



**COUNTY OF MENDOCINO**  
**DEPARTMENT OF PLANNING AND BUILDING SERVICES**  
860 NORTH BUSH STREET • UKIAH • CALIFORNIA • 95482  
120 WEST FIR STREET • FORT BRAGG • CALIFORNIA • 95437

JULIA KROG, DIRECTOR  
PHONE: 707-234-6650  
FAX: 707-463-5709  
FB PHONE: 707-964-5379  
FB FAX: 707-961-2427  
pbs@mendocinocounty.gov  
www.mendocinocounty.gov/pbs

February 23, 2024

**PUBLIC HEARING NOTICE OF PENDING ACTION**  
**STANDARD COASTAL DEVELOPMENT PERMIT**

The Mendocino County Coastal Permit Administrator, at a regular meeting to be held on Thursday, March 14, 2024, at 11:00 a.m. or as soon thereafter as the item may be heard, will conduct a public hearing on the below described project that is located in the Coastal Zone. This meeting will take place at the Planning & Building Services Conference Room, located at 860 North Bush Street, Ukiah and virtual attendance will be available via Zoom. Meetings are live streamed and available for viewing online on the Mendocino County YouTube page, at <https://www.youtube.com/MendocinoCountyVideo>. In lieu of personal attendance the public may participate digitally in meetings by sending comments to [pbscommissions@mendocinocounty.gov](mailto:pbscommissions@mendocinocounty.gov) or via Telecomment. The telecomment form may be found at: <https://www.mendocinocounty.gov/government/planning-building-services/meeting-agendas>, and is available for viewing on the Mendocino County YouTube page, at <https://www.youtube.com/MendocinoCountyVideo>.

**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.

**ENVIRONMENTAL DETERMINATION:** CATEGORICALLY EXEMPT. The Lead Agency: The State of California (Caltrans) prepared a Notice of Exemption (SCH 2021120256). The County, as a Responsible Agency, has reviewed the project to determine the adequacy of documents and the project's consistency with the Coastal Element of the General Plan.

**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 (PM) 33.72 and PM R51.00.

**SUPERVISORIAL DISTRICT:** 5 (Williams)

**STAFF PLANNER:** STEVEN SWITZER

The staff report, and notice, will be available 10 days before the hearing on the Department of Planning and Building Services website at: <https://www.mendocinocounty.gov/government/planning-building-services/meeting-agendas/coastal-permit-administrator>

As you are an adjacent property owner and/or interested party, you are invited to submit comments, at or prior to the hearing; all correspondence should contain reference to the above noted case number. Written comments should be submitted by mail to the Department of Planning and Building Services Commission Staff, at 860 North Bush Street, Ukiah or 120 W Fir Street, Fort Bragg, California, or by e-mail to [pbscommissions@mendocinocounty.gov](mailto:pbscommissions@mendocinocounty.gov) no later than March 13, 2024. Individuals wishing to address the Coastal Permit Administrator during the public hearing under Public Expression are welcome to do so via e-mail at [pbscommissions@mendocinocounty.gov](mailto:pbscommissions@mendocinocounty.gov), or telecomment, in lieu of personal attendance.

All public comment will be made available to the Coastal Permit Administrator, staff, and the general public as they are received and processed by the Clerk, and can be viewed as attachments under its respective case number listed at: <https://www.mendocinocounty.gov/government/planning-building-services/meeting-agendas/coastal-permit-administrator>

The decision of the Coastal Permit Administrator shall be final unless a written appeal is submitted to the Board of Supervisors with a filing fee within 10 calendar days thereafter. If appealed, the decision of the Board of Supervisors to approve the project shall be final unless appealed to the Coastal Commission in writing within 10 working days following Coastal Commission receipt of a Notice of Final Action on this project. If you challenge the above case in court, you may be limited to raising only those issues described in this notice or that you or someone else raised at the public hearing, or in written correspondence delivered to the Coastal Permit Administrator at or prior to, the public hearing.

**AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE.** Mendocino County complies with ADA requirements and upon request, will attempt to reasonably accommodate individuals with disabilities by making meeting material available in appropriate alternate formats (pursuant to Government Code Section 54953.2). Anyone requiring reasonable accommodation to participate in the meeting should contact the Department of Planning and Building Services by calling (707) 234-6650 at least five days prior to the meeting.

Additional information regarding the above noted item may be obtained by calling the Department of Planning and Building Services at 234-6650, Monday through Friday, 8:00 a.m. through 5:00 p.m.

JULIA KROG, Director of Planning and Building Services



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**COASTAL PERMIT ADMINISTRATOR  
STAFF REPORT- STANDARD CDP**

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**MARCH 14, 2024  
CDP\_2023-0020**

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**SUMMARY**

**OWNER/APPLICANT:** CALIFORNIA DEPARTMENT OF TRANSPORTATION  
(CALTRANS), DISTRICT 1  
1656 UNION STREET  
EUREKA, CA 95501

**AGENT:** CALIFORNIA DEPARTMENT OF TRANSPORTATION  
(CALTRANS), DISTRICT 1  
ROBERT KING  
1656 UNION STREET  
EUREKA, CA 95501

**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 (PM) 33.72 and PM R51.00.

**GENERAL PLAN:** Right-of-way (ROW)

**ZONING:** Right-of-way (ROW)

**SUPERVISORIAL DISTRICT:** 5 (Williams)

**ENVIRONMENTAL DETERMINATION:** CATEGORICALLY EXEMPT. The Lead Agency: The State of California (Caltrans) prepared a Notice of Exemption (SCH 2021120256). The County, as a Responsible Agency, has reviewed the project to determine the adequacy of documents and the project's consistency with the Coastal Element of the General Plan.

**APPEALABLE:** Yes, Appealable Jurisdiction

**RECOMMENDATION:** APPROVE WITH CONDITIONS

**STAFF PLANNER:** STEVEN SWITZER

**BACKGROUND**

**PROJECT DESCRIPTION:** 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.

The purpose of this project is to preserve roadway pavement that has minor structural distress as determined by the Pavement Condition Survey and to improve safety for motorists. The project is needed to repair existing pavement cracking and surface rutting that cannot be adequately maintained by Highway Maintenance programs and to upgrade existing guardrails within the project area to meet current Caltrans guardrail system standards.

Approximately 34,700 linear feet of existing Hot-Mix Asphalt (HMA) dike would be removed and replaced throughout the project area. Locations by post mile and lengths of the dikes are shown in the *Project Plans Attachment (Sheet Q-2)*.

Approximately 14,962.5 linear feet of guardrail work including the replacement of existing Metal Beam Guardrail (MBGR) to Midwest Guardrail System (MGS) using steel posts at 30 locations throughout the project is proposed, see the *Project Plans Attachment (Sheets C-7 to C-12)*. All proposed MGS are replacing existing guardrails except for 5 sites where extensions will be added. Where MBGR cannot be upgraded, the existing MBGR would be adjusted or reconstructed.

The following guardrail numbers are proposed to be extended, mostly to accommodate new alternative inline terminal sections (AITS). These AITS are energy absorbing guardrail end treatments that are approximately 50 feet long. Fifteen new concrete end anchor blocks (concrete barrier transitions) which are connected to the existing bridges will be installed to allow the new Type AGT sections to attach correctly to them. This will ensure the Caltrans 2023 Midcycle Standards are being followed. 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 1 (PM 33.72) would be extended by 12.5 feet due to the extension of the concrete barrier transition which is about 16 feet longer than existing
- Guardrail 5 (PM 36.23) would be extended 312.5 feet to bring it through the tight curve and accommodate the new Buried Post End Anchors
- Guardrail 9 (PM 37.29) would be extended by 12.5 feet to accommodate the new AITS
- Guardrail 19 (PM 41.41) would be extended by 12.5 feet to accommodate the new AITS
- guardrail 20 (PM 42.96 NB) would be extended by 37.5 feet due to the requirement from Traffic Safety to install guardrail across the entrance of a temporary side road that is not currently needed.
- Guardrail 20 (PM 43.14 NB) would be extended by 25 feet due to the minimum guardrail length requirement of 75 feet
- Guardrail 24 (PM 45.59) would be extended by 12.5 feet to accommodate the new AITS
- Guardrail 27 (PM 48.02 NB) would be extended by 12.5 feet to accommodate the End Anchor Assembly (Type SFT-M) guardrail section
- Guardrail 27 (PM 48.02 SB) would be extended by 25 feet based on request from Traffic Safety to protect drivers from the steep drop off behind it and to accommodate the End Anchor Assembly (Type SFT-M) guardrail section
- Guardrail 29 (PM R49.55) would be extended by 25 feet based on request from Traffic Safety and to accommodate the End Anchor Assembly (Type SFT-M) guardrail section.
- Guardrail 30 (PM 50.17 NB) would be extended by 12.5 feet due to the minimum guardrail length requirement of 75 feet
- Guardrail 30 (PM 50.17 SB) would be extended by 25 feet due to the minimum guardrail length requirement of 75 feet
- Guardrail 30 (PM 50.27 SB) would be extended by 12.5 feet due to the minimum guardrail length requirement of 75 feet

Minor Concrete (Vegetation Control) would be added at all possible guardrail locations for a total length of approximately 14,190 linear feet over the extent 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 Salmon Creek Bridge, Little River Bridge, and Big River Bridge to create standard guardrail transition connections. The northeast corner of Greenwood Creek Bridge, the southeast corner of Navarro River Bridge, and the northwest corner of Navarro River Bridge would also have these concrete anchor blocks. The southeast corner of Navarro River Bridge and

the northwest corner of Big River Bridge are to receive concrete barrier slabs to prevent overturning forces in the event of a vehicle impact to the concrete barrier transition. 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 and guardrail components. These end anchor blocks would be connected to the existing bridge to meet modern transportation safety standards.

All guardrails would be chemically treated prior to delivery to the project site to reduce reflectivity and blend the new guardrail with the surrounding environment. No paint, chemicals, or other materials are anticipated to flake off as the guardrails age.

The cable railing at PM 40.90 – PM 40.91, PM 41.08 – PM 41.11, and PM 41.15 – PM 41.18 near the Navarro Bluffs would be replaced, see the *Project Plans Attachment* (Sheets C-9 & Q-4). The current 3 strand steel cable railings show evidence of weathering from the coastal influence. The replacement cable railing would be 4 strands of cable with no additional posts or other materials, nor an increase in railing length.

Approximately 1,407 square feet of Rail Element Walls (REW) in total would be added behind and slightly beyond guardrail terminal systems. The REW in all locations are 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.

Sign panel updates including existing wooden signposts replaced with steel posts, some signs increasing from one (1) to two (2) signposts, some sign panels replaced with a different size panel due to updated designs, and some signs relocated to adjust for guardrail improvements are proposed. Signs are referenced by post mile, see the *Project Plans Attachment* (Sheets SQ-1 to SQ-15).

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

Existing sidewalk curb ramps at Little Lake Road (CR 408) would be upgraded to meet current Americans with Disabilities Act (ADA) standards, see the *Project Plans Attachment* (Sheets C-16 to C-18).

Two medians and three turn lane separators located on SR 1 near the community of Mendocino at the intersections of Jackson St. (CR 407R) and Main St. (407E) with SR 1 would be removed and then paved to facilitate drainage and improve driver and Caltrans maintenance worker safety.

**APPLICANT'S STATEMENT:** See the *Project Description Attachment* for more information.

**SITE CHARACTERISTICS:** SR 1 is a major highway running north to south along much of California's Pacific Coastline and holds the title as the longest route within the state at a length of 656± miles. The entire proposed 17± mile Capital Preventive Maintenance Program project on SR 1 extends from Elk to Mendocino between Post Mile (PM) 33.72 and PM R51.00. The purpose of this project is to preserve roadway pavement that has minor structural distress as determined by the Pavement Condition Survey and to improve safety for motorists. The project area crosses through developed and residential lands including the communities of Elk, Albion, Little River, and Mendocino. Slope and aspect throughout the project area varies with elevations ranging from 3 to 300 feet above mean sea level.<sup>1</sup> Underlying soil textures include those typically found along the coastal region including but not limited to loam, sandy loam, and loamy sand.<sup>2</sup> The primary source of water in the project area is precipitation and runoff, which ultimately drains into the Pacific Ocean via the Big River, Little River, Albion River, Big Salmon Creek, Navarro River, Greenwood Creek, and other unnamed intermittent streams that are part of the larger Big-Navarro-Garcia watershed (Hydrologic Unit Code #18010108). Vegetation within the project area is highly disturbed by human activity and has been impacted by clearing, grading, paving, and alteration of hydrology. The project area supports a high number of non-native plants and invasive species. Botanical survey efforts noted twenty-four (24) vegetation communities and land cover types with alliance or association levels as summarized in the *Habitats and Natural Resources* section of this report. In total, sixteen (16) vegetation types were identified with mapping efforts which correspond to the following seven

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<sup>1</sup> Estimated Slope Map

<sup>2</sup> Western Soil Classifications

broad landcover/habitat categories: forest and woodland, shrub/scrub Habitat, grassland, riparian, wetland Areas, barren/urban, and open water.<sup>3</sup> See the *Habitats and Natural Resources* section of this report for more information on special status species within the project area. A majority of the project site is in visual resource and special treatment areas designated as highly scenic.<sup>4</sup>

**SURROUNDING LAND USE AND ZONING:**

	<b>GENERAL PLAN</b>	<b>ZONING</b>	<b>LOT SIZES</b>	<b>USES</b>
<b>NORTH</b>	See General Plan Map	See Zoning Map	Varies	Varies
<b>EAST</b>	See General Plan Map	See Zoning Map	Varies	Varies
<b>SOUTH</b>	See General Plan Map	See Zoning Map	Varies	Varies
<b>WEST</b>	See General Plan Map	See Zoning Map	Varies	Varies

**PUBLIC SERVICES:**

Access: State Route 1 (SR 1)  
 Fire District: Mendocino Fire Protection District; Albion Little River Fire Protection District; and Elk Community Services District  
 Water District: NONE  
 Sewer District: NONE  
 School District: Mendocino Unified School District

**AGENCY COMMENTS:** On October 25, 2023, project referrals were sent to the following responsible or trustee agencies with jurisdiction over the Project. A summary of the submitted agency comments are listed below.

<b>REFERRAL AGENCIES</b>	<b>COMMENT</b>
Air Quality Management	No Response
Archaeological Commission	Comment
Area Union Elementary School District	No Response
Assessor	No Response
Building Inspection -Fort Bragg	No Comment
CA Department of Fish and Wildlife	Comment
California Coastal Commission	No Response
California Highway Patrol	No Comment
California State Clearinghouse	No Response
Cloverdale Rancheria	No Response
Department of Forestry/ CalFire Land Use	No Response
Department of Forestry/ CalFire Resource Management	Comment
Department of Transportation	No Comment
Environmental Health -Fort Bragg	No Comment
Gualala Municipal Advisory Council	Comment
Mendocino Transit Authority	No Response
Planning – Fort Bragg	No Comment
Redwood Valley Rancheria	No Response
Sherwood Valley Band of Pomo Indians	No Response
Sonoma State University	Comment
South Coast Fire Protection District	No Response
Trails Advisory Committee	No Response
US Department of Fish and Wildlife	Comment

<sup>3</sup> LCP Habitats & Resources Map

<sup>4</sup> Highly Scenic & Tree Removal Areas

### LOCAL COASTAL PROGRAM CONSISTENCY

The proposed project is consistent with the goals and policies of the Local Coastal Program, General Plan, and Zoning Codes as detailed below:

Land Use/Zoning: The proposed project is a Caltrans Capital Preventive Maintenance Program (CapM) project along SR 1 between PM 33.72 and PM R51.00 and is within the boundaries of the Local Coastal Program (LCP).<sup>5</sup> Though the project would be located within Caltrans right-of-way, the project area is adjacent to multiple parcels with varying General Plan designations and their corresponding Zoning Districts, see the *General Plan Map* attachment and *Zoning Map* attachment for further information. A majority of the proposed activities associated with the project are exempt from Local Coastal Plan permitting requirements as Repair and Maintenance activities, namely the proposed road resurfacing work and roadside dike replacements. However, the proposed guardrail improvements and the addition of the Minor Concrete Vegetation Control to the guardrail sites, the construction of the Rail Element Walls, as well as the median and sidewalk improvements at the north end of the project area near the Town of Mendocino are subject to Local Coastal Program review and permitting.

Mendocino County Coastal Element Section 3.8 - Transportation, Utilities, and Public Services and Policies 3.8-2, 3.8-5 and 3.8-6 address improvements to Highway 1. Coastal Element Policy 3.8-2 provides, in part, that current studies indicate a need for future improvement to certain stretches of Highway 1 and to major intersections. These improvements shall be encouraged so as to accommodate essential industries vital to the economic health of the County and other priority uses under the Coastal Act.<sup>6</sup> Considering that no road widening is proposed with the current project, Coastal Element Policy 3.8-6 would not apply. However, Coastal Element Policy 3.8-5 does provide the following direction:

*Caltrans shall, in cooperation with the County, set priorities based on safety requirements and existing highway congestion for improving the capacity of impacted segments of Highway 1. Measures to be studied should include minor re-alignments, width and shoulder improvements, passing lanes, view turnouts and parking areas, and intersection improvements. (MCGP, Ch. 7, Ch. 3.8, Policy 3.8-5)*

As indicated by the applicant, the purpose of this project is to preserve roadway pavement that has minor structural distress as determined by the Pavement Condition Survey and to improve safety for motorists. The proposed project aligns with the high priority of public interest and the Coastal Act's purpose to accelerate highway improvement projects along Highway 1 within the Coastal Zone of Mendocino County.

Staff finds that the project is consistent with the purpose of the public right-of-way and will not conflict with any of the General Plan designations and their respective Zoning districts and is supported by the land use policies contained in the Mendocino County Coastal Element.

Archaeological/Cultural Resources: The applicant submitted a cultural resources clearance memorandum prepared by Ambrose Bowman, Environmental Planner-Archaeologist, dated November 16, 2021, that concludes the following:

*Based on this review and in accordance with Stipulation VII and Attachment 2 of the Programmatic Agreement I have determined that this undertaking has no potential to impact any state owned historical resources, and is exempt from further review Should human remains be unearthed during construction, all activity in the area will cease until the County Coroner has determined that the origin and disposition of the remains; as stated by law within California State and Safety Code §7050.5. Kristina Crawford, Environmental Planner and Caltrans PQS: Principal Investigator-Prehistoric and Historic Archaeology, peer reviewed and concurred with this determination of no potential to affect historical properties. Please note, this assessment only remains valid if the project description and environmental study limits remain unaltered. If any alteration or design changes occur, then this cultural clearance memo will no longer be considered valid and a new cultural clearance will be required.*

<sup>5</sup> LCP Land Use Map 5: Williams Point

<sup>6</sup> MCGP, Ch. 7, Ch. 3.8, Policy 3.8-2

This memorandum was referred with project application materials to Northwest Information Center (NWIC) at Sonoma State University for review and comment. On October 2, 2023, NWIC provided comment that based on the Cultural Resources Clearance Memo for this project (Bowman 2021), the proposed project area has a low possibility of containing unrecorded archaeological site(s). Therefore, no further study for archaeological resources is recommended. NWIC did recommend that Mendocino County contact local Native American tribes regarding traditional, cultural, and religious heritage values. The project was referred to three local tribes for review and comment, including Cloverdale Rancheria, Redwood Valley Rancheria, and Sherwood Valley Rancheria. No response was received from the tribes.

The applicant is advised of the procedures outlined in the standard "Discovery Clause" upon the discovery of any cultural or archaeological resources during construction activities associated with the project. **Condition 8** is recommended to ensure the protection of any potentially identified archaeological resources in accordance with Section 22.12.090 of the Mendocino County Code. With the added condition, the proposed development is consistent with Mendocino County policies for protection of paleontological and archaeological resources.

Grading, Erosion, and Run-Off: The entirety of the grading and site preparation with the associated project will occur in areas of existing development or previously disturbed areas. Based on the figures supplied by Caltrans no disposal site is necessary due to the expected amount of exported material coming in below 10,000 cubic yards. Further, the expected amount of exported material below 10,000 cubic yards becomes the property of the contractor to remove and dispose compliant with all laws and regulations. It is standard Caltrans practice for the contractor to provide proof of compliance to the Caltrans Resident Engineer prior to construction close out. Staff finds the assurance of appropriate export disposal as detailed in Caltrans Specifications and construction contract documents to be sufficient evidence for the contractor's compliance with appropriate disposal of any exported material.

It is important to note that the two existing concrete median areas located at the intersection of Jackson St. (CR 407R) and Main St. (407E) with SR 1 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-foot concrete curb removed and replaced, and an additional 0.02± acre portion of the same median paved with asphalt from the existing drainage inlet to the end of the existing curb, see Plan Sheet C-13.

The project would comply with the Provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ), effective July 1, 2013, and amended by subsequent orders, as well as the Construction General Permit (Order 2009-0009-DWQ) for projects with a land disturbance of one acre or more. Compliant with these permit orders, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control program (WPCP) including erosion control measure and construction waster containment measures to protect waters of the State during project construction. The SWPPP and WPCP would include Best Management Practices (BMPs) to control and reduce the impacts of construction related activities, materials, and pollutants on the watershed. Vegetation reestablishment or other stabilizations measures would be implemented on disturbed soil areas, per the Erosion Control Plan. Existing vegetated areas would be maintained to the maximum extent practicable with clearing, grubbing, and excavation limited to specific locations, as delineated on the project Plan Set.

Contingent on the project's adherence to the NPDES Permit (Order 2012-0011-DWQ), Construction General Permit (Order 2009-0009-DWQ), and implementation of BMPs, staff finds the project consistent with the policies of Coastal Element Chapter 3.4 and the requirements of Coastal Zoning Code Chapter 20.492 pertaining to Grading, Erosion and Runoff.

Groundwater Resources: Mendocino County Coastal Ground Water Resources map the southernmost portions of the project with Critical Water Resources and map the northernmost portions of the project



with Marginal Water Resources followed by Critical Water Resources.<sup>7</sup> Further, the primary source of water in the study area is precipitation and runoff, which ultimately drain into the Pacific Ocean via Big River, Little River, Albion River, Big Salmon Creek, Navarro River, Greenwood Creek, and other unnamed intermittent streams. Numerous tributaries flow into these rivers and large creeks. The project study area contains perennial streams, intermittent streams, ephemeral streams, and roadside ditches.<sup>8</sup> Most tributaries in the local area originate in the north Coast Ranges and flow westerly, ultimately draining into the Pacific Ocean. The study area is within the Big-Navarro-Garcia watershed (Hydrologic Unit Code #18010108).

As proposed, the project will not create an increase in the use of, nor affect existing groundwater resources in the area. The incorporation of Staff finds the project consistent with the policies of Coastal Element Section 3.8–Transportation, Utilities, and Public Services and the requirements of Coastal Zoning Code Chapter 20.516.

Habitats and Natural Resources: Caltrans provided a Natural Environmental Study (NES) with Minimal Impacts to identify existing biological resources, assess potential impacts and identify permitting requirements for the proposed project. As currently proposed, the project requires a Programmatic Letter of Concurrence (PLOC) from the U.S. Fish and Wildlife Service (USFWS) and a Mendocino County Coastal Development Permit. The table below summarizes all surveys conducted within the project footprint, Environmental Study Limits (ESL), and Biological Study Area (BSA).

SURVEY	DATE	LOCATION	PERSONNEL
Reconnaissance level wildlife habitat assessment	June 15-17, 2021	Entire ESL and accessible areas of BSA	Jacqueline Phipps, Stantec Biologist
			Sheryl Creer, Stantec Senior Botanist
Botanical Survey	June 15-18, 2021	Entire ESL and accessible areas of BSA	Jacqueline Phipps, Stantec Biologist
			Sheryl Creer, Stantec Senior Botanist
Aquatic Resources Survey	July 13-15 2021	Entire ESL and accessible areas of BSA	Meghan Oats, Stantec Biologist
Botanical Survey	August 3-6, 2021	Entire ESL and accessible areas of BSA	Jacqueline Phipps, Stantec Biologist
			Sheryl Creer, Stantec Senior Botanist

The BSA encompasses the project footprint/ESL in addition to waterways within the same watershed as the project footprint/ESL that may have suitable habitat for special status fish species. Waterways in the NES were assessed for potential indirect impacts as a result of potential sedimentation and/or pollutant contamination from project related activities. Studies were conducted within the project footprint/ESL, the existing 2-lane winding highway with intermittent passing lanes and occasional paved or gravel pullouts, and within a 165-foot buffer around the project. The 165-foot buffer was determined in accordance with the USFWS Guidance Document: *Estimating the Effects of Auditory and Visual Disturbance to Northern Spotted Owl and Marbled Murrelets in Northwestern California* (USFWS 2006).

It is important to note that vegetation within the BSA is highly disturbed by human activity and has been impacted by clearing, grading, paving, and alteration of hydrology for the continued use of SR 1. The BSA also supports a high number of non-native plants and invasive species (i.e., species rated limited, moderate, or high by the California Invasive Species Council). A summary of the conclusions and regulatory determinations from the environmental surveys are discussed below.

Caltrans has determined the project would have **no effect** on the following federally listed species, critical habitat, or species proposed for listing:

- Behren’s silverspot butterfly (*Speyeria zerene behrensii*)
- Blue whale (*Balaenoptera musculus*)
- Burke’s goldfields (*Lasthenia burkei*)
- California red-legged frog (*Rana draytonii*)
- Chinook salmon (*Oncorhynchus tshawytscha*)–California Coastal ESU (pop. 17)

<sup>7</sup> Groundwater Resources Map

<sup>8</sup> Wetlands Map

- Coho salmon (*Oncorhynchus kisutch*)– Central California coast ESU (pop. 4)
- Coho salmon (*Oncorhynchus kisutch*)– Southern Oregon/Northern California Coast ESU (pop. 2)
- Contra Costa goldfields (*Lasthenia conjugens*)
- East Pacific green sea turtle (*Chelonia mydas*)
- Fin whale (*Balaenoptera physalus*)
- Green sturgeon – Southern DPS (*Acipenser medirostris*)
- Guadalupe fur seal (*Arctocephalus townsendi*)
- Howell’s spineflower (*Chorizanthe howellii*)
- Humpback whale (*Megaptera novaengliae*)
- Leatherback sea turtle (*Demochelys coriacea*)
- Lotis blue butterfly (*Plebejus idas lotis*)
- Menzies’ wallflower (*Erysimum menziesii*)
- Monarch butterfly (*Danaus plexippus*)
- Monterey clover (*Trifolium trichocalyx*)
- Olive (=Pacific) ridley sea turtle (*Lepidochelys olivacea*)
- Pacific (Humboldt ) marten (*Martes caurina humboldtensis*)–Coastal DPS
- Point arena mountain beaver (*Aplodontia rufa nigra*)
- Right whale, North Pacific (*Eubalaena japonica*)
- Sei whale (*Balaenoptera borealis*)
- Short-tailed albatross (*Phoebastria (=Diomedea) albatrus*)
- Showy Indian clover (*Trifolium trichocalyx*)
- Southern resident killer whale (*Orcinus orca*)
- Sperm whale (*Physeter macrocephalus*)
- Steelhead (*Oncorhynchus mykiss irideus*)– Northern California DPS (pop. 16)
- Steller sea-lion (*Taricha rivularis*)
- Tidewater goby (*Eucyclogobius newberryi*)
- Western snowy plover (*Charadrius nivosus* ssp. *nivosus*)
- Yellow-billed cuckoo (*Coccyzus americanus*)–Western Distinct Population Segment (DPS)

Caltrans has determined the project **may affect, but is not likely to adversely affect:**

- Marbled murrelet (*Brachyramphus marmoratus*)
- Northern spotted owl (*Strix occidentalis caurina*)

Requirements of the U.S. Fish and Wildlife Service (USFWS) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.) for the proposed project would be covered under *The Programmatic Letter of Concurrence* issued by the USFWS (2014) for potential effects on Marbled murrelet and Northern spotted owl.

Caltrans has determined the project would have **no state “take”** of the following state listed species, species proposed for listing, or Fully Protected (FP) species that may occur within the project area:

- Marbled murrelet (*Brachyramphus marmoratus*)
- Northern spotted owl (*Strix occidentalis caurina*)
- Coho salmon (*Oncorhynchus kisutch*)–central California coast ESU

California Department Fish and Wildlife (CDFW) also maintains a list of animal Species of Special Concern (SSC). Although these species have no legal status, CDFW recommends their consideration during analysis of the impacts of proposed projects to protect declining populations and avoid the need to list them as endangered in the future. This project would have **“no impact”** to any CDFW SSC that may occur within the project area:

- Bryant’s savannah sparrow (*Passerculus sandwichensis alaudinus*)
- Burrowing owl (*Athene cunicularia*)
- California red-legged frog (*Rana draytonii*)
- Foothill yellow-legged frog – Northwest/North Coast clade (*Rana boylei*)
- Long-eared owl (*Asio otus*)
- Northern coastal roach (*Hesperoleucus venustus navarroensis*)
- Northern harrier (*Circus hudsonius*)
- Northern red-legged frog (*Rana aurora*)
- Olive-sided flycatcher (*Circus hudsonius*)

- Pacific lamprey (*Entosphenus tridentatus*)
- Pacific tailed frog (*Ascaphus truei*)
- Purple martin (*Progne subis*)
- Red-bellied newt (*Taricha rivularis*)
- River Lamprey (*Lampetra ayresii*)
- Sonoma tree vole (*Arborimus pomo*)
- Southern torrent salamander (*Rhyacotriton variegatus*)
- Tidewater goby (*Eucyclogobius newberryi*)
- Townsend's big-eared bat (*Corynorhinus townsendii*)
- Vaux's swift (*Chaetura vauxi*)
- Western pond turtle (*Emys marmorata*)
- Western snowy plover (*Charadrius alexandrinus nivosus*)
- Yellow warbler (*Setophaga petechia*)
- Yellow-breasted chat (*Icteria virens*)

Caltrans' Standard Measures and Best Management Practices (Section 1.3.2.) would be implemented to avoid impacts to these species. Standard measures would protect sensitive animal species, rare plant species, migratory birds, natural communities, and jurisdictional waters. Seasonal work windows would minimize any potential impacts to northern spotted owl and marbled murrelet.

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) is the primary law governing marine fisheries management in the United States federal waters. Provisions of the MSA require consultation with National Marine Fisheries Service (NMFS) for actions that may adversely affect Essential Fish Habitat (EFH) for federally managed fish and invertebrates. For the purposes of the MSA, EFH includes "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity" (MSA § 3(10)). Under the MSA, the project would not impact Pacific salmon EFH. Further, no jurisdictional Waters of the U.S. (WOTUS), Waters of the State, or riparian habitat will be impacted by the proposed project. Permits related to these resources are not anticipated.

Executive Order 13112 requires federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem, whose introduction does or is likely to cause economic or environmental harm or harm to human health." The Federal Highway Administration (FHWA) guidance issued August 10, 1999, directs the use of the state's invasive species list, maintained by the California Invasive Species Council, to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project. A discussion of the invasive species within the BSA can be found in Exhibit A –Standard Measures and Best Management Practices and would be implemented as part of the proposed project to ensure invasive species do not proliferate.

Federal and state laws protect migratory birds, their occupied nests, and their eggs from destruction. The applicable federal law is the Migratory Bird Treaty Act (15 USC 703-711), 50 CFR Part 21, and 50 CFR Part 10. Protection under California law is found in Fish and Game Code (CFG) Sections 3503, 3513, 3800, and AB-2627. Migratory bird species may nest in vegetation adjacent to the project site. Standard Measures and Best Management Practices would be taken to ensure no birds or occupied nests would be affected by the proposed project as described under Migratory Bird Protection Measures in Exhibit A.

California's Native Plant Protection Act requires all state agencies to utilize their authority to carry out programs to conserve endangered and rare native plants (Fish and Game Code Sections 1900-1913). Two rare species were potentially identified within the project BSA during botanical surveys: coastal bluff morning-glory (*Calystegia purpurata* ssp. *saxicola*) and Mendocino coast paintbrush (*Castilleja mendocinensis*). The Mendocino coast paintbrush individuals were observed well outside of the project footprint/ESL. However, several of the potential observations of coastal bluff morning-glory could be within the project footprint/ESL. Project activities including guardrail replacement, sign replacement, and placement of shoulder backing could potentially impact coastal bluff-morning glory individuals within the project ESL.

To avoid potential impacts to coast-bluff morning-glory, prior to the beginning of construction, a qualified biologist would update the botanical surveys around the potential observations of coastal bluff morning-glory outlined in Table 8. If coastal bluff morning glory observations are confirmed, Temporary High

Visibility Fencing (THVF) would be installed to ensure individuals are not impacted by construction activities. These standard measures are described in Exhibit A under BR-4-A and BR-4-C. With these standard measures in place, no impacts to special-status plants are anticipated.

As for County regulations, Coastal Zoning Code Chapter 20.496 prescribes standards for determining the appropriate width of an ESHA buffer when 100 feet cannot be maintained as well as standards for permitting development within ESHA buffer areas. The NES supplied by Caltrans addresses the regions of the project where buffers are unfeasible due to no alternative location for the existing roadway. The report concludes the following:

*Caltrans' Standard Measures and Best Management Practices (Section 1.3.2) would be implemented to avoid impacts to these species. Standard measures would protect sensitive animal species, rare plants species, migratory birds, natural communities, and jurisdictional waters. Seasonal work windows would minimize potential impacts to the northern spotted owl and marbled murrelet. No jurisdictional Waters of the U.S. (WOTUS), Waters of the state, and/or riparian habitat would be impacted by project activities.*

The project and supporting documentation were supplied to CDFW for review and comment. On December 20, 2023, CDFW Senior Environmental Scientist Greg O'Connell responded with:

*...The NES report states botanical surveys occurred June 2021, and August 2021 and no special status plants were found. The NES also contains avoidance/minimization measures for nesting birds, spotted owl, invasive species, and water quality. The NES also states no impacts will occur to waters of the state or other riparian areas. CDFW has no comments at this time.*

Pursuant to Coastal Zoning Code Section 20.496.020(A)(4), the applicant has demonstrated that the proposed development permitted within the buffer area shall comply at a minimum with the following standards as detailed below:

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

- No riparian vegetation is anticipated to be removed for construction.
- No impacts resulting from this project to potentially jurisdictional aquatic features are anticipated.
- 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.
- 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.
- 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.

Further, the project would occur within a riparian corridor and adjacent to wetland, Coastal Zoning Code Section 20.496.035 prescribes that development of pipelines, utility lines and road and trail crossings when no less environmentally damaging alternative route is feasible. Considering there is no less environmentally damaging alternative route for the proposed road improvements, the project is consistent with the limited development allowances within or adjacent to riparian corridors and other riparian resource areas.

As previously mentioned, Caltrans is proposing Standard Measures and Best Management Practices to ensure the protection of ESHA. In summary, the NES provides the following recommendations:

- Section 1.3.2 includes standard measures, best management practices (BMPs) and avoidance and minimization efforts. Section 1.3.2 recommends BMPs to protect animal species, plant species, Sensitive Natural Communities, water quality, wetlands, other waters, ESHA, and measures to limit the spread of invasive species.

Subsection BR-2(B) of the document provides additional measures for compliance with the Migratory Bird Treaty Act, such as limiting vegetation clearing during non-breeding seasons, or requiring nesting bird surveys within one week of clearing. A Programmatic Letter of Concurrence (PLOC) from the USFWS permit no. (USFWS 2018a) will be used for the potential effects of the project on ESHA 3, Northern spotted owl.

Staff concurs that with the incorporation of the Standard Measures and Best Management Practices that no impacts to sensitive animal species, rare plants species, migratory birds, natural communities, and jurisdictional waters would be anticipated as a result of the proposed project. Special Condition 11 ensures the project is implemented consistent with the various mitigations and recommendations as summarized in this section, outlined in the supporting resource documents, and as detailed in Exhibit A.

Hazards Management: Though the project site is mapped with both high and moderate fire hazard severity zones, it is important to note that the project request for SR 1 improvements is exempt from CalFire requirements.<sup>9</sup> Portions of the project area are also mapped in Federal Emergency Management Agency (FEMA) Flood Zone A, a special flood hazard area with high flood risk. In addition, these areas are also within the Tsunami Inundation Zone.<sup>10</sup>

It is important to note that the project site is not located on any known “active” earthquake fault or within an Earthquake Fault Zone that would require further review pursuant with the Alquist-Priolo Earthquake Fault Zoning Act. Staff finds the potential for ground rupture due to an on-site active faulting that could potentially impact the proposed project to be low.

The proposed traffic management measures ensure adequate access for the public and emergency

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<sup>9</sup> Fire Hazard Zones & Responsibility Areas Map

<sup>10</sup> Special Flood Hazard Areas Map

services through the project site during the estimated 230 working days of construction. Accordingly, Staff finds the project consistent with the policies of Coastal Element Chapter 3.4 and the requirements of Coastal Zoning Code Chapter 20.500 pertaining to hazard management.

Public Access: Coastal Element Appendix 13 –Coastal Access Points and Trail system, provides a summary of designated coastal access points and trails within Mendocino County. Table 3.6-1 summaries information presented in greater detail in Chapter 4 of the Coastal Element (Policies 4.1-1 to 4.12-13). Mapping indicates multiple access points and trail. Caltrans provided the following in relation to public access and traffic control measures:

*Construction is currently scheduled for the 2024 construction season and is estimated to be completed in approximately 230 working days. Anticipated traffic control measures would include lane reduction, reversing traffic control with flaggers, and moving lane closures. Estimated maximum delays during traffic control would be 15-20 minutes. Bicyclists would be accommodated throughout the work zone.*

As currently proposed, the project would not impact any existing public access points along SR1.

Transportation, Utilities and Public Services: The project would include improvements to an existing roadway, SR 1, with no addition to the number of lanes or increase in traffic volume. As previously noted in the Land Use/Zoning section of this report, the project supports Coastal Element Policy 3.8-5 with its proposed shoulder improvements. The proposed improvements will provide motorists a safer corridor for north-south circulation along SR 1.

Construction is tentatively scheduled for the 2024 construction season with an estimated completion in approximately 230 working days. Caltrans proposes traffic control measures that include lane reduction, reversing traffic control with flaggers, and moving lane closures. Estimated maximum delays during traffic control would be 15-20 minutes. Bicyclists would be accommodated throughout the work zone. Staff finds that the proposed project would not impact transportation and is consent with the policies of Coastal Element Section 3.8–Transportation, Utilities, and Public Services, and the requirements of Coastal Zoning Code Chapter 20.516.

Visual Resource and Special Treatment Areas: Mapping indicates most of the project area is within Highly Scenic or Tree Removal Areas.<sup>11</sup> Therefore, the development requirements prescribed by Coastal Zoning Code Chapter 20.504 shall apply. Accordingly, the applicant submitted a Visual Impact Assessment to review potential impacts to visual resources. Under the Scenic Highways Element of the County's General Plan, many visual elements within the project corridor are considered scenic resources, including ridges, river views, seascape, and wildlife habitats, all of which are visible from various locations within the project limits. Along the project route, SR 1 crosses both the Albion River and the Navarro River, and travels alongside the Navarro River Estuary State Marine Conservation Area.

It is not anticipated that views would be substantially impacted by the proposed project. Roadway improvements will create few noticeable visual changes for highway users. The most common existing built roadway elements within the project limits are guardrail, highway signage, and asphalt pavement with traffic striping. The project scope includes roadway surface repair and Class II pavement rehabilitation, which is not expected to impact views to or from the roadway. Additional work includes placing shoulder backing, 6-inch traffic stripes, and dikes along the roadway, which will not alter views or be uncharacteristic of the project corridor. Existing Metal Beam Guard Rail (MBGR) will be upgraded to Midwest Guardrail System (MGS). The Visual Impact Assessment concludes the following:

*Installing SRT-31 end treatments, changing WB transitions to WB 31 sections, installing new in line terminal sections, and upgrading lighting and TMS facilities will not impact views to or from the roadway. Upgrades will be compatible with the existing visual quality and overall character of the project corridor. Review of the project site and project plans indicate that the project would not result in significant visual impacts. This review indicates that the project would not adversely affect any "Designated Scenic Resource"*

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<sup>11</sup> Highly Scenic & Tree Removal Areas Map

*as defined by CEQA statutes or guidelines, or by Caltrans policy.*

Staff concurs with Caltrans Visual Impact Assessment and finds that the project would not significantly impact the viewshed corridor. As proposed, the project is consistent with the policies of Coastal Element Section 3.5–Visual Resources, and the requirements of Coastal Zoning Code Chapter 20.504.

### **ENVIRONMENTAL PROTECTION**

Title 14, Division 6, Chapter 3, Article 4, Section 15051 of California Environmental Quality Act (CEQA) Guidelines, provides criteria for identifying the Lead Agency where two or more public agencies will be involved with a project. If the project will be carried out by a public agency, that agency shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency. Considering this, Caltrans is the Lead Agency with the primary responsibility for carrying out the proposed project. Mendocino County shall act as the Responsible Agency, a public agency other than the Lead Agency with the responsibility for approving the proposed project.

Pursuant with Public Resources Code Section 21084 and CEQA Section 15301, Class 1(c), a Categorical Exemption exists for existing highways and other similar facilities where grading for the purpose of public safety and similar alterations that do not create additional automobile lanes. It is noted that the proposed project falls within this class of projects that do not have a significant effect on the environment. As lead agency, Caltrans prepared a Notice of Exemption (SCH 2021120256) with their application submittal, see the *Notice of Exemption* Attachment.

### **PROJECT FINDINGS AND CONDITIONS**

Pursuant to the provisions of Chapter 20.532 and Chapter 20.536 of the Mendocino County Coastal Zoning Code, the Coastal Permit Administrator approves CDP\_2023-0020 and adopts the following findings and conditions.

#### **FINDINGS:**

1. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(1), the proposed development is in conformity with the certified Local Coastal Program. The project would be located within, adjacent to, 100 feet of ESHA; however, appropriate protection measures have been incorporated into the project and have been reviewed and agreed upon by resource agencies to ensure continued protection of the resources. The project proposes improvements to SR1 to support public safety; and
2. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(2), the proposed development will be provided with adequate utilities, access roads, drainage, and other necessary facilities. No utilities are necessary to accommodate the project. The project proposes work within Caltrans right-of-way and does not require the development of any new utilities or other facilities. The proposed improvements to SR1 will increase public safety through the project corridor and better facilitate runoff and stormwater surrounding the roadway; and
3. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(3), the proposed development is consistent with the purpose and intent of the Zoning District, as well as all other provisions of Division II of Title 20 of the Mendocino County Code. The proposed project occurs within the Caltrans right-of-way, currently developed with a two-lane highway and a small section of four-lane highway. The proposed project would not change the current land use, nor alter existing land uses that could potentially conflict with zoning adjacent to the roadway; and
4. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(4), the proposed development would not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act. Caltrans, as Lead Agency, determined that the project is Categorically Exempt from CEQA under Section 15301, Class 1(c). Class 1(c) finds for existing highways and other similar facilities where grading for the purpose of public safety and similar alterations that do not create additional automobile lanes are exempt from the

provisions of CEQA. Caltrans, as Lead Agency, determined the project meets this criterion, and therefore will not have any significant adverse impacts on the environment within the meaning of CEQA. Mendocino County as responsible agency has reviewed the project to determine the adequacy of documents and the project's consistency with the Coastal Element of the General Plan; and

5. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(5), the proposed development would not have any adverse impact on any known archaeological or paleontological resources. NWIC provided comment that based on the Cultural Resources Clearance Memo for this project (Bowman 2021), the proposed project area has a low possibility of containing unrecorded archaeological site(s). The project was referred to three local tribes for review and comment, including Cloverdale Rancheria, Redwood Valley Rancheria, and Sherwood Valley Rancheria. No response was received from the tribes. Standard Condition 8 is in place when archaeological sites or artifacts are discovered; and
6. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(A)(6), other public services, including but not limited to, solid waste and public roadway capacity have been considered and are adequate to serve the proposed development. The project would not contribute new sources of traffic on local and regional roadways. The project site will experience a reduction in roadway capacity during construction. However, impacts are considered temporary and insignificant. The proposed project is being undertaken to improve public safety within this corridor of SR 1; and
7. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.095(B)(1), the proposed development would not diminish public access to Mendocino County coastal areas and conforms to the goals and policies of the Coastal Element of the General Plan. All existing public access within the vicinity of the project area will be accessible throughout construction activities; and
8. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.100(A)(1), the proposed development is consistent with ESHA policies that require the following findings: (a) The resources as identified will not be significantly degraded by the proposed development; (b) There is no feasible less environmentally damaging alternative; (c) All feasible mitigation measures capable of reducing or eliminating project related impacts have been adopted. SR1 is located through an area where the proposed development cannot meet buffers from identified ESHA and there is no other feasible less environmentally damaging alternative. The Applicant has provided documentation to demonstrate the resources identified will not be significantly degraded and all feasible conditions of approval have been included; and
9. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.100(A)(2), the proposed project is compatible with the long-term protection of resource lands. The proposed development runs adjacent to multiple parcels designated as agricultural resource land. However, the improvements to the existing highway are within Caltrans right-of-way and not eligible for classification as resource lands. The existing agricultural resource land will remain unaffected by this development; and
10. Pursuant to Mendocino County Coastal Zoning Code Section 20.532.100(B)(2), the proposed development will not result in the conversion of Prime Agricultural or Williamson Act Contracted lands to a non-agricultural use. While the project site runs adjacent to multiple parcels under Williamson Act Contract, the project does not include any development that would impact or otherwise convert the existing agricultural land and activities.

**CONDITIONS OF APPROVAL:**

1. This action shall become final on the 11th day following the decision unless an appeal is filed pursuant to Section 20.544.015 of the Mendocino County Code. The permit shall become effective after the 10-working day appeal period to the Coastal Commission has expired and no appeal has been filed with the Coastal Commission. The permit shall expire and become null and



void at the expiration of two years after the effective date except where construction and use of the property in reliance on such permit has been initiated prior to its expiration.

2. To remain valid, progress towards completion of the project must be continuous. The Applicants have sole responsibility for renewing this application before the expiration date. The County will not provide a notice prior to the expiration date.
3. The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and that compliance therewith is mandatory, unless an amendment has been approved by the Coastal Permit Administrator.
4. This permit shall be subject to the securing of all necessary permits for the proposed development from County, State and Federal agencies having jurisdiction.
5. The Applicants shall secure all required building permits for the proposed project as required by the Building Inspection Division of the Department of Planning and Building Services.
6. This permit shall be subject to revocation or modification upon a finding of any one or more of the following:
  - a. The permit was obtained or extended by fraud.
  - b. One or more of the conditions upon which the permit was granted have been violated.
  - c. The use for which the permit was granted is conducted so as to be detrimental to the public health, welfare or safety, or to be a nuisance.
  - d. A final judgment of a court of competent jurisdiction has declared one or more conditions to be void or ineffective, or has enjoined or otherwise prohibited the enforcement or operation of one or more such conditions.
7. This permit is issued without a legal determination having been made upon the number, size or shape of parcels encompassed within the permit described boundaries. Should, at any time, a legal determination be made that the number, size or shape of parcels within the permit described boundaries are different than that which is legally required by this permit, this permit shall become null and void.
8. If any archaeological sites or artifacts are discovered during site excavation or construction activities, the property owner shall cease and desist from all further excavation and disturbances within 100 feet of the discovery and make notification of the discovery to the Director of Planning and Building Services. The Director will coordinate further actions for the protection of the archaeological resources in accordance with Section 22.12.090 of the Mendocino County Code.
9. Any disturbed soil after construction shall be scarified and seeded with California native seed mix that is regionally appropriate to the area. Disturbed soil is defined as cut, fill, and/or compaction to existing grade.
10. Project implementation shall be consistent with the recommended mitigations, BMPs, and avoidance and minimization measures outlined in *Section 1.3.2* of the Natural Environmental Study, November 2021 (Exhibit A), intended to protect ESHA.

2/26/24

DATE

Steven Switzer

STEVEN SWITZER  
PLANNER II

Appeal Period: 10 Days  
Appeal Fee: \$2,674.00

**ATTACHMENTS:**

- A. Notice of Exemption
- B. Location Map
- C. Aerial Map
- D. Site/Tentative Map
- E. Zoning Map (4)
- F. General Plan Map (4)
- G. LCP Land Use Map (2)
- H. LCP Land Capabilities & Natural Hazards Map (2)
- I. LCP Habitat & Resources Map (2)
- J. Post LCP Certification & Appeal Jurisdiction Map (2)
- K. Fire Hazard Zones Map
- L. Wildland-Urban Interface Map
- M. Flood and Tsunami Zone Map
- N. Coastal Groundwater Resources Map
- O. Highly Scenic & Tree Removal Areas Map (3)
- P. Estimated Slope Map (2)
- Q. Western Soil Classifications Map (2)
- R. Williamson Act Map
- S. Important Farmlands Map
- T. Crop Types Map
- U. State Parks Map
- V. Project Plans (***Available Online & with the Project File***)
- W. Natural Environmental Study (NES) (***Available Online & with the Project File***)
- X. Project Description (***Available Online & with the Project File***)

**EXHIBIT A –Standard Measures and Best Management Practices**



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM (rev. 11/2020)**

<b><u>Project Information</u></b>		
<b>Project Name (if applicable):</b> Elk to Mendocino CAPM		
<b>District-County-Route:</b> 01-MEN-1	<b>PM/PM:</b> R33.7/R51.0	
<b>EA:</b> 01-0H600	<b>Federal-Aid Project Number:</b> 0117000240	
<b><u>Project Description</u></b>		
<p>The California Department of Transportation (Caltrans) is proposed a project to repair existing distressed pavement, upgrade existing guardrail and upgrade existing Transportation Management System (TMS) assets between post miles 33.7 and R51.0 along State Route 1 in Mendocino County. The purpose of this project is to preserve roadway pavement that has minor structural distress as determined by the Pavement Condition Survey and to improve safety for motorists. The project is needed to repair existing pavement cracking and surface rutting that cannot be adequately maintained by Highway Maintenance programs and to upgrade existing guardrails within the project area to meet current Caltrans guardrail system standards.</p>		

**Caltrans CEQA Determination** (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

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

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class 1:** Existing Facilities. (PRC 21084; 14 CCR 15300 et seq.)
  - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense 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 (14 CCR 15061[b][3].)

**Senior Environmental Planner or Environmental Branch Chief**

Liza Walker	<i>Liza Walker</i>	12/01/2021
Print Name	Signature	Date

**Project Manager**

Robert King	<i>Robert King</i>	12/01/2021
Print Name	Signature	Date



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM**

**Caltrans NEPA Determination** (Check one)

**Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See [SER Chapter 30](#) for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

**23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

**23 CFR 771.117(c): activity (c)(26: Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes)**

**23 CFR 771.117(d): activity (d)(Enter activity number)**

**Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

**23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

**Senior Environmental Planner or Environmental Branch Chief**

Liza Walker	<i>Liza Walker</i>	12/01/2021
Print Name	Signature	Date

**Project Manager/ DLA Engineer**

Robert King	<i>Robert King</i>	12/01/2021
Print Name	Signature	Date

**Date of Categorical Exclusion Checklist completion:** N/A

**Date of Environmental Commitment Record or equivalent:** 12/1/2021

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### Continuation sheet:

#### Project Description Cont'd:

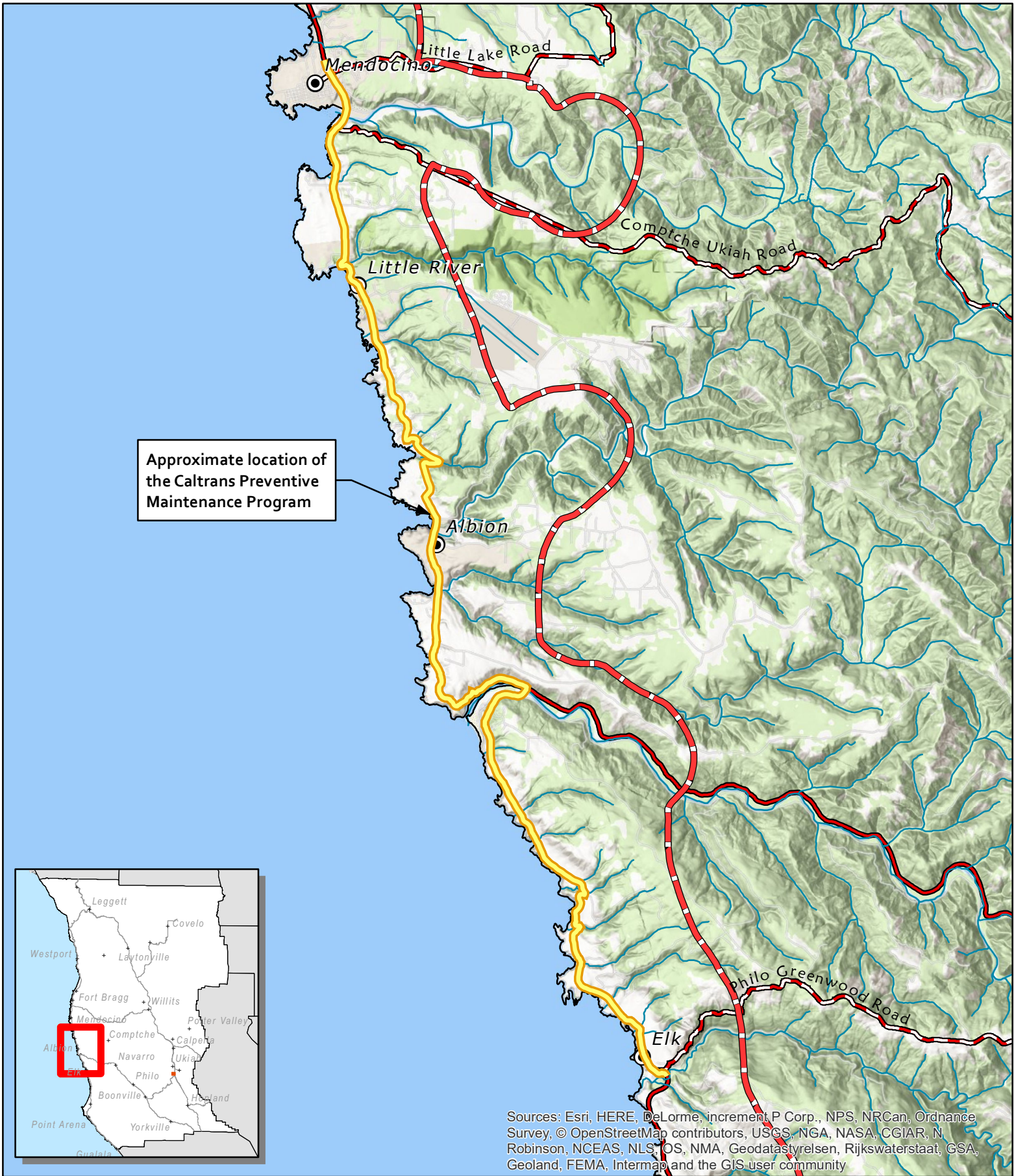
This Capital Preventative Maintenance (CAPM) improvement project would include the following activities:

- Rehabilitation of Class II pavement by cold-plane asphalt-concrete (AC) dig outs
- Profile grinding
- Placement of 0.15 of RHMA-G + 0.10 HMA-A (Leveling Course)
- Placement of shoulder backing
- Upgrade of existing Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS)
- Upgrade of WB transitions to WB-31 sections
- Installing nine new inline terminal sections
- Upgrading existing TMS facilities
- Replacing sign panels
- Replacement of centerline rumble strips from PM 40.33 to 43.41

#### Environmental Commitment Record:

Air, biological, cultural, noise, visual, water quality, and hazardous materials reviews have been completed, and there are no anticipated impacts on these resources with the incorporation of the measures identified each of the following:

- Environmental Document - Traffic Noise, Air Quality, Energy and Greenhouse Gas Memorandum
- Cultural Compliance Memo for Elk to Mendocino CAPM in Mendocino County from Post Miles 33.7 to 51.0
- Initial Site Assessment
- Natural Environment Study – Minimal Impacts
- Visual Impact Statement
- Water Quality Exemption



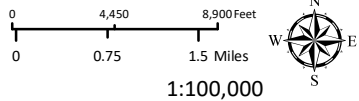
Approximate location of the Caltrans Preventive Maintenance Program



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

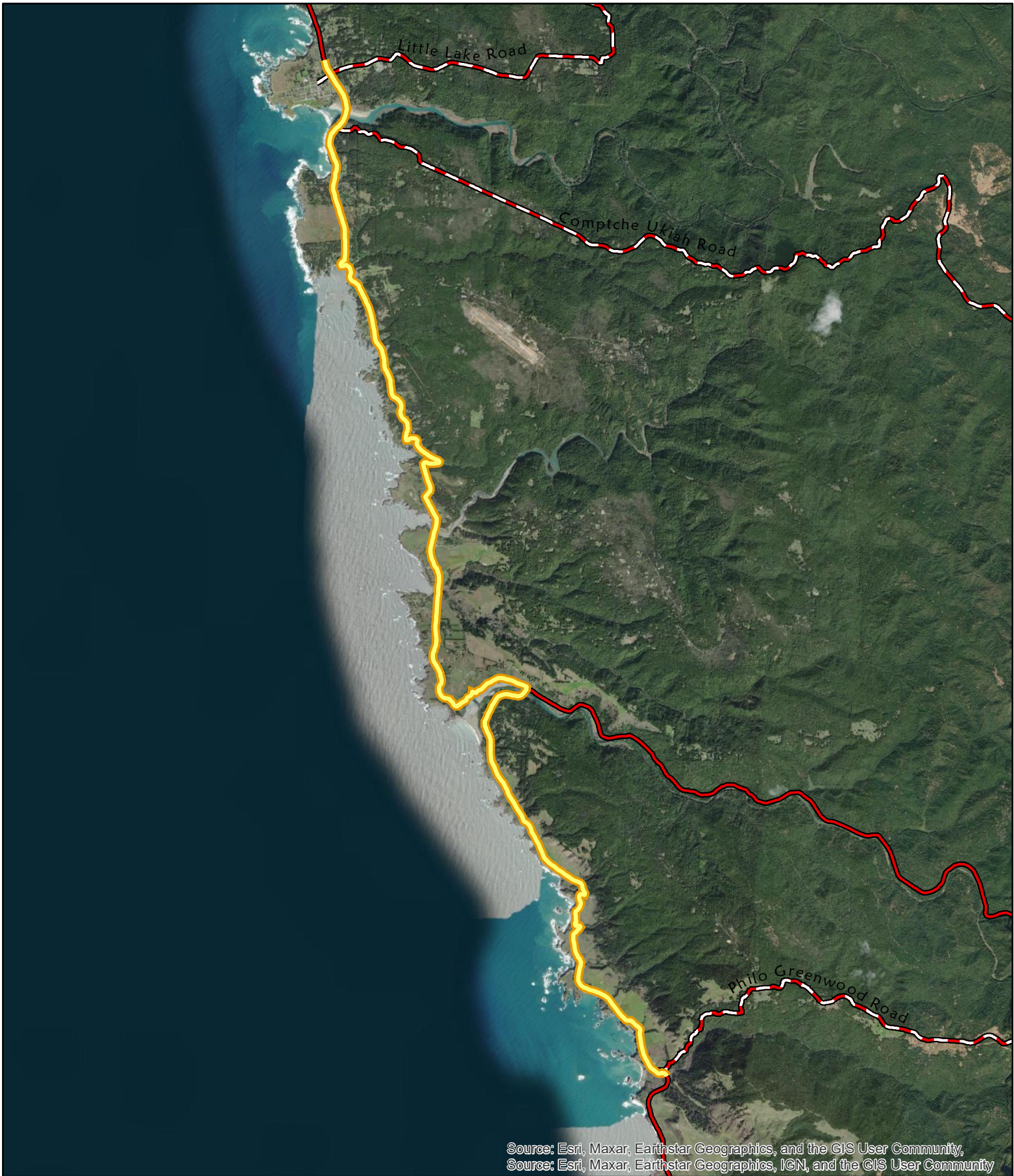
- Location of Preventive Maintenance
- Highways
- Major Roads
- Coastal Zone Boundary
- Major Towns & Places



1:100,000




LOCATION

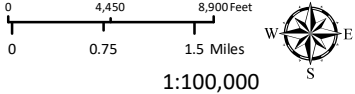
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Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, IGN, and the GIS User Community

**CASE:** CDP 2023-0020  
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**APN:** Various  
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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

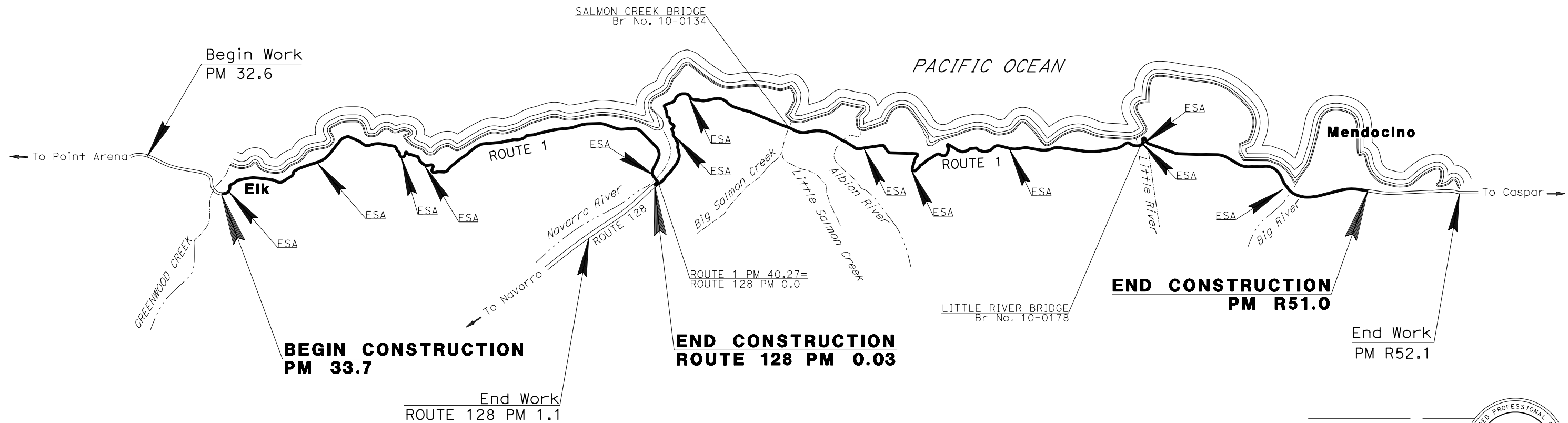
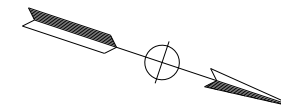
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**STATE OF CALIFORNIA**  
**DEPARTMENT OF TRANSPORTATION**  
**PROJECT PLANS FOR CONSTRUCTION ON**  
**STATE HIGHWAY**  
**IN MENDOCINO COUNTY NEAR ELK FROM**  
**0.1 MILE NORTH OF GREENWOOD CREEK BRIDGE**  
**TO 0.2 MILE NORTH OF LITTLE LAKE ROAD**  
**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

LOCATION MAP



PROJECT MANAGER  
 ROBERT KING  
  
 DESIGN MANAGER  
 DUNG SY

PROJECT ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
 REGISTERED CIVIL ENGINEER

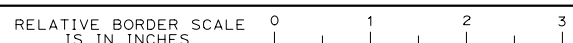


PLANS APPROVAL DATE \_\_\_\_\_  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	<b>01-OH6004</b>
PROJECT ID	<b>01170002401</b>

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

NO SCALE



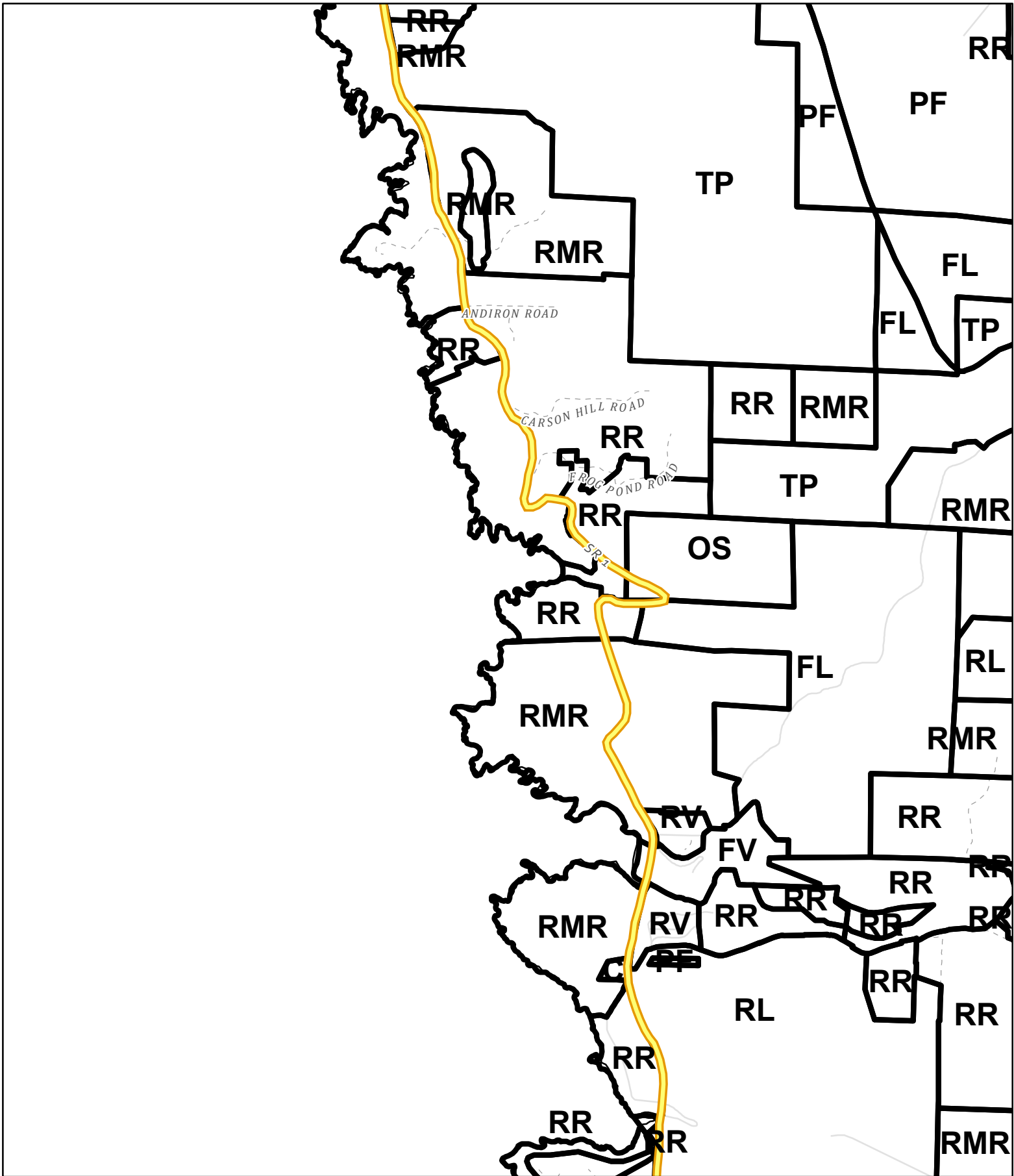
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 DGN FILE => 0117000240ab001.dgn

UNIT 0332 PROJECT NUMBER & PHASE 01170002400

DATE PLOTTED => 31-AUG-2023  
 TIME PLOTTED => 10:09  
 00-00-00

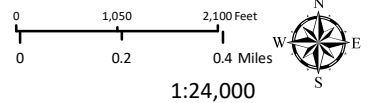






**CASE:** CDP 2023-0020  
**OWNER:** CALTRANS  
**APN:** Various  
**APLCT:** CALTRANS  
**AGENT:** Robert King  
**ADDRESS:** Hwy 1 MP 33.7-51.0

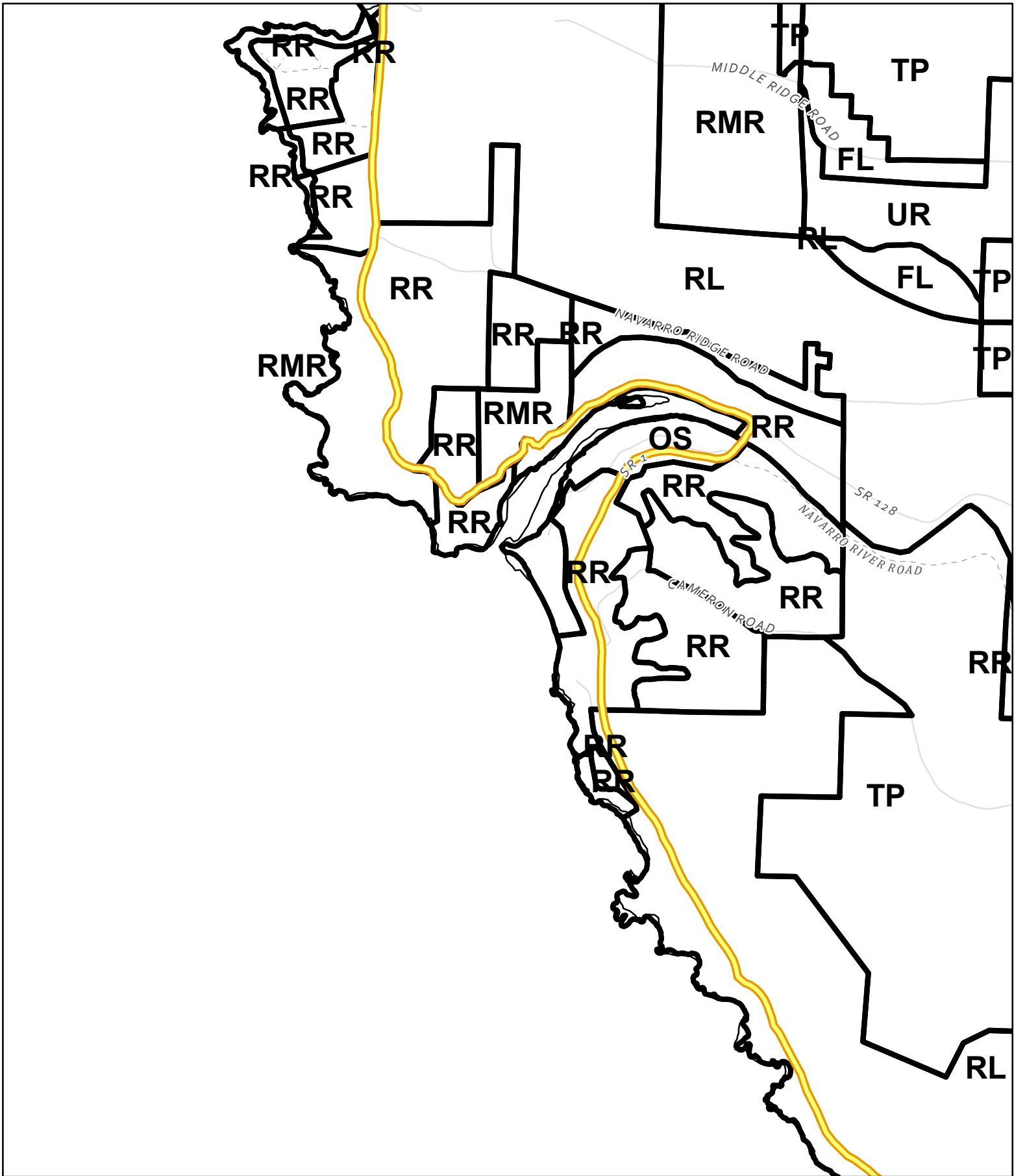
- Location of Preventive Maintenance
- Private Roads
- Zoning Districts
- Public Roads



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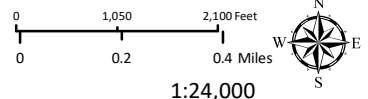
ZONING

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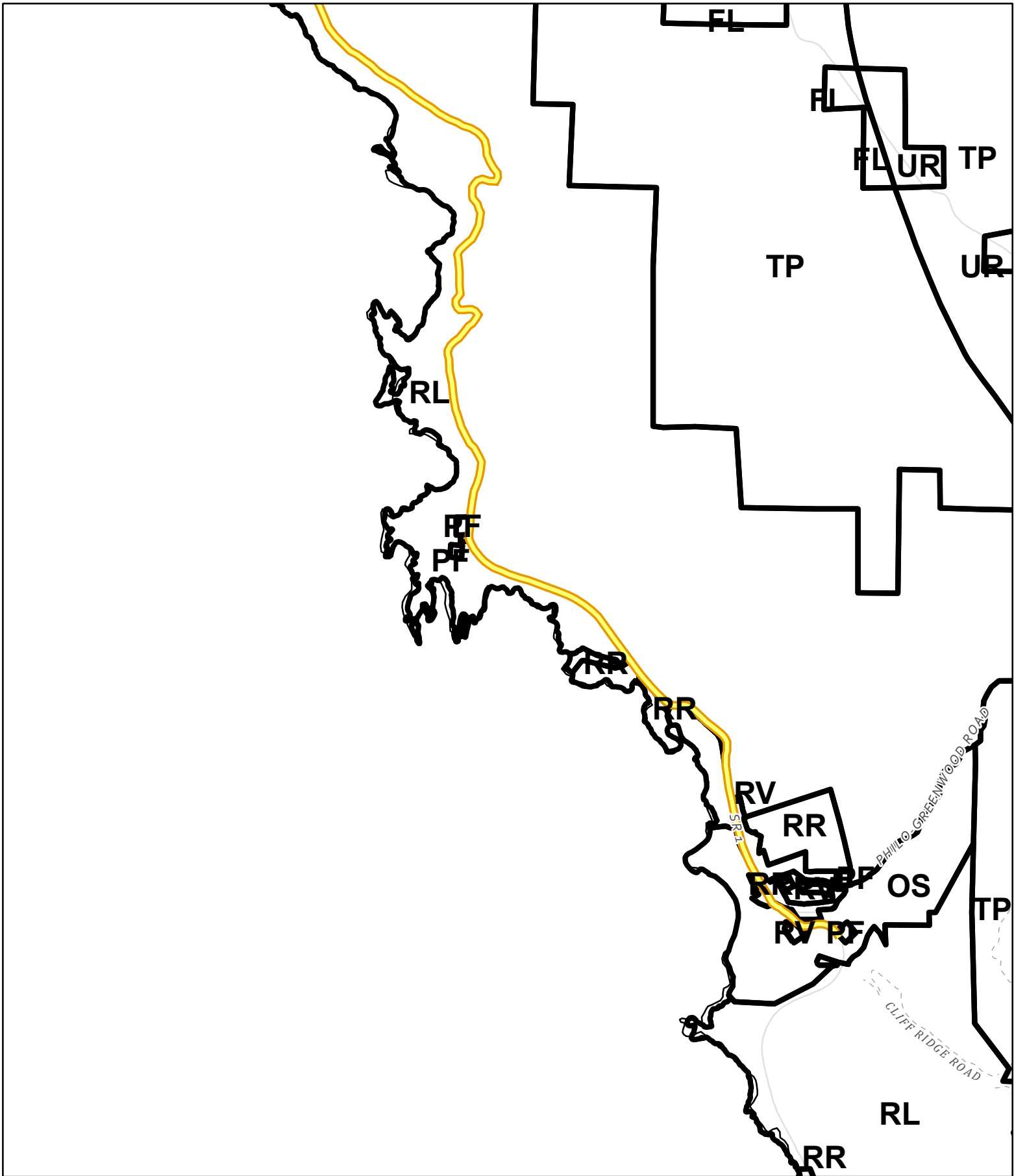


**CASE:** CDP 2023-0020  
**OWNER:** CALTRANS  
**APN:** Various  
**APLCT:** CALTRANS  
**AGENT:** Robert King  
**ADDRESS:** Hwy 1 MP 33.7-51.0

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

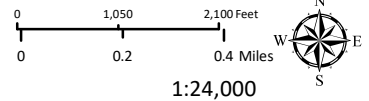


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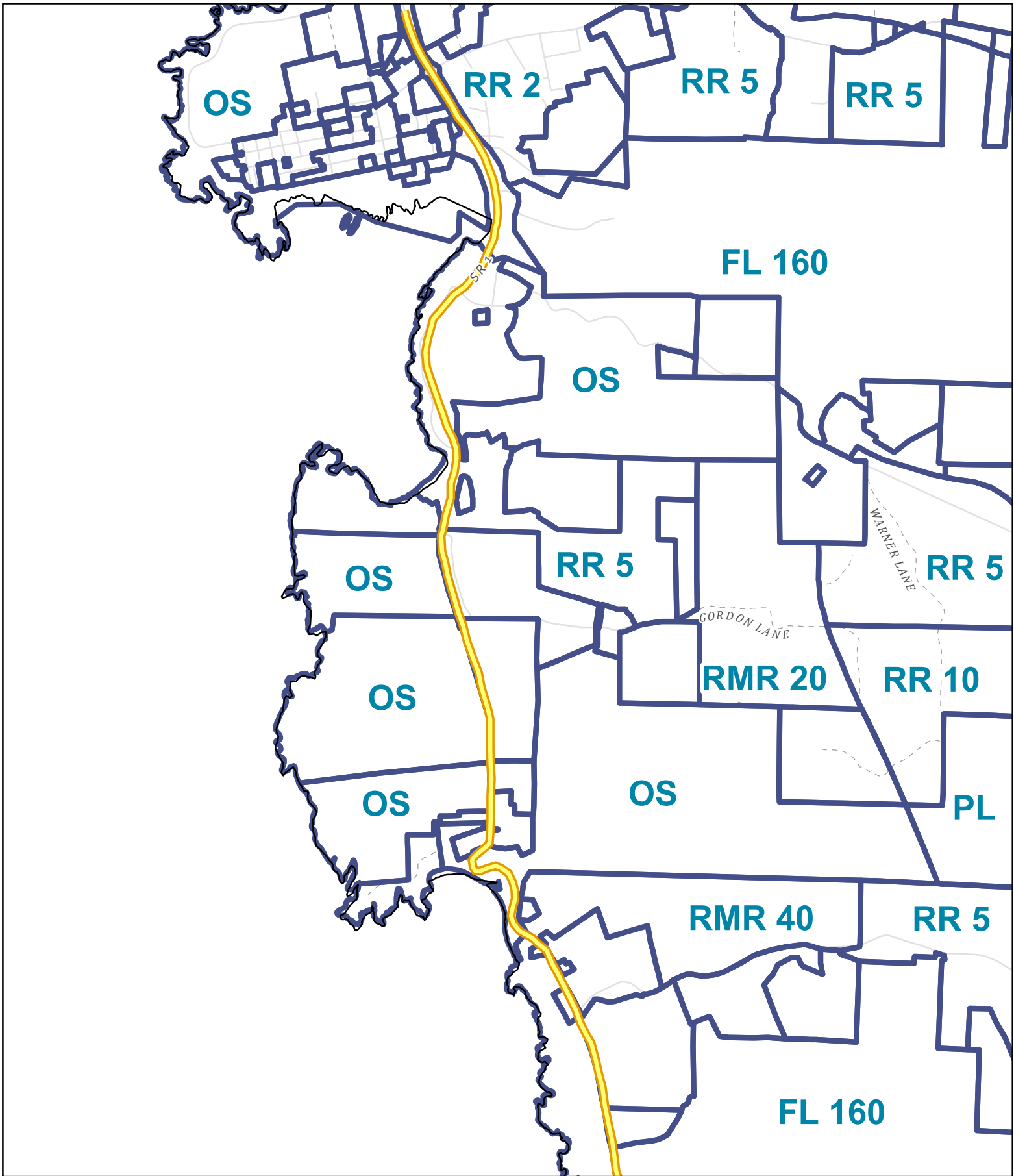
- Location of Preventive Maintenance
- Private Roads
- Zoning Districts
- Public Roads






1:24,000

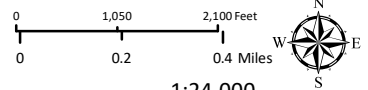
ZONING

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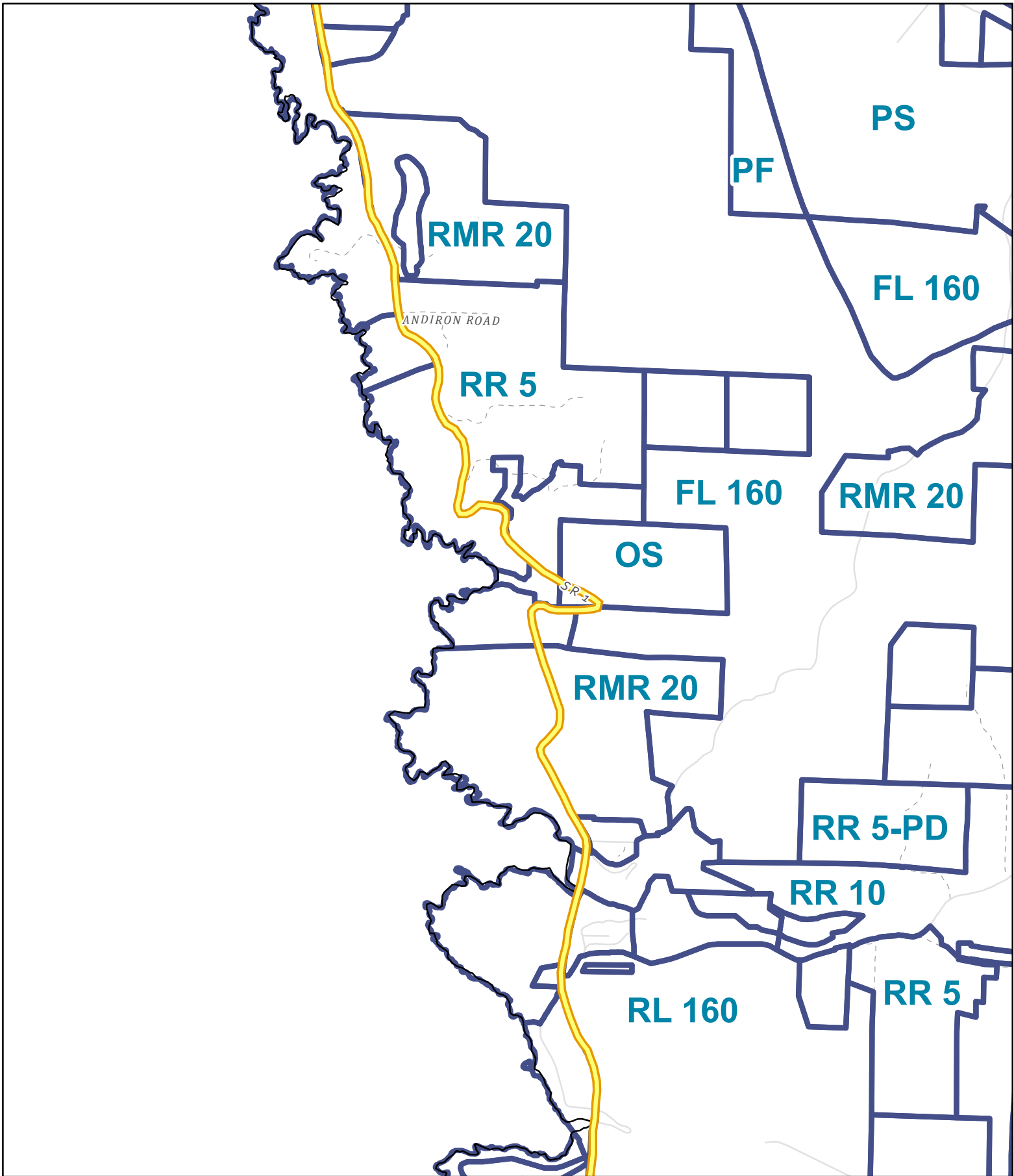
-  Location of Preventive Maintenance
-  Public Roads
-  Private Roads






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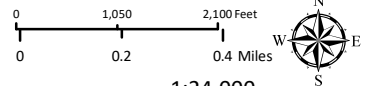
GENERAL PLAN

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**CASE:** CDP 2023-0020  
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**AGENT:** Robert King  
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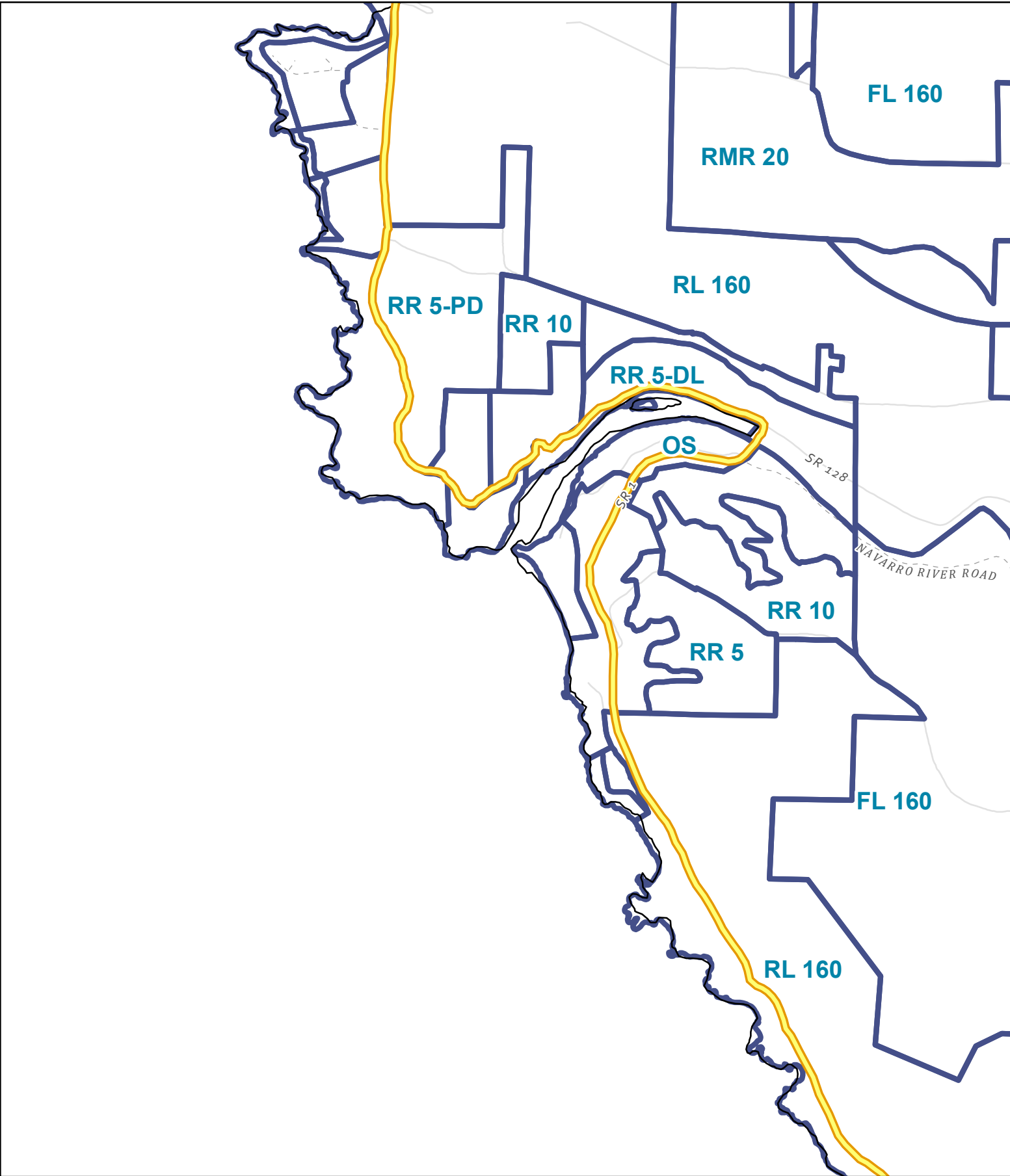
-  Location of Preventive Maintenance
-  Public Roads
-  Private Roads






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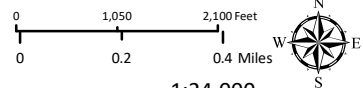
GENERAL PLAN

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**CASE:** CDP 2023-0020  
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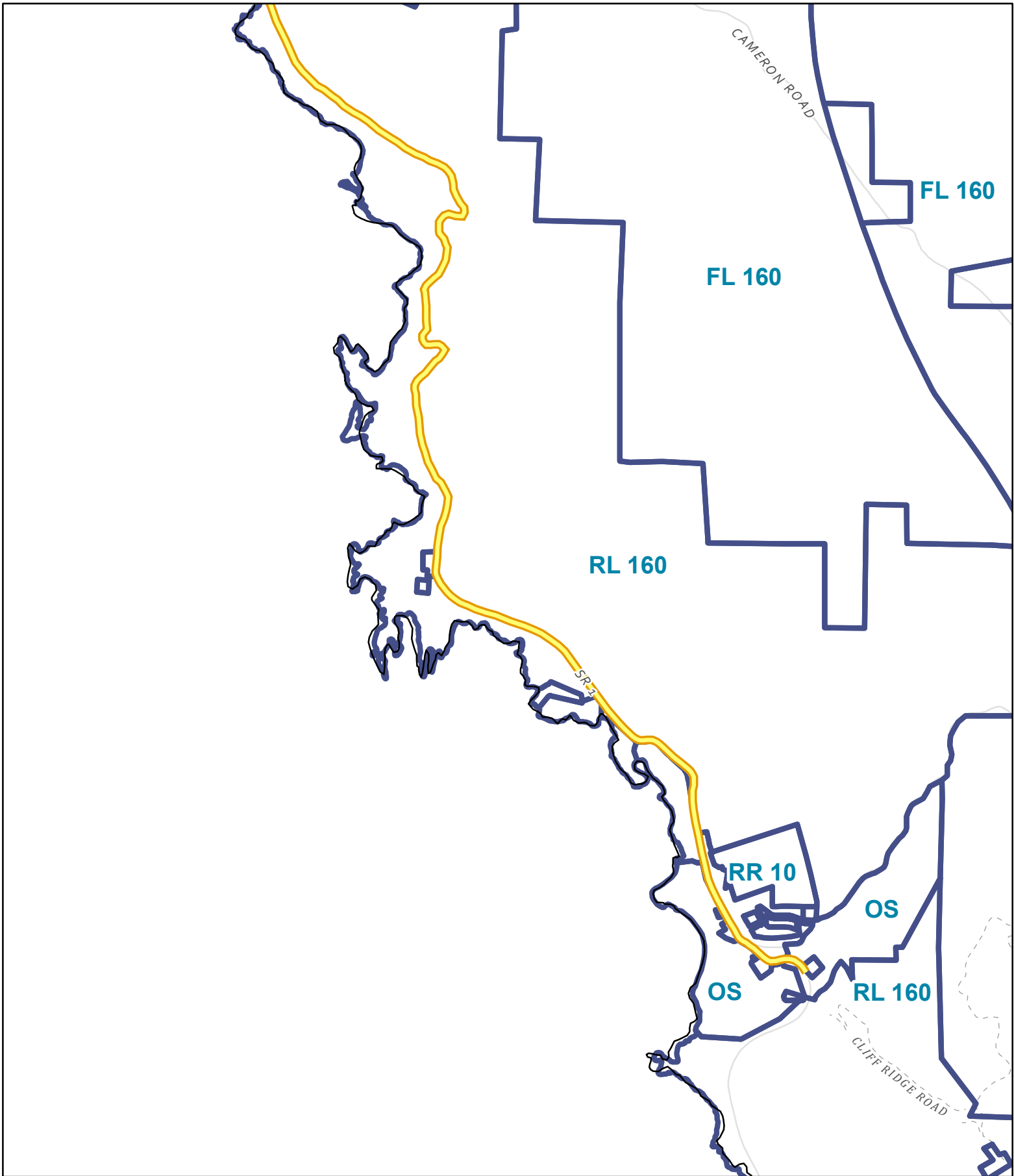
-  Location of Preventive Maintenance
-  Public Roads
-  Private Roads






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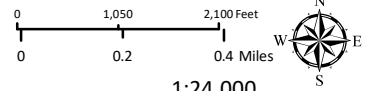
GENERAL PLAN

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**CASE:** CDP 2023-0020  
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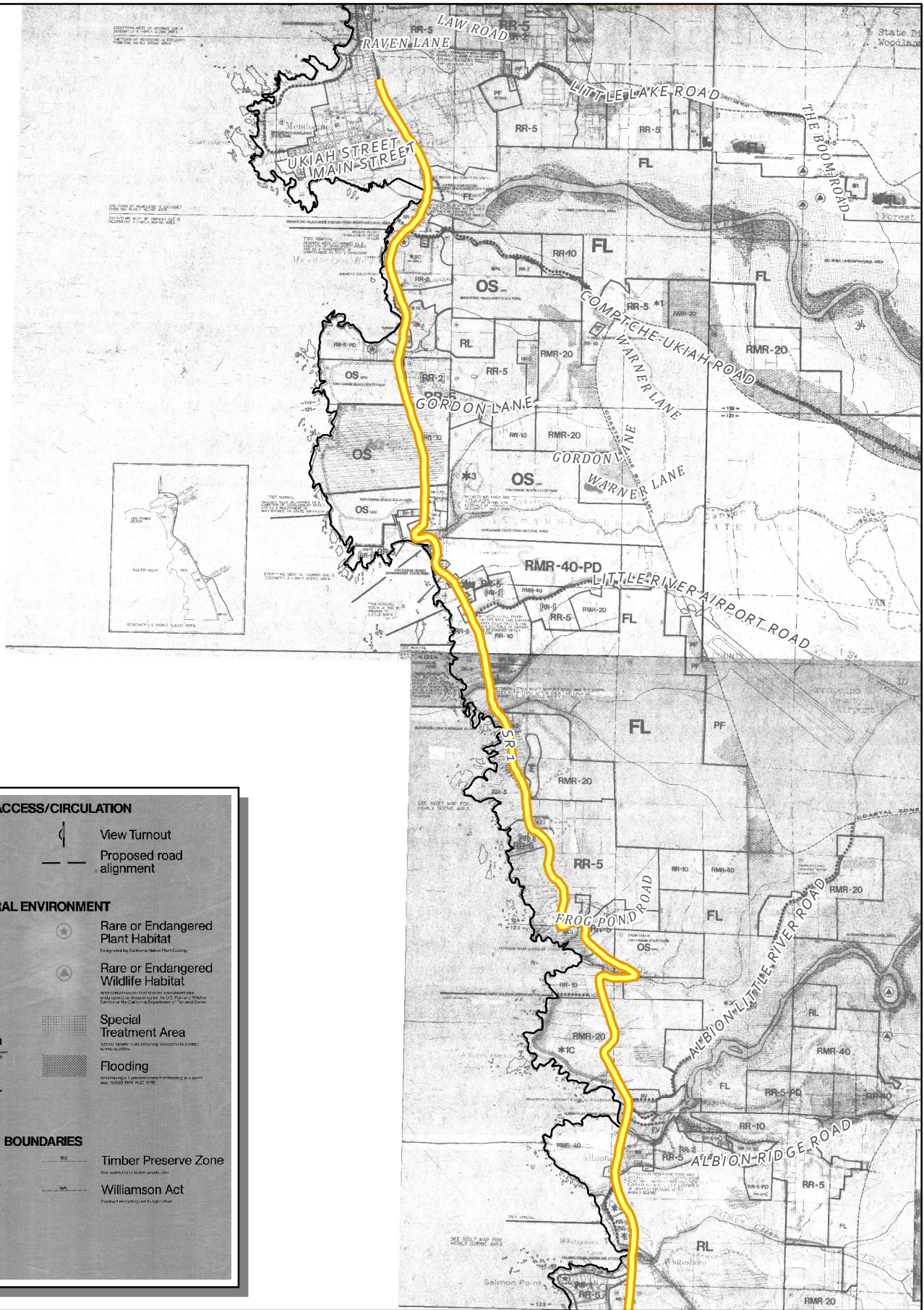
-  Location of Preventive Maintenance
-  Public Roads
-  Private Roads



1:24,000  
**GENERAL PLAN**

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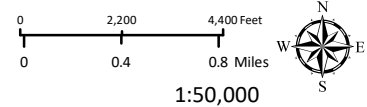




SHORELINE ACCESS/CIRCULATION	
.....	Shoreline Access Existing
.....	Shoreline Access Proposed
⤴	View Turnout
---	Proposed road alignment
NATURAL ENVIRONMENT	
	Prime Agricultural Land <small>As defined by Gov. Code Sec. 50203.5</small>
	Pygmy Vegetation <small>Unshaded forest typically on slope or black oak oak</small>
	Pygmy-type Vegetation <small>Shaded forest typically on oak or oak scrub</small>
	Riparian Vegetation <small>Moist riparian vegetation with riparian plants and shrubs and requires a 100-foot riparian buffer to protect riparian resources</small>
	Wetlands <small>Wetlands regulated under the Clean Water Act (CWA) and the Migratory Bird Treaty Act (MBTA)</small>
	Dunes
	Rare or Endangered Plant Habitat <small>Designated by California Native Plant Society</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>
	Special Treatment Area <small>Water quality sensitive areas requiring special treatment</small>
	Flooding <small>Approximate boundary of floodplains established by a 100-year flood map (FEMA FIRM 17-500)</small>
BOUNDARIES	
---	Urban/Rural Boundary <small>The Urban/Rural Boundary is defined by the California State Board of Equalization</small>
---	Water District <small>Publicly regulated utility providing water supply to the community</small>
---	Sewer District <small>Publicly regulated utility providing sewage disposal to the community</small>
---	Timber Preserve Zone <small>One-mile buffer to timber preserve</small>
---	Williamson Act <small>Contract farming with agriculture</small>

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

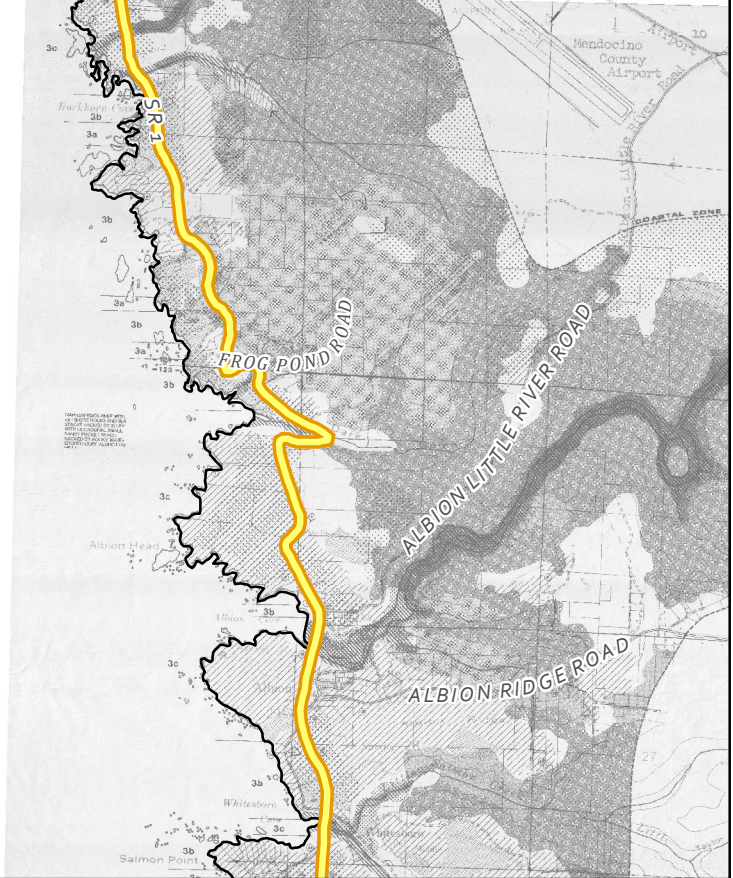
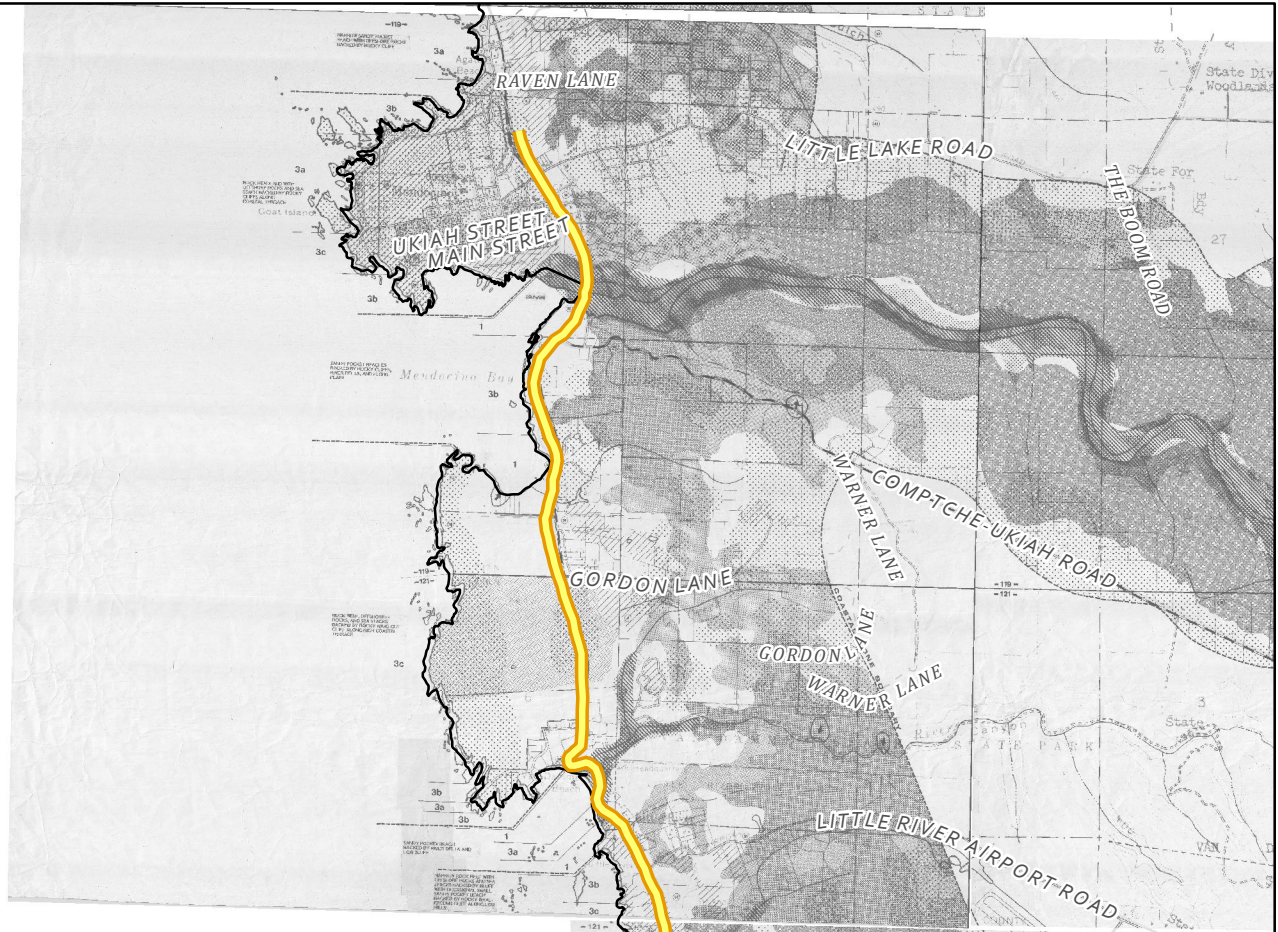
Location of Preventive Maintenance  
 Public Roads  
 Private Roads



1:50,000  
LCP LAND USE MAPS

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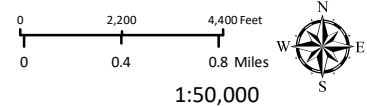




### Legend: Land Capabilities/ Natural Hazards

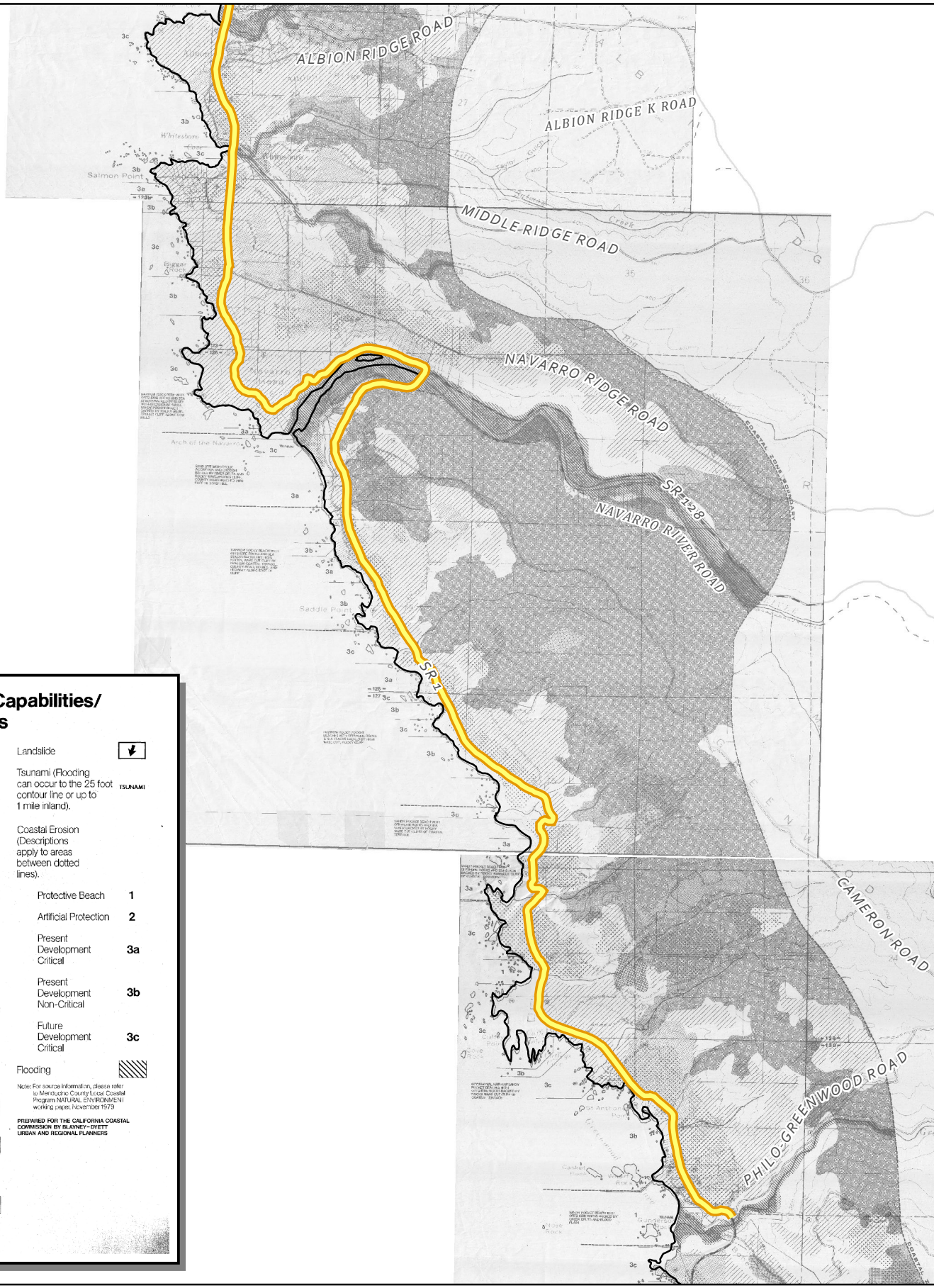
Coastal Zone Boundary	---	Landslide	
Incorporated City Limits	---	Tsunami (Flooding can occur to the 25 foot contour line or up to 1 mile inland).	
<b>LAND CAPABILITIES</b>			
Agricultural Land		Coastal Erosion (Descriptions apply to areas between dotted lines).	
Prime		Protective Beach	1
Non Prime		Artificial Protection	2
Timberland		Present Development Critical	3a
High Productivity		Present Development Non-Critical	3b
Moderate Productivity		Future Development Critical	3c
<b>NATURAL HAZARDS</b>			
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 BLAINEY-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**  
**APLCT: CALTRANS** Private Roads  
**AGENT: Robert King**  
**ADDRESS: Hwy 1 MP 33.7-51.0**



## LCP LAND CAPABILITIES & NATURAL HAZARDS

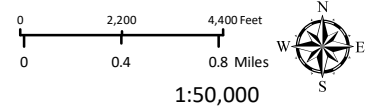
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### Legend: Land Capabilities/ Natural Hazards

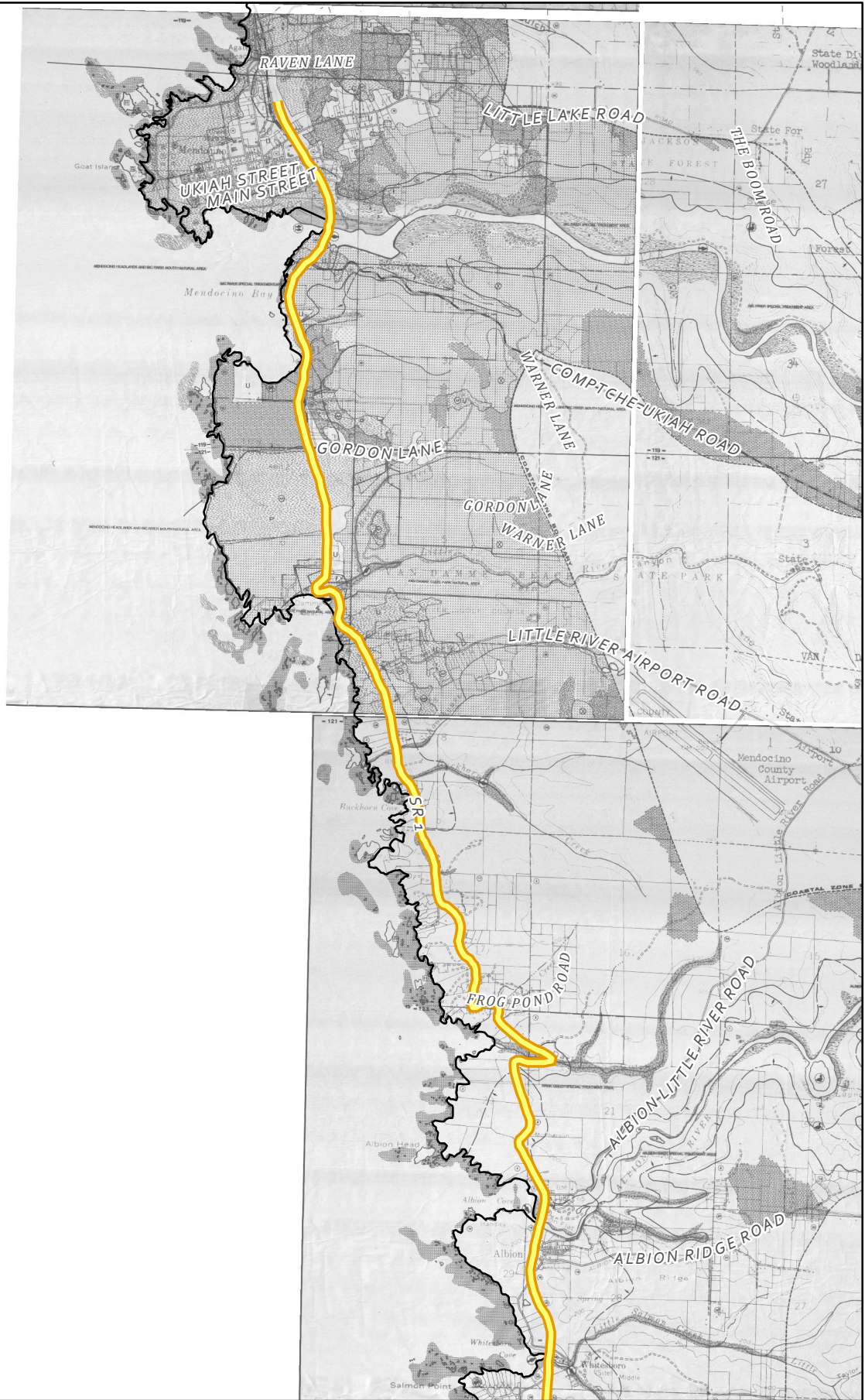
Coastal Zone Boundary	---	Landslide	
Incorporated City Limits	---	Tsunami (Flooding can occur to the 25 foot contour line or up to 1 mile inland).	
<b>LAND CAPABILITIES</b>			
Agricultural Land		Coastal Erosion (Descriptions apply to areas between dotted lines).	
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Non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

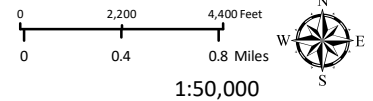
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**Legend: Habitats/Resources**

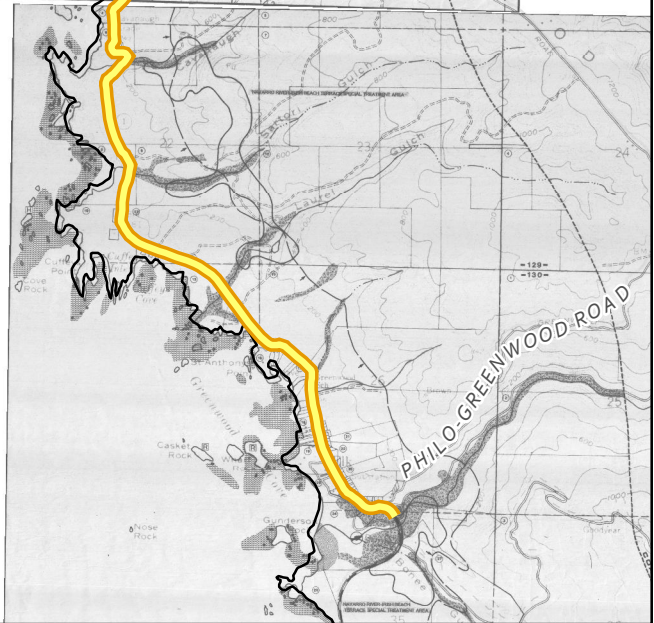
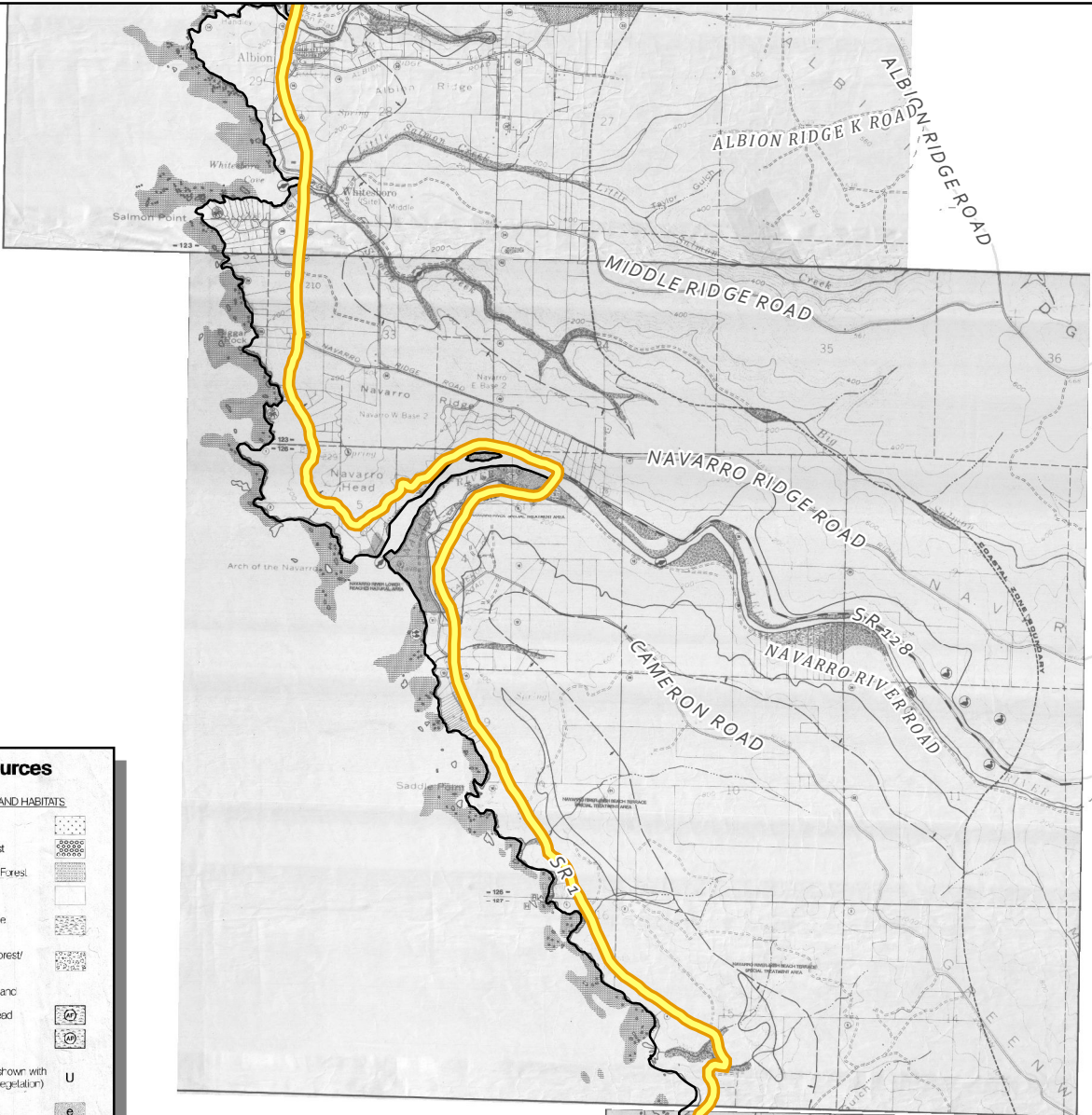
Coastal Zone Boundary	---	OT-HER UPLAND HABITATS
Incorporated City Limits	---	Scrub
<b>MARINE AND FRESHWATER HABITATS</b>		Pygmy Forest
Open Water	W	Pygmy Tree Forest
Kelp	[Symbol]	Barren
Rocky Intertidal Area	[Symbol]	Coastal Prairie
Mudflat	[Symbol]	Grossland
Beach	[Symbol]	Hardwood Forest/
Dunes	[Symbol]	Grossland
Marsh	[Symbol]	Agricultural Land
Saltwater	[Symbol]	Farmstead
Freshwater	[Symbol]	Pasture
Brackish	[Symbol]	Urban (Also shown with
Stream	[Symbol]	a dominant vegetation)
Perennial	[Symbol]	Sand/Grave
Intermittent	[Symbol]	(Extractive Use)
<b>WOODED HABITATS</b>		[Symbol]
Coastal Forest	[Symbol]	Urban (Also shown with
Redwood	[Symbol]	a dominant vegetation)
Hardwood	[Symbol]	Sand/Grave
Woodland	[Symbol]	(Extractive Use)
Roanet	[Symbol]	[Symbol]
Crover	[Symbol]	[Symbol]
<small>Note: For more information, please refer to Mendocino County Local Coastal Program NATURAL ENVIRONMENT WORKING DRAFT November 1992.</small>		
<small>PREPARED FOR THE CALIFORNIA COASTAL COMMISSION BY BLAINY-DIVETT URBAN AND REGIONAL PLANNERS</small>		
<b>DESIGNATED RESOURCE PROTECTION AREA</b>		
State Park or Reserve	---	[Symbol]
Area of Special Biological Significance	---	[Symbol]
Natural Area	---	[Symbol]
Forestry Special Treatment Area	---	[Symbol]
<b>VISUAL RESOURCES</b>		
View Limit	---	[Symbol]
Viewshed Corridor	---	[Symbol]

**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 HABITATS & RESOURCES**

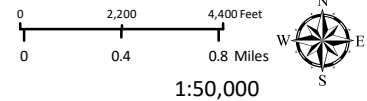
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**Legend: Habitats/Resources**

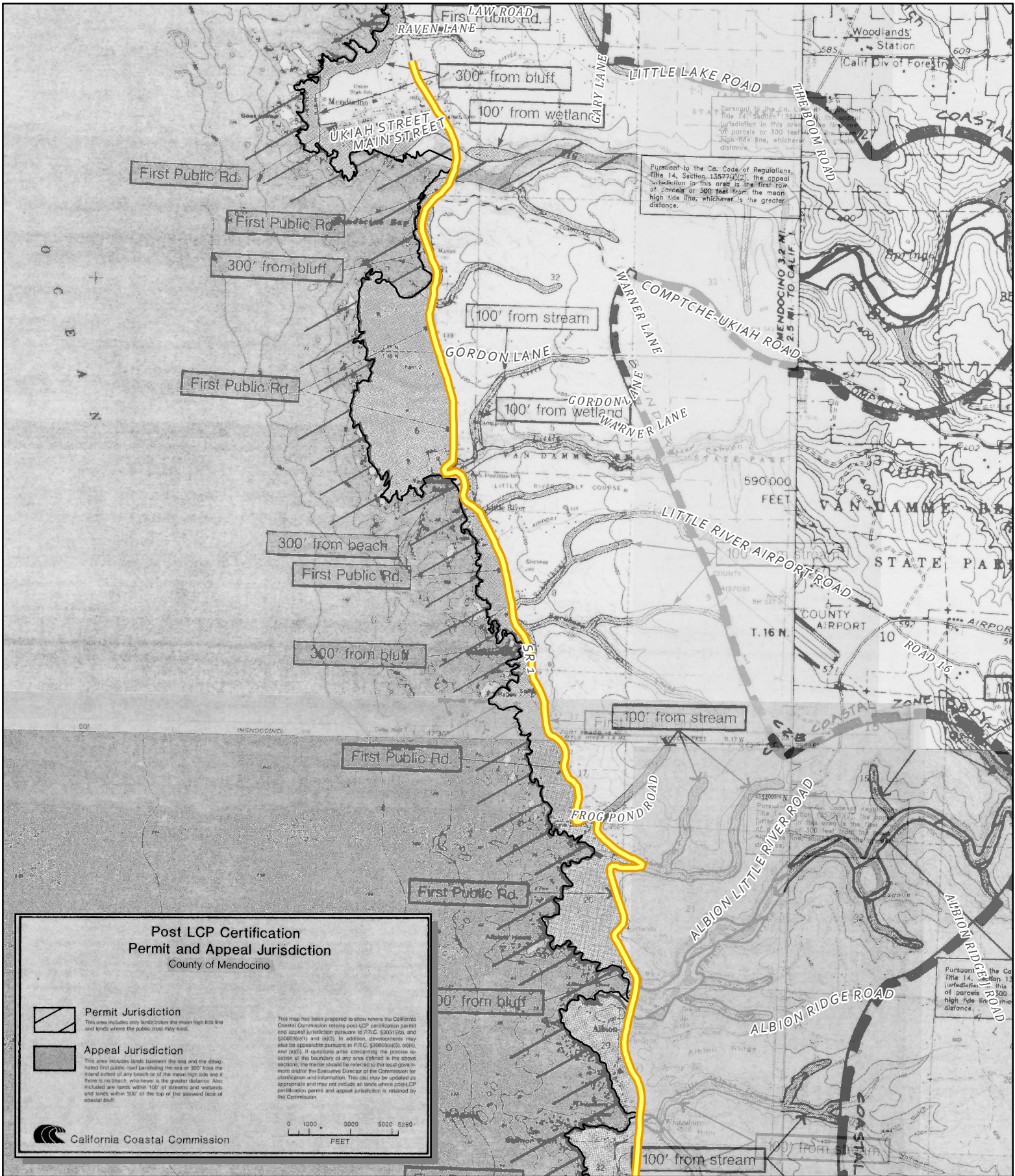
Coastal Zone Boundary	---	OT-HER UPLAND HABITATS
Incorporated City Limits	---	Scrub
<b>MARINE AND FRESHWATER HABITATS</b>		
Open Water	W	Pygmy Forest
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Mudflat	[Symbol]	Coastal Prairie
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Marsh	[Symbol]	Grossland
Saltwater	[Symbol]	Agricultural Land
Freshwater	[Symbol]	Farmstead
Brackish	[Symbol]	Pasture
Stream	[Symbol]	Urban (Also shown with a dominant vegetation)
Perennial	[Symbol]	Sand/Grave (Extractive Use)
Intermittent	[Symbol]	[Symbol]
<b>WOODED HABITATS</b>		
Coastal Forest	[Symbol]	SPECIAL HABITATS
Redwood	[Symbol]	Seabird and Marine Mammal Rockery
Hardwood	[Symbol]	Marine Mammal Haulcut Area
Woodland	[Symbol]	Spawning Area
River	[Symbol]	Anadromous Stream
Crover	[Symbol]	Wildfire Habitat
		Plant Habitat
		<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>
<b>DESIGNATED RESOURCE PROTECTION AREA</b>		
State Park or Reserve	[Symbol]	
Area of Special Biological Significance	[Symbol]	
Natural Area	[Symbol]	
Forestry Special Treatment Area	[Symbol]	
<b>VISUAL RESOURCES</b>		
View Limit	[Symbol]	
Viewshed Corridor	[Symbol]	

**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**



1:50,000  
**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.

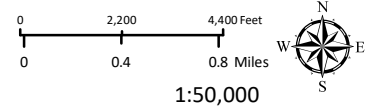
**Appeal Jurisdiction**  
This area includes lands between the top and the designated first public road paralleling the sea or 300' from the inland extent of any beach or of the mean high tide line if there is no beach, whichever is the greater distance. Also included are lands within 100' of streams 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. §§3019(b), and §§3020(a)(1) and (a)(2). In addition, developments may also be appealable pursuant to P.R.C. §§3005(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

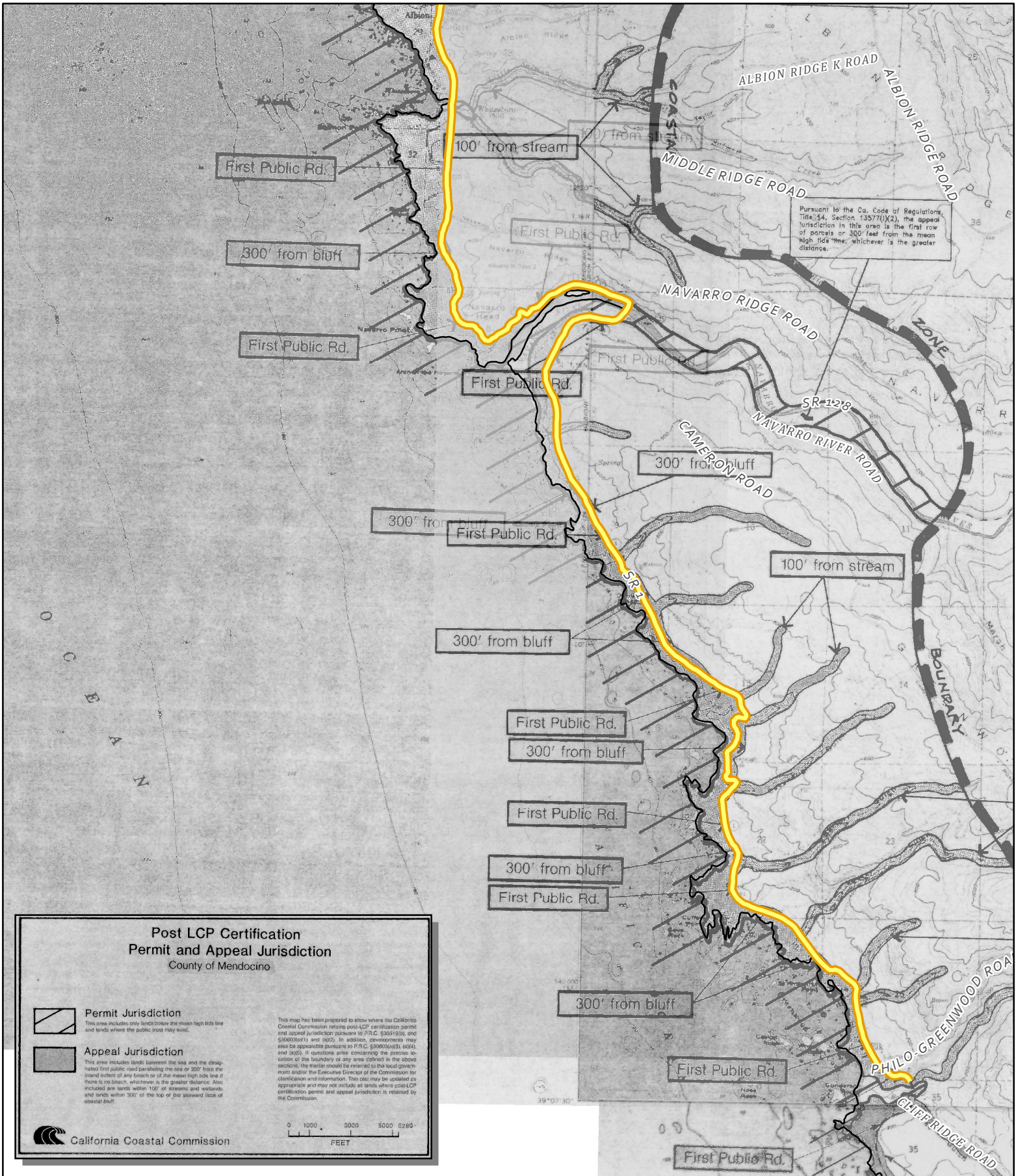
California Coastal Commission

**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**



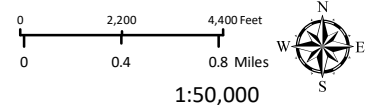
**POST LCP CERTIFICATION & APPEAL JURISDICTION**

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



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

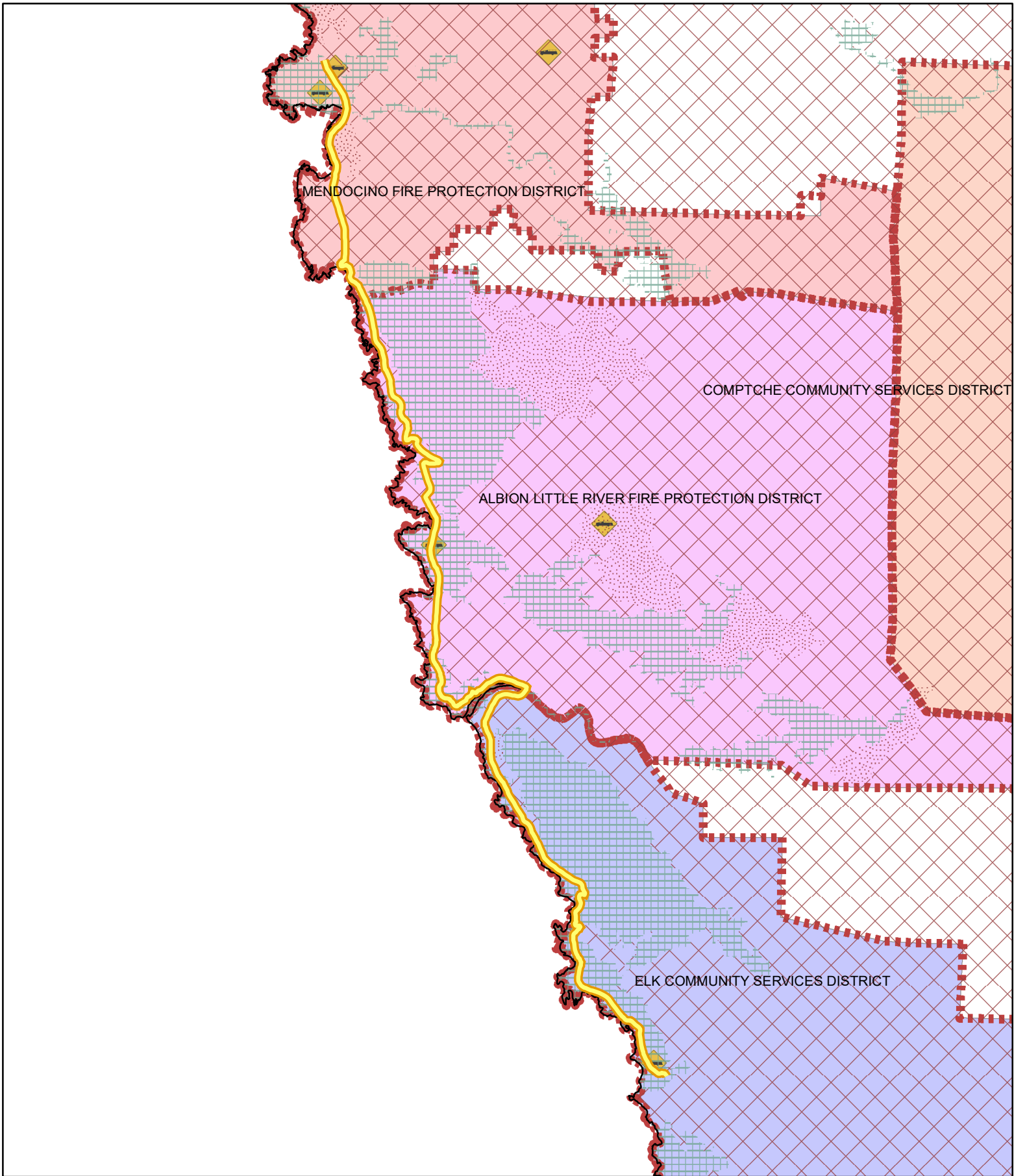
**Location of Preventive Maintenance**  
**Public Roads**  
**Private Roads**






**POST LCP CERTIFICATION & APPEAL JURISDICTION**

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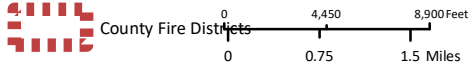




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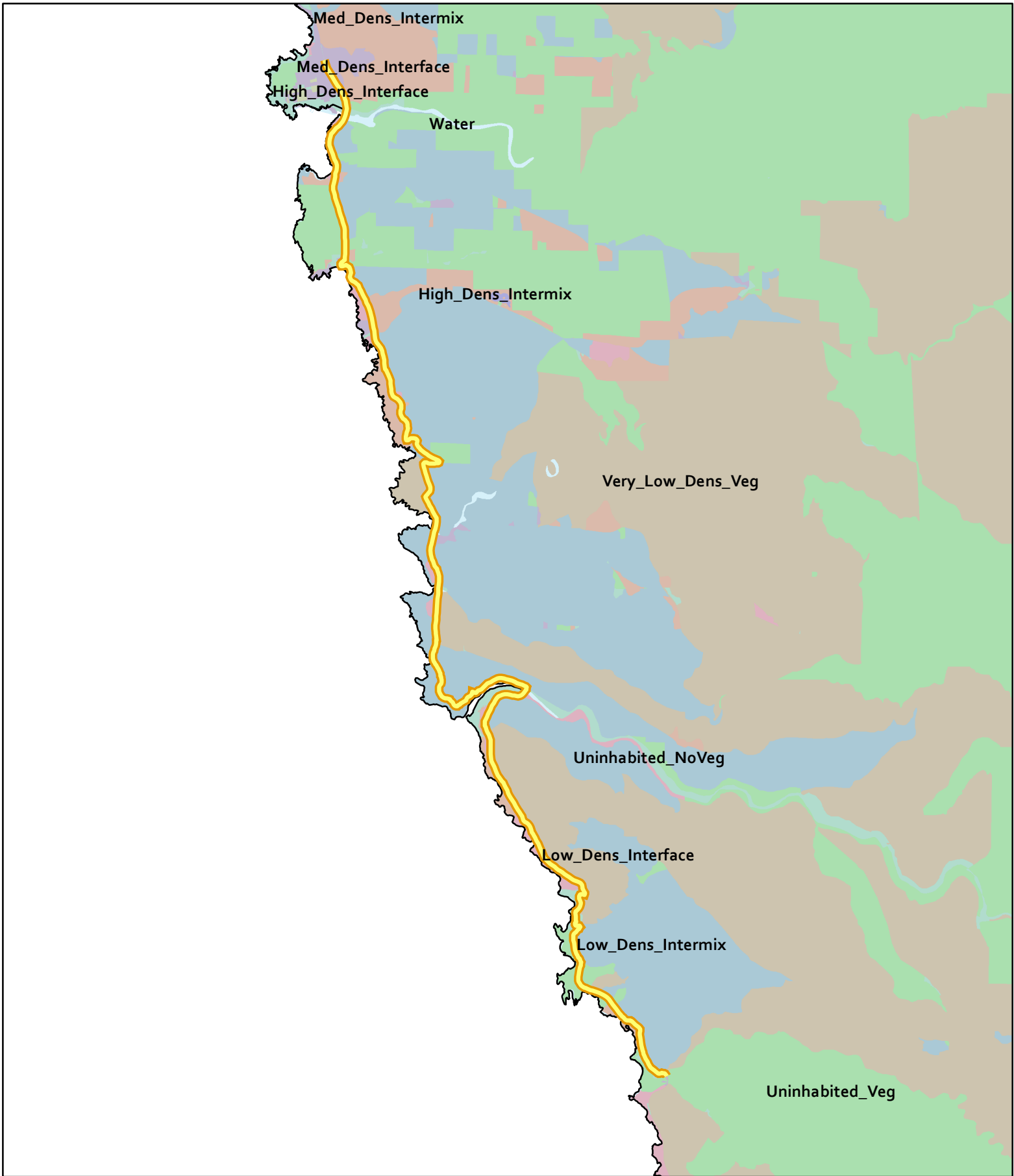
-  Location of Preventive Maintenance
-  Very High Fire Hazard
-  High Fire Hazard

-  Moderate Fire Hazard
-  Fire Stations




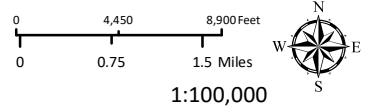
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**FIRE HAZARD ZONES & RESPONSIBILITY AREAS**  
 STATE RESPONSIBILITY AREA

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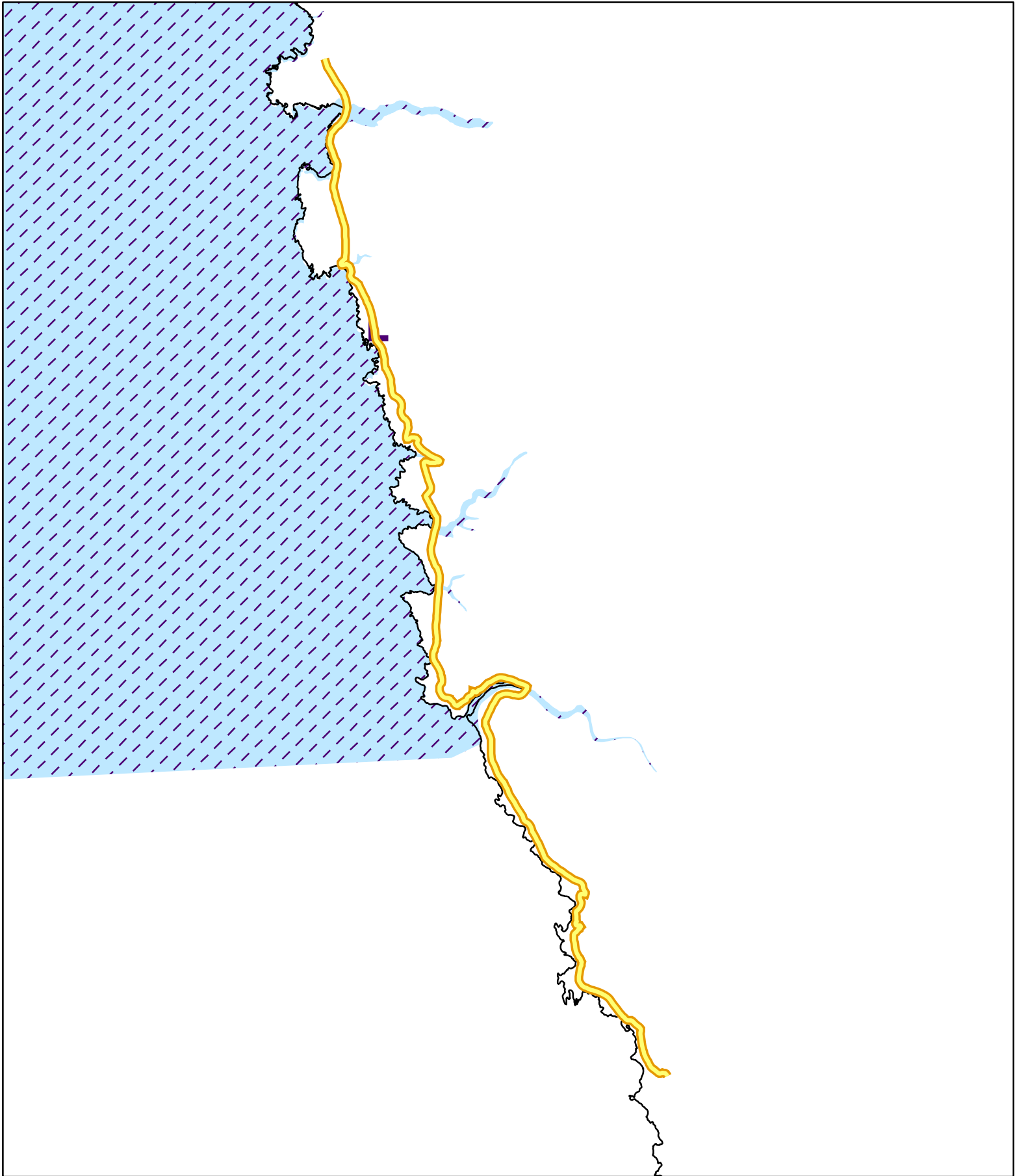
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**AGENT: Robert King**  
**ADDRESS: Hwy 1 MP 33.7-51.0**

 Location of Preventive Maintenance



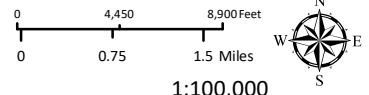
**WILDLAND-URBAN INTERFACE**

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

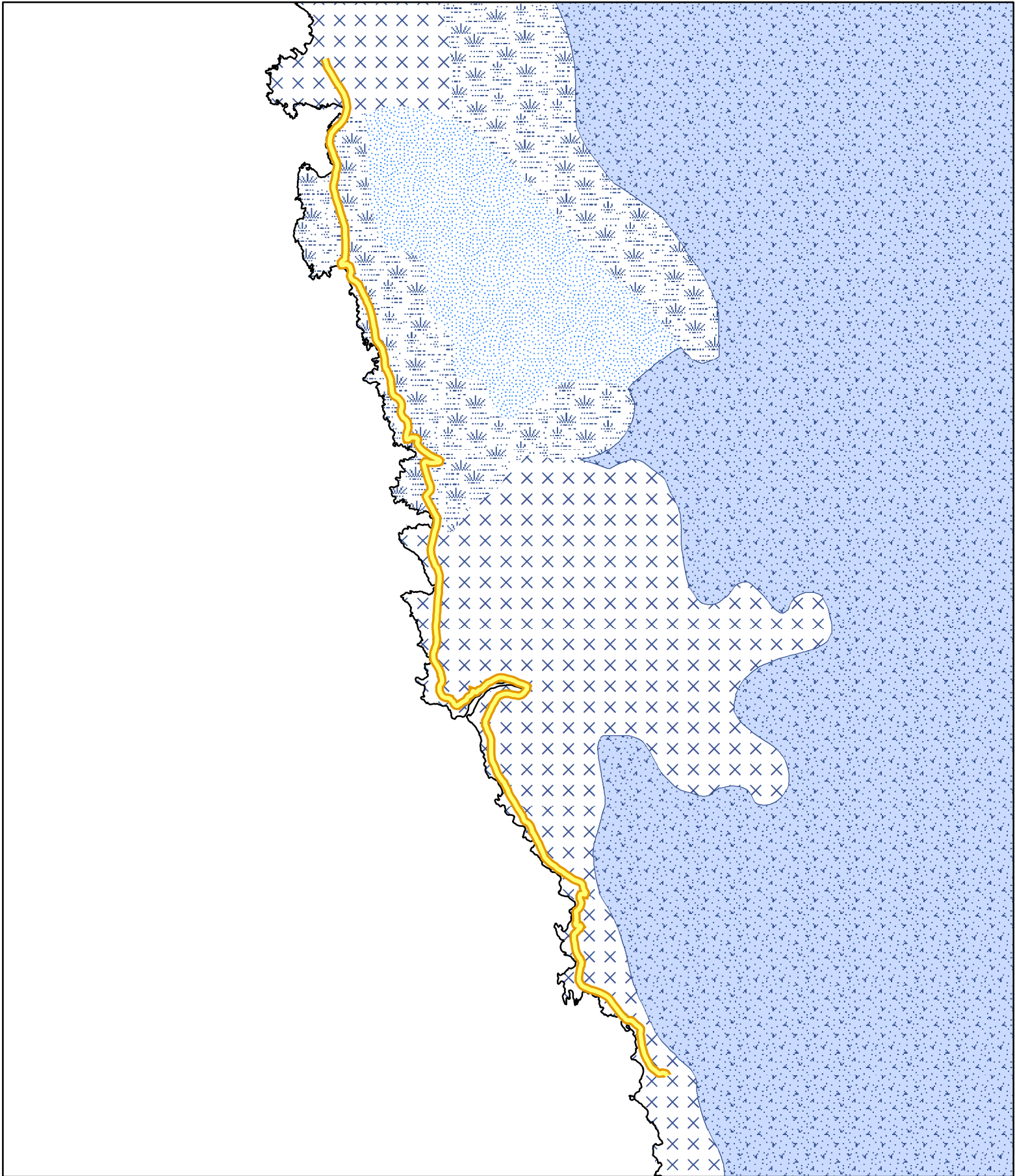
- Location of Preventive Maintenance
- Tsunami Inundation Zones
- LOMA Letters








1:100,000

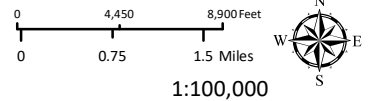
**FLOOD AND TSUNAMI ZONES**

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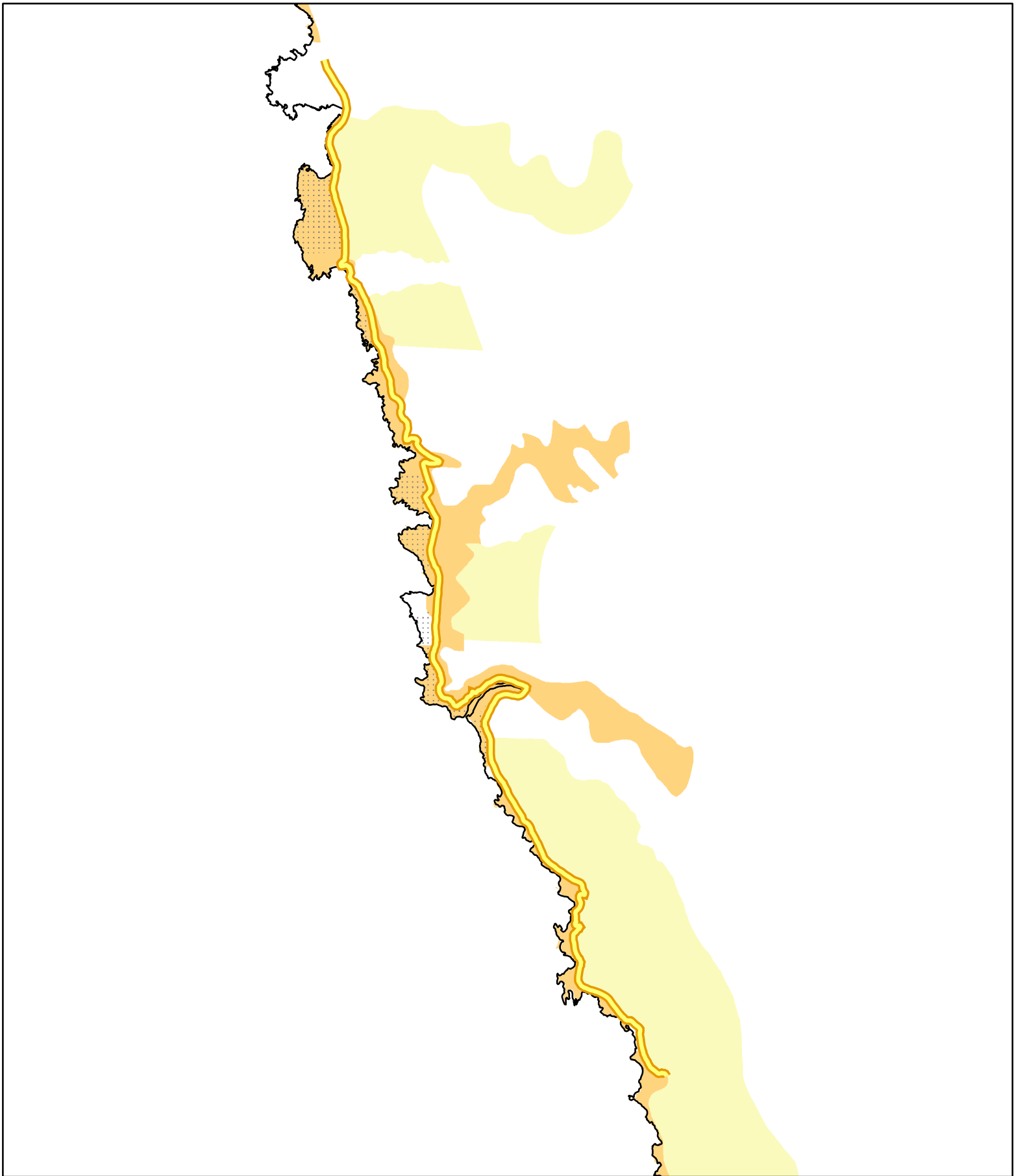
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**OWNER:** CALTRANS  
**APN:** Various  
**APLCT:** CALTRANS  
**AGENT:** Robert King  
**ADDRESS:** Hwy 1 MP 33.7-51.0

-  Location of Preventive Maintenance
-  Critical Water Resources
-  Critical Water Resources Bedrock
-  Marginal Water Resources
-  Sufficient Water Resources







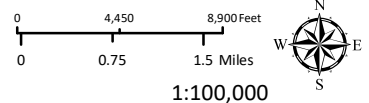
**COASTAL GROUND WATER RESOURCES**

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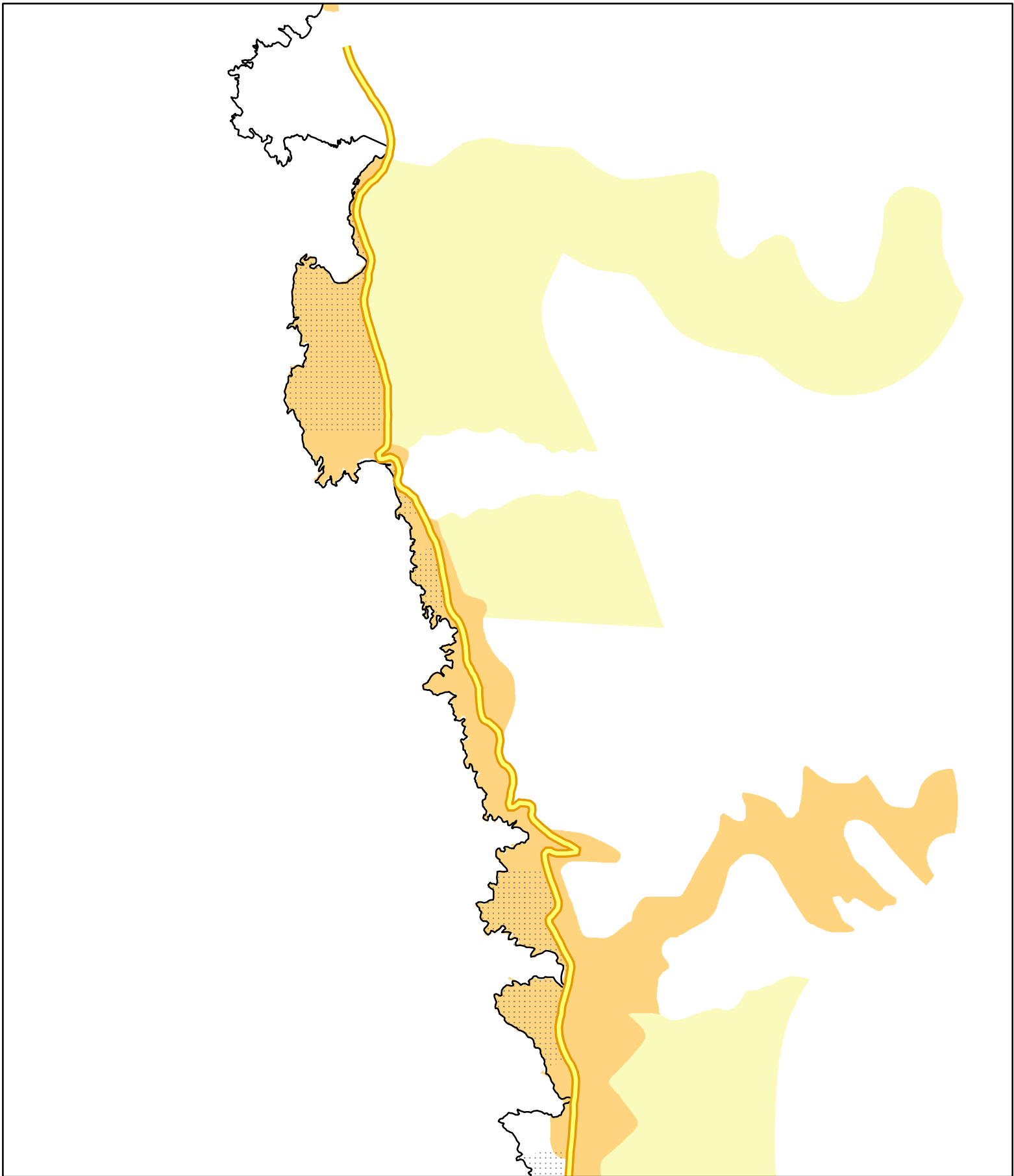
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**OWNER:** CALTRANS  
**APN:** Various  
**APLCT:** CALTRANS  
**AGENT:** Robert King  
**ADDRESS:** Hwy 1 MP 33.7-51.0

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



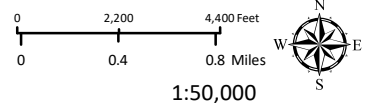
**HIGHLY SCENIC & TREE REMOVAL AREAS**

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 DO NOT USE THIS MAP TO DETERMINE LEGAL PROPERTY BOUNDARIES



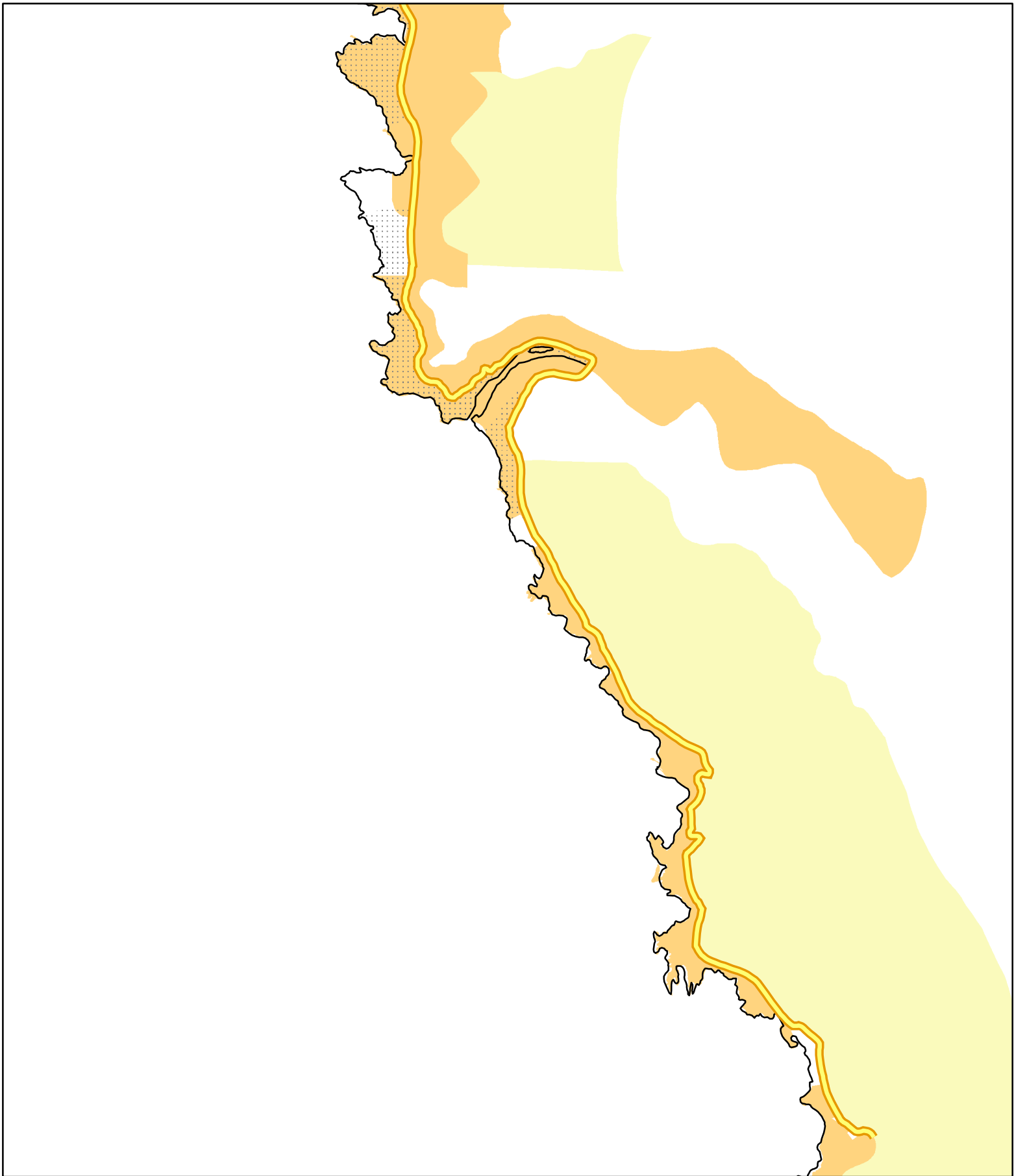
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**AGENT: Robert King**  
**ADDRESS: Hwy 1 MP 33.7-51.0**

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



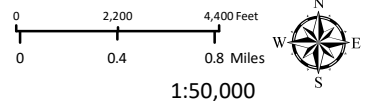
**HIGHLY SCENIC & TREE REMOVAL AREAS**

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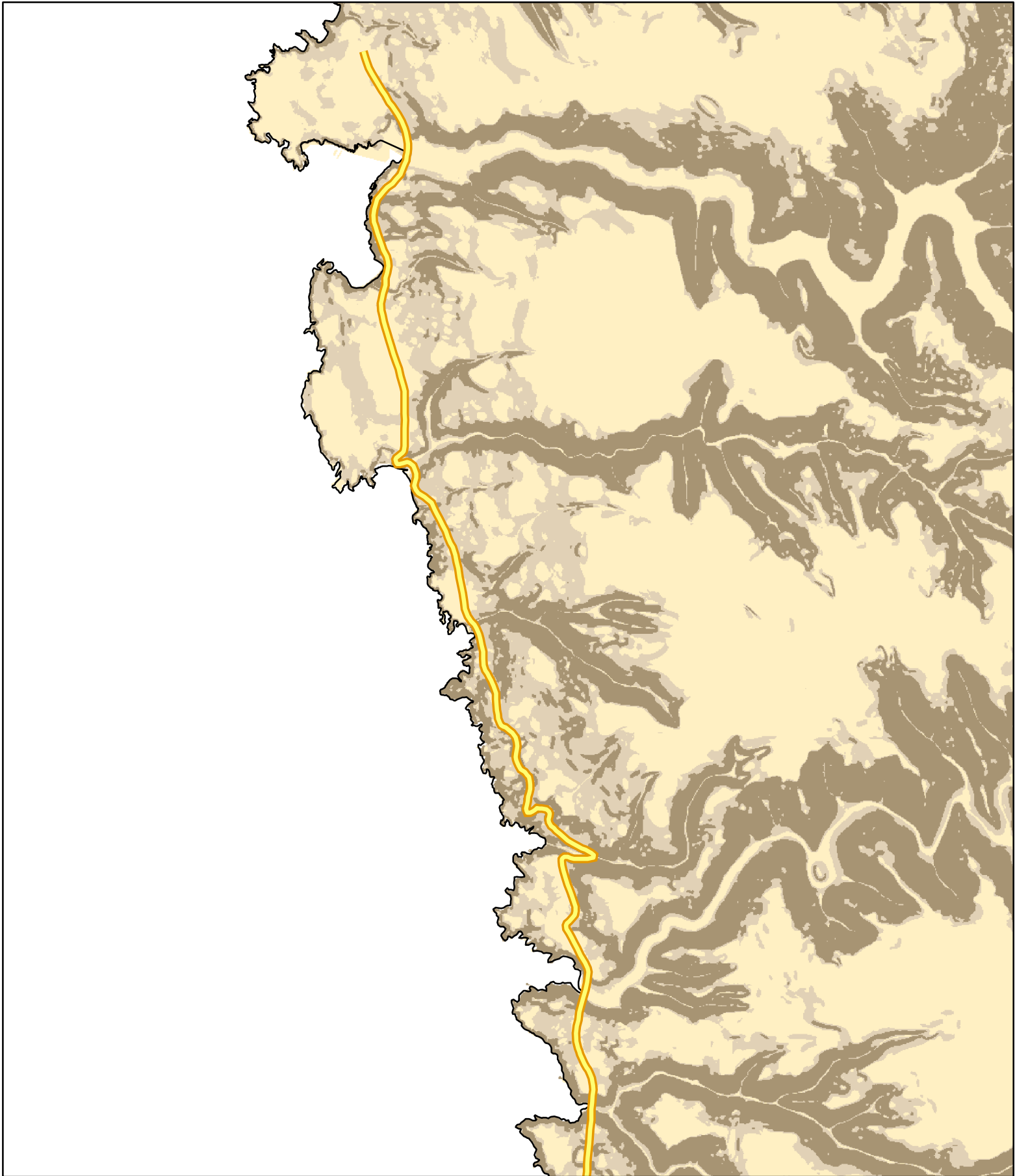
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**AGENT: Robert King**  
**ADDRESS: Hwy 1 MP 33.7-51.0**

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

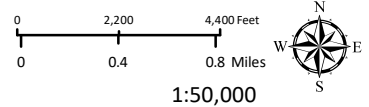
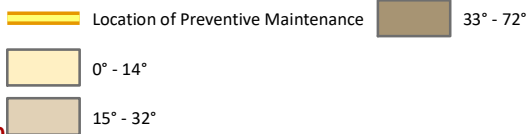


**HIGHLY SCENIC & TREE REMOVAL AREAS**

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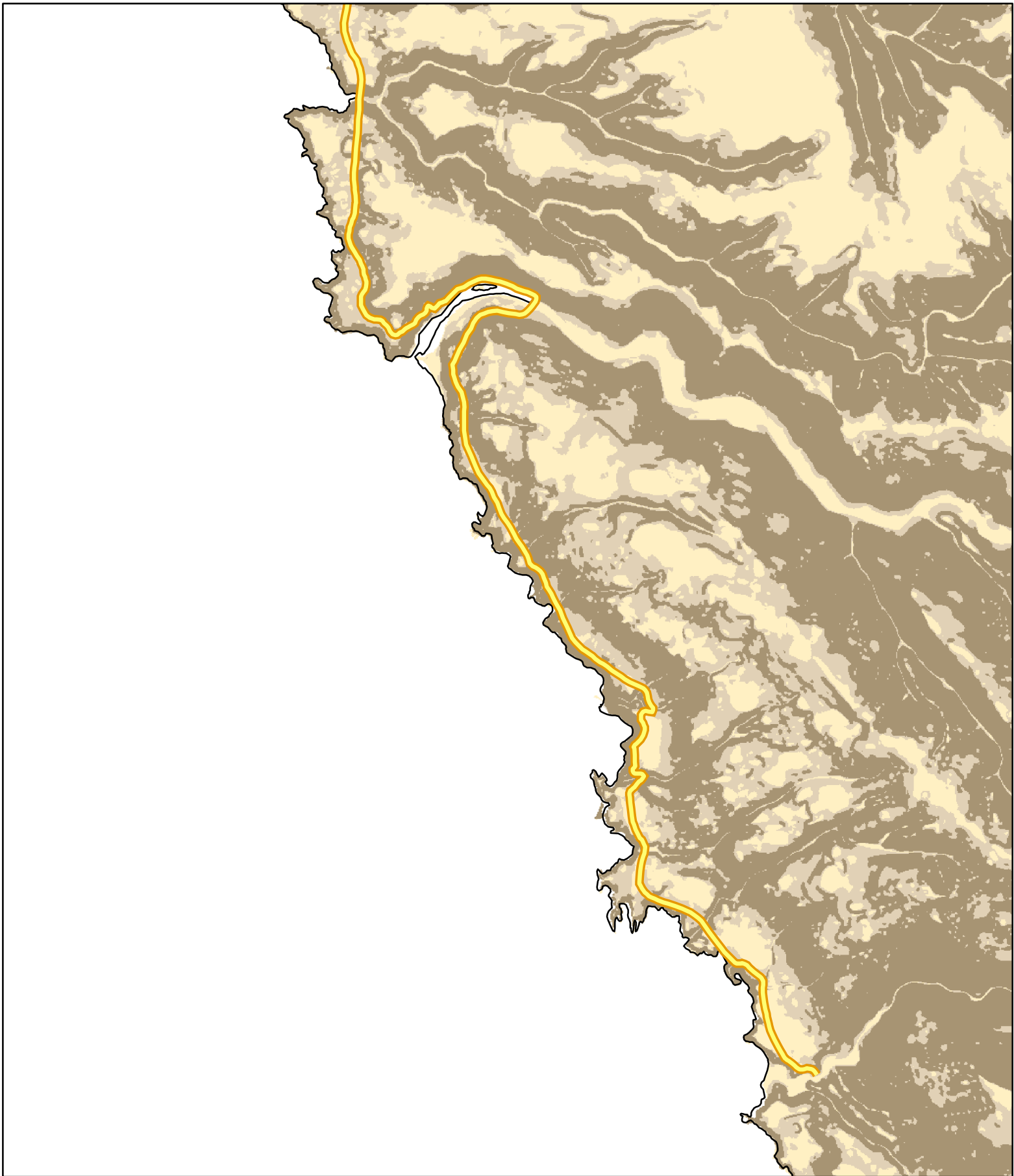
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**AGENT:** Robert King  
**ADDRESS:** Hwy 1 MP 33.7-51.0



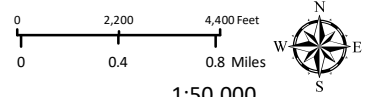
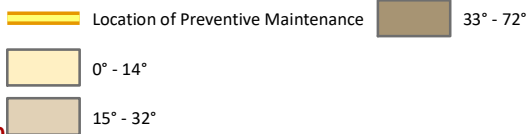
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**ESTIMATED SLOPE**

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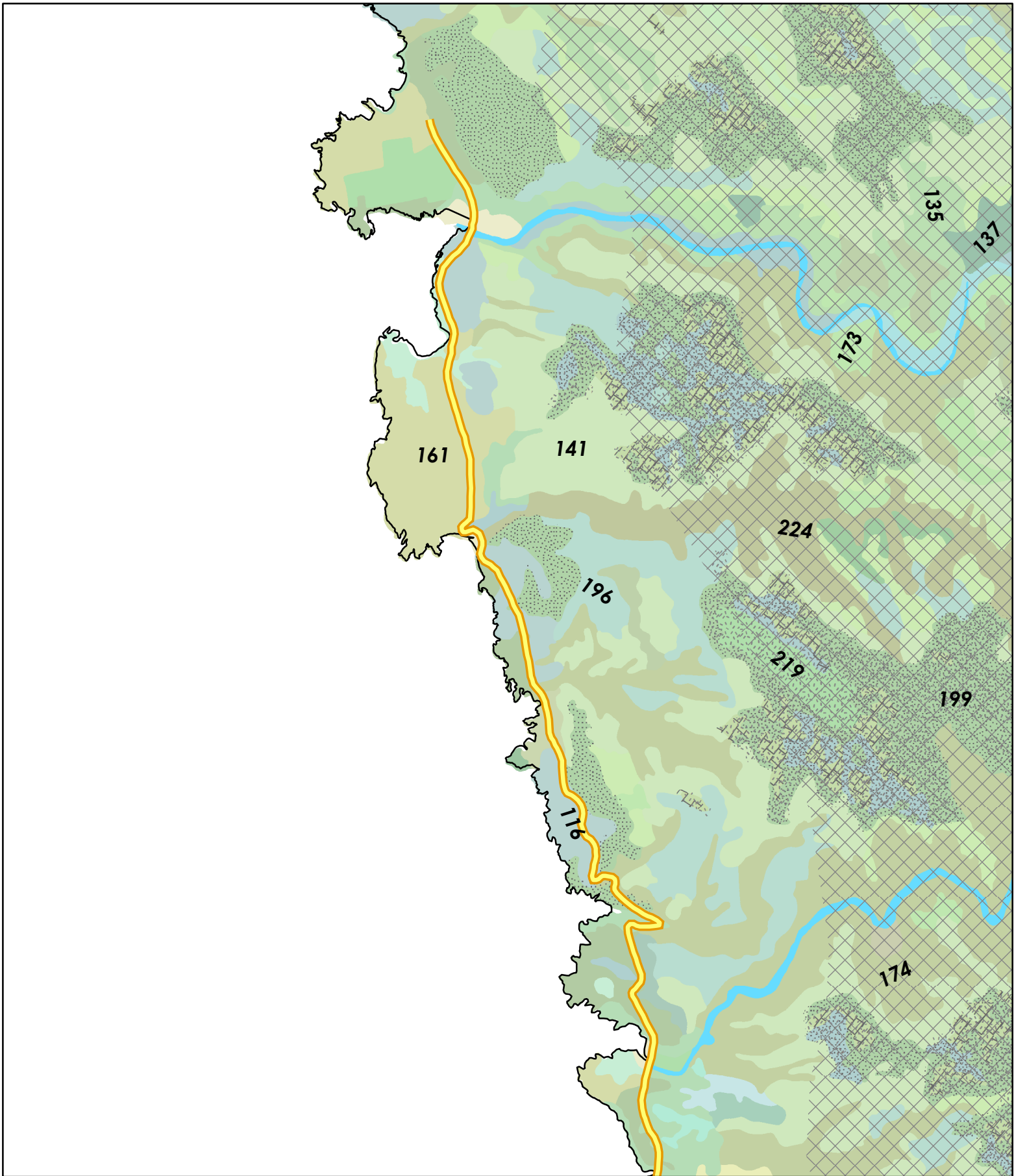


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**AGENT:** Robert King  
**ADDRESS:** Hwy 1 MP 33.7-51.0



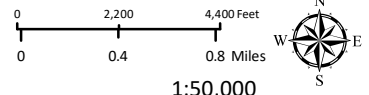
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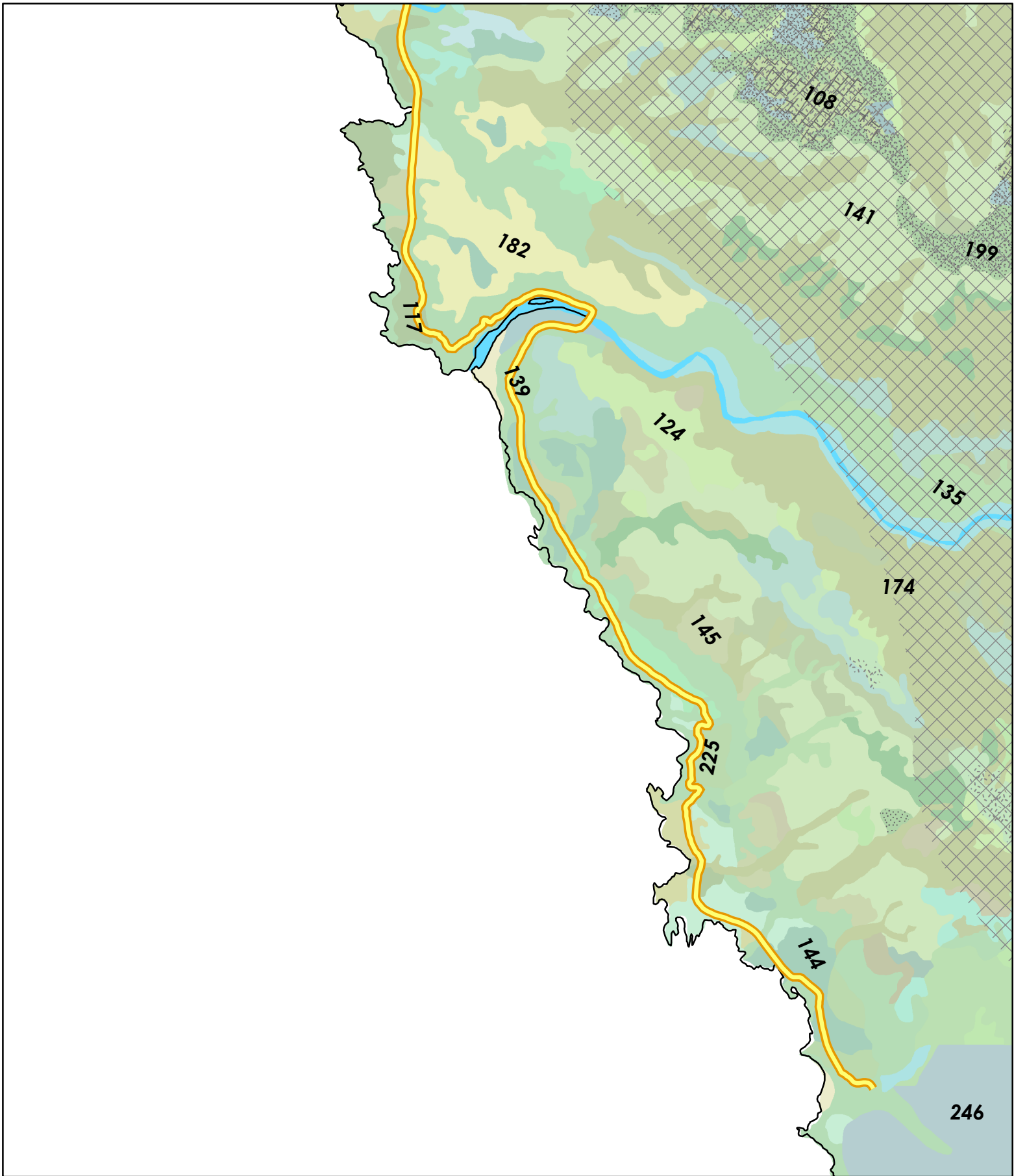
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**OWNER: CALTRANS**  
**APN: Various**  
**APLCT: CALTRANS**  
**AGENT: Robert King**  
**ADDRESS: Hwy 1 MP 33.7-51.0**

-  Location of Preventive Maintenance
-  Mendocino Cypress 110922
-  Blacklock & Aborigine
-  Shinglemill-Gibney Complex
-  Bishop Pine



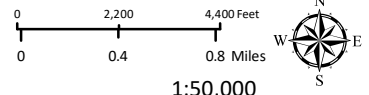
**WESTERN SOIL CLASSIFICATIONS**

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



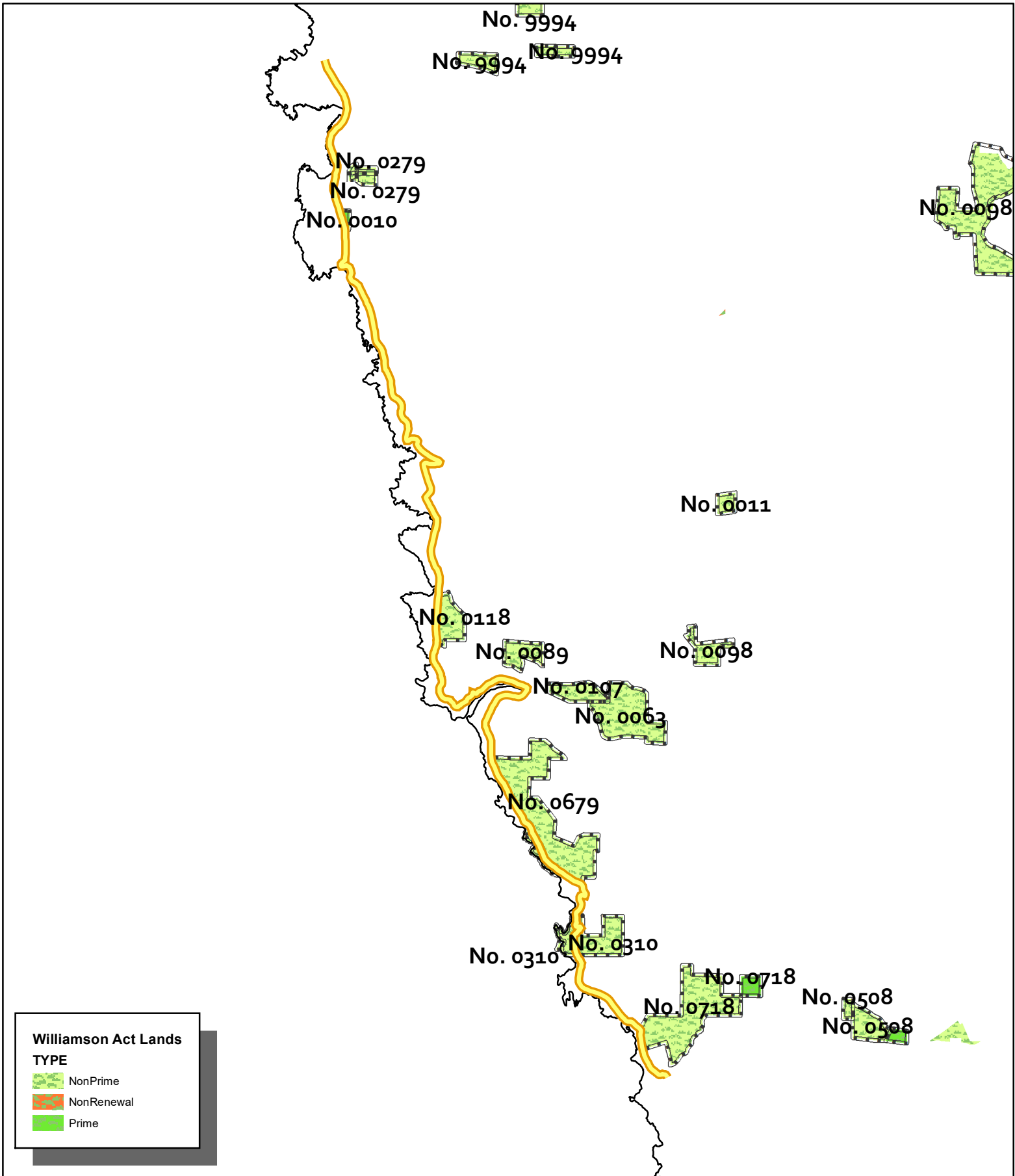
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**OWNER:** CALTRANS  
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**AGENT:** Robert King  
**ADDRESS:** Hwy 1 MP 33.7-51.0

-  Location of Preventive Maintenance
-  Mendocino Cypress 110922
-  Blacklock & Aborigine
-  Shinglemill-Gibney Complex
-  Bishop Pine






**WESTERN SOIL CLASSIFICATIONS**

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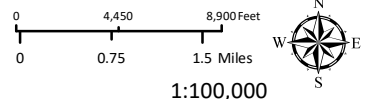


**Williamson Act Lands**  
**TYPE**

-  NonPrime
-  NonRenewal
-  Prime

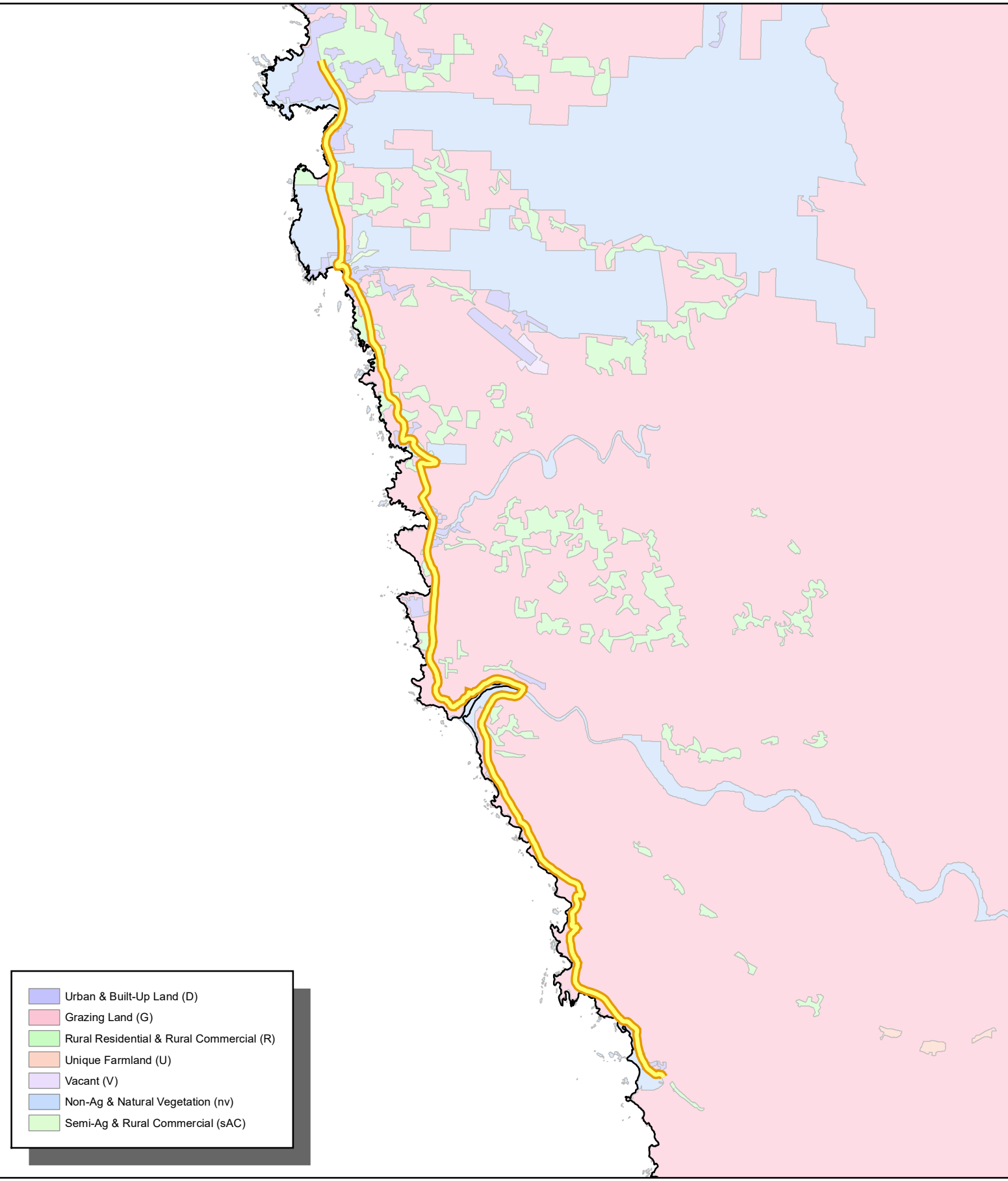
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**ADDRESS:** Hwy 1 MP 33.7-51.0

 Location of Preventive Maintenance



1:100,000  
**WILLIAMSON ACT**

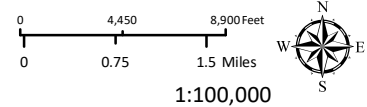
**THIS MAP AND DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND.  
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- Urban & Built-Up Land (D)
- Grazing Land (G)
- Rural Residential & Rural Commercial (R)
- Unique Farmland (U)
- Vacant (V)
- Non-Ag & Natural Vegetation (nv)
- Semi-Ag & Rural Commercial (sAC)

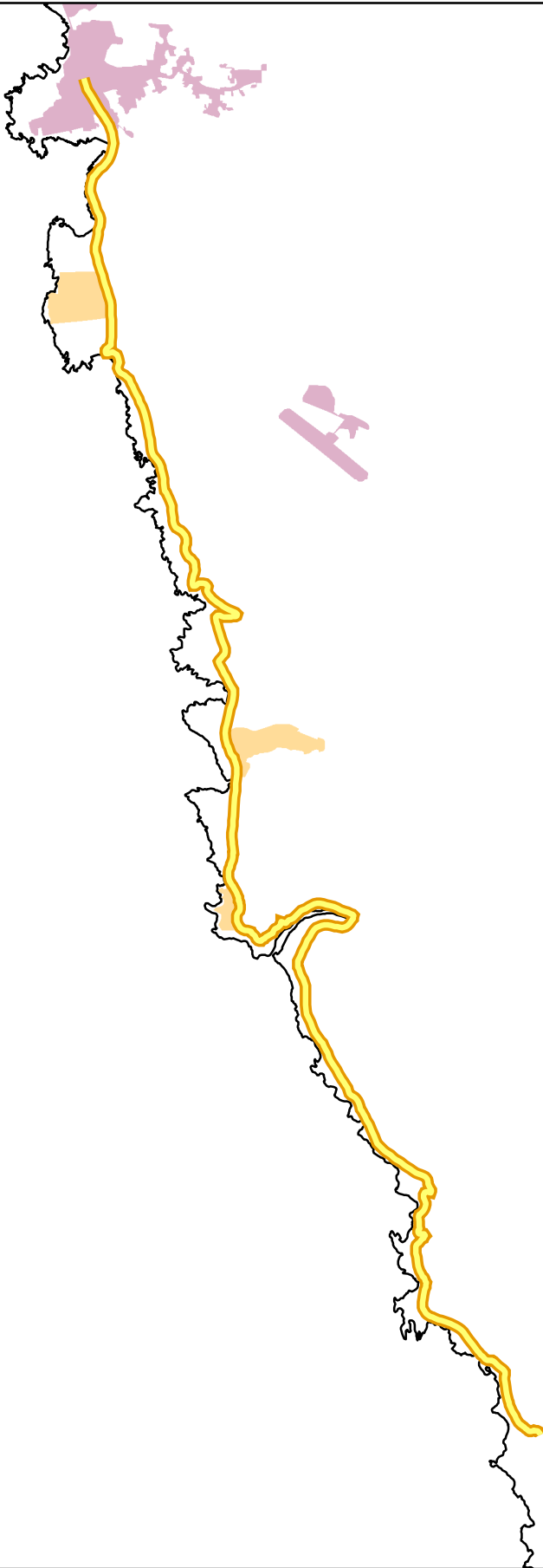
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**OWNER:** CALTRANS  
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**AGENT:** Robert King  
**ADDRESS:** Hwy 1 MP 33.7-51.0

Location of Preventive Maintenance



1:100,000  
**IMPORTANT FARMLANDS**

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

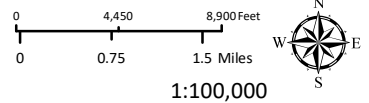


**DWR Crop Type**  
**Crop2014**

- Apples
- Grapes
- Mixed Pasture
- Urban

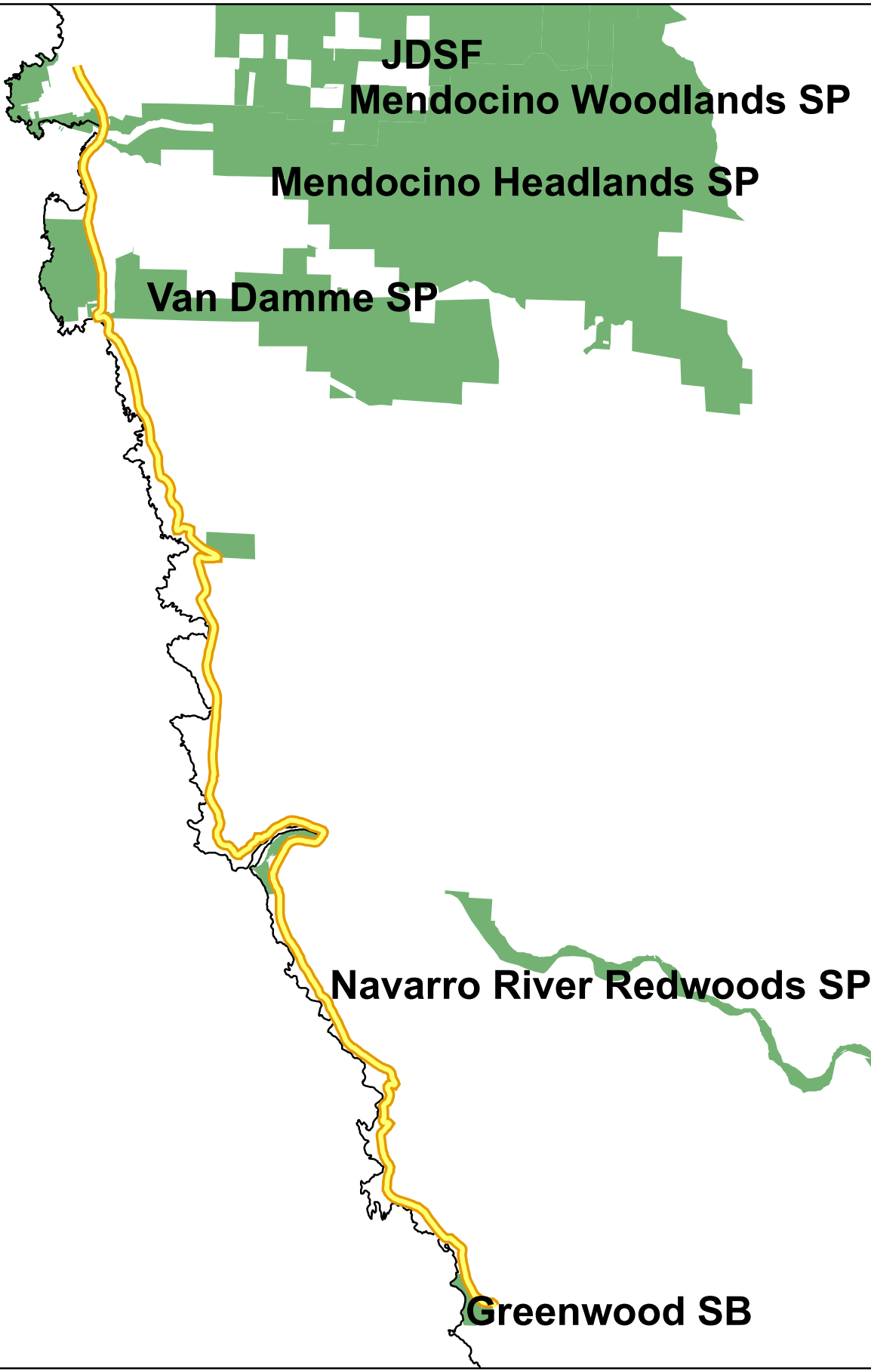
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**ADDRESS: Hwy 1 MP 33.7-51.0**

Location of Preventive Maintenance





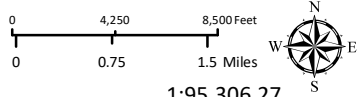
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**DWR CROP TYPE**

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**CASE:** CDP 2023-0020  
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**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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## 1.3. Project Description

This Capital Preventative Maintenance (CAPM) improvement project would include:

- Rehabilitation of Class II pavement by cold-plane asphalt-concrete (AC) dig outs
- Profile grinding
- Placement of 0.20-foot of Rubberized Hot Mix Asphalt (RHMA) overlay
- Placement of shoulder backing
- Upgrade of existing Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS)
- Upgrade of WB transitions to WB-31 sections
- Installing nine new inline terminal sections
- Upgrading existing TMS facilities
- Replacing sign panels
- Replacement of centerline rumble strips from PM 40.33 to 43.41

### 1.3.1. Staging Areas

Potential staging areas would be limited to existing paved and gravel turnouts within the project limits (Appendix A, Project Plans). Turnouts proposed as staging areas within the project Environmental Study Limits (ESL) have been surveyed for special status plants and habitat for special status animals.

### 1.3.2. Standard Measures and Best Management Practices

The following section provides a list of standard measures that are included as part of the project description. Standard avoidance and minimization measures 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. For this reason, these measures and practices do not qualify as project mitigation and the effects of the project are analyzed with these measures in place. Any species-specific avoidance, minimization or mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 4. Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include:



## ***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).
- C. 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.