Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Replace Drainage Facility

Lead Agency: California Department of Transportation
Contact Person: Gary Ruggerone
Mailing Address: 50 Higuera Street
Phone: (805) 549-3182
City: San Luis Obispo
Zip: 93401
County: San Luis Obispo

Project Location: County: Monterey
City/Nearest Community: Carmel Highlands
Cross Streets: Spindrift Road
Zip Code: 93923
Longitude/Latitude (degrees, minutes and seconds): 36 ° 29 ' 36.1 " N / 121 ° 56 ' 15.8 " W
Total Acres: 0.04
Assessor's Parcel No.: N/A
Section: ____ Twp.: 16 S Range: 1 W Base: ____
Within 2 Miles: State Hwy #: On State Route 1
Waterways: Pacific Ocean
Airports: N/A
Railways: N/A
Schools: N/A

Document Type:

CEQA:
- ☐ NOP
- ☐ Early Cons
- ☑ Neg Dec
- ☐ Mit Neg Dec
- ☐ Draft EIR
- ☐ Supplement/Subsequent EIR (Prior SCH No.) ____
- Other: ____

NEPA:
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

Other:
- ☐ Joint Document
- ☐ Final Document
- ☐ Other: ____

Local Action Type:

- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Community Plan
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☐ Site Plan
- ☐ Rezone
- ☐ Prezone
- ☐ Use Permit
- ☐ Land Division (Subdivision, etc.)
- ☐ Annexation
- ☐ Redevelopment
- ☑ Coastal Permit
- ☐ Other: ____

Development Type:

- ☐ Residential: Units ____ Acres ____
- ☐ Office: Sq.ft. ____ Acres ____ Employees ____
- ☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
- ☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
- ☐ Educational: ____
- ☐ Recreational: ____
- ☐ Water Facilities: Type ____ MGD ____
- ☑ Transportation: Type Culvert Replacement on highway.
- ☐ Mining: Mineral ____
- ☐ Power: Type ____ MW ____
- ☐ Waste Treatment: Type ____ MGD ____
- ☐ Hazardous Waste: Type ____
- ☐ Other: ____

Project Issues Discussed in Document:

- ☐ Aesthetic/Visual
- ☐ Agricultural Land
- ☐ Air Quality
- ☑ Archeological/Historical
- ☑ Biological Resources
- ☐ Coastal Zone
- ☐ Drainage/Absorption
- ☐ Economic/Jobs
- ☐ Fiscal
- ☐ Flood Plain/Flooding
- ☐ Forest Land/Fire Hazard
- ☐ Geologic/Seismic
- ☐ Minerals
- ☑ Noise
- ☐ Population/Housing Balance
- ☐ Public Services/Facilities
- ☐ Recreation/Parks
- ☐ Schools/Universities
- ☐ Septic Systems
- ☐ Sewer Capacity
- ☐ Soil Erosion/Compaction/Grading
- ☐ Solid Waste
- ☐ Toxic/Hazardous
- ☐ Traffic/Circulation
- ☑ Vegetation
- ☑ Water Quality
- ☐ Water Supply/Groundwater
- ☐ Wetland/Riparian
- ☐ Growth Inducement
- ☐ Land Use
- ☐ Cumulative Effects
- ☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

Project is located within State of California road right-of-way.

Project Description: *(please use a separate page if necessary)*

Replace existing 36-inch diameter corrugated steel pipe culvert with a 48-inch diameter reinforced concrete pipe culvert. The new inlet will have a flared end section that together with a slightly longer culvert pipe will extend the facility approximately19 feet up drainage from the existing inlet. A debris fence will be installed approximately 7 feet up drainage of the flared end section. The channel will be moved several feet to the south and will be widened from 3 to 7 feet up and down drainage of the debris fence to allow a wider fence and slower flow through the fence The purpose of the project is to prevent the culvert from plugging and flooding surrounding properties and damaging the highway.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

____	Air Resources Board	____	Office of Emergency Services
____	Boating & Waterways, Department of	____	Office of Historic Preservation
____	California Highway Patrol	____	Office of Public School Construction
S	Caltrans District # 5	____	Parks & Recreation, Department of
____	Caltrans Division of Aeronautics	____	Pesticide Regulation, Department of
S	Caltrans Planning	____	Public Utilities Commission
____	Central Valley Flood Protection Board	S	Regional WQCB # 3
____	Coachella Valley Mtns. Conservancy	____	Resources Agency
____	Coastal Commission	____	S.F. Bay Conservation & Development Comm.
____	Colorado River Board	____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Conservation, Department of	____	San Joaquin River Conservancy
____	Corrections, Department of	____	Santa Monica Mtns. Conservancy
____	Delta Protection Commission	____	State Lands Commission
____	Education, Department of	____	SWRCB: Clean Water Grants
____	Energy Commission	____	SWRCB: Water Quality
S	Fish & Game Region # 4	____	SWRCB: Water Rights
____	Food & Agriculture, Department of	____	Tahoe Regional Planning Agency
____	Forestry and Fire Protection, Department of	____	Toxic Substances Control, Department of
____	General Services, Department of	____	Water Resources, Department of
____	Health Services, Department of		
____	Housing & Community Development	____	Other: ____
____	Integrated Waste Management Board	____	Other: ____
____	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date September 1, 2009 Ending Date September 21, 2009

Lead Agency (Complete if applicable):

Consulting Firm: ____	Applicant: ____
Address: ____	Address: ____
City/State/Zip: ____	City/State/Zip: ____
Contact: ____	Phone: ____
Phone: ____	

Signature of Lead Agency Representative: Gary Ruggerone **Date:** 8/27/09

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Shortened Review Request Form

(To be filled out and signed by the **Lead Agency** and submitted with DEIR or Negative Declaration to SCH)

To: State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

From: California Dept. of Transportation
Lead Agency
50 Higuera Street
Address
San Luis Obispo, CA 93401
Phone #: (805) 549-3182
Contact: Gary Ruggerone

SCH # _____

Project Title: Replace Drainage Facility

Project Location: State Route 1, Post Mile 68.9, near Carmel Highlands, Monterey County
City *County*

Explain "exceptional circumstances" (CEQA, Section 15205(d)) for requesting a shortened review. Identify which of the 5 criteria in Appendix K are met for this project.

Appendix K (2) The public project applicant is under severe time constraints with regard to obtaining financing or exercising options which cannot be met without shortening the review period.

Appendix K (4) The health and safety of the community would be at risk unless the project is approved expeditiously.

The National Oceanic and Aeronautics Administration (NOAA) has recently announced that the upcoming winter will be affected by an El Nino phenomenon. Past El Nino years in have produced severe rain storms that have resulted in numerous highway facility failures in the project area. The proposed project must be constructed prior to the start of the 2009-2010 winter season in order to avoid potential catastrophic failure of this drainage facility. This facility is undersized and has experienced plugging and resultant flooding in past years.

List responsible and trustee state agencies with contact person, phone number and date of consent for the shortened review, as well as any agencies that have commented on the project (attach additional pages, if necessary):

California Dept. of Fish & Game, Laura Peterson-Diaz, (559) 243-4017, ext. 225, August 13, 2009

California Regional Water Quality Control Board, Dominique Roques, (805) 542-4780, August 13, 2009

County of Monterey - Laura Lawrence, (831) 755-5148, August 13, 2009

As designated representative for the lead agency, I verify, in their behalf, that there is no "statewide, regional, or areawide significance" to this project.

Length of review being requested: 20 days

8/17/09 — Today's Date

Gary Ruggerone — Print Name

Gary Ruggerone — Signature

Revised 2006

Replace Drainage Facility

The project is located along the Big Sur Coast in Monterey County, south of Carmel, 0.12 mile south of Wildcat Creek Bridge

05-MON-01- PM 68.9

EA: 0M0401

Initial Study
with Proposed Negative Declaration

Prepared by the
State of California Department of Transportation

August 2009

General Information About This Document

What's in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project located in Monterey County, California. The document describes the proposed project, the existing environment that could be affected by the project, and potential impacts from the project, and the proposed avoidance, minimization, and/or mitigation measures.

What should you do?

- Please read this Initial Study. Additional copies of this document as well as the technical studies are available for review at the Caltrans district office at 50 Higuera Street, San Luis Obispo, CA and the Harrison Memorial Library located at Ocean Avenue and Lincoln Street, Carmel-by-the-Sea, CA.

- We welcome your comments. If you have any concerns regarding the proposed project send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

  Gary Ruggerone, Office Chief
  Environmental Stewardship Branch
  California Department of Transportation
  50 Higuera Street
  San Luis Obispo, CA 93401

  Submit comments via email to: gary_ruggerone@dot.ca.gov.

- **Submit comments by the deadline: <u>September 21, 2009</u>.**

What happens next?

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please contact: Caltrans, Attn: Gary Ruggerone, Sr. Environmental Planner, Environmental Stewardship Branch, 50 Higuera Street, San Luis Obispo, CA 93401; (805) 549-3182 Voice, or use the California Relay Service TTY number, 1 (800) 735-2929.

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to replace and upgrade an existing drainage facility located on State Route 1 at post mile 68.9 near the community of Carmel Highlands in Monterey County, California.

Determination

This proposed Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this project. This does not mean that Caltrans' decision regarding the project is final. This Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

The proposed project would have no effect on: Aesthetics, Agricultural Resources, Air Quality, Cultural Resources, Geology/Soils, Hazards and Hazardous Materials, Land Use/Planning, Mineral Resources, Population/Housing, Public Services, Recreation, Transportation/Traffic, or Utilities/Service Systems.

In addition, the proposed project would have no significant effect on: Biological Resources, Hydrology/Water Quality, or Noise.

DRAFT

_____ _____

Gary Ruggerone, Office Chief
Environmental Stewardship Branch
District 5
California Department of Transportation

Date

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Section 1 Project Information

Project Title

Replace Drainage Facility

Lead Agency Name and Address

California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Contact Person and Phone Number

Gary Ruggerone, Office Chief, Environmental Stewardship Branch
(805) 549-3182

Project Location

The project is located at post mile 68.9 on State Route (SR) 1 along the northern coastline in Monterey County, south of the city of Carmel-by-the-Sea, 0.12 mile south of Wildcat Creek Bridge. The specific location is approximately 0.05 mile south of Spindrift Road in Carmel Highlands (Figures 1, 2 and 3).

Project Sponsor's Name and Address

California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

General Plan Description and Zoning

The project is located within State of California road right-of-way. State Route 1 passes through area zoned as Residential – Low Density, according to the Carmel Area Land Use Plan (LUP). According to Section 3.1.1 of the Carmel Area LUP, the "Coastal Act policy requires that State Highway 1 be maintained as a scenic two-lane road in rural areas such as the portion of the Carmel area south of the Carmel River." The proposed project is considered maintenance of the State Highway.

Description of Project

The culvert at this location plugged with debris and overtopped the State Route 1 during the winter of 1998. A residential property was flooded by the ensuing overflow. Caltrans is therefore upgrading the facility in an attempt to prevent future culvert plugging and flooding. The culvert diameter will be increased, however there

will be no change to the roadway other than the installation of a drop-inlet to collect water runoff from the road surface.

The project will replace a 50-foot long, 36-inch diameter corrugated steel pipe culvert with a 46-foot long, 48-inch diameter reinforced concrete pipe culvert. The slope of the new pipe will be less than the existing culvert. The outlet will tie into a grated drop inlet situated at the road shoulder. A 20-foot long, 48-inch diameter alternative pipe culvert (APC) will replace the existing 20-foot long outlet section of pipe and will outlet water at the original discharge location. The APC would likely consist of either high-density polyethylene (HDPE) or bituminous-coated corrugated metal pipe (BCCMP). Existing rock at the culvert outfall will serve as the energy dissipater for the replacement culvert. An existing small over-side drain pipe located south of the culvert will remain in place.

To accommodate the needed improvements, the channel thalweg will be realigned slightly to the south. The new inlet will have a flared end section that together with a slightly longer culvert pipe will extend the facility approximately 19 feet up drainage from the existing headwall. A debris fence consisting of 2-foot diameter rings will be installed approximately 7 linear feet up drainage of the flared end section. The channel will be moved (to the south) and widened from 3 to 7 feet up and down drainage of the debris fence to allow a wider fence and slower flow through the fence. The debris fence would be 4 feet high and have a bottom width of 7 feet, and a top width of 20 feet. The debris fence would be inspected and maintained regularly and following large storm events.

Construction method will be cut and cover across the roadway. Cut and cover construction allows one lane of the roadway to remain open while the other side is trenched and the pipe installed. Both the roadway and shoulder will be excavated to install the new culvert. A trench about 4-6 feet wide will be cut across the roadway, the pipe installed, and the trench back-filled with structural material. The trench will be capped with asphalt concrete. A backhoe or excavator will be used to dig the trench. Construction is anticipated to take 15 working days.

The purpose of this project is to replace the existing culvert with one that has a greater headwater capacity and is capable of passing debris more efficiently. The project's ultimate goal is to reduce the potential for flooding of nearby residences and provide a safe traveled way for the public.

Surrounding Land Uses and Setting

The project location is at the base of the Santa Lucia Range at an elevation of approximately 150 feet above sea level. Surrounding land use is residential. The project culvert conveys a small, unnamed drainage under SR 1. This drainage, which originates at about 1,200 feet in elevation, is not depicted as blue-line drainage (per USGS Soberanes Point quadrangle map). Below the highway, the drainage flows between several homes before flowing to the ocean.

Other Public Agencies Whose Approvals Are Required

The project would require permits from the following agencies:

Agency	*Permit Type*
U.S. Army Corps of Engineers	404 – Nationwide Permit #3
CA Regional Water Quality Control Board	401 Certification
CA Department of Fish and Game	1602 Streambed Alteration Agreement
County of Monterey	Coastal Development Permit

Figure 1. Project Vicinity Map

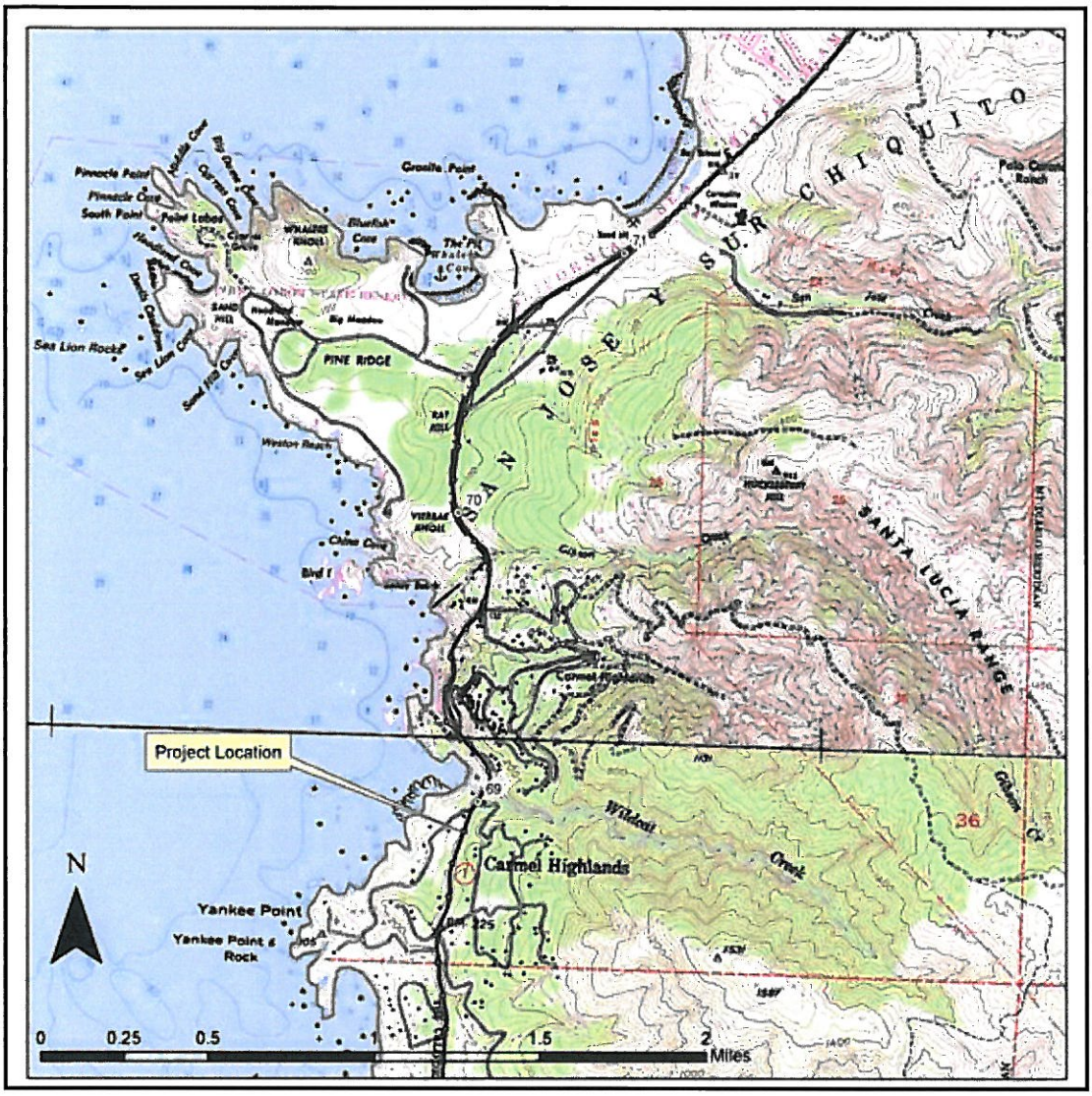


Figure 2. Project Location

Figure 3 Aerial View of Project Location

Section 2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- [ ] Aesthetics
- [ ] Agricultural Resources
- [ ] Air Quality
- [ ] Biological Resources
- [ ] Cultural Resources
- [ ] Geology/Soils
- [ ] Hazards and Hazardous Materials
- [ ] Hydrology/Water Quality
- [ ] Land Use/Planning
- [ ] Mineral Resources
- [ ] Noise
- [ ] Population/Housing
- [ ] Public Services
- [ ] Recreation
- [ ] Transportation/Traffic
- [ ] Utilities/Service Systems
- [ ] Mandatory Findings of Significance

Section 3 Determination

On the basis of this determination:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Gary Ruggerone

Gary Ruggerone, Office Chief
Environmental Stewardship Branch
District 5
California Department of Transportation

8/27/09
Date

Section 4 Impacts Checklist

The impacts checklist starting on the next page identifies physical, biological, social, and economic factors that might be affected by the proposed project. Direct and indirect impacts are addressed in checklist items I through XVI. Mandatory Findings of Significance are discussed in item XVII. The California Environmental Quality Act impact levels include "potentially significant impact," "less than significant impact with mitigation," "less than significant impact," and "no impact."

A brief explanation of each California Environmental Quality Act checklist determination follows each checklist item. Lengthy explanations, if needed, are provided after the checklist.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
I. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X

Explanation (a, b): The project is located on State Route 1 at Post mile 68.9 which is within the limits of State Route 1 that is Officially Designated State Scenic Highway and a designated All American Road. This designated stretch of highway runs from the San Luis Obispo County Line to the Carmel River (PM 0.0-72.3). A debris rack/net will be installed on the east side of the highway, upstream of the highway culvert and will not detract from any scenic vistas. The proposed culvert replacement project would not have an adverse effect on a scenic vista or damage scenic resources within the limits of the State Scenic Highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	X

Explanation: A debris rack/net will be installed upstream of the culvert, but will not degrade the existing visual character or quality of the site and its surroundings. The debris rack will be installed so the top of the rack is at the same level as the highway. The rack will not be visible when vegetation is reestablished between the highway and the rack.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☐	X

Explanation: There will be no lighting associated with this project.

II. AGRICULTURE RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	X

Explanation: There are no agricultural resources near or within the project limits.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

Explanation: There are no agricultural resources near or within the project limits.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?	☐	☐	☐	X

Explanation: There are no agricultural resources near or within the project limits.

III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	X

Explanation (a-c): The project does not propose to expand highway capacity or alter the roadway alignment. Therefore, long-term air quality impacts would not result from this project. The Monterey Bay Unified Air Pollution Control District (MBUAPCD) regulates air quality in Monterey County. The total area of disturbance (0.04 acre) is less than one acre; therefore the project would not exceed the 82 lbs. per day threshold for PM_{10} established by the MBUAPCD. According to the MBUAPCD's "CEQA Air Quality Guidelines", earthmoving/construction activity in excess of 2.2 acres per day is necessary to approach the 82 lb. per day threshold. The project would take approximately 15 working days to construct and involve at a maximum, one each of the following construction equipment - excavator, dozer, backhoe, 4-yard truck, water truck and chainsaw.

d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	X

Explanation: The proposed project would not expose sensitive receptors to substantial pollutant concentrations.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	X

Explanation: The proposed drainage replacement project would not create objectionable odors.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

IV. BIOLOGICAL RESOURCES — Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X

Explanation (Natural Environment Study, May 2009): Candidate, sensitive, or special-status species, as identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, were not found at the project location and are not expected to occur in the project location.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	X	☐

Explanation: The project is located in a small coastal drainage. The project would require removal of one arroyo willow tree and mostly non-native vegetation. This is not a substantial adverse effect on the riparian habitat. Three willow cuttings would be planted within the drainage to offset the loss of the willow. All disturbed areas would be revegetated following construction. See page 24 for additional information.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X

Explanation: The project would not reduce or adversely affect federally protected wetlands. The minor widening of the channel on the upstream side of the culvert may lead to the development of a small fringe wetland at this location.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	X

Explanation: This drainage is not a fish-bearing stream. Native resident or migratory fish or wildlife species were not observed during the project survey and none are anticipated to occur at this location. The project culvert is not an established native resident or migratory wildlife corridor, and the project would not impede the use of a native wildlife nursery site if present in the project area.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

Explanation: The proposed culvert replacement would not conflict with any local policies or ordinances protecting biological resources.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X

Explanation: There is no known Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that include the project location.

V. CULTURAL RESOURCES — Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	X

Explanation (Historic Resources Compliance Report, August 2009): The project includes removal of the existing culvert headwall, which has been identified as a contributing element of the Carmel-San Simeon Highway Historic District. Though part of the district, the culvert on its own is not considered individually eligible for listing in the National Register of Historic Places and would not have an effect on the Historic District. See additional information on page 26.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☐
	Archaeological resources are considered "historical resources" and are covered under question V(a).			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	X

Explanation: There are no known paleontological or unique geologic features within the project limits.

d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	X

Explanation: No human remains have been identified within the project limits.

VI. GEOLOGY AND SOILS — Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	☐	☐	☐	X
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	X
iv) Landslides?	☐	☐	☐	X

Explanation: The proposed drainage facility replacement would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault (there are no known faults in the project limits), seismic ground shaking, ground failure, liquefaction, or landslides.

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	X

Explanation: The project would not result in substantial soil erosion or loss of topsoil. All areas disturbed by project construction would be treated with erosion control measures such as jute matting and hydro seeding.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	X

Explanation: The soil type in the project area has been identified as "Sur-Sheridan-Rock outcrop-Junipero-Cieneba (s949)", a well-drained soil type. The project would not result in instability of this soil type.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	☐	☐	☐	X

Explanation: The project is not located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	X

Explanation: The project does not involve the use of septic tanks or alternative wastewater disposal systems.

VII. HAZARDS AND HAZARDOUS MATERIALS —
Would the project:

a) Create a significant hazard to the public or the

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	X

Explanation: The project would not involve transport, use, or disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	X

Explanation: The project would require a water pollution control plan (WPCP) and a spill response plan as part of the Plans, Specifications, and Estimates package.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	X

Explanation: The project would not involve emissions or handling of hazardous materials.

d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	X

Explanation: The project is not located on any hazardous materials site listings.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X

Explanation: Not Applicable. The project is not located within an airport land use plan or within two miles of a public airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X

Explanation: Not Applicable. The project is not located within the vicinity of a private airstrip.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X

Explanation: The purpose of the project is to upgrade the existing drainage facility to prevent the culvert from plugging and overtopping the highway. Without the proposed upgrade, if the highway was flooded it could result in road failure that would interfere with emergency response or evacuation. The project itself would not impair implementation of emergency response or evacuation plans.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

Explanation: Not applicable.

VIII. HYDROLOGY AND WATER QUALITY — Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	X

Explanation: The project would be constructed when the drainage is dry.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X

Explanation: The culvert replacement would not interfere with groundwater supplies.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite?	☐	☐	X	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?	☐	☐	☐	X

Explanation (c-d): The project is proposed to reduce the potential of the culvert to overtop and flood during heavy rain events. Flooding can result in erosion and siltation on- and offsite. In order to reconstruct the drainage facility to effectively reduce flooding potential, the existing drainage channel upstream of the culvert would need to be widened slightly and realigned to the south by several feet. This has not been identified as a substantial alteration. All areas disturbed by construction would be treated with erosion control measures such as jute matting and hydro seeding to prevent erosion within the construction area.

e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	X

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

Explanation: The existing drainage facility is undersized and has flooded during severe storm events. The reconstructed facility would be sized to handle the flows from these events. The project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

f) Otherwise substantially degrade water quality?	☐	☐	☐	X

Explanation: No water quality impacts are anticipated with the proposed project. The project would require a water pollution control plan (WPCP) and a spill response plan as part of the Plans, Specifications, and Estimates package. By incorporating proper and accepted engineering controls and Best Management Practices, the proposed project would not result in impacts to water quality.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X

Explanation: Not Applicable. There is no housing construction associated with the project and the project is not located within a 100-year flood hazard area.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	X

Explanation (FIRM #06053C0480G): The project is not within a 100-year flood hazard area.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X

Explanation: The proposed project would include installation of a larger diameter culvert to handle high flows that may come down the drainage during large storm events. The project would also include installation of a debris rack upstream of the culvert inlet to capture large rocks and woody debris before it reaches the culvert in order to reduce the potential for the culvert to clog and result in flooding.

j) Result in inundation by a seiche, tsunami, or mudflow?	☐	☐	☐	X

Explanation: The project would not result in inundation by a seiche, tsunami, or mudflow.

IX. LAND USE AND PLANNING — Would the project:

a) Physically divide an established community?	☐	☐	☐	X

Explanation: The project would replace an existing highway drainage facility and would not affect the surrounding community.

b) Conflict with any applicable land use plan, policy,

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	X

Explanation: The project would replace an existing highway drainage facility and would not affect the surrounding community.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X

Explanation: The project would replace an existing highway drainage facility and would not affect the surrounding community.

X. MINERAL RESOURCES — Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X

Explanation: Not Applicable.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	X

Explanation: Not Applicable.

XI. NOISE — Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	X

Explanation: Impacts related to construction activities would be short-term and would cease at the end of the construction period (approximately 15 working days). All work would occur during daylight hours, Monday through Friday, excluding holidays. The short-term noise levels would not be in excess of established standards.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	X

Explanation: There may be some groundbourne vibration associated with removal of the existing roadbed to replace the culvert. Any impacts would be short-term and would not be excessive. There would be no pile driving associated with the project.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

Explanation: The project does not propose to alter the alignment of the roadway or expand roadway capacity at the project location. There would be no long-term impacts related to traffic noise.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐

Explanation: The project is located within a residential area along State Route 1. All work would occur during daylight hours, Monday through Friday, excluding holidays. The proposed project would not result in substantial temporary or periodic increases in ambient noise levels.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

Explanation: Not Applicable. The project is not within an airport land use plan or within two miles of a public airport.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

Explanation: Not Applicable. The project is not within the vicinity of a private airstrip.

XII. POPULATION AND HOUSING — Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	X

Explanation: Not Applicable. The proposed drainage facility replacement would not affect population or housing.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X

Explanation: Not Applicable. The proposed drainage facility replacement would not affect population or housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

Explanation: Not Applicable. The proposed drainage facility replacement would not affect population or housing.

XIII. PUBLIC SERVICES —

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	☐	☐	☐	X
Police protection?	☐	☐	☐	X
Schools?	☐	☐	☐	X
Parks?	☐	☐	☐	X
Other public facilities?	☐	☐	☐	X

Explanation: The upgrade of this facility would result in a benefit to public services. Maintenance of the highway is needed in order to maintain acceptable service ratios, response times, or performance objectives for any of the above-listed public services.

XIV. RECREATION —

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	X

Explanation: Not Applicable. The project would not involve recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	X

Explanation: Not Applicable. The project would not involve recreational facilities.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
XV. TRANSPORTATION/TRAFFIC — Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	X
Explanation: There may be minor traffic delays during construction. Through traffic would be maintained during construction. There would be no long-term impacts to traffic.				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	X
Explanation: There may be minor traffic delays during construction. Through traffic would be maintained during construction. There would be no long-term impacts to traffic.				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
Explanation: Not Applicable.				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
Explanation: Not Applicable. The project would not change the design of the roadway.				
e) Result in inadequate emergency access?	☐	☐	☐	X
Explanation: There may be minor traffic delays during construction. Through traffic would be maintained during construction. There would be no long-term impacts to traffic.				
f) Result in inadequate parking capacity?	☐	☐	☐	X
Explanation: There is currently no parking allowed on the highway in this area. There would be no impact to parking capacity.				
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X
Explanation: Not Applicable. The project would not impact alternative transportation.				

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
XVI. UTILITY AND SERVICE SYSTEMS — Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
Explanation: Not Applicable. The project is a highway maintenance project and would not involve the need for wastewater treatment.				
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
Explanation: Not Applicable. The project is a highway maintenance project.				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
Explanation: The project would include a minor expansion of the existing culvert facility that conveys flows underneath State Route 1, however the project as proposed would not cause significant environmental effects.				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	X
Explanation: Not Applicable. The project is a highway maintenance project.				
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	X
Explanation: Not Applicable. The project would not require a wastewater treatment provider.				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	X
Explanation: Not Applicable. The project would not require solid waste disposal needs.				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X
Explanation: Not Applicable. The project would not generate solid waste.				

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

XVII. MANDATORY FINDINGS OF SIGNIFICANCE —

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	X	☐

Explanation: The existing drainage at the project site is located in a residential area and crosses the State Highway. This steep drainage is not a fish-bearing stream, nor does it provide habitat for rare or endangered plant or animal species. The project will only impact 0.024 acres within the drainage. There is an abundance of non-native vegetation growing within the project limits. The drainage is ephemeral, with flows dependent on winter rains. All work within the drainage will take place when the drainage is dry and areas of ground disturbance will be treated with erosion control that includes hydro seeding with plant species native to the area. Invasive plant species removed during construction will be disposed of at a licensed disposal facility. The culvert headwall is not considered an important example of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	X

Explanation: The project would involve maintenance of an existing highway facility.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	X

Explanation: There have been no environmental effects identified that would cause substantial adverse effects on human beings, either directly or indirectly.

Additional Explanations for Questions in the Impacts Checklist

IV. Biological Resources

Affected Environment

The project is located at the base of the Santa Lucia Range at an elevation of approximately 150 feet above sea level. Surrounding land use is residential. The project culvert conveys a small, unnamed drainage under State Route 1. This drainage, which originates at about 1,200 feet in elevation, is not depicted as a blue-line drainage (per USGS Soberanes Point quadrangle map). No water was flowing through the culvert when surveyed in April 2009. Water was present in April 2006 suggesting the presence of surface water depends on rainfall amounts, though it is probably dry during the fall months. The drainage lacked pools, had six-inch to one-foot diameter imported rock in the channel and along the bank below the outlet, and averaged one to three inches in depth in April 2006. Below the highway, the drainage flows between several homes before flowing to the ocean.

The culvert inlet is located in a shallow drainage and is about four feet off the paved road shoulder. The vegetation along the drainage is a mixture of native and non-native species dominated by California blackberry (*Rubus californica*). Ruderal habitat composed of mostly non-native species is found along the roadway shoulder. Native plant species found along the drainage include California blackberry, bittercress (*Cardamine oligosperma*), stinging nettle (*Urtica dioica*), western bracken fern (*Pteridium aquilinum*), willow-herb (*Epilobium* sp.), and arroyo willow (*Salix lasiolepis*), while non-native species include poison hemlock (*Conium maculatum*), bindweed (*Convolvulus arvensis*), umbrella sedge (*Cyperus alternifolius*), black acacia (*Acacia melanoxylon*), and balsam (*Impatiens* sp.). Native plant species found along the drainage slope and road cut include California blackberry, black sage (*Salvia mellifera*), and bush monkey flower (*Mimulus aurantiacus*), with non-native Pride of Madera (*Echium* sp.), French broom (*Genista monspessulana*), poison hemlock, rattlesnake grass (*Briza maxima*), and bur-clover (*Medicago polymorpha*) found along the road shoulder and hill slopes.

The outlet is largely covered with an ornamental planting of black acacia and cypress (*Cypressus* spp.). Five to six black acacia shrubs and five cypress trees (2-3 inch diameter at breast height) will likely be removed and/or trimmed to the ground to install the replacement outlet pipe. Vegetation along the drainage is dominated by

invasive Cape ivy (*Delairea odorata*). Native plants along the channel include California blackberry, stinging nettle, poison oak (*Toxicodendron diversilobum*), and common yarrow (*Achillea millefolium*), while other non-native species include periwinkle (*Vinca major*) and geranium (*Geranium mollis*).

Impacts

The project would involve a minor channel correction to facilitate lengthening the culvert facility and installation of a debris fence. The total project impact area is approximately 0.04 acres (1,577 sq.ft.). This area includes approximately 0.02 acres (852 sq.ft.) within the bed, bank, and channel, and approximately 0.0166 acres (725 sq. ft.) of construction access on the upland side of the drainage. Approximately 60 linear feet of creek channel and 0.0024 acres (101 sq. ft.) of "Waters of the US" will be affected on the inland side of SR 1. The impact to the bed and bank of this drainage is about half of the total impact area of 0.024 acres, or 0.012 acres. One arroyo willow would be removed.

The channel would be widened upstream of the roadway and a debris fence would be constructed. Debris fence posts would be located outside of "waters of the U.S." and channel widening would be outside the outside of the plane of ordinary high water. Widening would remove a short bend in the channel by moving the flow line no more than seven feet south of its present location.

Vegetation impacts within the drainage will result from replacing the culvert and the minor realignment and widening of the drainage. An area with a maximum width of 25 feet and maximum length of 60 feet, or total area of 0.024 acre will be disturbed to construct the project, which includes a new headwall, flared-end section, debris fence, widened drainage, and re-graded roadside drainage swales at the inlet. Some California blackberry, but predominately non-native plants will be affected around the inlet and outlet and an arroyo willow up drainage from the inlet will be removed. Five to six black acacia shrubs and five cypress trees (2-3 inch diameter at breast height) will likely be removed and/or trimmed to the ground to excavate the existing culvert pipe. These non-native plantings are under utility wires and may or may not be replaced. No special-status plant species were found during project surveys.

The project culvert conveys runoff from a small ephemeral drainage under SR 1. The drainage flows through a draw surrounded by residential homes and lacks suitable pools for steelhead or California red-legged frog reproduction. Steelhead trout do not

occur in the drainage due to the steep drop to the ocean. California red-legged frog is unknown from the project area and the project site does not provide suitable breeding habitat and poor refugia (in summer and fall) for this species. This project will have no effect on these special-status animal species.

Potentially suitable habitat is present in the greater project area for Smith's blue butterfly (SBB), which is a federal endangered species. However, seacliff buckwheat, the host plant for SBB, was not found in the immediate project area and there are no mapped occurrences in the CNDDB of SBB at or near the project site. The project will have no effect on SBB.

Avoidance and Minimization Measures

The project would not have any potentially significant impacts however the following measures shall be implemented to avoid and minimize adverse affects during construction:

- Construction shall take place only when the channel is dry and no rainfall is predicted for the duration of construction.
- Vegetation outside the area of excavation shall be trimmed, but not grubbed. Trimming shall be limited to the minimum necessary to construct the project.
- Disturbed channel banks shall be stabilized using a natural fiber jute blanket or bonded fiber and re-vegetated with locally occurring native species including California blackberry, black sage, and bush monkey flower.
- Three willow stakes cut from the removed willow shall be planted down stream of the roadway to offset the impact of removing one at the project site.
- Invasive plant species are present on-site; therefore all vegetation removed from the site shall be disposed of at a certified landfill. Excess soil shall either remain on site or be taken to a certified landfill.

V. Cultural Resources

Affected Environment

The Project Area of Direct Impact (ADI) includes one historic-period structure: the existing culvert and its associated masonry headwall. This resource is one of 158 similar culverts with masonry headwalls inventoried in a Historic Resources

Evaluation Report (HRER) completed for the recent Pfeiffer Big Sur Left Turn Channelization Project and Updated Description of the Carmel-San Simeon Highway Historic District (JRP Historical Consultants and Caltrans District 5, 2006). The subject headwall is identified in the updated description of the historic district as DM-023. The Project Area, which is delineated here as the Carmel-San Simeon Highway Historic District, currently comprises 7 concrete arch bridges, 61 masonry parapets, 7 masonry retaining walls, 5 masonry water fountains, and 157 extant culverts with masonry headwalls. Each of the 7 concrete arch bridges is also individually eligible for the National Register of Historic Places; none of the other contributing elements – including none of the 157 headwalls – is individually eligible. The State Historic Preservation Officer concurred with the eligibility determinations on October 11, 2006.

Impacts

For the purposes of the current culvert replacement project, the potential for indirect effects on the Historic District and/or its individually eligible elements have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. In conformity with Caltrans policy, this evaluation is also consistent with the January 1, 2004, *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California.*

Caltrans has determined that the project will have no effect on either the Historic District or on any of the individually eligible elements of the Historic District (i.e., the 7 concrete arch bridges). This determination is based on an evaluation of the effect that the loss of DM-023 would have on the integrity and eligibility of the Historic District as a whole, and included an evaluation of the resource's relative importance in conveying the significance of the Historic District. Compared with the number of concrete arch bridges (7), masonry parapets (61), masonry retaining walls (7), and masonry water fountains (5) also found in the Historic District, the 157 extant culverts are by far the most numerous of the District's resources. As minor engineering features, culverts are the smallest, least impressive, and generally the least noticeable — from both a structural and aesthetic point of view — of the rubble masonry features associated with the Historic District. Culverts in general, and even rubble masonry culverts, are ubiquitous features on highways throughout California.

As historic resources and as engineering resources, culverts are well understood and well documented in many contexts. Their chief contribution to the Historic District is to exemplify the range of rubble masonry features created during the highway's period of significance. In the context of the Historic District, culverts have proven to be more ephemeral than the larger and more substantial masonry features and, as a class, have undergone more modifications and suffered the greatest loss of physical integrity. For example, of the 89 resources evaluated but rejected as contributing elements of the Historic District in the 2006 Pfeiffer Big Sur HRER, 75 of those features (84 percent) were masonry culvert headwalls that had lost integrity. The dynamic nature of the Big Sur coastline, which is subject to rock fall, slides, and washouts, has taken its toll on culverts. Car collisions and past maintenance activities also have had their impacts. Despite this attrition, the larger resources and the remaining culverts visible along the highway continue to effectively convey the district's historic significance. In total, 157 (slightly more than one-fourth) of the approximately 600 masonry culverts originally constructed some 80 years ago still remain. While the cumulative loss of masonry headwalls may eventually affect the integrity of the Historic District, it is reasonable to state that the threshold has not yet been reached, and that the demolition of DM-023 will also not cross that threshold or constitute a significant loss. The proposed project impacts to DM-203 will not alter in any meaningful way any of the character-defining features that make the Historic District eligible for listing in the NRHP or CRHR. Caltrans has determined that the proposed culvert replacement project will have no effect on historic resources.

Avoidance, Minimization, and/or Mitigation Measures

None required or proposed.

Appendix A Project Plans

INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

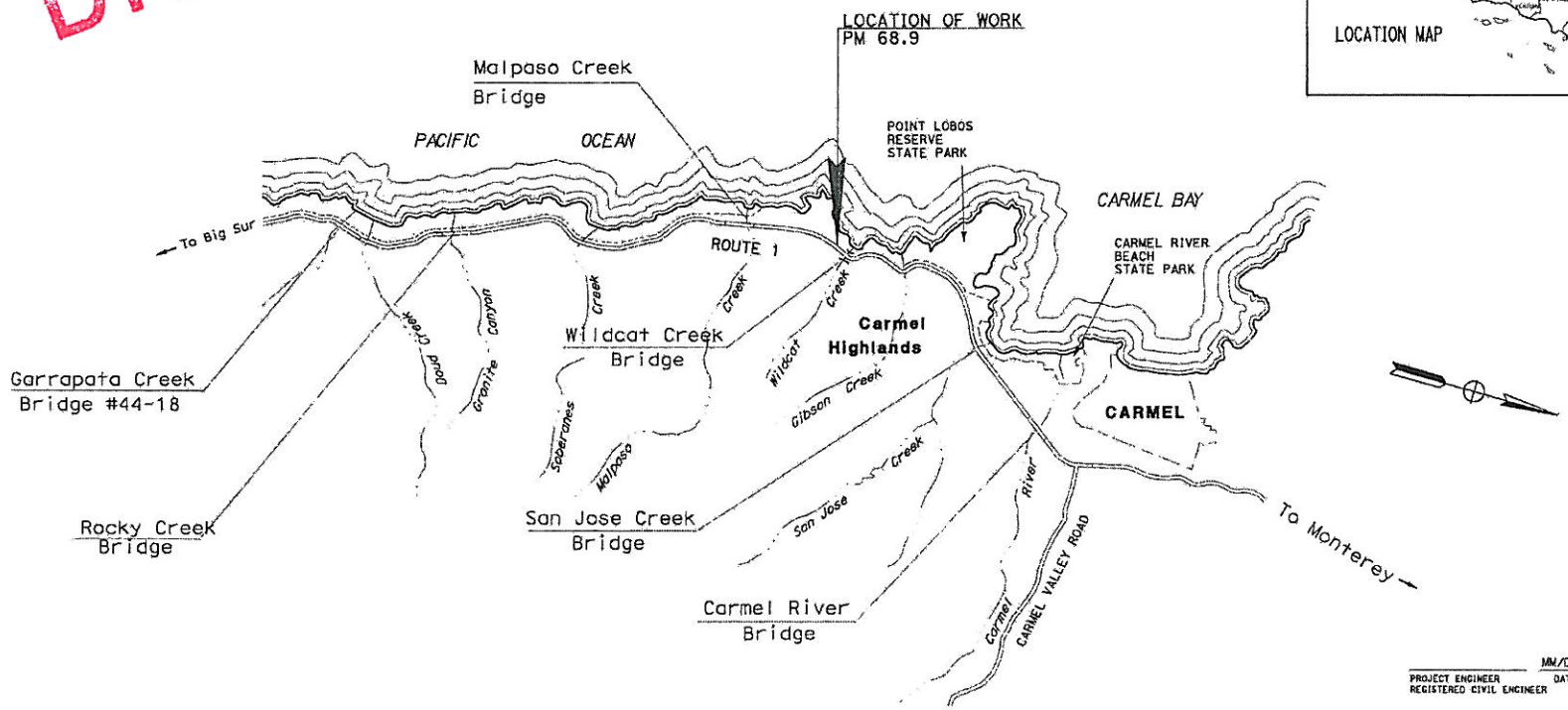
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN MONTEREY COUNTY
ON ROUTE 1 NEAR CARMEL
0.12 MILE SOUTH OF WILDCAT CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

DRAFT

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
5	Mon	1	68.9	1	zz



PROJECT MANAGER: L. Garman
DESIGN ENGINEER: B. Lai

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER — DATE MM/DD/YY

PLANS APPROVAL DATE: Month dd, 200y

REGISTERED PROFESSIONAL ENGINEER No. 12345 Exp. MM/DD/YY CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

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

CONTRACT No.	05-0M0405
CU 05602	EA 0M0401

BORDER LAST REVISED 3/1/2007 | CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => a119651 DGN FILE => 50V040ch001.dgn | LAST RUN DATE 00-00-00 | DATE PLOTTED => 17-AUG-2009 TIME PLOTTED => 10:16

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
5	Mon	1	98.9	1	4

REGISTERED CIVIL ENGINEER DATE MM/DD/YY

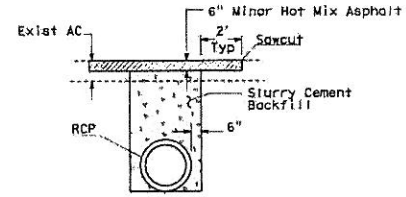
PLANS APPROVAL DATE Month XX, 200Y

REGISTERED PROFESSIONAL ENGINEER No. 12345 Exp. MM/DD/YY CIVIL STATE OF CALIFORNIA

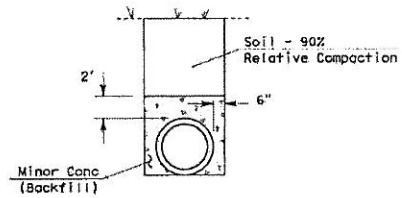
THE SEAL OF CALIFORNIA ON ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

DRAINAGE QUANTITIES

DRAINAGE SYSTEM NO.	DRAINAGE UNIT	Remove Drainage Facility	Remove Headwall	Roadway Excavation	Slurry Cement Backfill	Asphalt Concrete (TYPE A)	36" Bituminous Coated CSP (.109" Thick)	48" Reinforced Concrete Pipe (Class III)	48" Concrete Flared End Section	Minor Concrete	MISCELLANEOUS IRON AND STEEL	MAXIMUM COVER (N)		DESCRIPTION
		EA	EA	CY	CY	TON	LF	LF	EA	CY	LB	FT		
1														
	a		1											
	b	1												
	c								1					
	d					1.0		48						
	e									239	239			24-12X Grate
	f			4	4		21.5					1		
	g													
	h													
	i													
	j													
SHEET TOTAL		1	1	21	17	4.5	21.5	48	1	904				

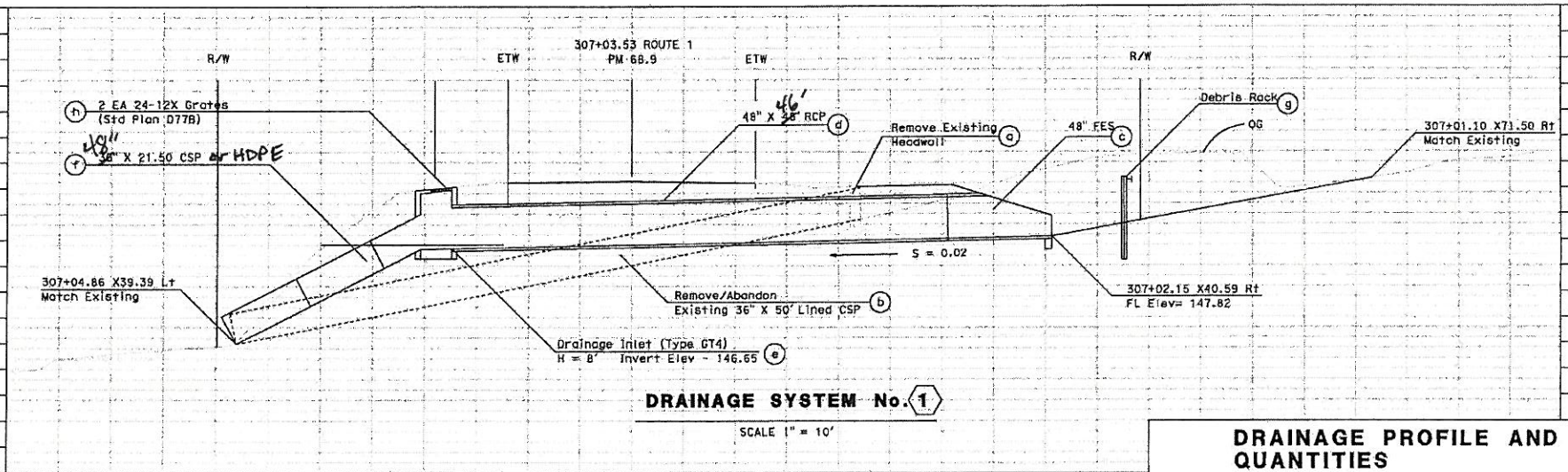


TYPICAL TRENCH DETAIL
PAVED SECTION



TYPICAL TRENCH DETAIL
UNPAVED SECTION

DRAFT



DRAINAGE SYSTEM No. 1

SCALE 1" = 10'

STATION

CY Exc

Emb

DRAINAGE PROFILE AND QUANTITIES

D-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans MAINTENANCE DESIGN

FUNCTIONAL SUPERVISOR L. Gorman

CALCULATED/DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

DATE PLOTTED => 17 AUG 2009

TIME PLOTTED => 15:25

00-00-00

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => s119651

DGN FILE => S0M040-801.dgn

CU 05602

EA 0M0401

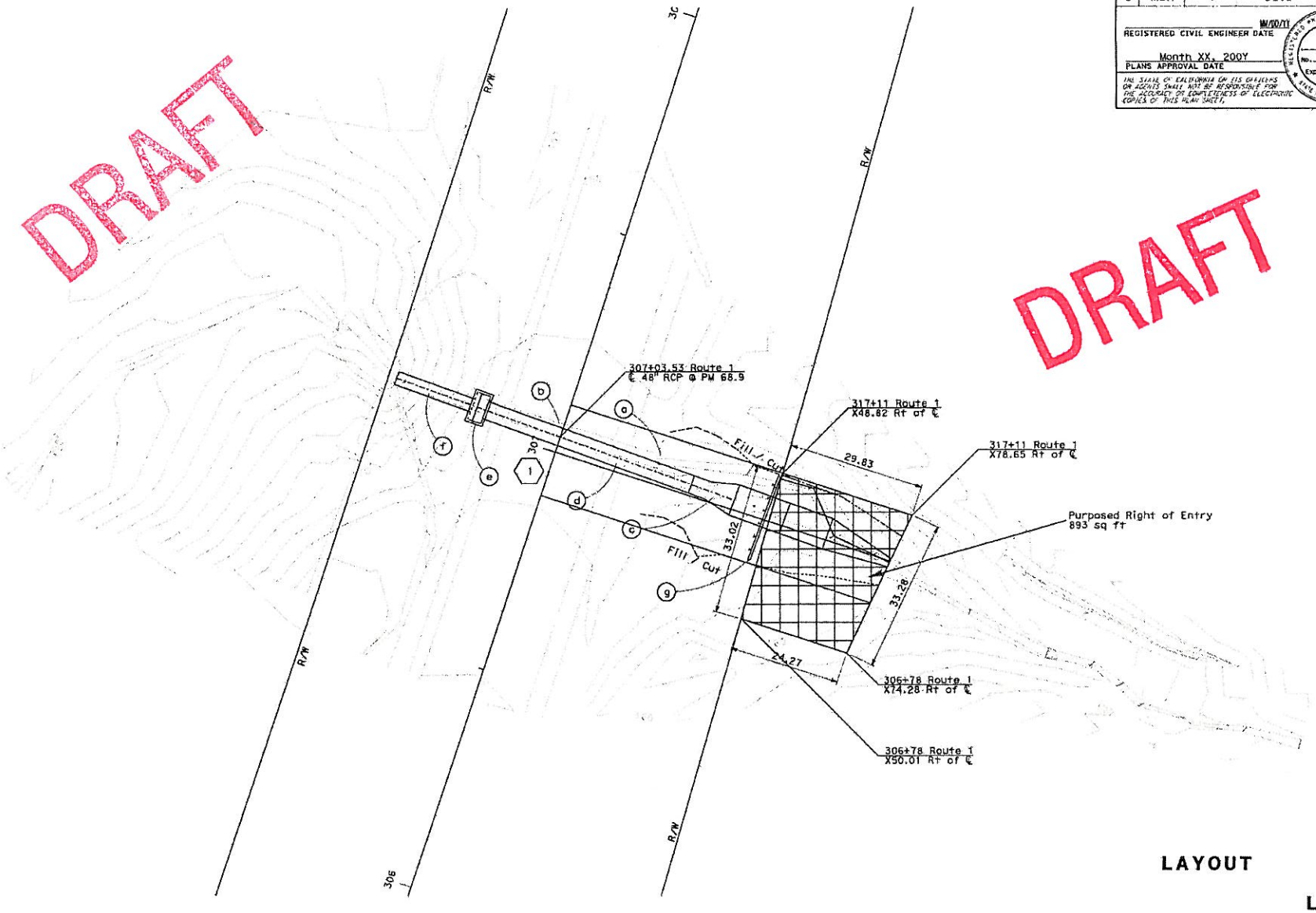
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
5	Mon	1	68.9	1	99

REGISTERED CIVIL ENGINEER DATE MM/DD/YY

PLANS APPROVAL DATE Month XX, 200Y

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. 12345 Exp. MM/DD/YY CIVIL STATE OF CALIFORNIA



LAYOUT

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans MAINTENANCE DESIGN

FUNCTIONAL SUPERVISOR P. Engineer

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

BORDER LAST REVISED 3/1/2007

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

USERNAME => c119651

DGN FILE => 50M34001.dgn

CU 00000

EA 000000

LAST REVISION 00-00-00

DATE PLOTTED => 17 AUG 2009

TIME PLOTTED => 13:32

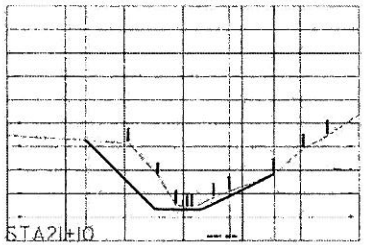
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
5	Mon	1	98.9	X	Y

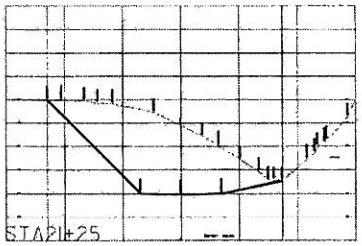
REGISTERED CIVIL ENGINEER DATE MM/DD/YY

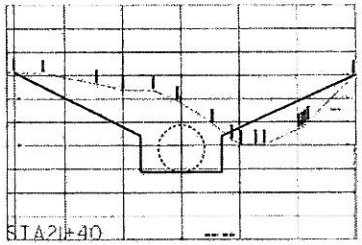
Month XX, 200Y
PLANS APPROVAL DATE

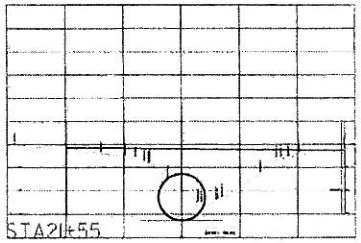
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

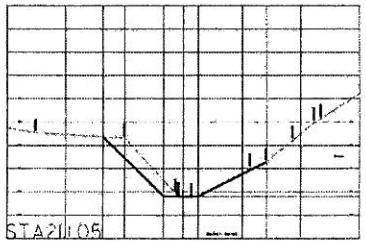
REGISTERED PROFESSIONAL ENGINEER No. 12345 EXP. MM/DD/YY CIVIL STATE OF CALIFORNIA

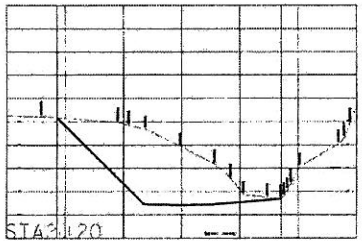


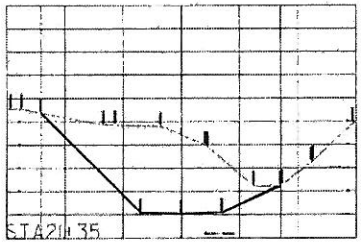


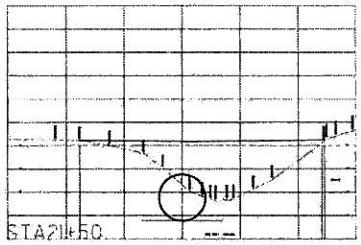


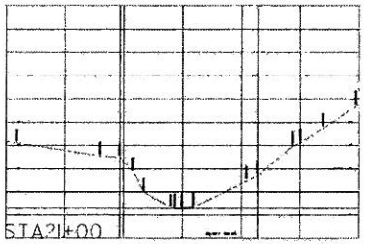


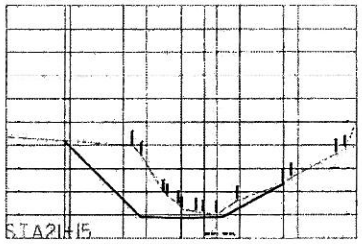


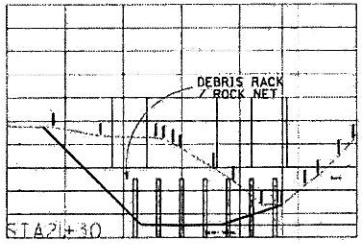


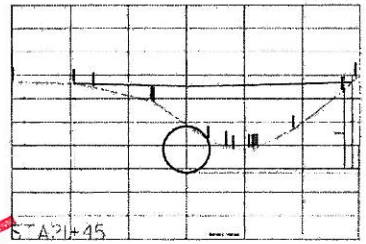


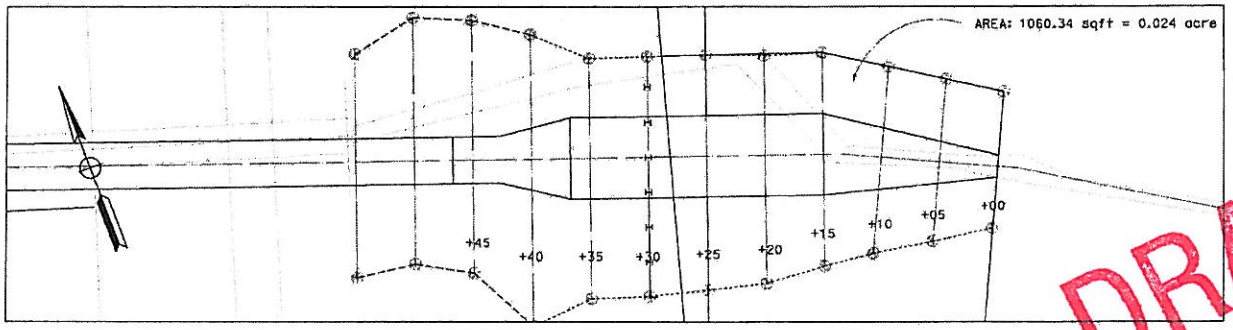












DRAFT

CROSS-SECTIONS

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE DESIGN

FUNCTIONAL SUPERVISOR: P. Engineer
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

DATE PLOTTED => 17 AUG 2009
TIME PLOTTED => 0918
00-00-00

BORDER LAST REVISED 3/1/2007
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => S119651
DGN FILE => S5M040X01.dgn
CU 05602
EA 0M0401