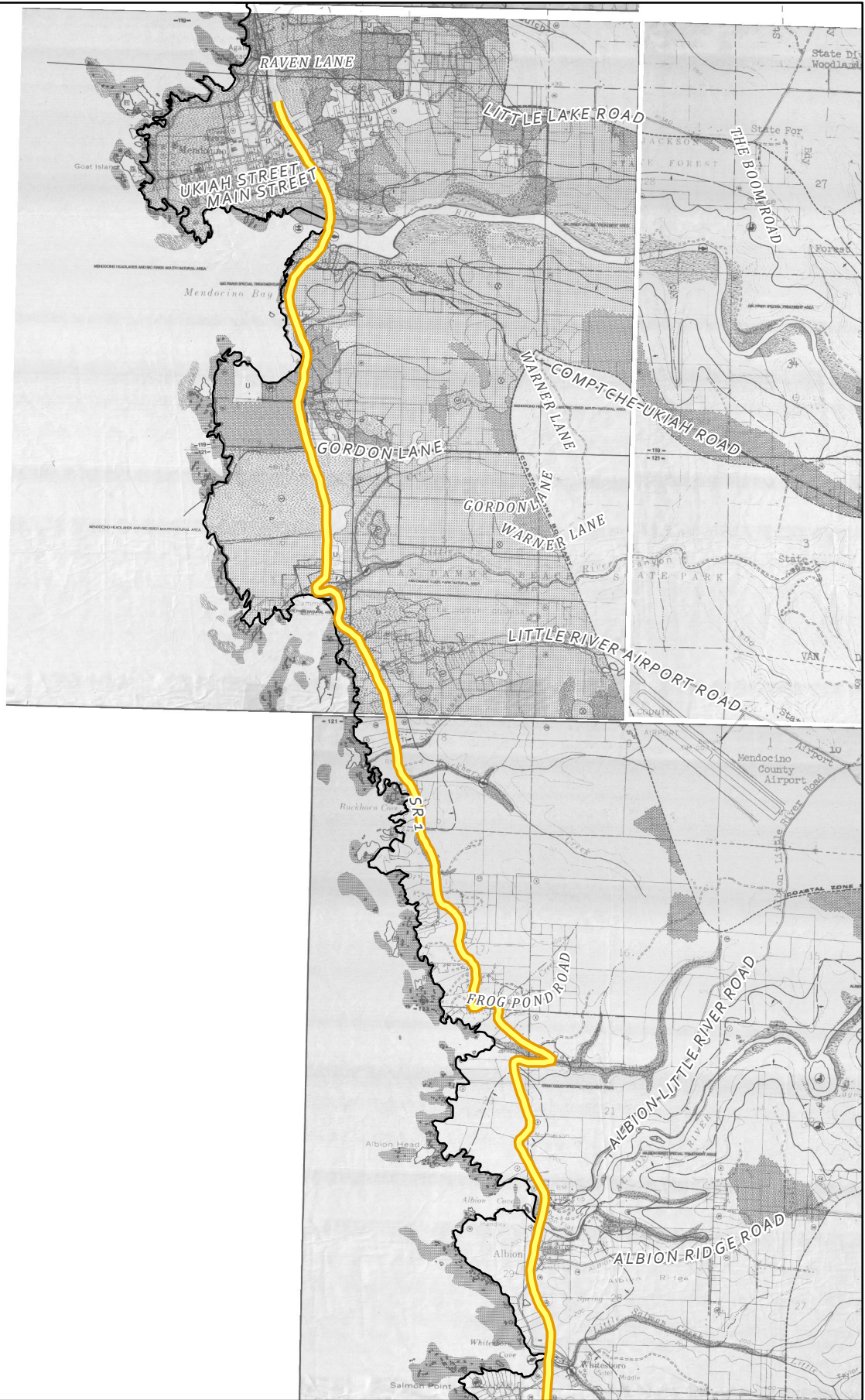
Coastal Zone Boundary	---	Landslide	
Incorporated City Limits	---	Tsunami (Flooding can occur to the 25 foot contour line or up to 1 mile inland).	
LAND CAPABILITIES			
Agricultural Land		Coastal Erosion (Descriptions apply to areas between dotted lines).	
Prime		Protective Beach	1
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NATURAL HAZARDS			
Fault Rupture (For further information see Alquist-Priolo Special Studies Zones Maps, effective July 1, 1974.	---	Floodings	
Seismicity		<small>Note: For source information, please refer to Mendocino County Local Coastal Program NATURAL ENVIRONMENTAL working paper, November 1979.</small> <small>PREPARED FOR THE CALIFORNIA COASTAL COMMISSION BY BLAINEY-DYETT URBAN AND REGIONAL PLANNERS</small>	
Bedrock (Zone 1)			
Marine Terrace Deposits (Zone 2) - Strong Shaking			
Beach Deposits and Stream Alluvium and Terraces (Zone 3) - Intermediate Shaking			

CASE: CDP 2023-0020 Location of Preventive Maintenance
OWNER: CALTRANS Public Roads
APN: Various
APLCT: CALTRANS Private Roads
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0



LCP LAND CAPABILITIES & NATURAL HAZARDS

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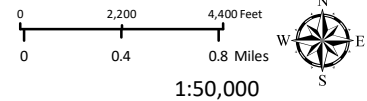
Legend: Habitats/Resources

Coastal Zone Boundary	---	OT-HER UPLAND HABITATS
Incorporated City Limits	---	Scrub
MARINE AND FRESHWATER HABITATS		Pygmy Forest
Open Water	W	Pygmy Tree Forest
Kelp	[Symbol]	Barren
Rocky Intertidal Area	[Symbol]	Coastal Prairie
Mudflat	[Symbol]	Grossland
Beach	[Symbol]	Hardwood Forest/
Dunes	[Symbol]	Grossland
Marsh	[Symbol]	Agricultural Land
Saltwater	[Symbol]	Farmstead
Freshwater	[Symbol]	Pasture
Brackish	[Symbol]	Urban (Also shown with a dominant vegetation)
Stream	[Symbol]	Sand/Grave (Extractive Use)
Perennial	[Symbol]	SPECIAL HABITATS
Intermittent	[Symbol]	Seabird and Marine Mammal Rockery
WOODED HABITATS		Marine Mammal Haulout Area
Coastal Forest	[Symbol]	Spawning Area
Redwood	[Symbol]	Anadromous Stream
Hardwood	[Symbol]	Wildfire Habitat
Woodland	[Symbol]	Plant Habitat
River	[Symbol]	
Crover	[Symbol]	

Note: For more information, please refer to Mendocino County Local Coastal Program NATURAL ENVIRONMENT WORKING DRAFT November 1992.

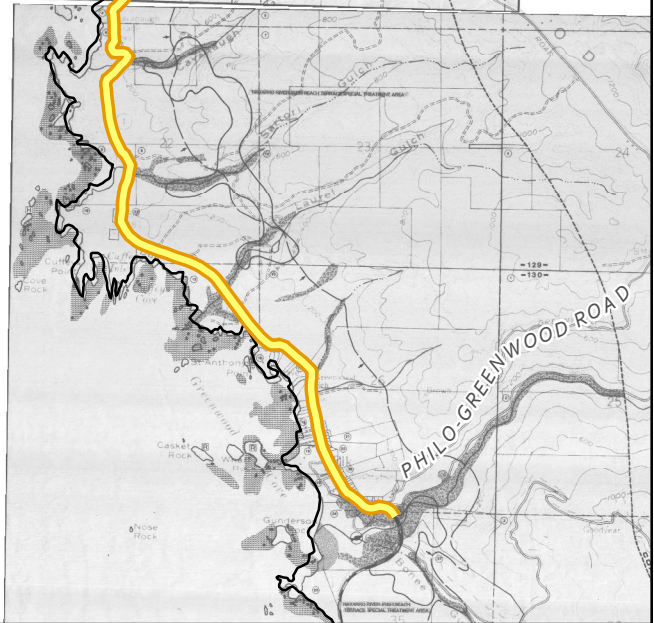
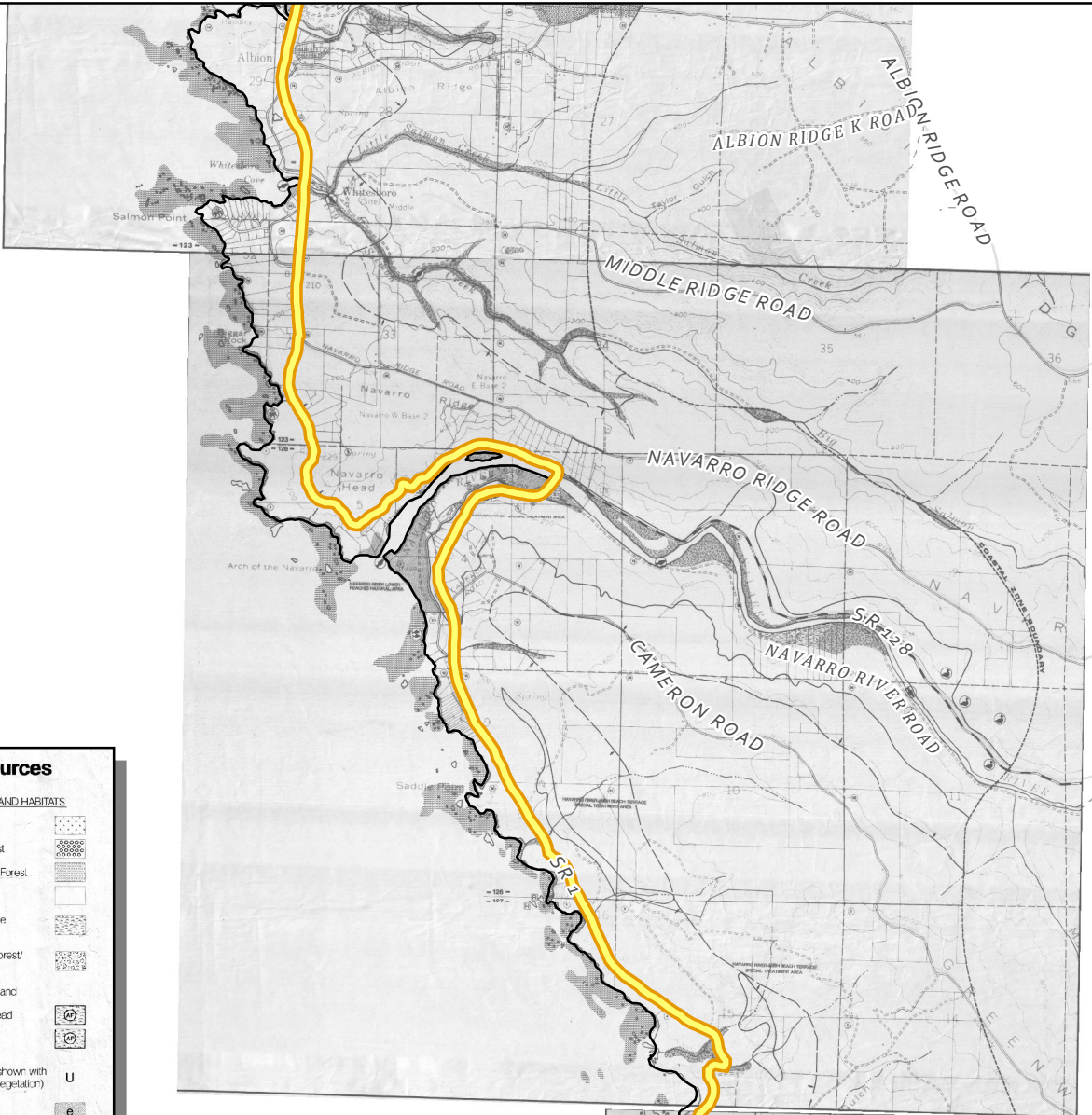
PREPARED FOR THE CALIFORNIA COASTAL COMMISSION BY BLAINY-DIVETT URBAN AND REGIONAL PLANNERS

CASE: CDP 2023-0020 Location of Preventive Maintenance
OWNER: CALTRANS Public Roads
APN: Various
APLCT: CALTRANS Private Roads
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0






LCP HABITATS & RESOURCES

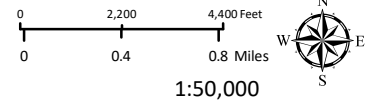
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Legend: Habitats/Resources

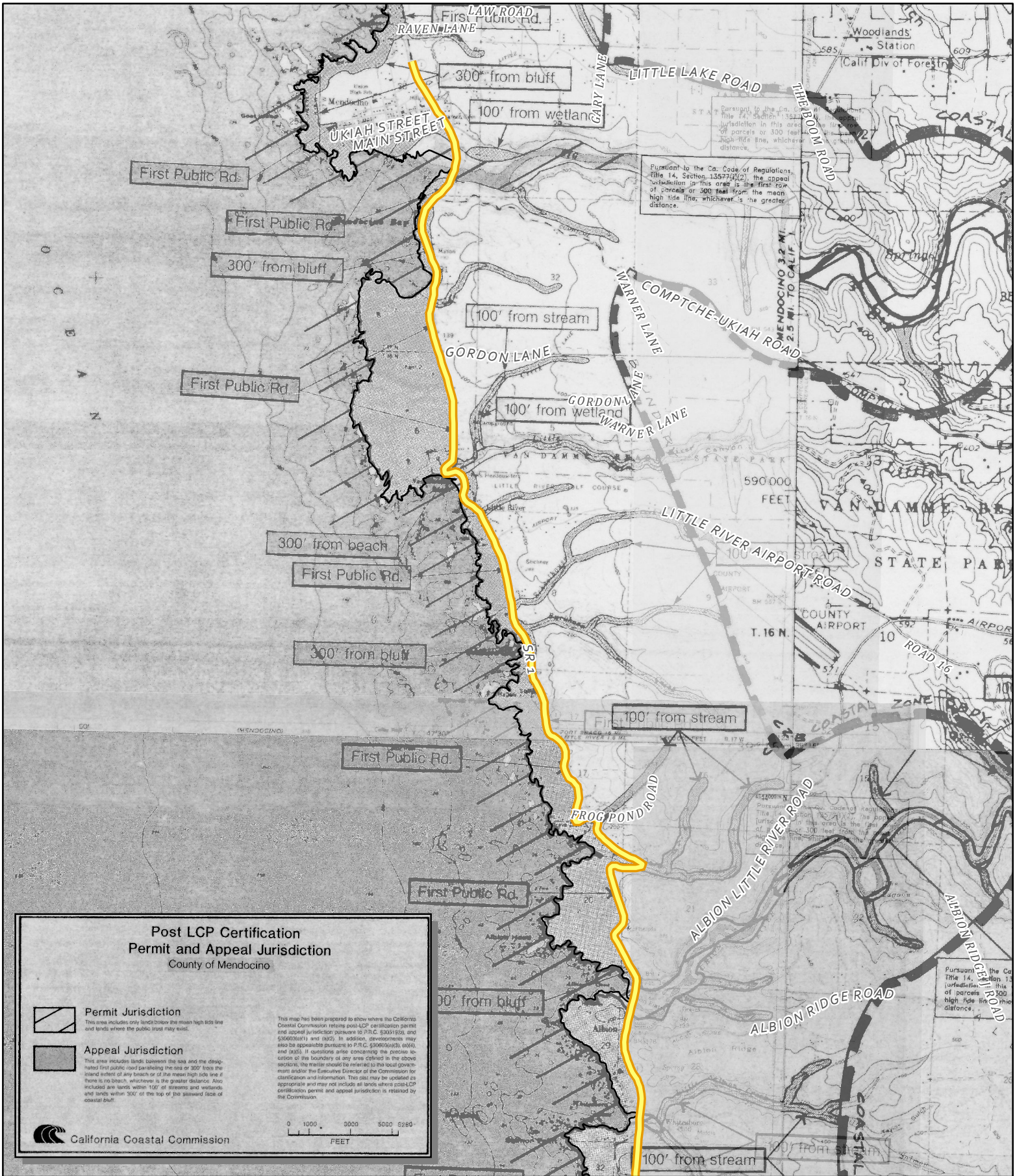
Coastal Zone Boundary	---	OT-HER UPLAND HABITATS
Incorporated City Limits	---	Scrub
MARINE AND FRESHWATER HABITATS		Pygmy Forest
Open Water	W	Pygmy Tree Forest
Kelp	[Symbol]	Barren
Rocky Intertidal Area	[Symbol]	Coastal Prairie
Mudflat	[Symbol]	Grossland
Beach	[Symbol]	Hardwood Forest/
Dunes	[Symbol]	Grossland
Marsh	[Symbol]	Agricultural Land
Saltwater	[Symbol]	Farmstead
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Brackish	[Symbol]	Urban (Also shown with a dominant vegetation)
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Perennial	[Symbol]	
Intermittent	[Symbol]	SPECIAL HABITATS
WOODED HABITATS		Seabird and Marine Mammal Rockery
Coastal Forest	[Symbol]	Marine Mammal Haulcut Area
Redwood	[Symbol]	Spawning Area
Hardwood	[Symbol]	Anadromous Stream
Woodland	[Symbol]	Wildfire Habitat
River	[Symbol]	Plant Habitat
Crover	[Symbol]	
<small>Note: For more information, please refer to Marin County Local Coastal Program NATURAL ENVIRONMENT WORKING DRAFT NOVEMBER 1972.</small>		
<small>PREPARED FOR THE CALIFORNIA COASTAL COMMISSION BY BLAINY-O'NEILL URBAN AND REGIONAL PLANNERS</small>		
DESIGNATED RESOURCE PROTECTION AREA		
State Park or Reserve	---	
Area of Special Biological Significance	---	
Natural Area	---	
Forestry Special Treatment Area	---	
VISUAL RESOURCES		
View Limit	--- --- ---	
Viewshed Corridor	---	

CASE: CDP 2023-0020  Location of Preventive Maintenance
OWNER: CALTRANS  Public Roads
APN: Various
APLCT: CALTRANS  Private Roads
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0



LCP HABITATS & RESOURCES

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Post LCP Certification Permit and Appeal Jurisdiction
County of Mendocino

Permit Jurisdiction
This area includes only lands below the mean high tide line and lands where the public road may exist.

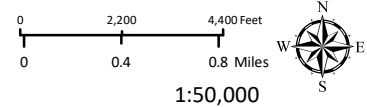
Appeal Jurisdiction
This area includes lands between the top and the designated first public road paralleling the sea or 300' from the inland extent of any beach or of the mean high tide line if there is no beach, whichever is the greater distance. Also included are lands within 100' of streams and wetlands and lands within 300' of the top of the seaward face of coastal bluffs.

This map has been prepared to show where the California Coastal Commission retains post-LCP certification permit and appeal jurisdiction pursuant to P.R.C. §30015(b), and §30602(a)(1) and (a)(2). In addition, developments may also be appealable pursuant to P.R.C. §30605(a)(3), (a)(4), and (a)(5). If questions arise concerning the precise location of the boundary of any area defined in the above sections, the matter should be referred to the local government and/or the Executive Director of the Commission for clarification and information. This map may be updated as appropriate and may not include all lands where post-LCP certification permit and appeal jurisdiction is retained by the Commission.

0 1000 3000 5000 5260
FEET

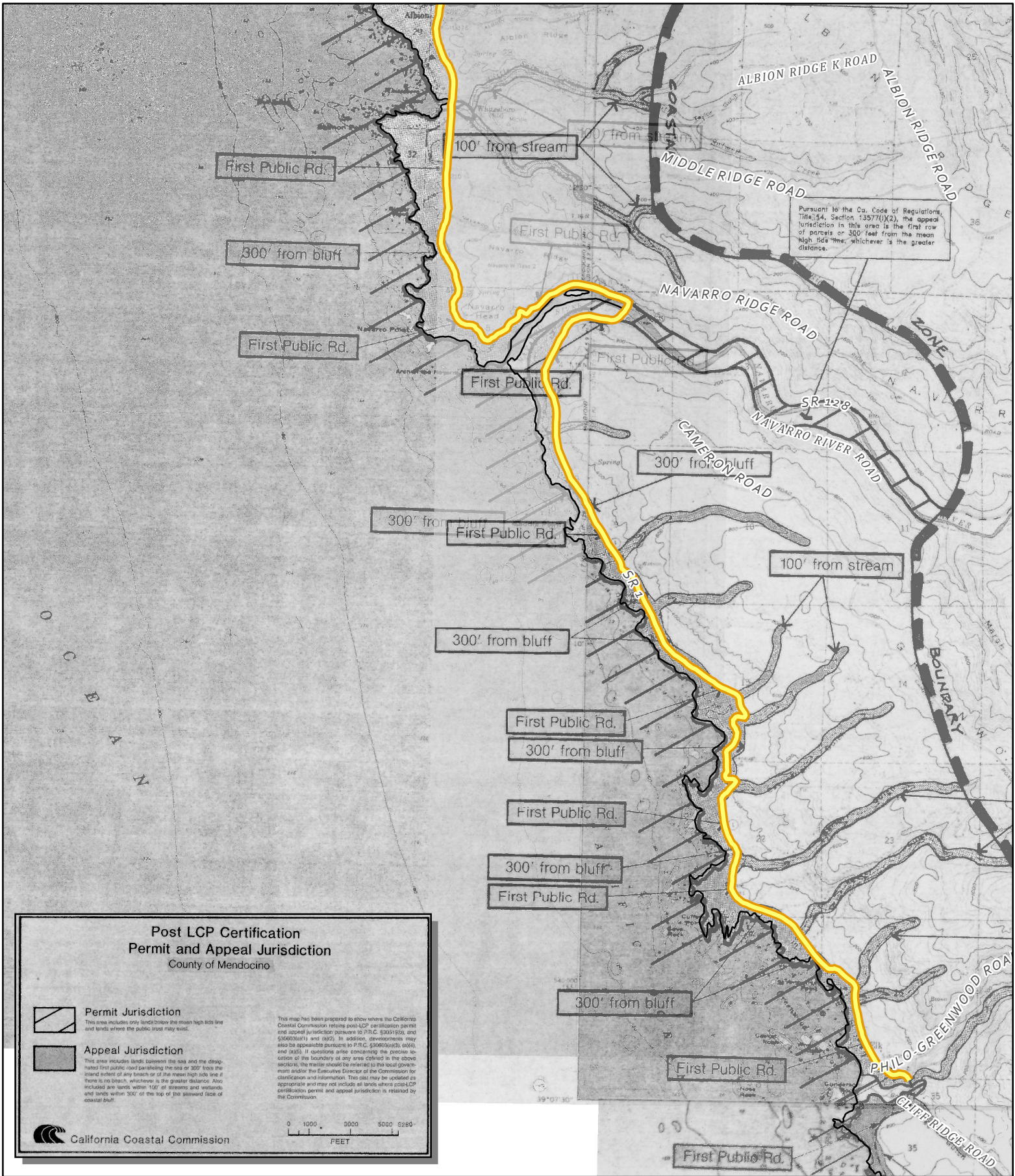
California Coastal Commission

CASE: CDP 2023-0020 Location of Preventive Maintenance
OWNER: CALTRANS Public Roads
APN: Various
APLCT: CALTRANS Private Roads
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0



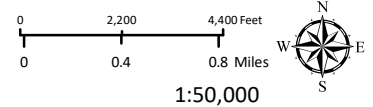
POST LCP CERTIFICATION & APPEAL JURISDICTION

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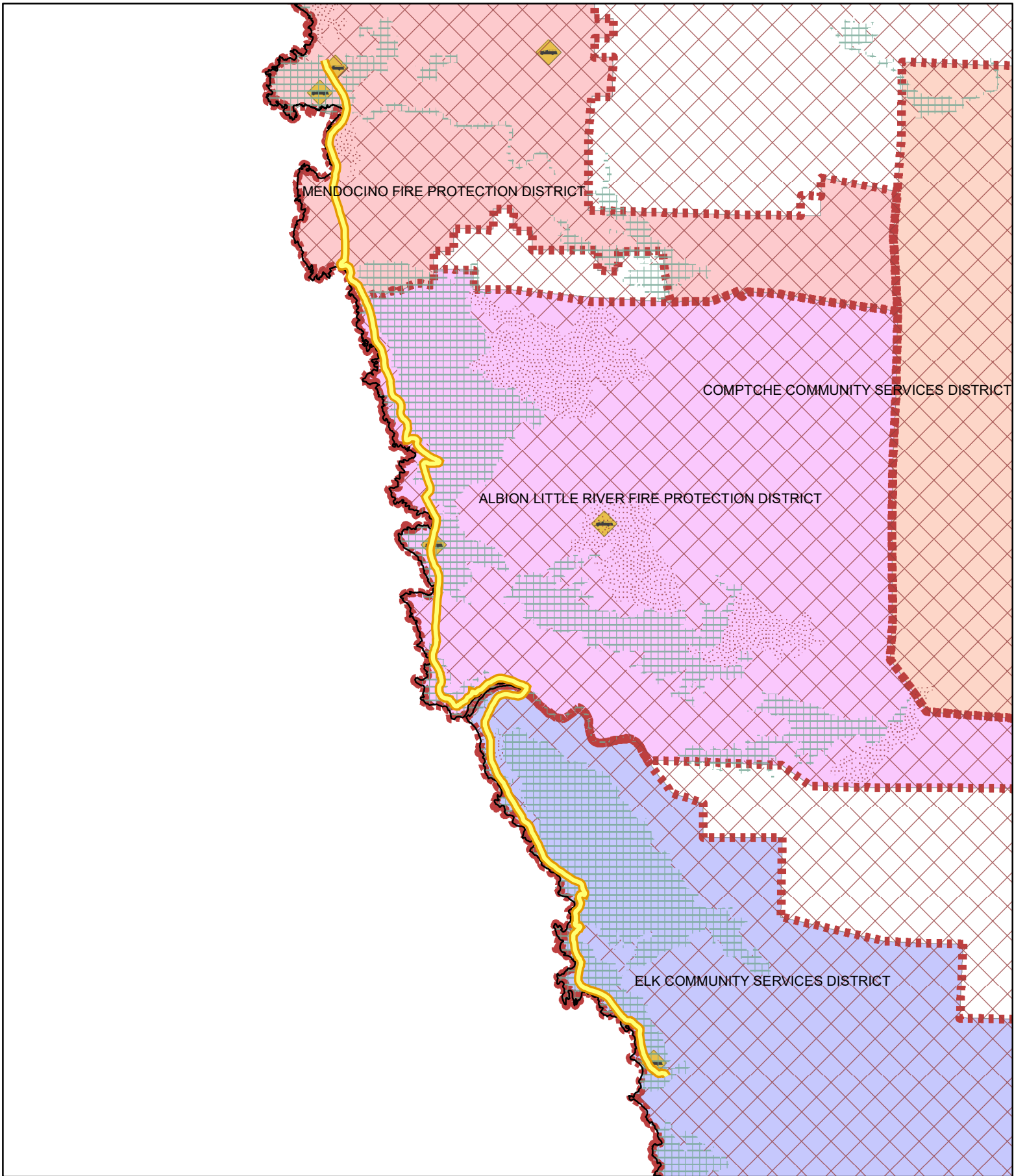
CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

Location of Preventive Maintenance
Public Roads
Private Roads






POST LCP CERTIFICATION & APPEAL JURISDICTION

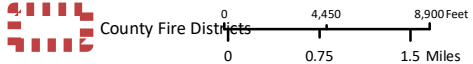
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CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

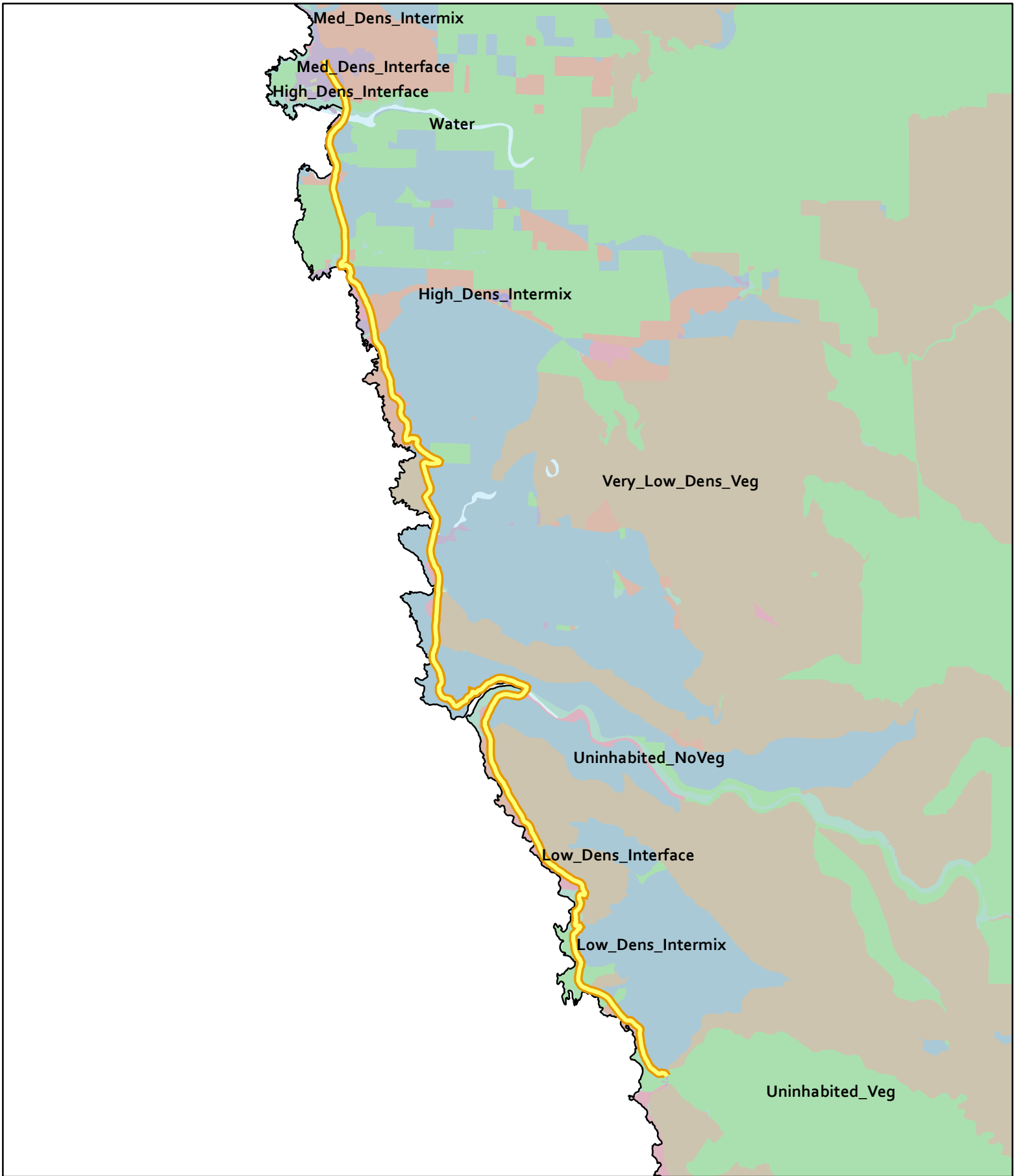
-  Location of Preventive Maintenance
-  Very High Fire Hazard
-  High Fire Hazard

-  Moderate Fire Hazard
-  Fire Stations



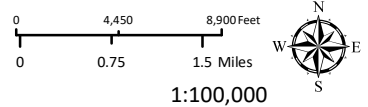
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FIRE HAZARD ZONES & RESPONSIBILITY AREAS
 STATE RESPONSIBILITY AREA

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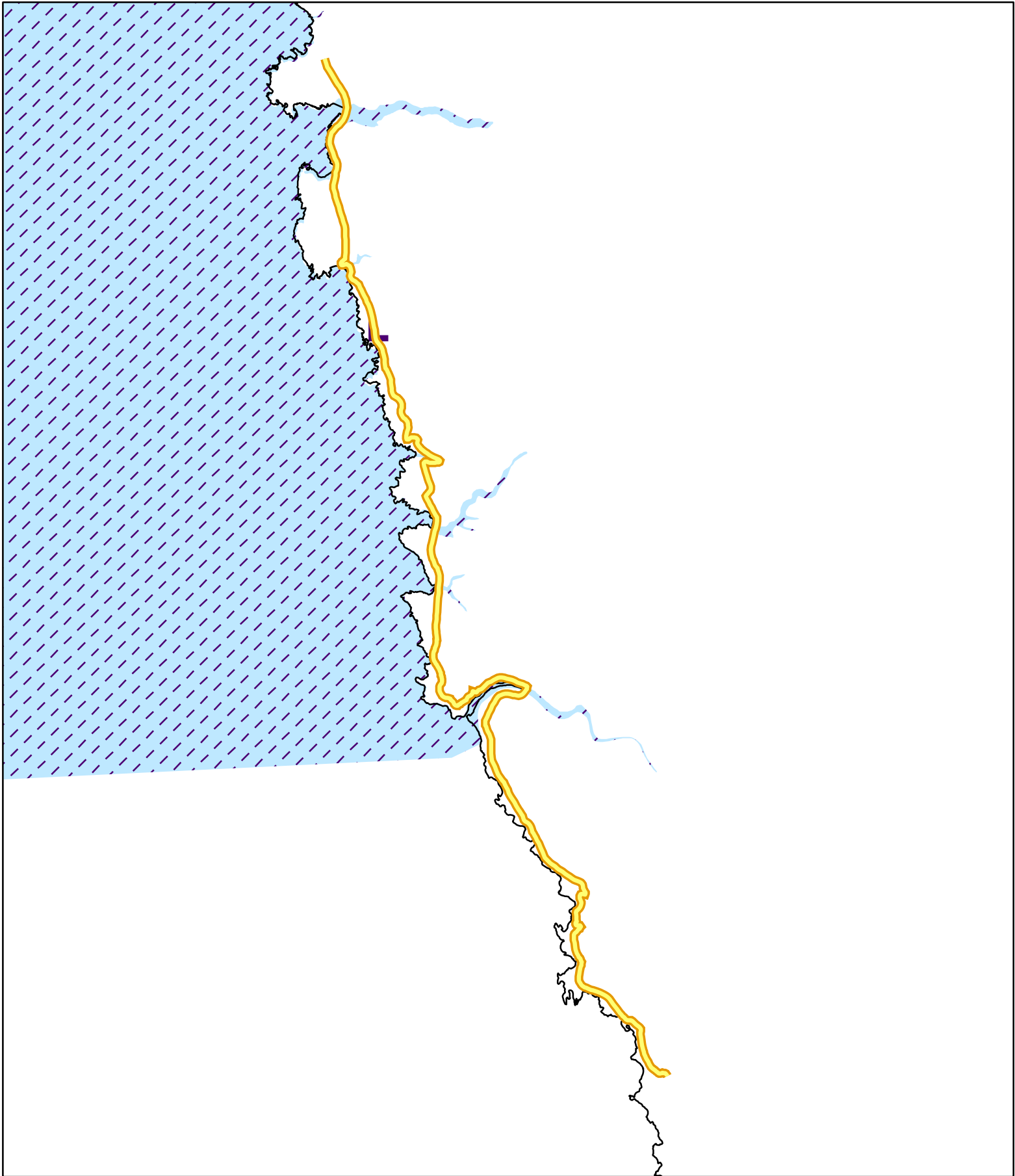
CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

 Location of Preventive Maintenance






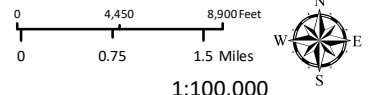
WILDLAND-URBAN INTERFACE

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CASE: CDP 2023-0020
OWNER: CALTRANS
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AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

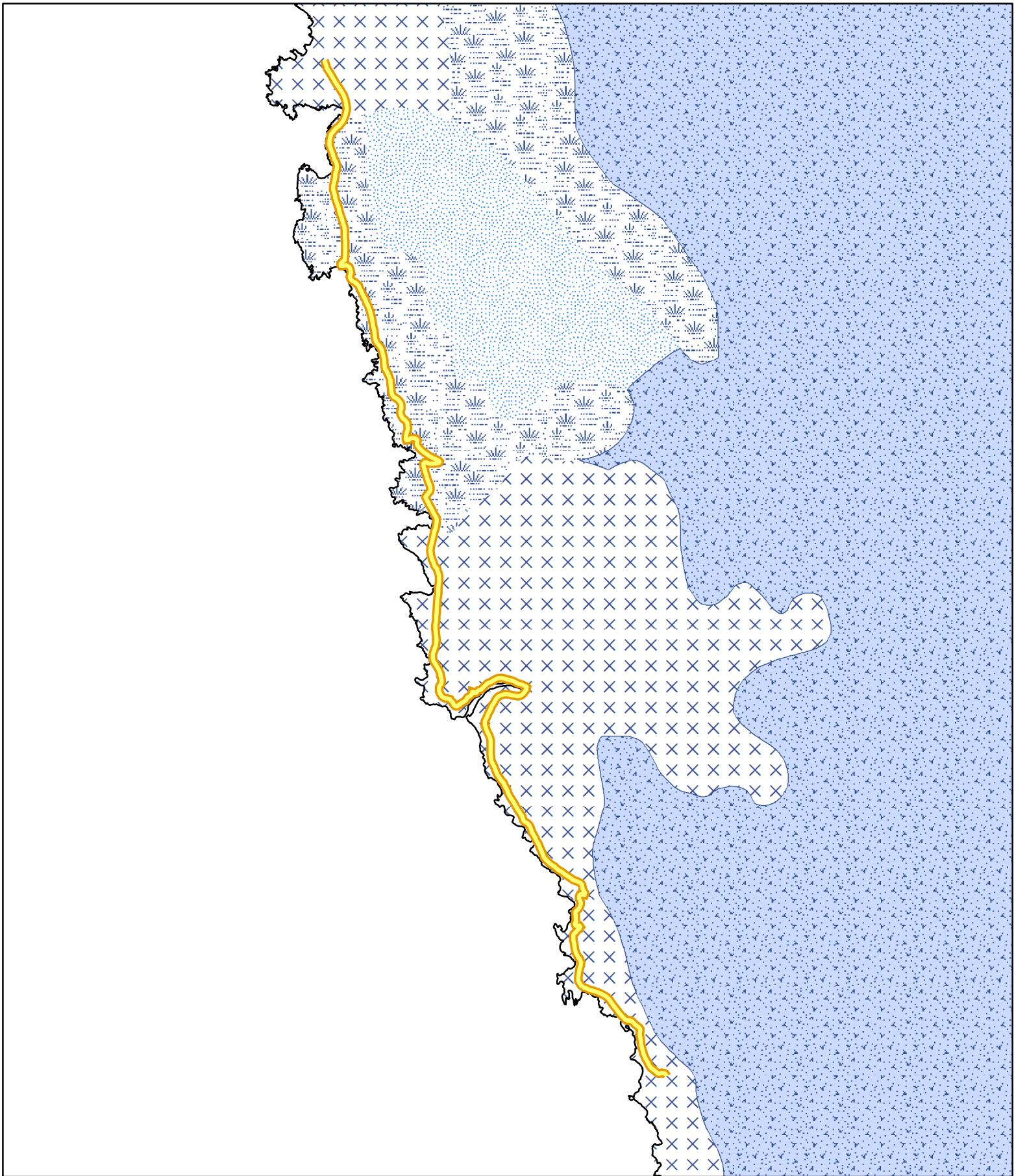
 Location of Preventive Maintenance
  Tsunami Inundation Zones
 LOMA Letters








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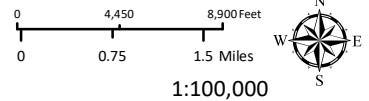
FLOOD AND TSUNAMI ZONES

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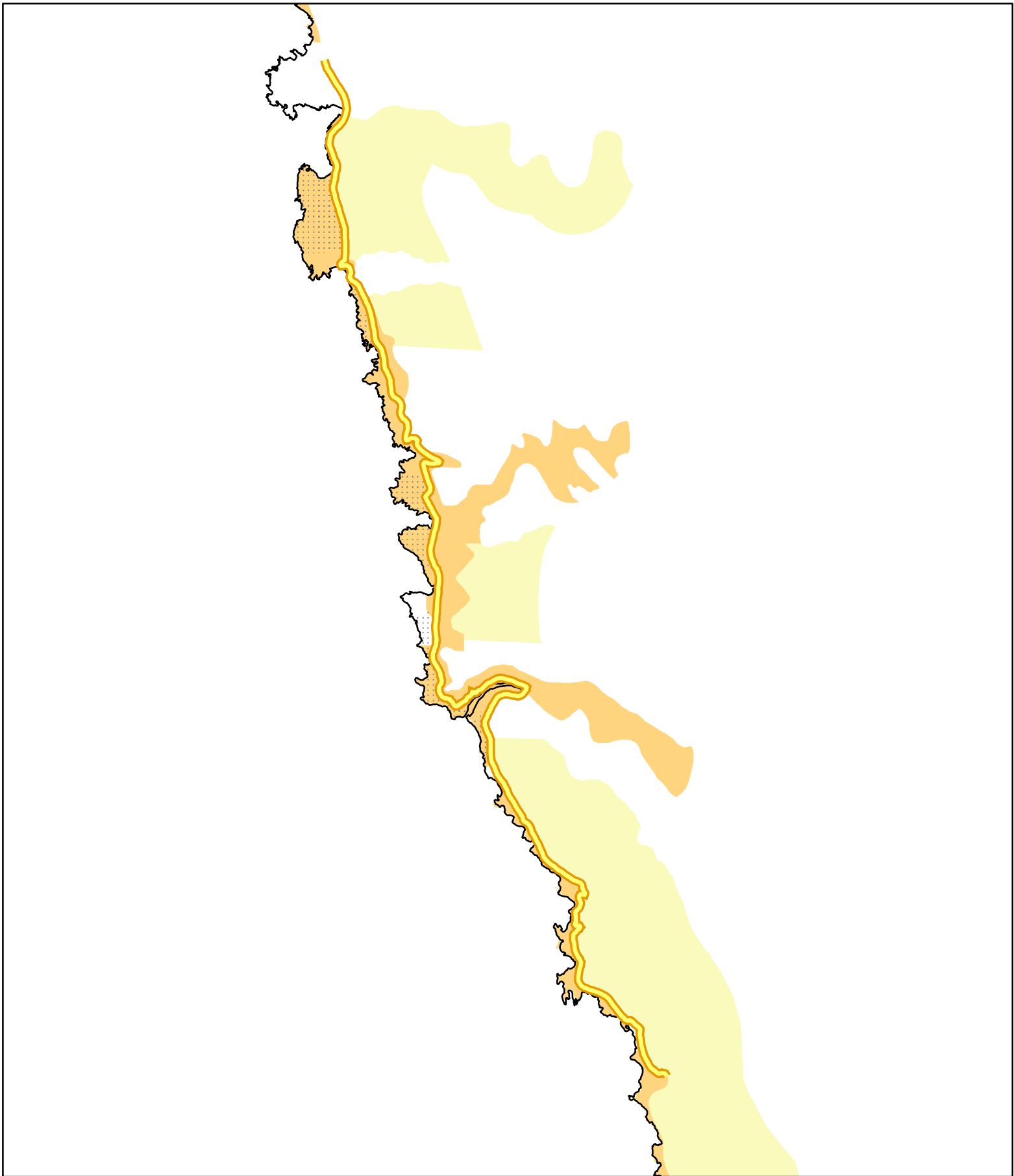
CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
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-  Location of Preventive Maintenance
-  Critical Water Resources
-  Critical Water Resources Bedrock
-  Marginal Water Resources
-  Sufficient Water Resources







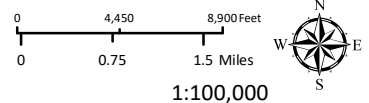
COASTAL GROUND WATER RESOURCES

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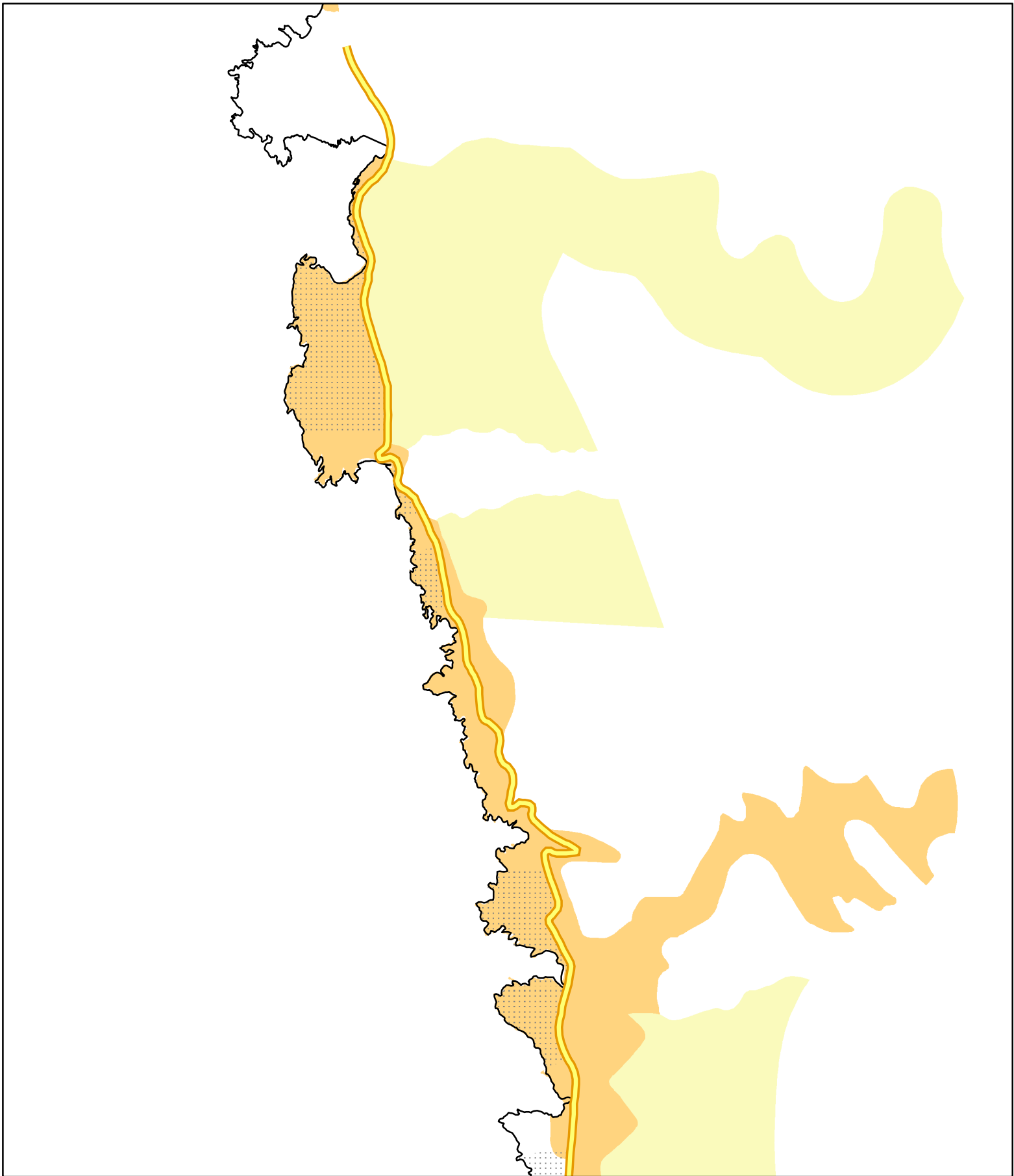
-  Location of Preventive Maintenance
-  Highly Scenic Area (Conditional)
-  Tree Removal Area
-  Highly Scenic Area



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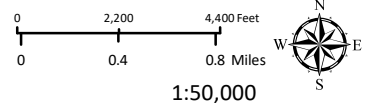
HIGHLY SCENIC & TREE REMOVAL AREAS

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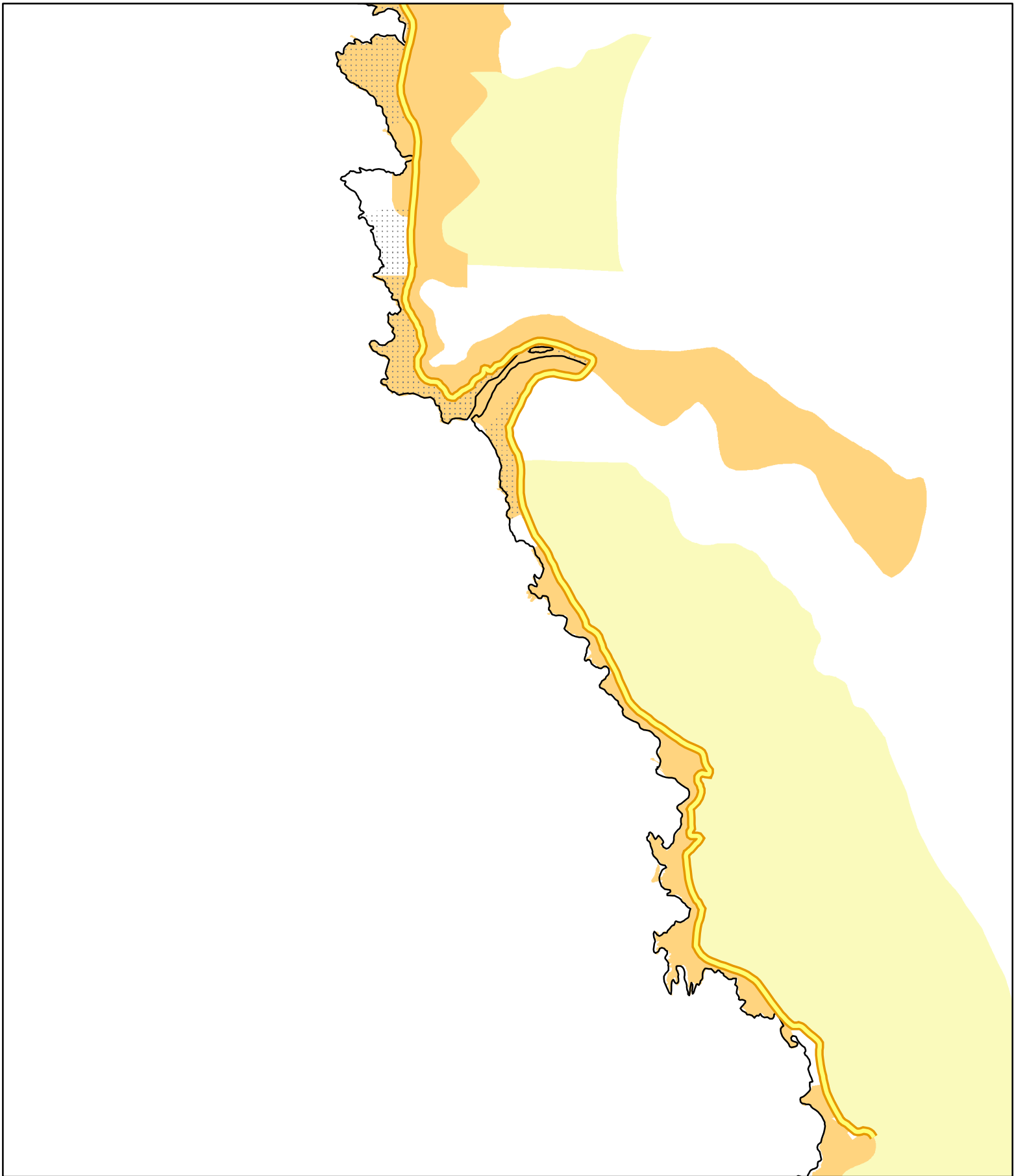
CASE: CDP 2023-0020
OWNER: CALTRANS
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ADDRESS: Hwy 1 MP 33.7-51.0

- Location of Preventive Maintenance
- Highly Scenic Area (Conditional)
- Tree Removal Area
- Highly Scenic Area



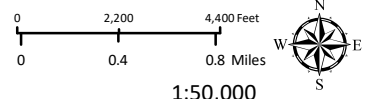
HIGHLY SCENIC & TREE REMOVAL AREAS

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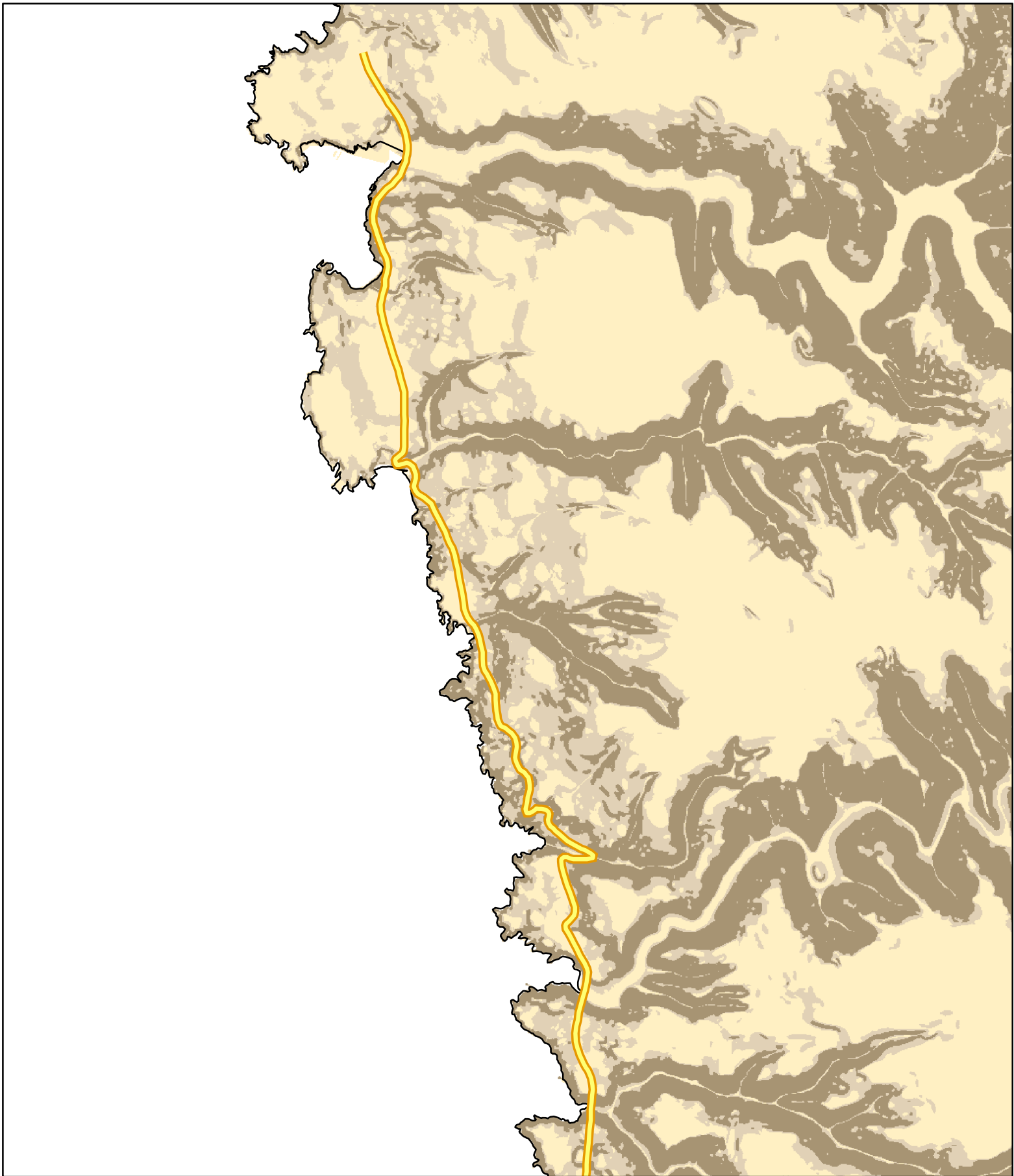
CASE: CDP 2023-0020
OWNER: CALTRANS
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- Location of Preventive Maintenance
- Tree Removal Area
- Highly Scenic Area (Conditional)
- Highly Scenic Area

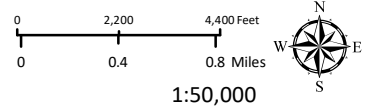
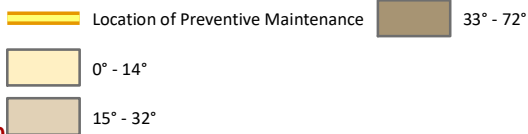


HIGHLY SCENIC & TREE REMOVAL AREAS

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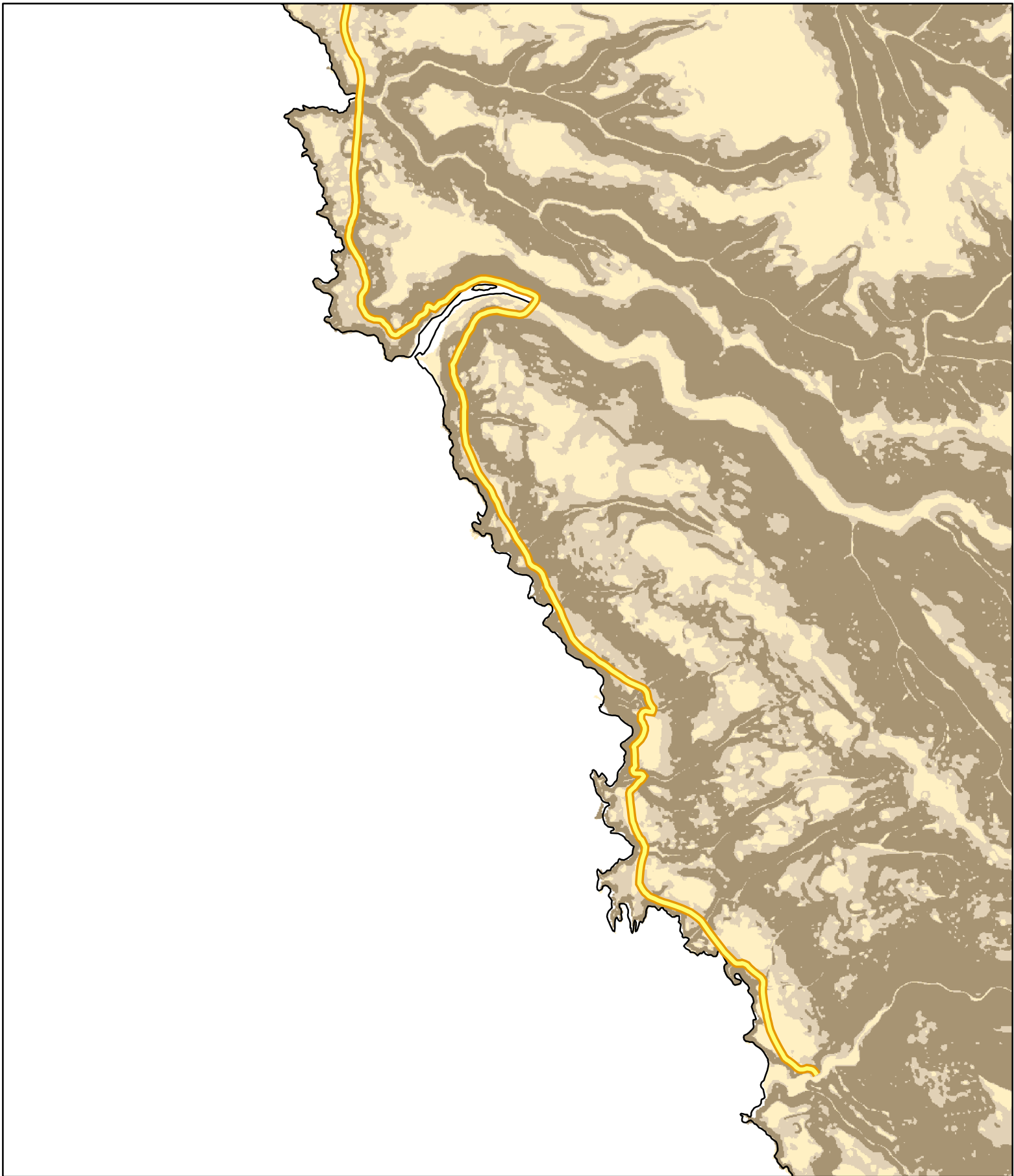


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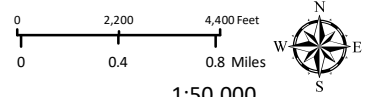
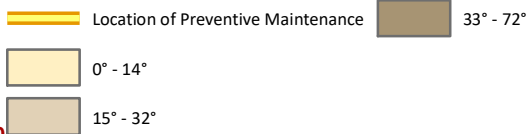


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ESTIMATED SLOPE

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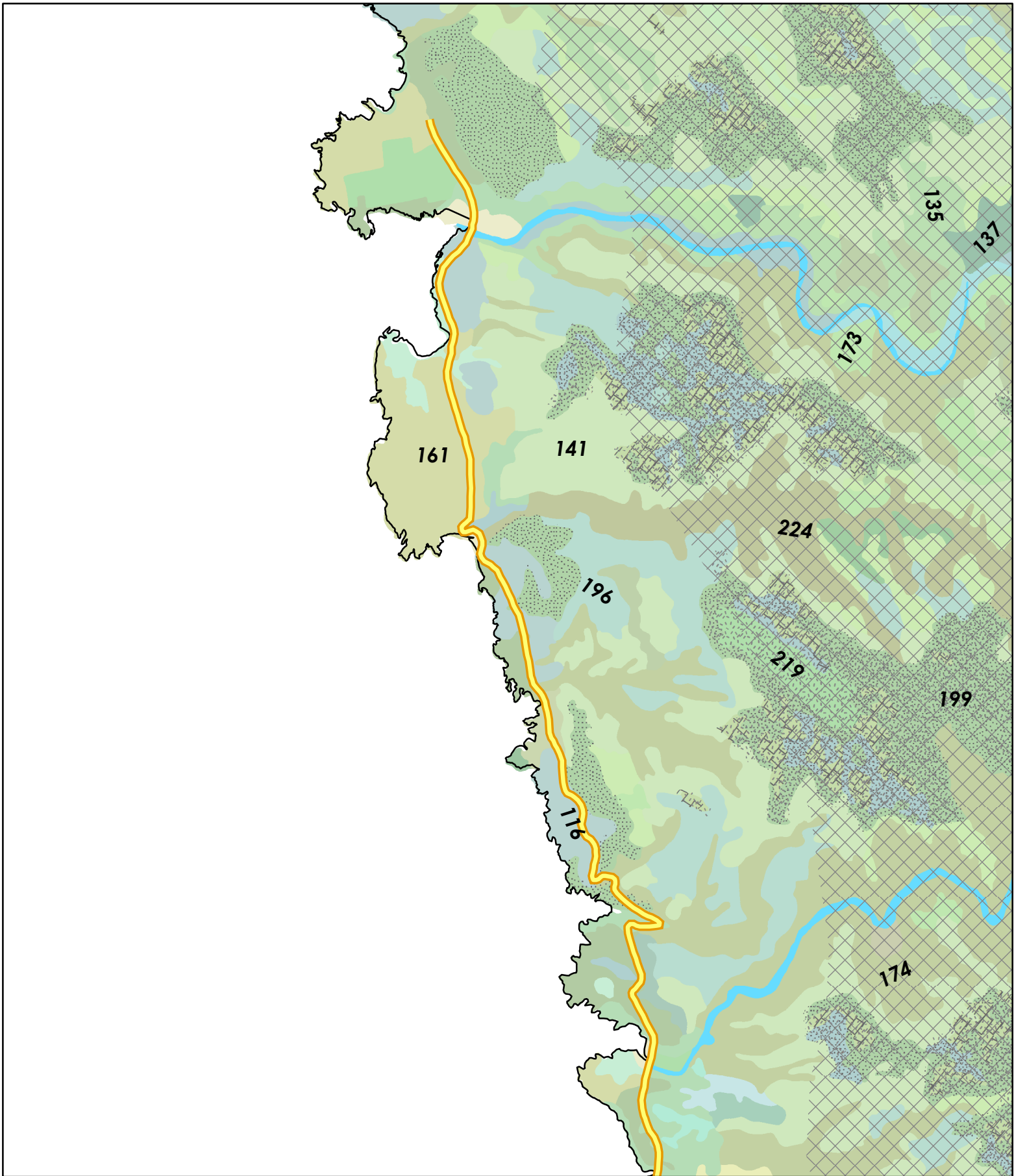


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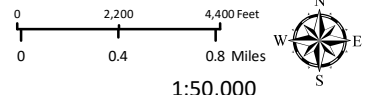
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ESTIMATED SLOPE

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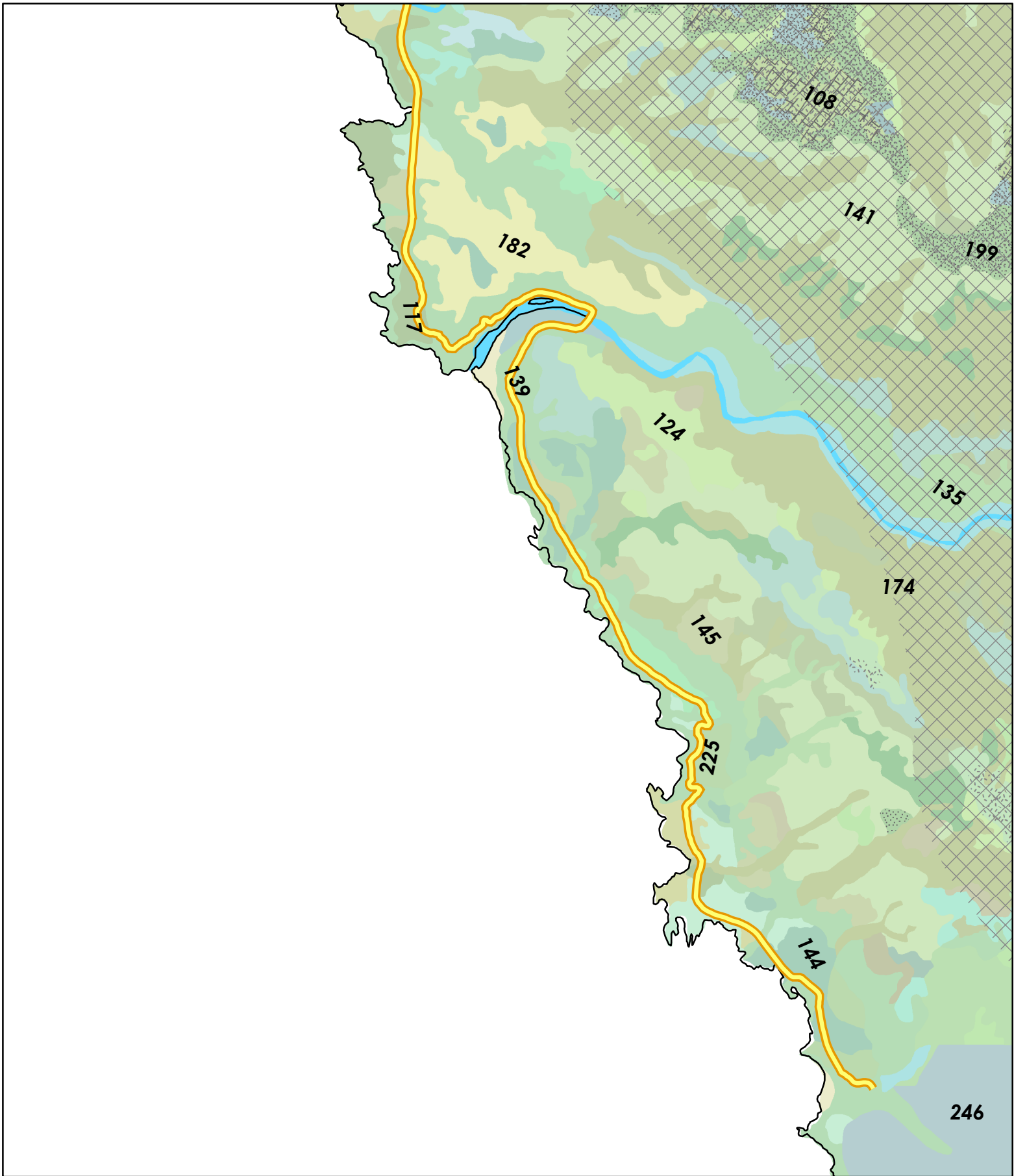
CASE: CDP 2023-0020
OWNER: CALTRANS
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-  Location of Preventive Maintenance
-  Mendocino Cypress 110922
-  Blacklock & Aborigine
-  Shinglemill-Gibney Complex
-  Bishop Pine



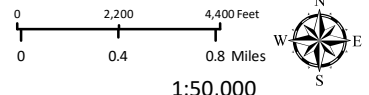
WESTERN SOIL CLASSIFICATIONS

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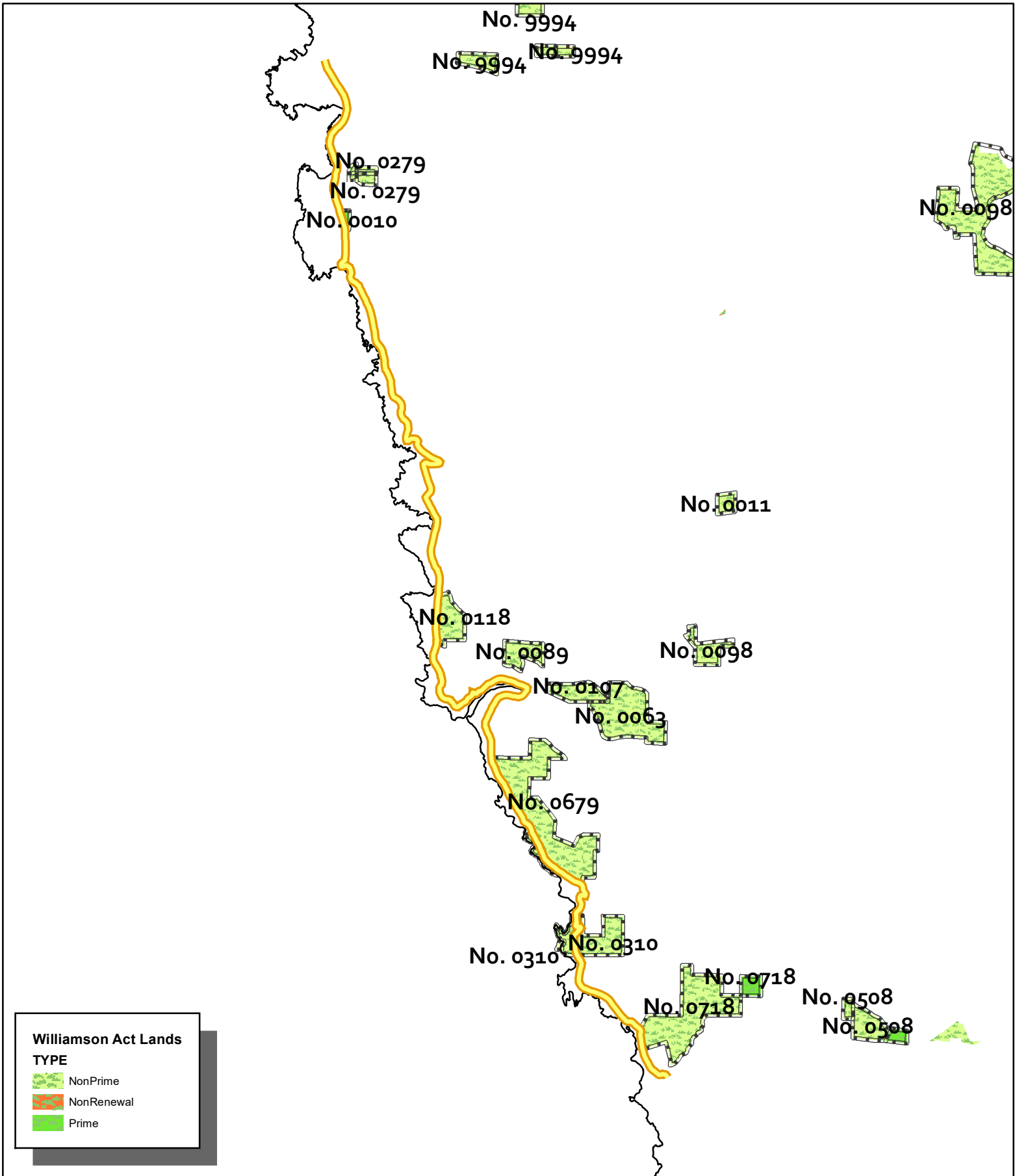
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-  Location of Preventive Maintenance
-  Mendocino Cypress 110922
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WESTERN SOIL CLASSIFICATIONS

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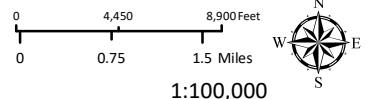


Williamson Act Lands
TYPE

-  NonPrime
-  NonRenewal
-  Prime

CASE: CDP 2023-0020
OWNER: CALTRANS
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ADDRESS: Hwy 1 MP 33.7-51.0

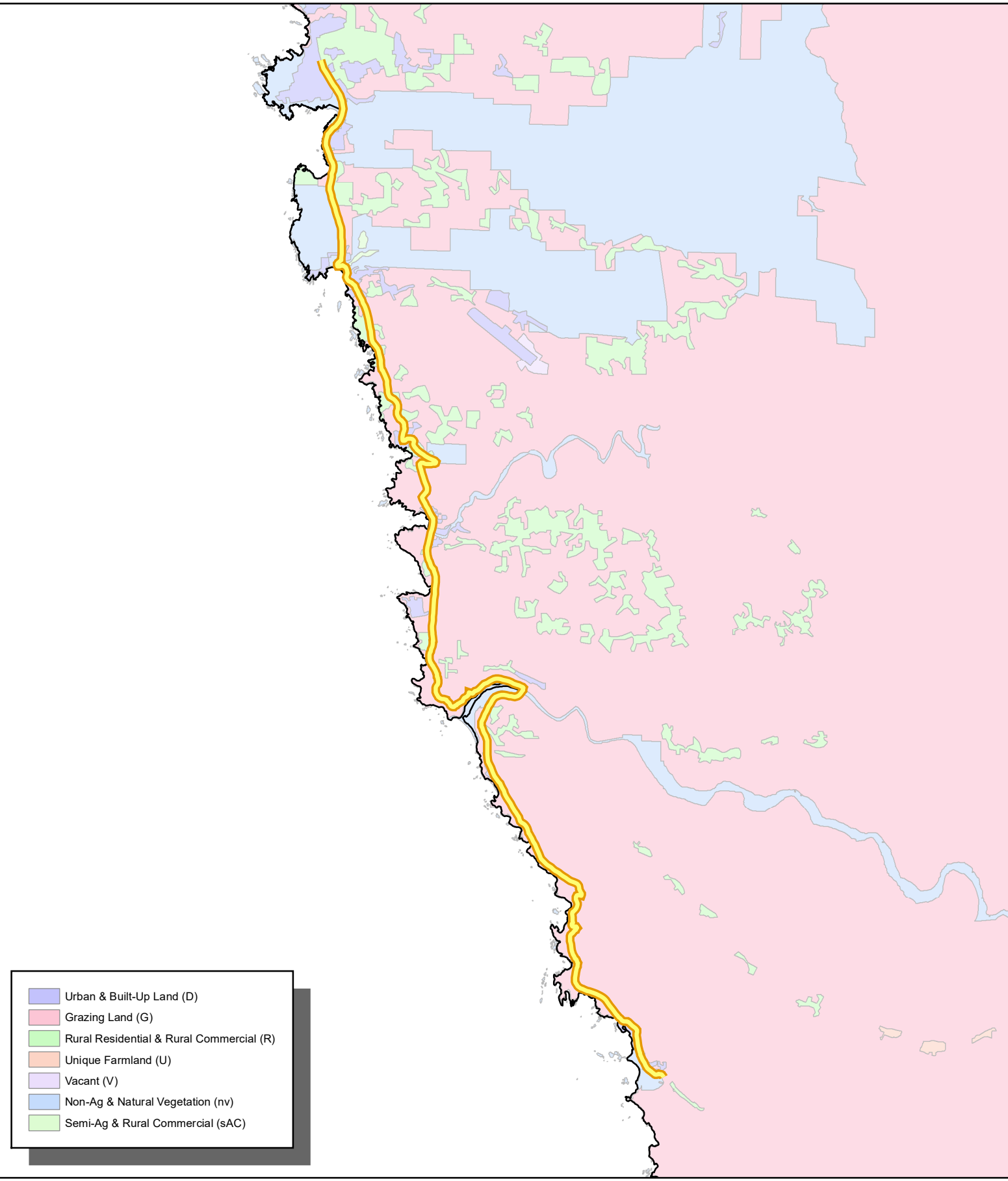
 Location of Preventive Maintenance



1:100,000


WILLIAMSON ACT

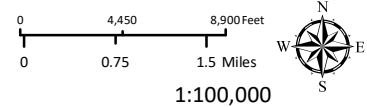
**THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.
 DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES**



- Urban & Built-Up Land (D)
- Grazing Land (G)
- Rural Residential & Rural Commercial (R)
- Unique Farmland (U)
- Vacant (V)
- Non-Ag & Natural Vegetation (nv)
- Semi-Ag & Rural Commercial (sAC)

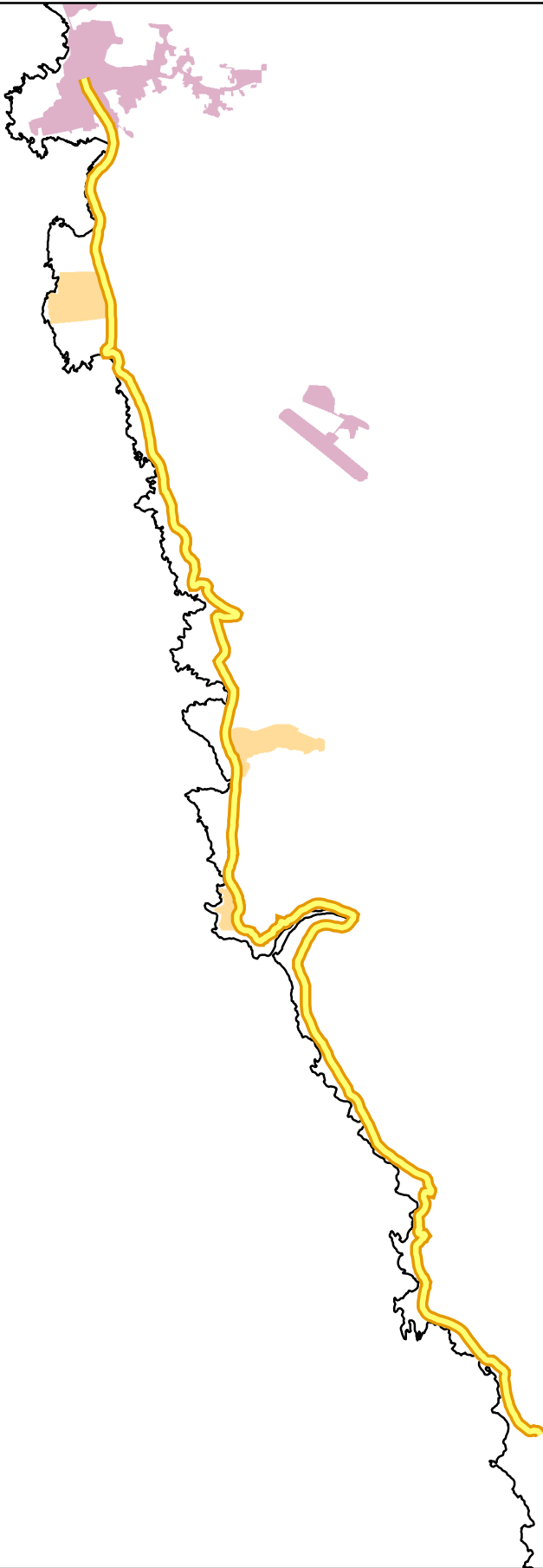
CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

 Location of Preventive Maintenance



1:100,000
IMPORTANT FARMLANDS

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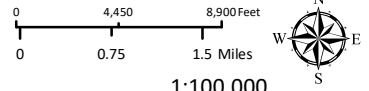


DWR Crop Type
Crop2014

- Apples
- Grapes
- Mixed Pasture
- Urban

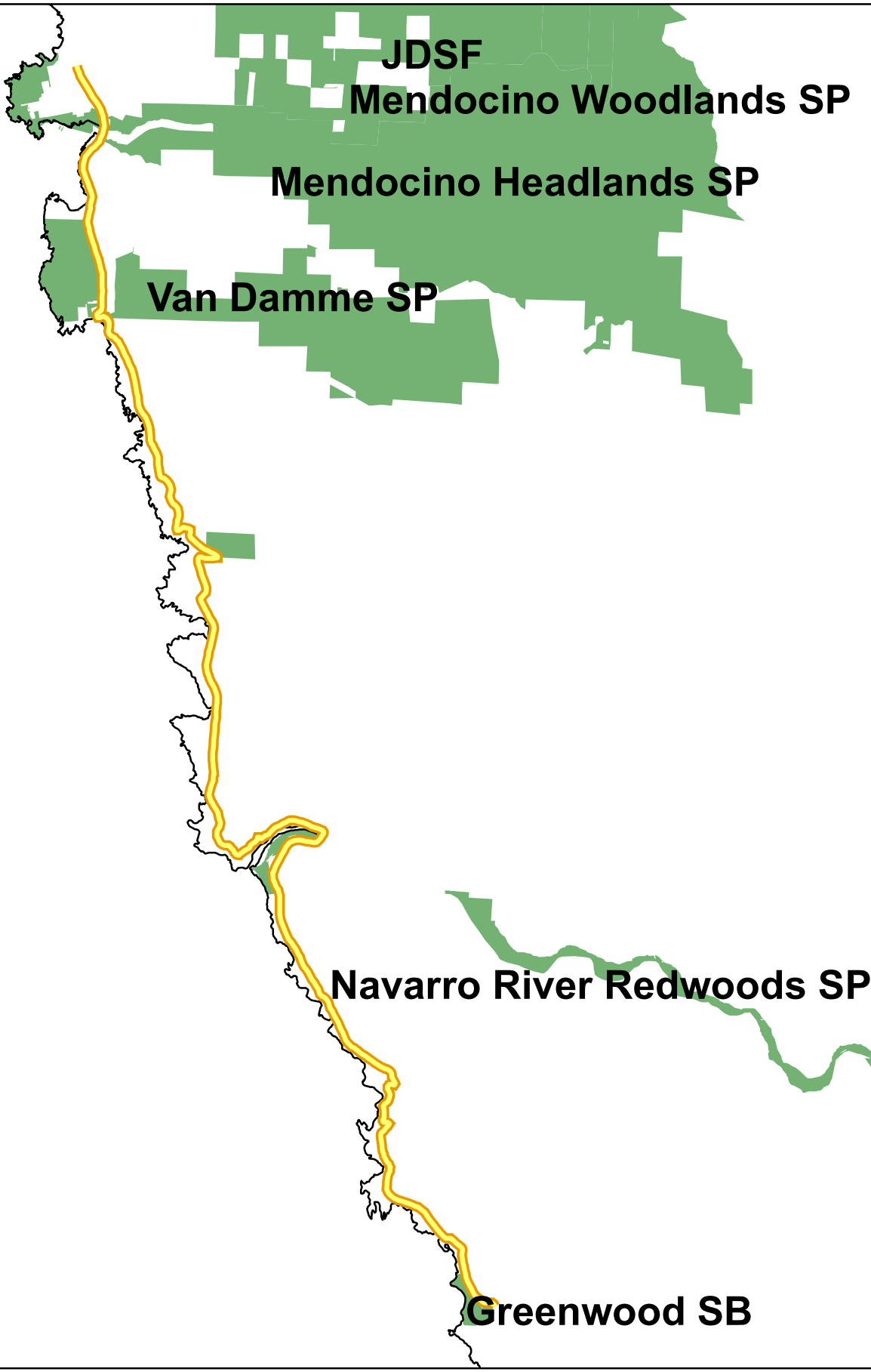
CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

Location of Preventive Maintenance





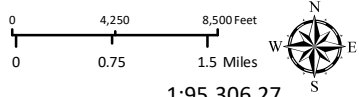
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DWR CROP TYPE

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CASE: CDP 2023-0020
OWNER: CALTRANS
APN: Various
APLCT: CALTRANS
AGENT: Robert King
ADDRESS: Hwy 1 MP 33.7-51.0

 Location of Preventive Maintenance
 State Parks



1:95,306.27
STATE PARKS

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