

Caltrans Culvert Replacement Coastal Development Permit
Record Number: PLN-2022-17562
Assessor's Parcel Number: 000-000-000 (Caltrans right of way)

Recommended Zoning Administrator Action

1. Describe the application as part of the Consent Agenda;
2. Survey the audience for any person who would like to discuss the application;
3. If no one requests discussion, make the following motion to approve the application as part of the consent agenda:

Find that the Zoning Administrator has considered the lead agency's determination that the project is exempt from environmental review, and as a Responsible Agency, concurs with the lead agency's finding, make all of the required findings for approval of the Coastal Development Permit and adopt the Resolution approving the Caltrans Culvert Replacement Coastal Development Permit as recommended by staff subject to the recommended conditions.

Executive Summary: The proposed project is a Coastal Development Permit for the replacement of two (2) culverts that have reached the end of their serviceable lives. They are both located on Highway 101 within the state right-of-way. The replacements of the culverts will be on the same alignments. Culvert 1 is located at PM 94.95 and Culvert 4 is located at PM 119.46. Culvert 1 is 74" long, and 18" wide, and its down drain is 30" long, and 18" wide. Culvert 4 is 122" long, and 18" wide. The culvert at PM 119.46 is in an area of high soil moisture, and will be replaced with reinforced concrete pipe (RCP) rather than corrugated steel pipe (CSP) to provide additional life expectancy for the new culvert. Additional work includes the replacement of the headwall at the PM 119.46 culvert.

Both culverts are in the appeals jurisdiction of the local coastal zone. This project is not exempt from needing a CDP due to the need for review under section 1602 of the Fish and Game Code- which can necessitate the need for a Lake and Streambed Alteration Permit (LSAA) from the California Department of Fish and Wildlife (CDFW), due to the subject culverts both being located in jurisdictional wetlands and waters (CDFW and the Army Corps of Engineers (USACE)).

Best management practices and avoidance measures are incorporated into the project, and included in the conditions of approval, to avoid impacts to biological resources.

This project is being undertaken by Caltrans and is state funded only. The project is expected to begin in August 2022 and estimated to occur over approximately 30 working days. The contractor is expected to utilize a variety of equipment including excavators, backhoe, dump trucks, cement mixers or slurry truck, compactor, vibratory plate, asphalt pavement spreaders, rollers, loaders, pavement saws, crane, and paint rigs.

Traffic control will be maintained by the contractor in accordance with the Caltrans Traffic Management Plan (TMP) and the Standard Plans. The TMP includes requirements related to lane closures, flagging, notification, and coordination with other projects. The proposed project will include one-lane reversing closures where applicable and delays up to 15 to 20 minutes.

Staff Recommendations: Based upon the submitted materials, review of Planning Division reference sources, and comments from all involved referral agencies, Planning staff believes that the applicant has submitted evidence in support of making all of the required findings for approving the Coastal Development Permit.

Alternatives: Several alternatives may be considered: 1) The Zoning Administrator could elect not to hear this item and put the decision making in front of the Planning Commission. Any decision to

place this matter before the Planning Commission must be done before opening the public hearing on this project; 2) The Zoning Administrator could elect to add or delete conditions of approval; 3) The Zoning Administrator could deny approval of the requested permit if you are unable to make all of the required findings. Planning Division staff is confident that the required findings can be made based on the submitted evidence and subject to the recommended conditions of approval. Consequently, planning staff does not recommend further consideration of these alternatives.