

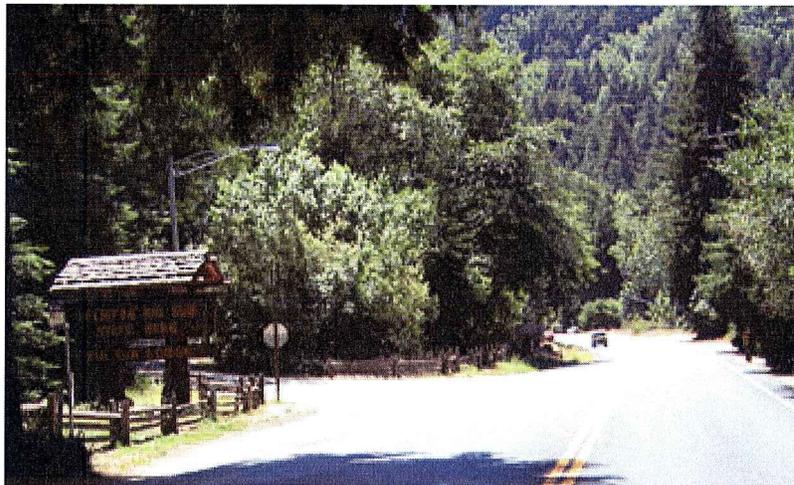
**Pfeiffer Big Sur**  
**Left-Turn Channelization Project**

State Route 1 at the entrance to Pfeiffer Big Sur State Park

05-MON-1- PM 46.6-47.1

EA 05-0L2800

**Initial Study**  
**with Proposed Mitigated Negative Declaration**



Prepared by the  
State of California Department of Transportation

March 2007





# 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, California. The document describes the proposed project, the existing environment that could be affected by the project, 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 5 office, 50 Higuera Street, San Luis Obispo, CA 93401; Carmel Public Library, 6th St & Mission St, Carmel, CA 93923, (831) 624-2811; and Cambria Public Library, 900 Main Street, Cambria, CA 93428, (805) 927-4336.
- Attend the public information meeting on Thursday, April 12, 2007, 5 pm to 7 pm  
Big Sur Lodge (Conference Room)  
Pfeiffer Big Sur State Park  
47225 Highway 1, Big Sur, CA 93920
- We welcome your comments. If you have any concerns regarding the proposed project, please attend the public information meeting, or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:  
John Luchetta, Environmental Branch Chief  
California Department of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401
- Submit comments via email to: [John.Luchetta@dot.ca.gov](mailto:John.Luchetta@dot.ca.gov).
- Submit comments by the deadline: April 30, 2007.

## *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: John Luchetta, Central Coast Analysis Branch, (805) 549-3493, Voice, or use the California Relay Service TTY number, 1-800-735-2922.



# Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

## Project Description

The California Department of Transportation (Caltrans) proposes to improve safety at this location by installing a left-turn channelization for southbound vehicles entering the Pfeiffer Big Sur State Park driveway entrance at post mile xx along State Route 1. There have been several rear-end accidents involving southbound vehicles waiting to turn left into the park. This improvement would remove these southbound vehicles from the through lanes, reducing the occurrence of rear-end collisions at this location. Vehicles turning left into the State Park would be able to make slower and more controlled turns.

## Determination

- This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision regarding the project is final. This Mitigated 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 listed below.

The proposed project would have no effect on: agricultural resources, air quality, cultural resources, geology, soils, hazards, hazardous materials, hydrology, water quality, land use, planning, mineral resources, noise, population, housing, transportation, traffic, utilities, or service systems.

In addition, the proposed project would have no significantly adverse effect on aesthetics, biological resources or public services, because the following avoidance and mitigation measures would reduce potential effects to insignificance:

The following avoidance, minimization and mitigation measures are required for aesthetic resources.

- Mitigation for tree removal will consist of planting 15 Coast Redwoods and 5 alders on or adjacent to Department of Parks and Recreation land near the removal locations. Planting work will include a 1-year plant establishment period if it is included in the highway contract, but this work may become part of an interagency agreement with Department of Recreation so that it will become their responsibility. Details of a right-of-way agreement will be worked out prior to final design and contract preparation.
- Revegetation will occur consistent with the Coast Highway Management Plan (CHMP) *Best Practices for Site Restoration* in the *Vegetation Management Guidelines*. According to these guidelines the objectives for managing construction sites are to control surface erosion, limit the spread of noxious weeds and reduce the visual contrast of all disturbed areas. Low-growing native grasses will be seeded over all disturbed areas.
- Permanent wetland impacts will be mitigated at a 3:1 ratio (area) by enhancing habitat in an existing drainage feature within the project limits. Enhancement

will include grading in the channel to improve retention of water, removal of existing weeds and planting appropriate native riparian/wetland species. Wetland mitigation work may be done as part of the highway project or included in an agreement with Department of Parks and Recreation.

The following avoidance, minimization and mitigation measures are required for biological resources.

### **Wetlands and Waters of the U.S.**

- The use of environmentally sensitive area (ESA) fencing will help avoid unnecessary disturbance to wetlands and the surrounding habitat types. Placement of fencing would be monitored by a biologist prior to construction. The implementation of a compensatory wetland mitigation plan for unavoidable impacts to Army Corps of Engineers and Coastal Commission jurisdictional wetlands will be required for this project.
- The wetland mitigation site is within the project limits and is located adjacent to the outlet of culvert location #1 (Appendix B ). Wetland impacts will be mitigated at a 3:1 ratio for permanent impacts, and a 1:1 ratio for temporary impacts.
- With the extension of the culvert inlet at culvert location #2, mitigation for unavoidable permanent and temporary impacts to jurisdictional Waters of the U.S. will be achieved at a 1:1 ratio for temporary impacts, and 2:1 ratio for permanent impacts. Mitigation for the impacts to jurisdictional Waters of the U.S. will occur immediately up stream from the inlet of culvert #2

### **California Red-Legged Frogs**

- Only Service-approved biologists will participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.
- Ground disturbance will not begin until written approval is received from the Service that the biologist is qualified to conduct the work.
- A Service-approved biologist will survey the project site 48 hours before the onset of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work activities begin. The Service-approved biologist will relocate the California red-legged frogs the shortest distance possible to a location that contains suitable habitat and will not be affected by activities associated with the proposed project. The Service-approved biologist will maintain detailed records of any individuals that are moved (e.g., size, coloration, any distinguishing features, photographs [digital preferred]) to assist him or her in determining whether translocated animals are returning to the original point of capture.
- Before any activities begin on a project, a Service-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be

accomplished. Brochures, books and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

- A Service-approved biologist will be present at the work site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of habitat has been completed. After this time, the state or local sponsoring agency will designate a person to monitor on-site compliance with all minimization measures. The Service-approved biologist will ensure that this monitor receives the training outlined in measure 4 and in the identification of California red-legged frogs. If the monitor or the Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected to a degree that exceeds the levels anticipated by the Federal Highway Administration and Service during review of the proposed action, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the effect immediately or require that all actions, which are causing these effects, be halted. If work is stopped, the Service will be notified as soon as is reasonably possible.
- During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.
- All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies and preferably, not in a location from where a spill would drain directly toward aquatic habitat. The monitor will ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the Federal Highway Administration will ensure that a plan is in place for prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
- Project sites will be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by activities associated with the project, unless the Service and Federal Highway Administration determine that it is not feasible or practical. (For example, an area disturbed by construction that would be used for future activities need not be revegetated.)
- Habitat contours will be returned to their original configuration at the end of project activities. This measure will be implemented in all areas disturbed by activities associated with the project, unless the Service and Federal Highway Administration determine that it is not feasible or modification of original contours would benefit the California red-legged frog.
- The number of access routes, size of staging areas, and the total area of the activity will be limited to the minimum necessary to achieve the project goal. Environmentally Sensitive Areas will be established to confine access routes and construction areas to the minimum area necessary to complete construction, and

minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

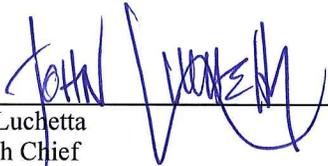
- The Federal Highway Administration will attempt to schedule work activities for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and informal consultation between the Federal Highway Administration and Service during project planning should be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.
- To control sedimentation during and after project implementation, the Federal Highway Administration and sponsoring agency will implement best management practices outlined in any authorizations or permits, issued under the authorities of the Clean Water Act, that it receives for the specific project. If best management practices are ineffective, the Federal Highway Administration will attempt to remedy the situation immediately, in consultation with the Service.
- If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water will be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. The methods and materials used in any dewatering will be determined by the Federal Highway Administration in consultation with the Service on site-specific basis. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed will be minimized to the maximum extent possible; any imported material will be removed from the streambed upon completion of the project.
- Unless approved by the Service, water will not be impounded in a manner that may attract California red-legged frogs.
- A Service-approved biologist will permanently remove any individuals of exotic species, such as bullfrogs (*Rana catesbeiana*), crayfish, and centrarchid fishes from the project area, to the maximum extent possible. The Service-approved biologist will be responsible for ensuring his or her activities are in compliance with the California Fish and Game Code.
- To ensure that diseases are not conveyed between work sites by the Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times. A copy of the code of practice is enclosed in the attached Biological Opinion.

- Upon completion of any project for which this programmatic consultation is used, the Federal Highway Administration will ensure that a project completion form is completed and sent to the Ventura Fish and Wildlife Office.
- All ground disturbing activities will occur between May 1<sup>st</sup> and October 31<sup>st</sup>.

### **Tree Removal and Migratory Birds**

- The Migratory Bird Treaty Act special provision for tree removal shall be implemented. The seven trees shall be removed outside of the bird-nesting season to avoid impacting nesting birds. Nesting or attempted nesting by migratory birds is anticipated to occur between, but not limited to, February 15 and September 1.
- The following mitigation measures are required for Public Services.
- Caltrans will prepare a letter of concurrence to be signed by State Parks that identifies mitigation for the State Park property affected by the proposed project. Caltrans has coordinated with State Parks on the design of the entry. The proposed Pfeiffer Big Sur Left-Turn Channelization project would make improvements to the park entryway while still retaining the key elements of import to the existing entryway.
- The proposed action would require the approximately 0.42-acres (1720-square meters) of California State Parks & Recreation land to construct the left-turn lane. An additional 0.43-acres (1732-square meters) of California state park & Recreation land would be required for a construction/slope easement for a mitigation site. The project will enhance habitat in this location post construction, and State Parks will retain ownership.

The incorporation of the mitigation measures listed above will ensure that potential significant impacts to aesthetics and/or biological resources directly related to this project will be reduced to less than significant.

  
\_\_\_\_\_  
John Luchetta  
Branch Chief  
Central Coast Management Branch  
Central Region Environmental Planning  
California Department of Transportation

Date 3-26-07







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# **Section 1**      **Project Information**

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## ***Project Title***

Pfeiffer Big Sur Left-Turn Channelization Project (Monterey 1, post mile 46.6-47.1, EA 05-0L2800).

## ***Lead Agency Name and Address***

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

## ***Contact Person and Phone Number***

John Luchetta, Environmental Branch Chief  
(805) 549-3493

## ***Project Location***

State Route 1 in Monterey County, California from post mile 46.6 to post mile 47.1. (Kiloposts 75 to 75.8) Refer to Project Location Map (Figure 1) and Project Vicinity Map (Figure 2).

## ***Project Sponsor's Name and Address***

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

## ***General Plan Description***

Big Sur Coast Land Use Plan

## ***Zoning***

Outdoor Recreation

## ***Description of Project***

The proposed project is located in Monterey County along State Route 1 from post mile 46.6 to post mile 47.1 (Kilopost 75 to 75.8) (Figure 1 and Figure 2). The project proposes to improve safety at this location by installing a left-turn channelization for southbound vehicles entering the Pfeiffer Big Sur State Park driveway entrance. There have been several rear-end accidents involving southbound vehicles waiting to turn left into the park. This improvement would remove these southbound vehicles from the through lanes, reducing the occurrence of rear-end collisions at this location. Vehicles turning left into the State Park would be able to make slower and more controlled turns.

The proposed project would install a left-turn lane for southbound traffic turning into the Pfeiffer Big Sur State Park. Pavement widening would take place on the east side of the highway to accommodate the new left-turn channelization. The Park's driveway entrance would be removed and reconstructed approximately 66 feet (20 meters) to the south. The driveway relocation would be required to accommodate the turning movements of northbound trucks and busses. Two existing culverts would be extended to accommodate the roadway widening. Culvert location #1 conveys water from a roadside ditch across the highway. This is an intermittent drainage that carries water during and immediately after storms. The existing roadside ditch would be converted into a curb and gutter system with a drainage inlet. The culvert location #2 conveys a small perennial stream under the highway. The inlet of the culvert would need to be extended by approximately 8-feet (2.4-meters). Two utility poles, one light pole, and the Pfeiffer Big Sur State Park Landmark sign would require relocation. Approximately five redwood, one white alder, and one bay laurel tree would require removal. Approximately 0.42-acres (1720-square meters) of California State Parks & Recreation land would be needed to construct the left-turn lane. A temporary construction/slope easement of an additional 0.43-acres (1732-square meters) of California State Park & Recreation land would be required for a mitigation site.

### ***Surrounding Land Uses and Setting***

The project area is under the Big Sur Coastal Land Use Plan and is zoned Outdoor Recreation (Monterey County General Plan – Big Sur Coast). Highway 1 runs through the project area with the Big Sur River to the west and Pfeiffer Big Sur State Park to the east. The area is forested with redwood, oak, sycamore, alder, and willow trees to name a few, with open areas of annual grasses, ferns, and poison oak.

### ***Other Public Agencies Whose Approvals Are Required***

In addition to the California Environmental Quality Act (CEQA), the proposed project would be subject to the requirements of the National Environmental Policy Act (NEPA), since federal as well as state funding will be involved. Caltrans and the Federal Highway Administration agree that the project is Categorical Excluded under NEPA.

The proposed project is located within the geographic area covered by the Big Sur Coast Highway Management Plan (CHMP). Caltrans developed this document in collaboration with local stakeholders and jurisdictional agencies to provide guidelines for project design and roadside management along Route 1 on the Big Sur coast. The proposed project is consistent with the goals and objectives contained in the CHMP guidelines.

Caltrans has worked closely with Department of Parks and Recreation staff during the planning phase of the proposed project. Caltrans also presented the proposed project to the Big Sur Land Use Advisory Committee (LUAC) and the Multi-Agency Advisory Council (MAAC).

A Public Information Meeting is scheduled for Thursday, April 12, 2007 at Big Sur Lodge (Conference Room) Pfeiffer Big Sur State Park, 47225 Highway 1, Big Sur, CA 93920.

The project cost is estimated at \$921,000 and was initiated by Caltrans District 5 Traffic Safety, as a 201.010 Safety Improvement Program, to be amended into the 2006 State Highway Operation Protection Program (SHOPP).

The outlet of culvert location #1 (Appendix A) has characteristics that are consistent with the requirements for jurisdictional authority of sections 401 and 404 of the Clean Water Act and Section 1602 of the California Department of Fish & Game Code (Table 1). Permits will be required for culvert location #2, the adjacent wetlands and the wetlands in the roadside drainage located at the northern end of the project limits. Work will take place on the inlet side of culvert location #2 (Appendix A). The proposed project is within the Coastal Zone jurisdiction of Monterey County. A Coastal Development Permit will be required to be obtained by Caltrans from Monterey County.

**Table 1. Permits/Approvals**

| <b>Agency</b>                                   | <b>Permit/Approval</b>  | <b>Status</b>   |
|---|---|---|
| United States Fish and Wildlife Service         | Section 7 Consultation for Threatened and Endangered Species            | Non-jeopardy Biological Opinion issued on July 2006.  |
| United States Army Corps of Engineers           | Section 404 Permit for filling or dredging waters of the United States. | Application for Section 404 permit anticipated after final Environmental Document distribution. |
| California Department of Fish and Game          | 1602 Agreement for Streambed Alteration                                 | Application for 1602 permit anticipated after final Environmental Document.                     |
| California Regional Water Quality Control Board | Section 404 Permit for filling or dredging waters of the United States. | Application for Section 401 permit anticipated after final Environmental Document.              |
| County of Monterey                              | Coastal Development Permit  | Application for Coastal Permit anticipated after final Environmental Document.                  |

# Project Location Map

Pfeiffer/ Big Sur Left-Turn Lane Channelization  
P.M. 46.6/47.1 K.P. 75.0/75.8

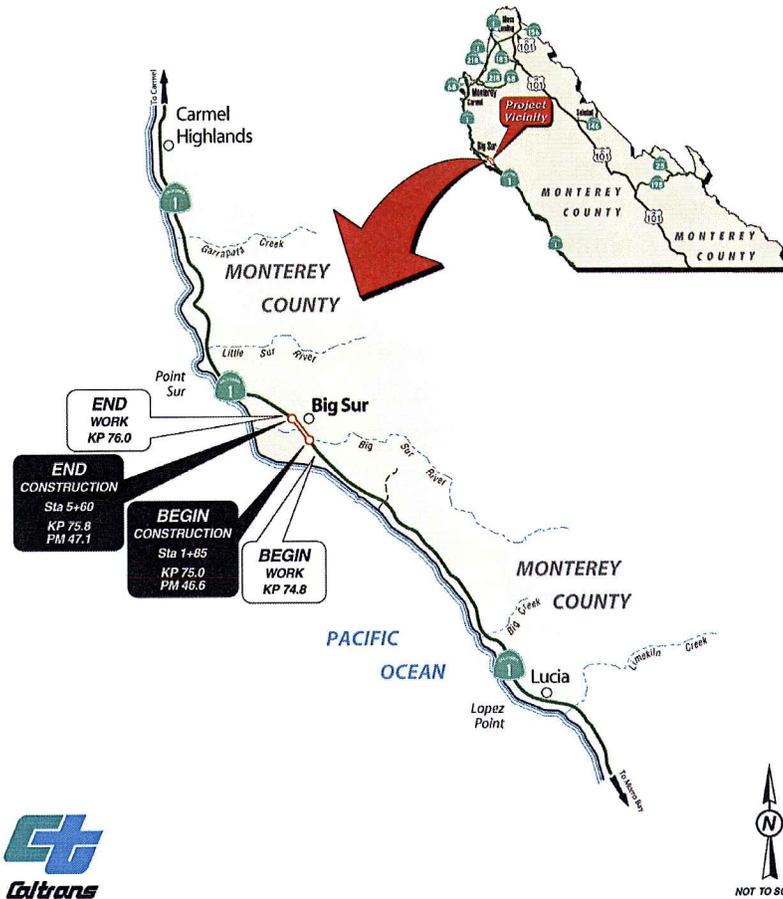
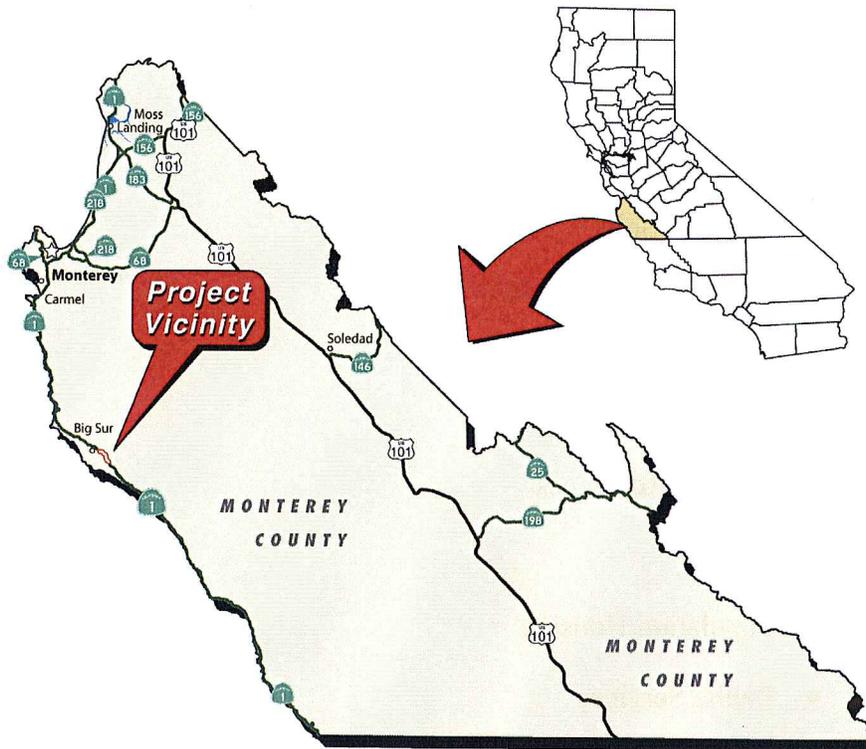


Figure 1 Project Location Map

# Project Vicinity Map

Pfeiffer/ Big Sur Left-Turn Lane Channelization  
P.M. 46.6/47.1 K.P. 75.0/75.8



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Figure 2 Project Vicinity Map

## 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.

- |                                     |                                      |
|-------------------------------------|--------------------------------------|
| <input checked="" type="checkbox"/> |                                      |
| <input type="checkbox"/>            | • Agricultural Resources             |
| <input type="checkbox"/>            | • Air Quality                        |
| <input checked="" type="checkbox"/> | • Biological Resources               |
| <input type="checkbox"/>            | • Cultural Resources                 |
| <input type="checkbox"/>            | • Geology/Soils                      |
| <input type="checkbox"/>            | • Hazards and Hazardous Materials    |
| <input type="checkbox"/>            | • Hydrology/Water Quality            |
| <input type="checkbox"/>            | • Land Use/Planning                  |
| <input type="checkbox"/>            | • Mineral Resources                  |
| <input type="checkbox"/>            | • Noise                              |
| <input type="checkbox"/>            | • Population/Housing                 |
| <input checked="" type="checkbox"/> | • Public Services                    |
| <input type="checkbox"/>            | • Recreation                         |
| <input type="checkbox"/>            | • Transportation/Traffic             |
| <input type="checkbox"/>            | • Utilities/Service Systems          |
| <input type="checkbox"/>            | • Mandatory Findings of Significance |

## **Section 4**    **Impacts Checklist**

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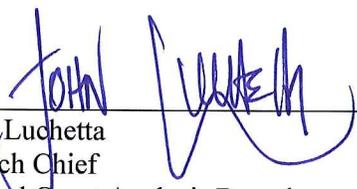
- The impacts checklist starting on the next page identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “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.

## Section 3 Determination

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On the basis of this determination:

- 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.

  
\_\_\_\_\_  
John Luchetta  
Branch Chief  
Central Coast Analysis Branch  
Central Region Environmental Planning  
California Department of Transportation

  
\_\_\_\_\_  
Date

| 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?

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Explanation:* (Refer to discussion of proposed mitigation measures located at the end of this checklist under Aesthetic Resources

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Explanation:* (Refer to discussion of proposed mitigation measures located at the end of this checklist under Aesthetic Resources).

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

|                          |                                     |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

*Explanation:* (Refer to discussion of proposed mitigation measures located at the end of this checklist under Aesthetic Resources).

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The proposed project would not create a new source of light or glare that would affect day or nighttime views in the area (Visual Impact Assessment, February 2007).

**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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The proposed project would not convert any type of farmland to non-agricultural use (Big Sur Coastal Land Use Plan).

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

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The proposed project does not conflict with existing zoning or a Williamson Act contract (Big Sur Coastal Land Use Plan).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* Refer to II a) above.

**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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* Caltrans' Standard Specifications pertaining to dust control would require that all construction-related activity be in compliance with the Monterey Bay Unified Air Pollution Control District's rules, ordinances, and regulations (Air Quality Impact Report, July 2005).

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* Caltrans' Standard Specifications pertaining to dust control would apply (Air Quality Impact Report, July 2005).

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)?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Air Quality Impact Report, July 2005).

d) Expose sensitive receptors to substantial pollutant concentrations?

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Explanation:* The temporary increase in air emissions during the construction period is not expected to significantly affect any potentially sensitive receptors within the project vicinity (Air Quality Impact Report, July 2005).

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

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Air Quality Impact Report, July 2005).

**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?

|                          |                                     |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

*Explanation:* (Refer to discussion of proposed mitigation measures located at the end of this checklist under Biological Resources).

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?

|                          |                                     |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

*Explanation:* (Refer to discussion of proposed mitigation measures located at the end of this checklist under Biological Resources).

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?

|                          |                                     |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

*Explanation:* (Refer to discussion of proposed mitigation measures located at the end of this checklist under Biological Resources).

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?

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Explanation:* (Natural Environment Study, March 2007).

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Natural Environment Study, March 2007).

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

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Natural Environment Study, March 2007).

**V. CULTURAL RESOURCES** — Would the project:

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Historic Property Survey Report, July 2006).

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Historic Property Survey Report, July 2006).

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Historic Property Survey Report, July 2006).

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Historic Property Survey Report, July 2006).

**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 on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:*

ii) Strong seismic ground shaking?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Refer to Division of Mines and Geology Special Publication 42 and Project Report, March 2007).

iii) Seismic-related ground failure, including liquefaction?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

*Explanation:* (Project Report, March 2007)

iv) Landslides?

*Explanation:* (Project Report, March 2007).

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

*Explanation:* (Project Report, March 2007).

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?

*Explanation:* (Project Report, March 2007).

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.

*Explanation:* (Project Report, March 2007).

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?

*Explanation:* (Project Report, March 2007).

**VII. HAZARDS AND HAZARDOUS MATERIALS —**

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

*Explanation:* (Initial Site Assessment, July 2004).

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?

*Explanation:* (Initial Site Assessment, July 2004).

c) Emit hazardous emissions or handle hazardous or

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

acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Initial Site Assessment, July 2004).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Initial Site Assessment, July 2004).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Big Sur Coastal Land Use Plan).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Big Sur Coastal Land Use Plan).

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The project would allow the highway to remain in operation during construction, therefore would not interfere with emergency response routes (Draft Project Report, March 2007).

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?

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Explanation:* The proposed project would not expose people or structures to risk related to wildland fires (Draft Project Report, March 2007).

### VIII. HYDROLOGY AND WATER QUALITY —

Would the project:

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

*Explanation:* By incorporating proper and accepted engineering controls and Best Management Practices, the proposed project would not result in significant impacts to water quality (Water Quality Report, July 2004).

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)?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Water Quality Assessment, July 2004).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Water Quality Assessment, July 2004).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Water Quality Assessment, July 2004).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Water Quality Assessment, July 2004).

f) Otherwise substantially degrade water quality?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Water Quality Assessment, July 2004).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Water Quality Assessment, July 2004).

h) Place within a 100-year flood hazard area structures

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

that would impede or redirect flood flows?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Water Quality Assessment, July 2004).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Water Quality Assessment, July 2004).

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Water Quality Assessment, July 2004).

**IX. LAND USE AND PLANNING** — Would the project:

a) Physically divide an established community?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The proposed project would not divide an established community (Draft Project Report, March 2007).

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

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Explanation:* (Refer to Environmental Analysis Section at the end of this checklist).

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

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Explanation:* (Refer to Environmental Analysis Section at the end of this checklist).

**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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Big Sur Coastal Land Use Plan).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

*Explanation:* (Big Sur Coastal Land Use Plan).

**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?

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Explanation:* There may be a temporary increase in noise levels during construction (Noise Impact Report, July 2005).

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Noise Impact Report, July 2005).

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Noise Impact Report, July 2005).

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

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Explanation:* (Noise Impact Report, July 2005).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Noise Impact Report, July 2005).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Noise Impact Report, July 2005).

**XII. POPULATION AND HOUSING** — Would the project:

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

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)?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The project will not contribute to an increase in population growth (Draft Project Report, March 2007).

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The project will not displace any existing housing (Draft Project Report, March 2007).

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The project will not displace any people or necessitate the construction of any replacement housing (Draft Project Report, March 2007).

### 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?         | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection?       | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools?                 | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks?                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

*Explanation:* (Refer to Public Services Section at the end of this checklist).

**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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* This project would not cause any increase in the use of local facilities (Draft Project Report, March 2007).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Draft Project Report, March 2007).

**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)?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The project would not increase traffic at this location (Draft Project Report, March 2007).

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Draft Project Report, March 2007).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

*Explanation:* (Draft Project Report, March 2007).

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Draft Project Report, March 2007).

e) Result in inadequate emergency access?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* The proposed project would not cause inadequate emergency access (Draft Project Report, March 2007).

f) Result in inadequate parking capacity?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Draft Project Report, March 2007).

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Draft Project Report, March 2007).

**XVI. UTILITY AND SERVICE SYSTEMS** — Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Project Report, March 2007).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Project Report, March 2007).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Project Report, March 2007).

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

are new or expanded entitlements needed?

*Explanation:* (Project Report, March 2007).

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?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Project Report, March 2007).

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Project Report, March 2007).

g) Comply with federal, state, and local statutes and regulations related to solid waste?

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Explanation:* (Project Report, March 2007).

**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?

|                          |                                     |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

*Explanation:* Refer to discussion of proposed mitigation measures and avoidance and minimization measures located at the end of this checklist under Aesthetics and Biological Resources.

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)?

|                          |                                     |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

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

*Explanation:* Refer to discussion of proposed mitigation measures and avoidance and minimization measures located at the end of this checklist under Aesthetics and Biological Resources.

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

*Explanation:* Refer to entire checklist.

## Additional Explanations for Questions in the Impacts Checklist

### 4.1 Aesthetics

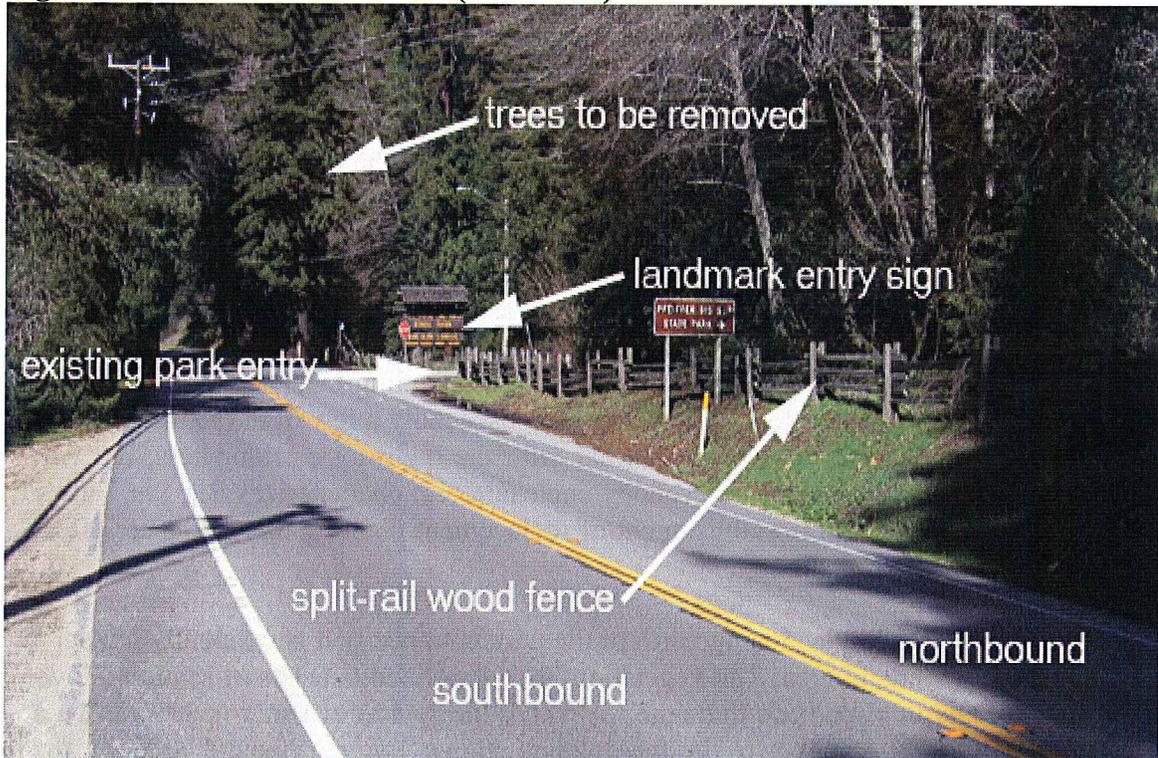
#### Affected Environment

This project is located in the coastal zone on a designated State Scenic Highway that is also a Federal Highway Administration-designated All American Road. This is the highest federal designation and it is based on the archeological, cultural, historical, natural, recreational and scenic qualities that make Big Sur and Route 1 world famous. All American Roads are considered not to be simply transportation facilities, but travel destinations in themselves.

Designated scenic resources are specific elements within the viewshed that are considered representative, unique, irreplaceable or distinctly characteristic of the area. No scenic resources have been designated within the project limits.

The landmark Pfeiffer Big Sur Park entrance sign, and the split-rail wood fence are the two existing Highway 1 roadside elements within the project limits (Figure 3).

**Figure 3. Affected Environment (Aesthetics)**



## Impacts

The proposed project as designed is generally consistent with existing highway facilities on Route 1. The proposed improvements will not introduce incongruous elements to the highway corridor or result in a net loss of vegetation and/or the creation of any unnatural landforms. There is no new metal beam guardrail, lighting, or signage proposed as part of the project.

Earthwork and vegetation removal for the project will be minimal and disturbed area outside the new pavement is not substantial.

Seven trees will require removal to construct the proposed improvements (Table 2).

**Table 2. Proposed Tree Removal for Project**

| <b>Tree Species</b> | <b>Diameter at Breast Height (DBH)</b> | <b>Number of Trees</b> |
|---------------------|--|------------------------|
| Bay Laurel          | 0.3-meters (1 foot)                    | 1                      |
| Alder               | 0.8-meters (2.6 feet)                  | 1                      |
| Coast Redwood       | 0.8-meters (2.6 feet)                  | 2                      |
| Coast Redwood       | 0.7-meters (2.3 feet)                  | 1                      |
| Coast Redwood       | 0.6-meters (2 feet)                    | 1                      |
| Coast Redwood       | 0.5-meters (1.6 feet)                  | 1                      |

Tree removal will be performed by Department of Parks and Recreation through an interagency agreement. The resulting timber will be utilized by State Parks to construct various facility improvements within the park. The landmark sign and split-rail fence relocation will also be performed by Department of Parks and Recreation as part of this agreement.

The additional pavement width will be noticeable to viewers familiar with the highway corridor in Big Sur Valley, but to a typical traveler on Route 1 it will not stand out. The total length of roadway widening, including tapers, is less than one-quarter mile. The proposed vegetation removal, especially a few of the redwood trees, will also be noticeable to viewers familiar with the highway corridor here, but will not alter the overall sense of tree canopy enclosure that characterizes Big Sur Valley corridor. After successful establishment of replacement planting this enclosure effect may even be enhanced slightly.

The proposed highway widening north of the park entrance will permanently impact a small strip of wetland area. The vegetation in this wetland consists of scattered low-growing plants in a roadside drainage for which the source of water appears to be a spring or springs somewhere in the hillside above the northbound side of the highway.

Assuming successful establishment of replacement planting and considering the preservation of unique site features like the entrance sign and wood fence, the project as proposed is not expected to have a substantial adverse effect on visual quality in the area. The level of local support for the proposed safety improvements is evidence of public and agency acceptance of the changes in the roadway and roadside appearance that are necessary to construct the project.

## Mitigation

Mitigation for tree removal will consist of planting 15 Coast Redwoods and 5 alders on or adjacent to Department of Parks and Recreation land near the removal locations. Planting work will include a 1-year plant establishment period if it is included in the highway contract, but this work may become part of an interagency agreement with Department of Recreation so that it will become their responsibility. Details of a right-of-way agreement will be worked out prior to final design and contract preparation.

Revegetation will occur consistent with the Coast Highway Management Plan (CHMP) *Best Practices for Site Restoration* in the *Vegetation Management Guidelines*. According to these guidelines the objectives for managing construction sites are to control surface erosion, limit the spread of noxious weeds and reduce the visual contrast of all disturbed areas. Low-growing native grasses will be seeded over all disturbed areas.

Permanent wetland impacts will be mitigated at a 3:1 ratio (area) by enhancing habitat in an existing drainage feature within the project limits. Enhancement will include grading in the channel to improve retention of water, removal of existing weeds and planting appropriate native riparian/wetland species. Wetland mitigation work may be done as part of the highway project or included in an agreement with Department of Parks and Recreation.

## 4.2 Biological Resources

### **Affected Environment**

The project area is located along and adjacent to Highway 1, with the Big Sur River to the west and Pfeiffer Big Sur State Park to the east.

### **Wetlands and Waters of the U.S.**

Coastal Commission jurisdictional wetlands and Army Corps of Engineers jurisdictional wetlands do occur within the project limits (Figure 4). Army Corps of Engineers Waters of the U.S. also exists within the project area.

### **California Red-Legged Frog (CRLF)**

There is no suitable CRLF breeding habitat within the project area. The nearest known breeding location is approximately one mile south of the project limits at the Post Ranch Inn pond. Virtually the entire project area could be used by dispersing or foraging CRLFs during the winter and spring. Most areas within the Redwood Series and White Alder series have sufficient leaf litter and retain enough moisture throughout the summer to provide temporary refuge for CRLFs. The small perennial creek conveyed by culvert location #1 could provide a refuge for CRLFs throughout the summer. However, the velocities during the rainy season are too great to allow successful CRLF breeding.

### **Other Species**

Several species of migratory birds exist in the area.

### **Vegetation**

There are six different plant communities present within the project area, which include Redwood Series, Coast Live Oak Series, California Sycamore Series, White Alder Series, Arroyo Willow, and California Annual Grassland Series.

### **Impacts**

#### **Wetlands and Waters of the U.S.**

For the following section, refer to map depicting culvert and wetland locations (Appendix B).

#### Culvert Location #1

Culvert location #1 conveys water from a roadside ditch across the highway. This water originates from highway runoff and runoff from the adjacent hillside. This is an intermittent drainage, which only carries water during and immediately after storms. The required work at culvert location #1 will permanently impact 39 square feet (4 meters squared) of Coastal Commission jurisdictional wetlands, but will not impact Army Corps of Engineers jurisdictional wetlands.

#### Culvert Location #2

Culvert location #2 conveys a small perennial stream across the highway. The work at culvert location #2 includes an inlet extension of approximately 8-feet (2 meters) and the construction of a new headwall. The required work at culvert location #2 will permanently impact 428 square feet (40 square meters), and temporarily impact 21.5 square feet (2 square meters) of Coastal Commission jurisdictional wetlands. The required work at this location will also temporarily impact 21.5 square feet (2 square meters), and permanently impact 159 square feet (15 square meters) of Army Corps of Engineers jurisdictional wetlands.

The required work at culvert location #2 will temporarily impact 290 square feet (27 square meters), and permanently impact 167 square feet (16 square meters) of Waters of the U.S.

Roadside Drainage

Wetland impacts will occur with the widening of Highway 1 at the roadside drainage adjacent to the proposed northbound lane at the northern end of the project limits. This roadside drainage will permanently impact 212 square feet (20 square meters) and temporarily impact 116 square feet (11 square meters) of Coastal Commission jurisdictional wetlands. The work at this location will temporarily impact 116 square feet (11 square meters), and permanently impact 110 square feet (10 square meters) of Army Corps of Engineers jurisdictional wetlands (Table 3).

**Table 3. Summary of Impacts to Wetland and Waters of the U.S.**

| <b>Location</b>     | <b>Coastal Commission (coastal zone)<br/>Wetland Impacts<br/>Square Feet (Square Meters)</b> |           |
|---------------------|--|-----------|
|                     | Temporary  | Permanent |
| Culvert Location #1 | 0  | 39 (4)    |
| Culvert Location #2 | 21.5 (2)   | 428 (40)  |
| Roadside Drainage   | 116 (11)   | 212 (20)  |
|                     | <b>Army Corps of Engineers<br/>Wetland Impacts<br/>Square Feet (Square Meters)</b>           |           |
|                     | Temporary  | Permanent |
| Culvert Location #1 | 0  | 0         |
| Culvert Location #2 | 21.5 (2)   | 159 (15)  |
| Roadside Drainage   | 116 (11)   | 110 (10)  |
|                     | <b>Army Corps of Engineers<br/>Water of the U.S. Impacts<br/>Square Feet (Square Meters)</b> |           |
|                     | Temporary  | Permanent |
| Culvert Location #1 | 0  | 0         |
| Culvert Location #2 | 290 (27)   | 167 (16)  |
| Roadside Drainage   | 0  | 0         |

**California Red-Legged Frog (CRLF)**

Most of the potential effects to CRLFs should be avoided by the implementation of specific avoidance and minimization measures. If CRLFs are found within the project work area during pre-construction surveys, a biologist approved by the United State Fish & Wildlife Service (USFWS) for the Big Sur River will relocate them.

There is a potential for take of CRLF's through harassment and possible injury during their capture and relocation.

This project will permanently impact approximately 8 linear feet of CRLF summer aquatic habitat at culvert location #2 and temporarily impact an additional 10 linear feet of CRLF summer aquatic habitat. The maximum area of uplands that could be impacted is ~~5.3 acres (2145 meters squared)~~. This total includes the paved areas within the project area. The total area of permanent upland impacts is 0.46 acres (1861 meters squared). *5.3 acres*

### **Vegetation**

The project will require the removal of five mature redwoods (*Sequoia sempervirens*), one bay laurel (*Umbellularia californica*), and one white alder (*Alnus rhombifolia*). These trees could be potential habitat for several bird species that exist in the project area (Figure 5).

## **Avoidance and Minimization Measures**

### **Wetlands and Waters of the U.S.**

The use of environmentally sensitive area (ESA) fencing will help avoid unnecessary disturbance to wetlands and the surrounding habitat types. The implementation of a compensatory wetland mitigation plan for unavoidable impacts to Army Corps of Engineers and Coastal Commission jurisdictional wetlands will be required for this project.

The wetland mitigation site is within the project limits and is located adjacent to the outlet of culvert location #1. Wetland impacts will be mitigated at a 3:1 ratio for permanent impacts, and a 1:1 ratio for temporary impacts.

With the extension of the culvert inlet at culvert location #2, mitigation for unavoidable permanent and temporary impacts to jurisdictional Waters of the U.S. will be achieved at a 1:1 ratio for temporary impacts, and 2:1 ratio for permanent impacts. Mitigation for the impacts to jurisdictional Waters of the U.S. will occur immediately up stream from the inlet of culvert #2.

### **California Red-Legged Frogs**

The following measures will be implemented to reduce adverse effects to California red-legged frogs and their habitat:

1. Only Service-approved biologists will participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.
2. Ground disturbance will not begin until written approval is received from the Service that the biologist is qualified to conduct the work.

3. A Service-approved biologist will survey the project site 48 hours before the onset of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work activities begin. The Service-approved biologist will relocate the California red-legged frogs the shortest distance possible to a location that contains suitable habitat and will not be affected by activities associated with the proposed project. The Service-approved biologist will maintain detailed records of any individuals that are moved (e.g., size, coloration, any distinguishing features, photographs [digital preferred]) to assist him or her in determining whether translocated animals are returning to the original point of capture.

4. Before any activities begin on a project, a Service-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

5. A Service-approved biologist will be present at the work site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of habitat has been completed. After this time, the state or local sponsoring agency will designate a person to monitor on-site compliance with all minimization measures. The Service-approved biologist will ensure that this monitor receives the training outlined in measure 4 and in the identification of California red-legged frogs. If the monitor or the Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected to a degree that exceeds the levels anticipated by the Federal Highway Administration and Service during review of the proposed action, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the effect immediately or require that all actions, which are causing these effects, be halted. If work is stopped, the Service will be notified as soon as is reasonably possible.

6. During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.

7. All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies and preferably, not in a location from where a spill would drain directly toward aquatic habitat. The monitor will ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the Federal Highway Administration will ensure that a plan is in place for prompt and effective response to any accidental spills. All workers will be

informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

8. Project sites will be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by activities associated with the project, unless the Service and Federal Highway Administration determine that it is not feasible or practical. (For example, an area disturbed by construction that would be used for future activities need not be revegetated.)

9. Habitat contours will be returned to their original configuration at the end of project activities. This measure will be implemented in all areas disturbed by activities associated with the project, unless the Service and Federal Highway Administration determine that it is not feasible or modification of original contours would benefit the California red-legged frog.

10. The number of access routes, size of staging areas, and the total area of the activity will be limited to the minimum necessary to achieve the project goal. Environmentally Sensitive Areas will be established to confine access routes and construction areas to the minimum area necessary to complete construction, and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

11. The Federal Highway Administration will attempt to schedule work activities for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and informal consultation between the Federal Highway Administration and Service during project planning should be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.

12. To control sedimentation during and after project implementation, the Federal Highway Administration and sponsoring agency will implement best management practices outlined in any authorizations or permits, issued under the authorities of the Clean Water Act, that it receives for the specific project. If best management practices are ineffective, the Federal Highway Administration will attempt to remedy the situation immediately, in consultation with the Service.

13. If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch (5 millimeters) to

prevent California red-legged frogs from entering the pump system. Water will be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. The methods and materials used in any dewatering will be determined by the Federal Highway Administration in consultation with the Service on site-specific basis. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed will be minimized to the maximum extent possible; any imported material will be removed from the streambed upon completion of the project.

14. Unless approved by the Service, water will not be impounded in a manner that may attract California red-legged frogs.

15. A Service-approved biologist will permanently remove any individuals of exotic species, such as bullfrogs (*Rana catesbeiana*), crayfish, and centrarchid fishes from the project area, to the maximum extent possible. The Service-approved biologist will be responsible for ensuring his or her activities are in compliance with the California Fish and Game Code.

16. To ensure that diseases are not conveyed between work sites by the Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times. A copy of the code of practice is enclosed in the attached Biological Opinion.

17. Upon completion of any project for which this programmatic consultation is used, the Federal Highway Administration will ensure that a project completion form is completed and sent to the Ventura Fish and Wildlife Office.

18. All ground-disturbing activities will occur between May 1<sup>st</sup> and October 31<sup>st</sup>.

#### **Tree Removal and Migratory Birds**

The Migratory Bird Treaty Act special provision for tree removal shall be implemented. The seven trees shall be removed outside of the bird-nesting season to avoid impacting nesting birds. Nesting or attempted nesting by migratory birds is anticipated to occur between, but not limited to, February 15 and September 1.

### **4.3 Public Services**

#### **Affected Environment**

Pfeiffer Big Sur State Park is approximately 3,762 acres in size and is located at postmile 46.9 (Kilopost 75.5) on the east side of Highway 1 in Big Sur, California. The park is owned by California Department of Parks and Recreation (State Parks). The Park offers activities such as camping, educational exhibits & programs, family

& children programs, hiking, historical sites, nature viewing, and swimming. The Park's facilities include picnic areas, museums, lodging, campsites, and trailer hook-ups. The Big Sur River, giant redwoods, and coastal mountains characterize the Park.

Pfeiffer Big Sur Master Plan outlines potential improvements to the Park's recreational facilities. Part of the overall plan is to improve the egress and ingress of the public into the park system. Public access to the State Park is from the Highway 1 entrance.

Julia Pfeiffer State Park is just south of Pfeiffer Big Sur State Park, but is a fraction of the size and does not offer as many amenities.

There are no applicable clauses affecting the property to be acquired.

### **Impacts**

The proposed project would require approximately 0.42-acres (1720-square meters) of California State Parks & Recreation land to construct the left-turn lane. An additional 0.43-acres (1732-square meters) of California state park & Recreation land would be required for a construction/slope easement for a mitigation site.

The land required for the widening work is adjacent to the existing highway right-of-way and the State Parks driveway entrance (Figure 3). The current function of this land is the entrance to the Pfeiffer Big Sur State Park and its camping and recreational features. This use will not change with the proposed project.

The property required for the construction/slope easement for the proposed mitigation site is an area that is currently functioning as a seasonal drainage system that has experienced erosion. The proposed mitigation at this location would improve the habitat quality by providing an area for water to pond, and improve function through the addition of riparian habitat. Following construction, this location would remain in State Parks possession with improved habitat function.

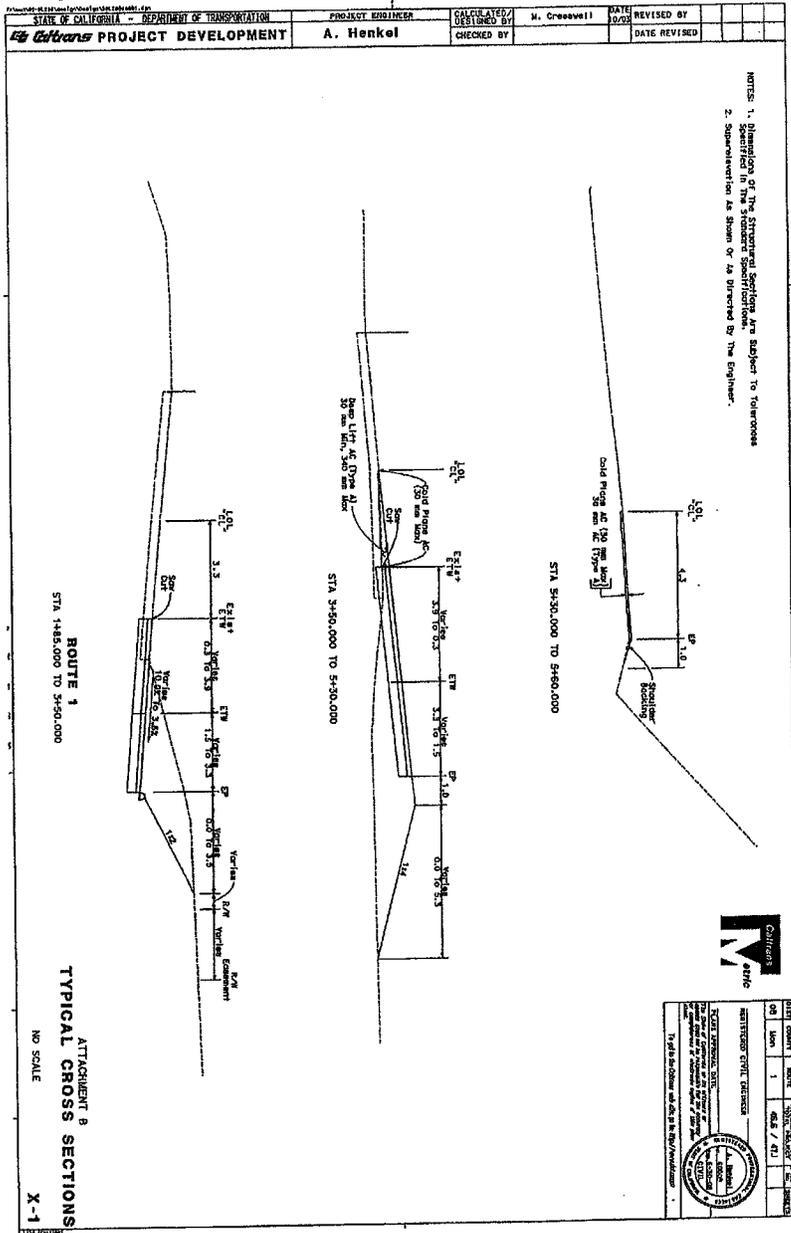
### **Avoidance and Minimization Measures**

Caltrans will prepare a letter of concurrence to be signed by State Parks that identifies mitigation for the State Park property affected by the proposed project. Caltrans has coordinated with State Parks on the design of the entry. The proposed Pfeiffer Big Sur Left-Turn Channelization project would make improvements to the park entryway while still retaining the key elements of import to the existing entryway.

The proposed action would require the approximately 0.42-acres (1720-square meters) of California State Parks & Recreation land to construct the left-turn lane. An additional 0.43-acres (1732-square meters) of California state park & Recreation

land would be required for a construction/slope easement for a mitigation site. The project will enhance habitat in this location post construction, and State Parks will retain ownership.

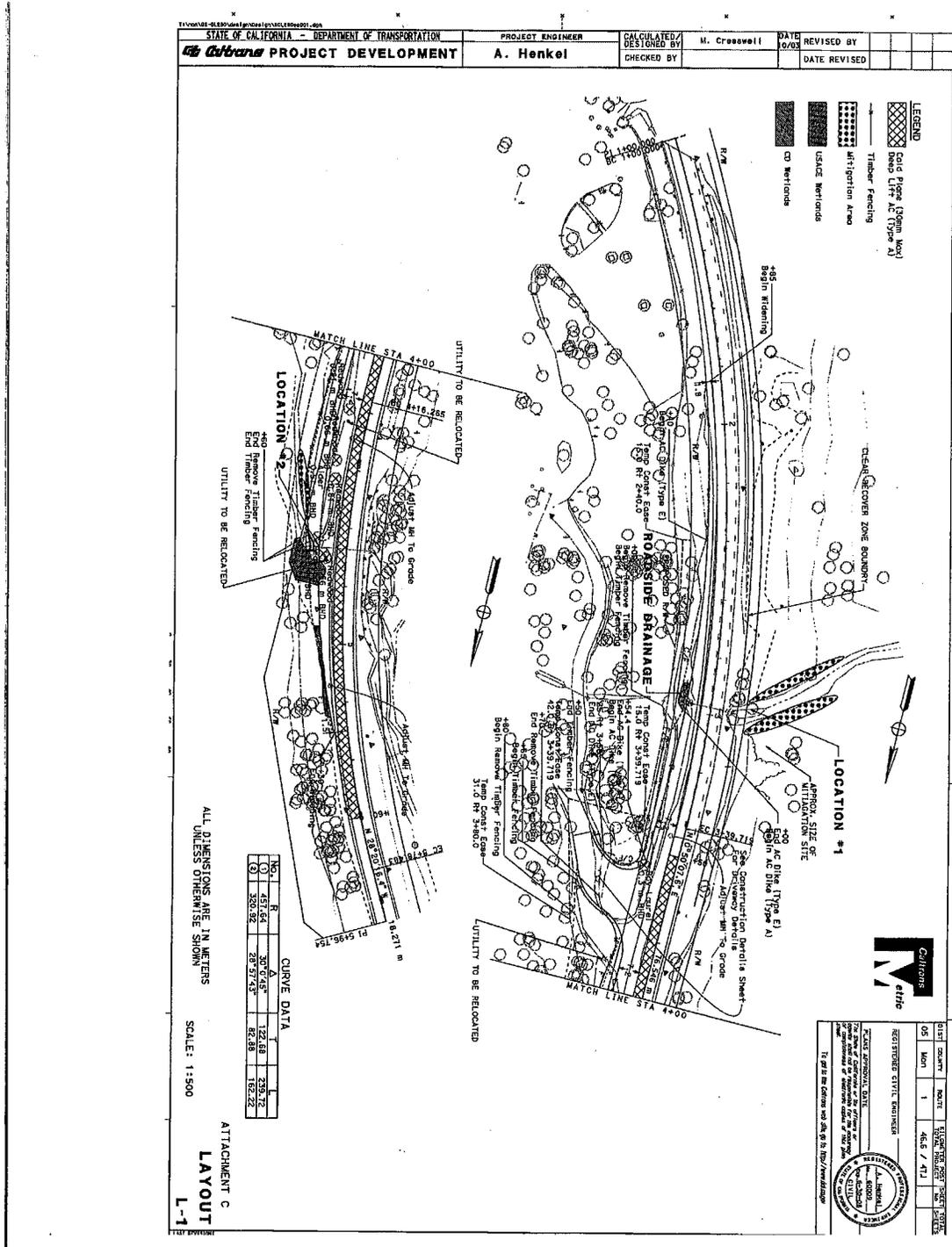




|         |   |       |              |         |              |         |           |
|---------|---|-------|--------------|---------|--------------|---------|-----------|
| DATE    | 10/03   | DRAWN | M. Croeswell | CHECKED | A. Henkel    | SCALE   | AS SHOWN  |
| PROJECT | Pfeiffer Big Sur Left-Turn Channelization Project |       |              |         |              |         |           |
| DATE    | 10/03   | SCALE | AS SHOWN     | BY      | M. Croeswell | CHECKED | A. Henkel |



# Appendix B Wetland and Culverts Location Map



# Appendix C Public Hearing Notice



## PUBLIC NOTICE



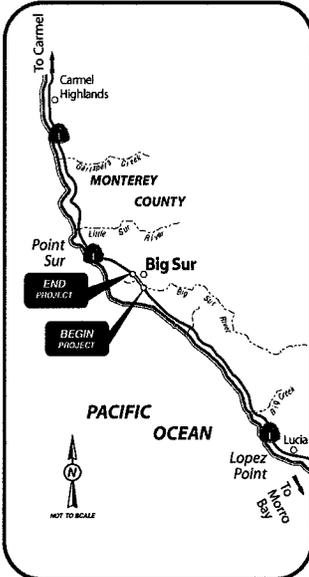
**Notice of Intent to Adopt a Mitigated Negative Declaration  
Study Results Available - Announcement of  
PUBLIC HEARING**

**for Improvements to Route 1:  
Pfeiffer Big Sur  
Left-Turn Channelization.**

**WHERE AND WHEN**

**Date:** Thursday, April 12, 2007  
**Time:** Open House 5:00 p.m. to 7:00 p.m.  
With a brief presentation at 6 p.m.

**Place:** Big Sur Lodge (Conference Room)  
Pfeiffer Big Sur State Park  
47225 Highway 1  
Big Sur, CA 93920



**WHAT IS BEING PLANNED?**

CALTRANS The California Department of Transportation is proposing to improve safety along Highway 1 by installing a left-turn lane at the entrance of Pfeiffer Big Sur State Park. There have been several rear-end accidents at this location from vehicles waiting to make a left-turn into the park. The improvements will take place between post mile 46.6 and 47.1. Any potential adverse affects to the environment will be mitigated to less than significant by incorporating specific measures. The project will not adversely affect the activities, features, or attributes of State Parks property (a 49 USC 303 Section 4(f) property) and a finding of de minimis impact is anticipated.

**WHY THIS PUBLIC NOTICE?**

CALTRANS has completed an analysis of the effects this project may have on the environment and has prepared a Draft Initial Study with a proposed mitigated negative declaration detailing these studies. This ad provides notification of the availability of the draft environmental document described above and the date and location of the public hearing.

A hearing will be held to give you an opportunity to talk about certain design features of the project with CALTRANS staff before the final design is selected. The hearing will be an open forum/house format with a short formal presentation at 6:00 p.m. You are invited to attend anytime between the hours of 5:00 p.m. and 7:00 p.m.

**WHAT'S AVAILABLE?**

Starting April 1, 2007, the "Pfeiffer Big Sur Left-Turn Channelization Draft Initial Study with a proposed mitigated negative declaration" will be available at the Caltrans District office at 50 Higuera St., San Luis Obispo, CA 93401. The document will also be available for review at:

- Big Sur Library, .....Highway 1, Big Sur, CA 93920
- Monterey City Library, ....625 Pacific Street, Monterey, CA 93940
- Cambria Library, .....900 Main Street, Cambria, CA 93428

Copies of the environmental document will also be available at the public hearing.

**WHERE DO YOU COME IN?**

CALTRANS is providing an opportunity for you to learn about the proposed project and to review and comment on the project. If the project is of interest to you, please review the environmental document. If you want further information, attend the public meeting. If you have concerns that you would like to share with us, please provide written comments to Caltrans NO LATER THAN April 30, 2007 Attn: John Luchetta, 50 Higuera Street, San Luis Obispo, CA 93401. Comments can also be submitted at the public hearing to a court reporter or in written form.

**CONTACT**

For more information, or to receive a copy of the draft environmental document, contact John Luchetta at (805) 549-3493 or email him at john\_luchetta@dot.ca.gov. For other state highway projects, please contact Caltrans District 5 Public Affairs at (805) 549-3318.

**SPECIAL ACCOMMODATIONS**

Individuals who require special accommodations (American Sign Language Interpreter, accessible seating, documentation in alternative formats, etc.) are required to contact the District 5 Public Affairs Office at (805) 549-3318 at least five days prior to the scheduled open house date. Telecommunication Devices for the Deaf (TDD) users may contact the California Relay Service TDD line at 1(800)-735-2922.

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