

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
 725 FRONT STREET, SUITE 300
 SANTA CRUZ, CA 95060
 PHONE: (831) 427-4863
 FAX: (831) 427-4877
 WEB: WWW.COASTAL.CA.GOV

Th7b



Prepared March 10, 2010 (for March 11, 2010 hearing)

To: Commissioners and Interested Persons

From: Dan Carl, District Manager
 Katie Morange, Coastal Planner

Subject: STAFF REPORT ADDENDUM for Th7b
CDP Application Number 3-10-003 (Del Monte Forest to Carmel Beach Trail)

The purpose of this addendum is to modify the staff recommendation for the above-referenced item. Specifically, staff would like to clarify the permit conditions related to new landscaping proposed along the trail and minor improvements to existing trail segments within the alignment. Thus, the staff report is modified as shown below (where applicable, text in underline format indicates text to be added, and text in ~~strikethrough~~ format indicates text to be deleted):

Revise Special Condition 1 on staff report page 13 as follows:

1. **Final Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the Permittee shall submit two full size sets of revised Final Plans to the Executive Director for review and approval. The revised Final Plans shall be in substantial conformance with the plans submitted to the Coastal Commission (dated received in the Commission's Central Coast District Office on January 15, 2010, and titled "Carmel Way Pedestrian Trail," "North San Antonio Avenue Pedestrian Trail," and "Carmel Beach Stairs" prepared by WWD Corporation) except that they shall be revised and supplemented to: 1) provide a boardwalk across the North Dunes area constructed of natural wood materials designed in such as way as to blend as much as possible with the dune aesthetic; 2) omit decomposed granite at the top stairway landing and instead make a seamless connection between the boardwalk and the top stairway landing; 3) provide an overlook area at the top of the stairway, including a bench if feasible; 4) modify the path alignment on Carmel Way to avoid crossing the parking area near the Carmel gate and instead extend along the seaward side of the parking area off pavement (and on a decomposed granite path segment); 5) extend the decomposed granite path segment near the restroom along Carmel Way so that it provides seamless connection to decomposed granite path segments on either side; ~~and~~ 6) modify fence design so that supporting poles do not extend above pickets, and use 4"x4" poles and 2"x4" supports if feasible; 7) repair and/or improve, as necessary, the existing trail between the 4th Street/North San Antonio intersection and the dune area so that it is safe and functional for public access use; 8) demarcate a 4-foot wide area of the existing trail (through striping, stenciling, or other method to clearly delineate the path) where it extends across pavement at the 4th Street/North San Antonio intersection (extending from North San Antonio Avenue to the existing decomposed granite trail segment); and 9) require all trail landscaping to be native plant species of local stock and appropriate to the surrounding habitat type, and prohibit non-native and/or invasive plant species along the trail.



...

Revise the first paragraph of the findings on staff report page 10 as follows:

The proposed trail and associated improvements are for the specific purpose of expanding and enhancing public recreational and interpretive access in the southern Del Monte Forest and Carmel Beach North Dune areas, and to provide California Coastal Trail (CCT) connection through this area. The trail would comprise an important new link in the CCT that would connect the existing Del Monte Forest trail system to the City of Carmel's trail system. The project area has long been identified as a significant gap in the CCT that limits access into the Forest, and ultimately limits access through the Forest and connecting to upcoast Pacific Grove at Asilomar Dunes. The project's multiple public access improvements, including restoration of the historic Redondo Trail, development of a new pathway along Carmel Way and North San Antonio Avenue, and a new path and stairway to Carmel Beach, would increase and improve public access and recreational opportunities that are currently not available or are underutilized at this location. Coastal Act policies demand that maximum public recreational access opportunities and low-cost recreation facilities be protected, encouraged, and provided. The proposed project will further Coastal Act goals in the Del Monte Forest and City of Carmel. To ensure full consistency with Coastal Act access requirements, Special Condition 1 requires minor repair and improvements to existing access segments along the alignment as necessary to ensure the entirety of the trail is safe and functional for public access use; Special Conditions 32 and 6 require that the trail be maintained and unobstructed in perpetuity for public use;; and Special Condition 4 requires that the Del Monte Forest trail map be updated to show the new trail and its connectivity to the existing system.

Revise the third paragraph of the findings on staff report page 12 as follows:

As such, a boardwalk through the dunes is appropriate to provide maximum public access, and it would also be consistent with the Coastal Act's ESHA protection requirements. Accordingly, Special Condition 1 requires a boardwalk over this approximately 520-foot long segment of the trail alignment. The project has also been conditioned (Special Conditions 1 and 2) to require directional and interpretive signage along this accessway to enhance the public's understanding and knowledge of dune habitat. In addition, to ensure that construction activities do not degrade the forest, dune, and beach habitat areas, Special Condition 5 requires a construction plan that minimizes construction activities and staging and otherwise protects these areas from construction equipment and materials, and Special Condition 1 requires that the all trail landscaping (such landscaping is only proposed along North San Antonio Avenue) be native, non-invasive species of local stock and appropriate to the surrounding habitat type (i.e., dune and forest) so as not to introduce any invasives and/or non-native plants that could compromise the native habitats. Finally, although not part of this project, the recently Commission-certified Del Mar Master Plan provides a detailed restoration and habitat protection plan for this area that will re-establish the natural dune system and provide for continuation of the habitat.



CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
FAX: (831) 427-4877
WEB: WWW.COASTAL.CA.GOV

Th7b



Filed:	02/14/2010
180 th day:	08/21/2010
Staff report prepared:	02/24/2010
Staff Report prepared by:	K.Morange
Staff Report approved by:	D.Carl
Hearing date:	03/11/2010

COASTAL DEVELOPMENT PERMIT APPLICATION

Application number3-10-003, Del Monte Forest to Carmel Beach Trail

Applicant.....Pebble Beach Company

Project locationAlong the existing historic Redondo Trail alignment and the west side of Carmel Way (between the Pebble Beach Golf Links maintenance driveway and the City of Carmel gate) in the Del Monte Forest, and along North San Antonio Avenue (from the Carmel Gate to 4th Avenue) and the existing 4th Avenue beach accessway to Carmel Beach in the City of Carmel, Monterey County.

Project descriptionConstruct new public access pedestrian trail segments and improve existing trails to connect the Del Monte Forest trail system to Carmel Beach as part of the California Coastal Trail (includes trail and new stairway improvements in the Forest; decomposed granite walkway along Carmel Way and North San Antonio Avenue; a new trail through the North Del Mar Dunes area; and a new stairway to Carmel Beach).

Local approvalsCity of Carmel Planning Commission design study MP 09-9; Monterey County design approval PLN090414.

File documents.....Monterey County certified Del Monte Forest Area Local Coastal Program (LCP); City of Carmel certified LCP, including Del Mar Dunes Master Plan; Coastal Commission file for CDP 3-06-033; Coastal Commission file for LCP amendment CML-3-09 Part 1.

Staff recommendation ...Approval with Conditions

A.Staff Recommendation

1. Summary of Staff Recommendation

The proposed trail improvements and new trail would be located where the Del Monte Forest area of unincorporated Monterey County connects to the northern edge of the City of Carmel. The project is divided into three segments: (1) trail improvements along 960 feet of the existing historic Redondo Trail



alignment in the Del Monte Forest, (2) a new approximately 0.24-mile long trail/footpath along Carmel Way/North San Antonio Avenue, and (3) trail improvements along the existing 4th Avenue accessway, including new stairs to Carmel Beach. The total length of existing trail improvements and new trail would be approximately 0.6 mile.

On December 13, 2006, the Coastal Commission approved CDP 3-06-033 for a seawall at the 5th hole of the Pebble Beach Golf Links (PBGL). To mitigate for the loss of sandy beach and associated public access and recreational beach area associated with the seawall, the permit was conditioned to require a trail from Carmel Way along the southern end of the PBGL property at Pescadero Canyon to Carmel Beach. The Applicant is requesting to shift the alignment of the required trail associated with that CDP decision to provide a different connection to Carmel Beach slightly further downcoast, and also to expand the scope of the trail project to include additional trail area so as to better connect Carmel Beach through trail access to the Del Monte Forest trail system. (The proposed project is subject to a new permit application because the location shifted to include property in the City of Carmel on City property, and a different Monterey County area in Del Monte Forest than was associated with the originally required trail.)

Because the proposed project is located in the Coastal Commission's original jurisdiction, Monterey County's certified LCP jurisdiction, and the City of Carmel's certified LCP jurisdiction, and based on consent of all required parties, this application is being considered as a consolidated CDP application pursuant to Coastal Act Section 30601.3. As such, the applicable standard of review is Chapter 3 of the Coastal Act, with the Monterey County and City of Carmel LCPs as non-binding guidance.

The proposed trail and associated improvements would expand and enhance public recreational access in the southern Del Monte Forest and in the Carmel Beach North Dune areas, and comprise an important new link in the California Coastal Trail (CCT) that would connect the existing Del Monte Forest trail system to the City of Carmel's trail system and Carmel Beach. The project area has long been identified as a significant gap in the CCT that limits access into the Forest, and ultimately limits access through the Forest and connecting to upcoast Pacific Grove at Asilomar Dunes. The project's multiple public access improvements would increase and improve public access and recreational opportunities that are currently not available or are underutilized at this location. The project is consistent with Coastal Act policies that demand maximum public recreational access opportunities and low-cost recreation facilities be protected, encouraged, and provided.

Some of the subject trail segments occur in environmentally sensitive habitat areas (ESHA), namely native Monterey pine forest in the Del Monte Forest and dunes associated with Carmel Beach. However, all trail alignments associated with the project in these areas already exist, and the project would simply result in upkeep, maintenance, and some improvement to them. In any case, the project components in these ESHAs can also be considered resource dependent because they provide for enjoyment and observation of rare and sensitive habitats that could not be provided were the trail not located within the habitat. In other words, and as has long been recognized with the Del Monte Forest trail system, one of the primary objectives of the proposed project is to maximize opportunities to educate, inform, and inspire users of the trail system so as to enhance their enjoyment of the Forest and the dunes, and



possibly more importantly to encourage them to take action to help protect such resources here and elsewhere. Interpretive trail opportunities like this, particularly in close proximity to urban areas with significant numbers of users and potential users, are limited, and thus it is critically important that their interpretive utility in this regard is maximized. The trail improvements proposed have been sited and designed to prevent significant disruption and impacts to these habitats, and has been conditioned to require interpretive and other signage to educate users of the trail about these areas.

There is one component of the proposed project that does not adequately protect habitats and provide adequate access connectivity, however. This segment is that portion of the existing 4th Avenue beach accessway that currently extends across the dunes themselves. As proposed, new post and rope demarcation would be provided, but users would still be directed to walk through the dune sands directly. Although such demarcation helps direct users, the bare sand trail would preclude members of the public in wheelchairs and other assisted wheeled devices, including walkers and strollers, from using the trail. It would also make it difficult for users not interested, inclined, or otherwise physically able to try to walk across shifting dune sands. In short, a sand trail component like this would lessen the utility of the trail connection proposed, and this is inappropriate at such a critical public access link in not only the area's trail system but also the California Coastal Trail.

In addition, a sand trail keeps users in the dunes themselves (as opposed to separated from them), which can lead to habitat impacts. Conversely, a boardwalk segment through the dunes would both facilitate access (including ADA access, and access for users not otherwise able or interested in traversing dune sand), and best protect the dune habitat from disturbance. In fact, the recent City of Carmel LCP amendment certified by the Commission in January of this year for this North Dune area explicitly calls out the use of boardwalks for this purpose at this precise location. The Commission has had long experience with boardwalk projects as a means of protecting dune habitats, and there is nothing specific to this location that would conclusively argue for a different approach here. As such, the permit has been conditioned to require an ADA boardwalk instead of a bare sand trail for this segment of the alignment.

As proposed and conditioned, the project represents an exceptional public recreational access project, with components that will be sited and designed in such a way as to provide maximum public benefit at this important public site while ensuring no significant disruption of habitat values. Staff recommends that the Commission **approve, with conditions**, a CDP for the proposed project. The required motion is found directly below.

2. Staff Recommendation on Coastal Development Permit

Staff recommends that the Commission, after public hearing, **approve** the proposed project subject to the standard and special conditions below.

Motion: I move that the Commission approve coastal development permit number 3-10-003 pursuant to the staff recommendation.

Staff Recommendation of Approval: Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and



findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution to Approve the Permit: The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

Staff Report Contents

A. Staff Recommendation.....1

1. Summary of Staff Recommendation.....1

2. Staff Recommendation on Coastal Development Permit3

B. Findings and Declarations5

1. Project Background, Location, and Description5

2. Coastal Development Permit Determination6

A. Standard of Review.....6

B. Applicable Policies6

C. Consistency Analysis10

D. Conclusion12

3. Conditions of Approval13

A. Standard Conditions.....13

B. Special Conditions13

C. California Environmental Quality Act (CEQA)17

D. Exhibits

Exhibit A: Location Map

Exhibit B: Overall Proposed Trail Plan

Exhibit C: Aerial Photo

Exhibit D: Carmel Way Trail Plans (includes Redondo Trail segment)

Exhibit E: North San Antonio Trail Plans (includes Del Mar Dunes segment)

Exhibit F: Carmel Beach Stairway Plans



B. Findings and Declarations

The Commission finds and declares as follows:

1. Project Background, Location, and Description

On December 13, 2006, the Coastal Commission approved CDP 3-06-033 for a seawall at the 5th hole of the Pebble Beach Golf Links (PBGL). To mitigate for the loss of sandy beach and associated public access and recreational beach area associated with the seawall, the permit was conditioned to require reestablishment of that segment of the historic Redondo Trail from Carmel Way along the southern end of the PBGL property at Pescadero Canyon to Carmel Beach. Due to constraints associated with active golf play and adjacent private property, the Applicant is requesting to shift the alignment of the required trail associated with that CDP decision to provide a different connection to Carmel Beach slightly further downcoast, and also to expand the scope of the trail project to include additional trail area so as to better connect Carmel Beach through trail access to the Del Monte Forest trail system. The new proposed stairway access would be approximately 350 feet downcoast from the previously-required stairway. In order to facilitate the development of a trail that would be part of the California Coastal Trail in this area, the request also includes improvements to the historic Redondo Trail in the Del Monte Forest and a developed pathway from the Redondo Trail south into the City of Carmel to the proposed beach accessway. The proposed project is subject to a new permit application because the location shifted to include property in the City of Carmel on City property, and a different Monterey County area in Del Monte Forest than was associated with the originally required trail. The Commission will still need to process an amendment to CDP 3-06-033 to reflect the change to the trail requirement.

The proposed trail improvements and new trail would be located where the Del Monte Forest meets the northern portion of the City of Carmel (see Exhibit A). The project is divided into three segments: (1) trail improvements along 960 feet of the existing Redondo Trail, (2) a new approximately 0.24-mile long trail/footpath along Carmel Way/North San Antonio Avenue, and (3) trail improvements along the existing 4th Avenue accessway, including new stairs to Carmel Beach (see Exhibit B). The total length of existing trail improvements and new trail would be approximately 0.6 mile.

The first segment (Redondo Trail improvements) would begin where the existing Redondo Trail connects to the more inland Del Monte Forest trails, and would consist of clearing and restoring the existing Redondo Trail footpath and constructing a new wood stairway just south of Carmel Way within the alignment of the existing trail. The improvements in this area also include one new crosswalk and signage across 17-Mile Drive and two new crosswalks and signage across Carmel Way to link the footpath. The second segment of the alignment would begin at the PBGL maintenance driveway on the west side of Carmel Way and would consist of a new 4-foot wide decomposed granite footpath and curb adjacent to the roadway that would terminate at the North San Antonio/4th Avenue intersection in the City of Carmel. At the third and final segment, the trail would turn west down the existing beach accessway at 4th Avenue. At the end of the existing developed accessway, a new sand trail would be demarcated through the dunes through rope and poles, and would terminate at a new wood stairway that would provide access to the northern portion of Carmel Beach.



2. Coastal Development Permit Determination

A. Standard of Review

The proposed project is located in the Coastal Commission's original jurisdiction, Monterey County's certified LCP jurisdiction, and the City of Carmel's certified LCP jurisdiction. To simplify the coastal permitting process in such multi-jurisdictional cases, Coastal Act Section 30601.3 allows for the Commission to act upon a consolidated CDP application if the applicants, the local government(s) in question, and the Commission (through its Executive Director) agree to the Commission processing and acting upon a consolidated CDP application, provided public participation is not substantially impaired. In this case, the City, the County, and the Commission have all agreed to such a consolidated CDP application process. Pursuant to Coastal Act Section 30601.3, the standard of review for this consolidated CDP application is Chapter 3 of the Coastal Act, with the City's LCP providing non-binding guidance for the portion of the proposed project in the City and the County's LCP providing non-binding guidance for the portion of the proposed project in the County. As such, applicable Coastal Act policies are cited in the analysis that follows, as well as certain LCP policies as guidance as relevant.

B. Applicable Policies

1. Public Access and Recreation

Coastal Act Sections 30210 through 30213, and 30221 and 30223 require that new development maximize public recreational access, provide visitor-serving recreational facilities, protect oceanfront land and suitable upland areas for recreational use and development, and in general establish that coastal-dependent, visitor-serving, and public recreational access developments have priority over other types of uses and development. In particular:

Section 30210: *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Section 30211: *Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

Section 30212(a): *Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) Adequate public access exists nearby, or (3) Agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*



Section 30213: *Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. ...*

Section 30221: *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

Section 30223: *Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*

Monterey County (Del Monte Forest Area) Land Use Plan applicable public access policies:

Policy Guidance Statement. *The provision of visual and physical public access to the shoreline and the enjoyment of recreational values throughout the Del Monte Forest Area, consistent with the basic purpose of the California Coastal Act, shall be encouraged.....*

Policy 131. *Where public access already occurs in environmentally sensitive habitat areas, it shall be limited to low-intensity recreational, scientific, or educational uses such as nature study and observation, education programs in which collecting is restricted, photography, and hiking. Access in such areas shall be controlled through designs which confine it to designated trails and paths.*

Policy 135. *Plans to improve existing trails or create new trails shall ensure as a condition of approval that environmentally sensitive habitats are protected from overuse.*

Policy 137. *Access improvements, including trails, stairs, ramps, railings, restrooms, and parking facilities, shall be sited and designed in a manner compatible with the scenic character of the surrounding environment....*

City of Carmel Land Use Plan applicable public access policies:

Goal 4-1. *Provide for maximum public access to, and recreational use of, the shoreline consistent with private property rights and environmental protection.*

Objective 4-1. *Maintain frequent and safe points of access along the beach.*

Policy 4-1. *Development shall not interfere with the public's right of access to the sea.*

Policy 4-2. *Continue to provide vertical access along the Carmel shoreline at approximately one or two block intervals.*

Policy 4-3. *Improve and sign the vertical access at Fourth Avenue. Consider development of a pedestrian path from the foot of Jane Powers walkway to the Fourth Avenue beach access*



through Sand and Sea. Investigate and implement opportunities to establish or reestablish additional vertical access from North San Antonio to the beach to the extent feasible.

Policy 4-7. *Protect the public’s historic right of unrestricted access to the entire beach in Carmel-by-the-Sea from the southern to the northern city limit by prohibiting development that interferes with such rights and by actively defending established prescriptive rights....*

Objective 4-2. *Establish a local segment of the California Coastal Trail through Carmel-by-the-Sea by connecting existing pedestrian paths and developing new pedestrian paths or routes as required to create a continuous trail through the City.*

Policy 4-12. *Provide safe and adequate pedestrian access from the Carmel gate at the north city boundary to Ocean Avenue while protecting environmental resources.*

Goal 4-2. *Develop a Master Plan for the Del Mar and North Dunes area...*

Policy 4-18. *Improve the pedestrian experience through the Del Mar parking area for those arriving on foot and from parked vehicles to the beach. Consider construction of boardwalks or other improvements to aid beach circulation, protect tree roots and protect the sensitive vegetation in the North Dunes area.*

Policy 4-19. *Provide disabled access consistent with ADA requirements. Provide access that blends with the beach and allows disabled individuals the opportunity to enjoy a more natural beach experience.*

Policy 4-22. *Continue to support passive beach activities that are consistent with maintaining the natural beach setting....*

Policy 4-29. *Post “beach access/pedestrians only” signs at the top of pedestrian easements to help visitors locate these access routes including North Dunes access routes and the easement from San Antonio through Sand and Sea.*

The City of Carmel Del Mar Master Plan (certified as part of the LCP) provides additional direction for access and habitat restoration in the North Dunes area. Specifically, the Dune Restoration and Management Program component of the Master Plan provides for the re-creation of a self-sustaining dune habitat while providing safe visitor access and enjoyment of the dunes. In particular:

Goal 11: *Provide safe pedestrian access to the dunes, minimizing impact to the dune habitat. Consider constructing an ADA compliant boardwalk in North and Del Mar Dunes.*

2. Environmentally Sensitive Habitat Areas

The Coastal Act is very protective of environmentally sensitive habitat areas (ESHA) which is defined in the Coastal Act as follows:



Section 30107.5. *“Environmentally sensitive area” means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.*

Non-resource dependent development within ESHAs is prohibited, and adjacent development must be sited and designed so as to maintain the productivity of these natural systems. In particular, Coastal Act Section 30240 states:

Section 30240(a). *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*

Section 30240(b). *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Monterey County (Del Monte Forest Area) Land Use Plan applicable ESHA policies:

Policy Guidance Statement. *The environmentally sensitive habitat areas of the Del Monte Forest Area are unique, limited, and fragile resources, which are important to the enrichment of residents and visitors alike. Accordingly, they shall be protected, maintained, and, where possible, enhanced and restored in accordance with the policies of this LUP and the associated policies and maintenance standards of the OSAC Plan. All categories of land uses, both public and private, shall be subordinate to the protection of these areas.*

Policy 8. *Environmentally sensitive habitat areas that are not designated as rehabilitation areas shall be protected against any significant disruption of habitat values. Within environmentally sensitive habitat areas, new land uses shall be limited to those that are dependent on the resources therein. Land uses immediately adjacent to environmentally sensitive habitat areas shall be compatible with long-term maintenance of the resource; development shall be sited and designed to prevent impacts which would significantly degrade the protected habitat. In designated open space areas, conformance to the applicable OSAC Plan maintenance standards shall be considered the test of consistency with this policy.*

Policy 9. *Improvements to facilitate recreational or visitor uses, including vegetation removal, excavation, grading, or filling in designated environmentally sensitive habitat areas shall be sited, designed and managed to avoid any significant disruption of the protected resources. Areas which are especially sensitive to recreational use include riparian, habitats, wetlands, and sites of known rare and endangered species of plants and animals. Bird rookeries, major roosting and haul-out sites, and other wildlife breeding or nursery areas identified in Figure 2 of this LUP are generally appropriate only for off-site observation. Any uses of these areas shall be mitigated consistent with OSAC maintenance standards for the affected area and shall be*



required to demonstrate enhancement of the affected habitat as part of the use proposal.

Policy 14. *Near environmentally sensitive habitat areas, the removal of indigenous vegetation and land disturbance (grading, excavation, paving, etc.) shall be restricted to the minimum amount necessary to accommodate development. This policy shall not restrict the activities of the Del Monte Forest Foundation in implementing OSAC Plan maintenance standards.*

City of Carmel Land Use Plan applicable ESHA policies:

Goal 5-12. *Identify, protect and manage Environmentally Sensitive Habitat Areas (ESHAs) to ensure their long-term integrity and the biological productivity of these habitats.*

Objective 5-40. *Ensure that long-term management activities maintain the natural dune ecology of Carmel Beach in a manner consistent with public safety. Protect areas of the beach from the loss of habitat, where special status plant species are growing.*

C. Consistency Analysis

The proposed trail and associated improvements are for the specific purpose of expanding and enhancing public recreational and interpretive access in the southern Del Monte Forest and Carmel Beach North Dune areas, and to provide California Coastal Trail (CCT) connection through this area. The trail would comprise an important new link in the CCT that would connect the existing Del Monte Forest trail system to the City of Carmel's trail system. The project area has long been identified as a significant gap in the CCT that limits access into the Forest, and ultimately limits access through the Forest and connecting to upcoast Pacific Grove at Asilomar Dunes. The project's multiple public access improvements, including restoration of the historic Redondo Trail, development of a new pathway along Carmel Way and North San Antonio Avenue, and a new path and stairway to Carmel Beach, would increase and improve public access and recreational opportunities that are currently not available or are underutilized at this location. Coastal Act policies demand that maximum public recreational access opportunities and low-cost recreation facilities be protected, encouraged, and provided. The proposed project will further Coastal Act goals in the Del Monte Forest and City of Carmel. To ensure full consistency with Coastal Act access requirements, Special Conditions 3 and 6 require that the trail be maintained and unobstructed in perpetuity for public use, and Special Condition 4 requires that the Del Monte Forest trail map be updated to show the new trail and its connectivity to the existing system.

The proposed project involves access enhancements in both disturbed, landscaped areas and roadway shoulders as well as within sensitive habitat areas. The northern segment of the project along the historic Redondo Trail is within the native Monterey pine forest habitat, considered an environmentally sensitive habitat area by the Commission.¹ The project would involve trimming and clearing overgrown understory vegetation along the trail to restore it to its historic bare soil alignment and installing a new wood stairway and signage to improve linkages to the larger Del Monte Forest trail system. The trail would be re-opened and returned to use as a part of larger forest trail system, which is generally

¹ See, for example, adopted Commission findings for Monterey County LCP amendment LCPA 1-07 (Measure A) in 2007.



comprised of both single-track and fire-road hiking and equestrian nature trails. As such, this segment of the proposed project is consistent with Coastal Act public access policies because it restores and maximizes access in an area where it is currently not available or usable. Furthermore, the type of trail and enhancements in this segment are appropriate for the area and existing trail system to which it is connected.

The enhancements associated with the Redondo Trail segment are also consistent with Coastal Act ESHA policies. Section 30240(a) of the Coastal Act allows for resource dependent uses in ESHA provided that they will not significantly disturb the habitat(s), and the Commission has considered uses such as low impact interpretive facilities, boardwalks, sand ladders, and trails in dunes and other ESHAs to be resource dependent. In this case, the trail alignment here already exists, and the project would simply result in upkeep, maintenance, and some improvement to it. In any case, the project components in this ESHA can be considered resource dependent because it provides for enjoyment and observation of rare and sensitive habitats that could not be provided were the trail not located within the habitat. In other words, and as has long been recognized with the Del Monte Forest trail system, one of the primary objectives of the proposed project is to maximize opportunities to educate, inform, and inspire users of the trail system so as to enhance their enjoyment of the Forest and the dunes, and possibly more importantly to encourage them to take action to help protect such resources here and elsewhere. Interpretive trail opportunities like this, particularly in close proximity to urban areas with significant numbers of users and potential users, are limited, and thus it is critically important that their interpretive utility is maximized. The trail improvements proposed have been sited and designed to prevent significant disruption and impacts to these habitats, including because such improvements follow an historic trail alignment and do not involve widening or new trail spurs. As such, the trail will not result in any significant disruption of habitat values. In addition, Special Conditions 1 and 2 require interpretive and other signage to inform users of the trail about the sensitive nature of the Monterey pine forest habitat, and other sensitive resources in this area. As designed and conditioned, restoration of the historic Redondo Trail is consistent with the ESHA policies of the Coastal Act.

On the other (southern) end of the alignment, at the Carmel Beach North Dune area in Carmel, the trail would extend over dune habitat before it descends down the proposed stairway to the beach. This dune habitat is part of one of the last intact dune features within the Carmel city limits, and because of the privacy and protection from wind it provides, receives thousands of visitors each year. As a consequence, unmanaged access and other human activities in and among the dune area have greatly altered the natural state of the dunes. The original composition and distribution of native central dune scrub vegetation has been reduced, with only a fraction of the native dune plant species present in small isolated patches. The proposed project would direct the public to a single path alignment through the North Dunes area and down to the beach, eliminating scattered pedestrian traffic that has contributed to the fragmentation and trampling of the dune habitat.

Although the segment of the proposed project through the North Dune area provides a critical public access link in not only the area's trail system but also the CCT, the approximately 520-foot long bare soil/sand pathway at the end of the existing improved accessway and through the dunes to the beach stairway does not maximize public access for all individuals. The bare soil/sand trail would preclude



members of the public in wheelchairs and other assisted wheeled devices, including walkers and strollers, from accessing the bluffs above Carmel Beach at this location. It would also make it difficult for users not interested, inclined, or even physically able to try to walk across shifting dune sands. Although the City's LCP envisions handicapped beach access at Ocean Avenue and approximately 9th Avenue, these ADA-compliant access points have not yet been developed, and it is unknown when they would be developed. As such, it is appropriate to require an ADA accessible path at this location to ensure maximum access for all members of the public.

Furthermore, the City of Carmel's certified Land Use Plan and recently certified Del Mar Master Plan² encourage construction of a boardwalk at this location to provide disabled access consistent with ADA requirements and to aid beach circulation, protect tree roots and protect the sensitive vegetation in the North Dunes area. As described above, a public access boardwalk in dune ESHA is considered a resource-dependent development because it would provide for enjoyment and observation of this rare and sensitive habitat that could not be provided were the trail not located within the habitat. The boardwalk would limit trampling and other human disturbance in the dunes by directing public use to a single trail, reducing the disruption of habitat values that currently occurs with unmanaged access. The Commission has had long experience with boardwalk projects as a means of protecting dune habitats,³ and there is nothing specific to this location that would conclusively argue for a different approach here.

As such, a boardwalk through the dunes is appropriate to provide maximum public access, and it would also be consistent with the Coastal Act's ESHA protection requirements. Accordingly, Special Condition 1 requires a boardwalk over this approximately 520-foot long segment of the trail alignment. The project has also been conditioned (Special Conditions 1 and 2) to require directional and interpretive signage along this accessway to enhance the public's understanding and knowledge of dune habitat. In addition, to ensure that construction activities do not degrade the forest, dune, and beach habitat areas, Special Condition 5 requires a construction plan that minimizes construction activities and staging and otherwise protects these areas from construction equipment and materials. Finally, although not part of this project, the recently Commission-certified Del Mar Master Plan provides a detailed restoration and habitat protection plan for this area that will re-establish the natural dune system and provide for continuation of the habitat.

D. Conclusion

As proposed and conditioned by this permit, the project will provide new public recreational access, including as an important new link in the California Coastal Trail in the southern Del Monte Forest/northern City of Carmel. The project, as conditioned, represents an exceptional public recreational and interpretive access project, with components that will be sited and designed in such a way as to provide maximum public benefit at this important public site while protecting sensitive habitat. As such, the project can be found consistent with the Coastal Act policies discussed above.

² LCP Amendment Number CML-3-09 Part 1 (Del Mar Master Plan), certified by the Commission on January 14, 2010.

³ See, for example CDP 3-01-101 (Del Monte Beach), CDP 3-01-003 (Grover Beach Boardwalk), and CDP 3-87-258 (Asilomar State Beach Boardwalk).



3. Conditions of Approval

A. Standard Conditions

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

B. Special Conditions

1. **Final Plans.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the Permittee shall submit two full size sets of revised Final Plans to the Executive Director for review and approval. The revised Final Plans shall be in substantial conformance with the plans submitted to the Coastal Commission (dated received in the Commission's Central Coast District Office on January 15, 2010, and titled "Carmel Way Pedestrian Trail," "North San Antonio Avenue Pedestrian Trail," and "Carmel Beach Stairs" prepared by WWD Corporation) except that they shall be revised and supplemented to: 1) provide a boardwalk across the North Dunes area constructed of natural wood materials designed in such as way as to blend as much as possible with the dune aesthetic; 2) omit decomposed granite at the top stairway landing and instead make a seamless connection between the boardwalk and the top stairway landing; 3) provide an overlook area at the top of the stairway, including a bench if feasible; 4) modify the path alignment on Carmel Way to avoid crossing the parking area near the Carmel gate and instead extend along the seaward side of the parking area off pavement (and on a decomposed granite path segment); 5) extend the decomposed granite path segment near the restroom along Carmel Way so that it provides seamless connection to decomposed granite path segments on either side; and 6) modify fence design so that supporting poles do not extend above pickets, and use 4"x4" poles and 2"x4" supports if feasible.

The revised Final Plans shall identify all signs, handouts, brochures, and any other project elements that will be used to direct, facilitate, manage, and provide public access as part of the approved



project, including identification of all public education/interpretation features that will be provided along the trail (educational displays, interpretive signage, etc.). Sign details showing the location, materials, design, and text of all signs shall be provided. The signs shall be designed so as to provide clear information without impacting public views and site character. At a minimum, public access directional signs shall be placed at both ends of the trail (i.e., at the beginning of improvements to the Redondo Trail where it intersects the first fire road component of the Del Monte Forest trail system, and at Carmel Beach at the base of the stairs), at each major junction along the trail, and elsewhere along the trail as determined to be appropriate by the Executive Director, and shall be visible from both directions. The signs shall include the following text: "Public Access" (or equivalent, subject to review and approval by the Executive Director) and shall include the widely recognized public access "feet" symbol. At a minimum, interpretive/educational signage describing the historic use of the Redondo Trail and its relationship to the Del Monte Forest Trail System shall be located along that segment of the trail (and the historic Redondo Trail sign shall be restored), and interpretive/educational signage describing the natural history of trail habitats (native Monterey pine forest and dunes) shall be located along the trail in appropriate locations for each habitat type. Additionally, signs describing hiker etiquette may be allowed where necessary, or such language combined with directional or interpretive signage as necessary. All signs shall be adequately sized and placed so as to allow them to be easily read by trail users, but not so they distract from the trail experience by being overly large or degrading views. Signage shall acknowledge the participants in the design and provision of the trail (including its interpretative access components) including the Pebble Beach Company, the City, the County, and the California Coastal Commission, and shall clearly reflect that the path system is a component of the California Coastal Trail. Signs shall be made up of materials and colors consistent with the trail character and Del Monte Forest and City of Carmel sign aesthetics.

The Permittee shall undertake development in accordance with the approved Final Plans.

2. **Public Access Management Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the Permittee shall submit for Executive Director review and approval two full-scale sets of a public access management plan (Access Plan). The Access Plan shall clearly describe the manner in which general public access associated with the approved project is to be managed and provided, with the objective of maximizing public access along the trail and stairway (including all pathways) and all related areas and public access amenities (i.e., landscaping, irrigation, restroom, overlooks, interpretive signs and facilities, etc.) described in this special condition. The Access Plan shall at a minimum include the following:
 - a. **Clear Depiction of Public Access Areas and Amenities.** All public access areas and amenities, including all of the areas and amenities described above, shall be clearly identified as such on the Access Plan (including with hatching and closed polygons so that it is clear what areas are available for public access use).
 - b. **Overlook.** A public access overlook shall be provided at the top of the stairway and a bench shall be included that is designed to best utilize views and interpretation possibilities.



- c. **Public Access Signs/Materials.** All signs and related materials associated with the final plans (see Special Condition 1) shall be identified.
- d. **Public Use.** Trail use shall be limited to pedestrian/hiking/bicycle/equestrian use only (i.e., motorized vehicles will not be allowed). The trail shall be available for general public use in perpetuity, and shall not be obstructed in any way.
- e. **No Public Access Disruption.** Development and uses within the public access areas that disrupt and/or degrade public access (including areas set aside for private uses, and barriers to public access such as trash enclosures, temporary structures, private use signs, etc.) shall be prohibited. The public use areas shall be maintained in a manner that maximizes public use and enjoyment.
- f. **Public Access Use Hours.** All public access areas and amenities shall be available to the general public free of charge during at least daylight hours (i.e., one hour before sunrise to one hour after sunset).
- g. **Minor Adjustments.** The Access Plan shall provide that minor adjustments may be allowed by the Executive Director if such adjustments: (1) are deemed reasonable and necessary; and (2) do not adversely impact coastal resources.
- h. **Public Access Areas and Amenities Maintained.** The public access components of the project shall be maintained in a structurally sound manner and their approved state in perpetuity. At a minimum, vegetation growing on or adjacent to trails that might obstruct use shall be cleared at least once per year, or more often as necessary to maintain the permitted widths of the trail segments at shoulder height.

The Permittee shall undertake development in accordance with the approved Access Plan, which shall govern all general public access to the site pursuant to this coastal development permit.

- 3. **Revised Gate Handout.** WITHIN SIX MONTHS OF TRAIL COMPLETION, the Permittee shall submit a revised Del Monte Forest gate handout to the Executive Director for review and approval. The revised gate handout shall be consistent with the requirements of all previous coastal development permits issued the Permittee, and consistent with the Monterey County certified Local Coastal Program. The revised handout shall clearly and accurately identify all public access amenities within Del Monte Forest (including all trails, parking areas, destinations, facilities, etc.), including the reconstructed trail from Carmel Way to the sand at Carmel Beach, at a scale and in a design that is easily understood. At the Permittee's discretion, the revised gate handout may be developed and submitted to the Executive Director as a separate public access insert to the gate handout, provided it is clear that such insert is to be distributed (with the rest of the gate handout) to all visitors entering Del Monte Forest.
- 4. **Construction Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the Permittee shall submit two copies of a Construction Plan to the Executive Director for review and approval. The Construction Plan shall, at a minimum, include the following:



- a. Construction Areas.** The Construction Plan shall identify the specific location of all construction areas, all staging areas, and all construction access corridors in site plan view. All such areas within which construction activities and/or staging are to take place shall be minimized to the maximum extent feasible in order to have the least impact on public access and other coastal resources, including by using inland areas for staging and storing construction equipment and materials as feasible.
- b. Construction Methods.** The Construction Plan shall specify the construction methods to be used, including all methods to keep the construction areas separated from Monterey pine, dune, and sandy beach areas (including using unobtrusive fencing (or equivalent measures) to delineate construction areas).
- c. Construction BMPs.** The Construction Plan shall also identify the type and location of all erosion control/water quality best management practices that will be implemented during construction to protect coastal water quality, including the following: (a) silt fences, straw wattles, or equivalent apparatus, shall be installed at the perimeter of the construction site to prevent construction-related runoff and/or sediment from discharging to the bay; (b) equipment washing, refueling, and/or servicing shall take place on paved areas at least 50 feet from Carmel Bay. All construction equipment shall be inspected and maintained at an off-site location to prevent leaks and spills of hazardous materials at the project site; (c) the construction site shall maintain good construction housekeeping controls and procedures (e.g., clean up all leaks, drips, and other spills immediately; keep materials covered and out of the rain (including covering exposed piles of soil and wastes); dispose of all wastes properly, place trash receptacles on site for that purpose, and cover open trash receptacles during wet weather; remove all construction debris from the site); and (d) all erosion and sediment controls shall be in place prior to the commencement of construction as well as at the end of each work day.
- d. Construction Site Documents.** The Construction Plan shall provide that copies of the signed coastal development permit and the approved Construction Plan be maintained in a conspicuous location at the construction job site at all times, and that such copies are available for public review on request. All persons involved with the construction shall be briefed on the content and meaning of the coastal development permit and the approved Construction Plan, and the public review requirements applicable to them, prior to commencement of construction.
- e. Construction Coordinator.** The Construction Plan shall provide that a construction coordinator be designated to be contacted during construction should questions arise regarding the construction (in case of both regular inquiries and emergencies), and that their contact information (i.e., address, phone numbers, etc.) including, at a minimum, a telephone number that will be made available 24 hours a day for the duration of construction, is conspicuously posted at the job site where such contact information is readily visible from public viewing areas, along with indication that the construction coordinator should be contacted in the case of questions regarding the construction (in case of both regular inquiries and emergencies). The construction coordinator shall record the name, phone number, and nature of all complaints



received regarding the construction, and shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry.

- f. Notification.** The Permittee shall notify planning staff of the Coastal Commission's Central Coast District Office at least 3 working days in advance of commencement of construction, and immediately upon completion of construction.

The Permittee shall undertake construction in accordance with the approved Construction Plan.

- 5. Assumption of Risk, Waiver of Liability and Indemnity Agreement.** The Permittee acknowledges and agrees, on behalf of itself and all successors and assigns: (i) that the site is subject to coastal hazards including but not limited to episodic and long-term shoreline retreat and coastal erosion, high seas, ocean waves, storms, tsunamis, tidal scour, coastal flooding, and the interaction of same; (ii) to assume the risks to the Permittee and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards; and (v) that any adverse effects to property caused by the permitted project shall be fully the responsibility of the property owner.
- 6. Deed Restriction.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the Permittee shall submit to the Executive Director for review and approval documentation demonstrating that the Permittees have executed and recorded against the privately-owned parcel(s) governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the special conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include legal descriptions of the privately-owned parcels governed by this permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

C. California Environmental Quality Act (CEQA)

Section 13096 of the California Code of Regulations requires that a specific finding be made in



conjunction with coastal development permit applications showing the application to be consistent with any applicable requirements of CEQA. Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

For the portion of the project in unincorporated Monterey County, the County, acting as the lead CEQA agency, determined that the project was categorically exempt in Class 15301(c). For the portion of the project in the City of Carmel, the City, acting as the lead agency, conducted an environmental review for the Del Mar Master Plan (which included this project) and issued a Mitigated Negative Declaration.

The Coastal Commission's review and analysis of land use proposals has been certified by the Secretary of Resources as being the functional equivalent of environmental review under CEQA. The Commission has reviewed the relevant coastal resource issues with the proposed project, and has identified appropriate and necessary modifications to address adverse impacts to such coastal resources. All public comments received to date have been addressed in the findings above. All above findings are incorporated herein in their entirety by reference.

The Commission finds that only as modified and conditioned by this permit will the proposed project avoid significant adverse effects on the environment within the meaning of CEQA. As such, there are no additional feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse environmental effects that approval of the proposed project, as modified, would have on the environment within the meaning of CEQA. If so modified, the proposed project will not result in any significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA Section 21080.5(d)(2)(A).



CARMEL WAY PEDESTRIAN TRAIL

PEBBLE BEACH COMPANY
PEBBLE BEACH, CALIFORNIA 93953
MONTEREY COUNTY - STATE OF CALIFORNIA



Connection to
existing Del Monte
Forest Trail
system

historic
Redondo
trail

NORTH SAN ANTONIO AVENUE PEDESTRIAN TRAIL

N. SAN ANTONIO AVENUE
CARMEL, CALIFORNIA 93921
MONTEREY COUNTY - STATE OF CALIFORNIA

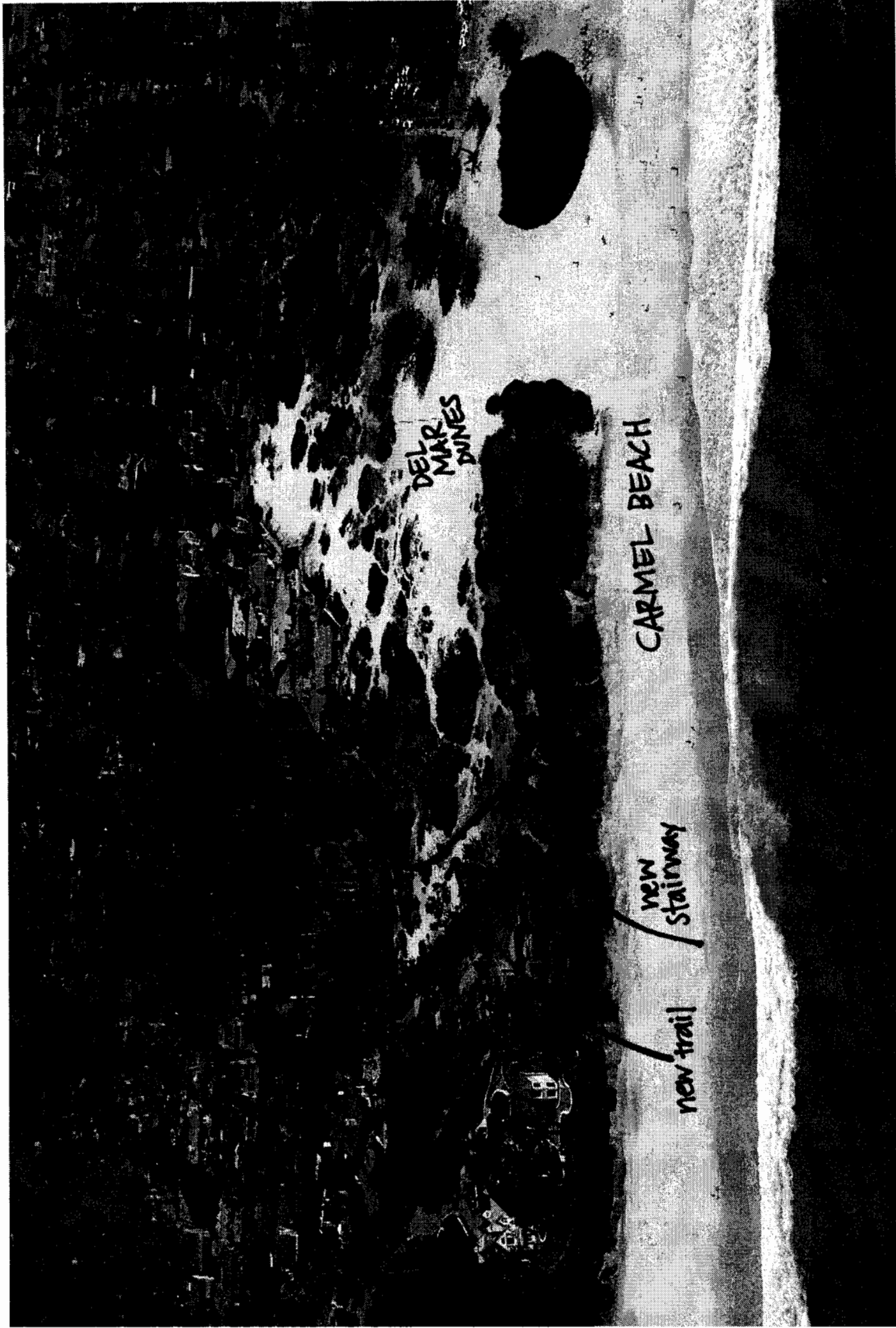


existing
accessway

new trail
through dunes

new stairway
to beach

beach accessway
previously required
by CDP 3-06-0833
(to be replaced by
proposed project)



Source: California Coastal Records Project Photo #200805931

PEBBLE BEACH

CITY OF CARMEL

17 MILE DRIVE

CARMEL WAY

AND AVENUE

AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN	BO	BP	BQ	BR	BS	BT	BV	BW	BX	BY	BZ	CA	CB	CC	CD	CE	CF	CG	CH	CI	CJ	CK	CL	CM	CN	CO	CP	CQ	CR	CS	CT	CU	CV	CW	CX	CY	CZ	DA	DB	DC	DD	DE	DF	DG	DH	DI	DJ	DK	DL	DM	DN	DO	DP	DQ	DR	DS	DT	DV	DW	DX	DY	DZ	EA	EB	EC	ED	EE	EF	EG	EH	EI	EJ	EK	EL	EM	EN	EO	EP	EQ	ER	ES	ET	EV	EW	EX	EY	EZ	FA	FB	FC	FD	FE	FF	FG	FH	FI	FJ	FK	FL	FM	FN	FO	FP	FQ	FR	FS	FT	FV	FW	FX	FY	FZ	GA	GB	GC	GD	GE	GF	GG	GH	GI	GJ	GK	GL	GM	GN	GO	GP	GQ	GR	GS	GT	GV	GW	GX	GY	GZ	HA	HB	HC	HD	HE	HF	HG	HH	HI	HJ	HK	HL	HM	HN	HO	HP	HQ	HR	HS	HT	HV	HW	HX	HY	HZ	IA	IB	IC	ID	IE	IF	IG	IH	II	IJ	IK	IL	IM	IN	IO	IP	IQ	IR	IS	IT	IV	IW	IX	IY	IZ	JA	JB	JC	JD	JE	JF	JG	JH	JI	JJ	JK	JL	JM	JN	JO	JP	JK	JS	JT	JV	JW	JX	JY	JZ	KA	KB	KC	KD	KE	KF	KG	KH	KI	KJ	KK	KL	KM	KN	KO	KP	KQ	KR	KS	KT	KV	KW	KX	KY	KZ	LA	LB	LC	LD	LE	LF	LG	LH	LI	LJ	LK	LL	LM	LN	LO	LP	LQ	LR	LS	LT	LV	LW	LX	LY	LZ	MA	MB	MC	MD	ME	MF	MG	MH	MI	MJ	MK	ML	MM	MN	MO	MP	MQ	MR	MS	MT	MV	MW	MX	MY	MZ	NA	NB	NC	ND	NE	NF	NG	NH	NI	NJ	NK	NL	NM	NN	NO	NP	NQ	NR	NS	NT	NV	NW	NX	NY	NZ	OA	OB	OC	OD	OE	OF	OG	OH	OI	OJ	OK	OL	OM	ON	OO	OP	OQ	OR	OS	OT	OV	OW	OX	OY	OZ	PA	PB	PC	PD	PE	PF	PG	PH	PI	PJ	PK	PL	PM	PN	PO	PQ	PR	PS	PT	PV	PW	PX	PY	PZ	QA	QB	QC	QD	QE	QF	QG	QH	QI	QJ	QK	QL	QM	QN	QO	QP	QQ	QR	QS	QT	QV	QW	QX	QY	QZ	RA	RB	RC	RD	RE	RF	RG	RH	RI	RJ	RK	RL	RM	RN	RO	RP	RQ	RR	RS	RT	RV	RW	RX	RY	RZ	SA	SB	SC	SD	SE	SF	SG	SH	SI	SJ	SK	SL	SM	SN	SO	SP	SQ	SR	SS	ST	SV	SW	SX	SY	SZ	TA	TB	TC	TD	TE	TF	TG	TH	TI	TJ	TK	TL	TM	TN	TO	TP	TQ	TR	TS	TV	TW	TX	TY	TZ	UA	UB	UC	UD	UE	UF	UG	UH	UI	UJ	UK	UL	UM	UN	UO	UP	UQ	UR	US	UT	UV	UW	UX	UY	UZ	VA	VB	VC	VD	VE	VF	VG	VH	VI	VJ	VK	VL	VM	VN	VO	VP	VQ	VR	VS	VT	VV	VW	VX	VY	VZ	WA	WB	WC	WD	WE	WF	WG	WH	WI	WJ	WK	WL	WM	WN	WO	WP	WQ	WR	WS	WT	WV	WX	WY	WZ	XA	XB	XC	XD	XE	XF	XG	XH	XI	XJ	XK	XL	XM	XN	XO	XP	XQ	XR	XS	XT	XV	XW	XX	XY	XZ	YA	YB	YC	YD	YE	YF	YG	YH	YI	YJ	YK	YL	YM	YN	YO	YP	YQ	YR	YS	YT	YV	YW	YX	YZ	ZA	ZB	ZC	ZD	ZE	ZF	ZG	ZH	ZI	ZJ	ZK	ZL	ZM	ZN	ZO	ZP	ZQ	ZR	ZS	ZT	ZV	ZW	ZX	ZY	ZZ	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG
----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

[illegible]

1	COVER SHEET	C1	LOCAL DISCIPLINE
2	CONSTRUCTION NOTES	C2	
3	DEMOLITION PLAN	C3	
4	DEMOLITION PLAN	C4	
5	DEMOLITION PLAN	C5	
6	DEMOLITION PLAN	C6	
7	DEMOLITION PLAN	C7	
8	DEMOLITION PLAN	C8	
9	DEMOLITION PLAN	C9	
10	DEMOLITION PLAN	C10	
11	DEMOLITION PLAN	C11	
12	DEMOLITION PLAN	C12	
13	DEMOLITION PLAN	C13	
14	DEMOLITION PLAN	C14	
15	DEMOLITION PLAN	C15	
16	DEMOLITION PLAN	C16	
17	DEMOLITION PLAN	C17	
18	DEMOLITION PLAN	C18	
19	DEMOLITION PLAN	C19	
20	DEMOLITION PLAN	C20	
21	DEMOLITION PLAN	C21	
22	DEMOLITION PLAN	C22	
23	DEMOLITION PLAN	C23	
24	DEMOLITION PLAN	C24	
25	DEMOLITION PLAN	C25	
26	DEMOLITION PLAN	C26	
27	DEMOLITION PLAN	C27	
28	DEMOLITION PLAN	C28	
29	DEMOLITION PLAN	C29	
30	DEMOLITION PLAN	C30	
31	DEMOLITION PLAN	C31	
32	DEMOLITION PLAN	C32	
33	DEMOLITION PLAN	C33	
34	DEMOLITION PLAN	C34	
35	DEMOLITION PLAN	C35	
36	DEMOLITION PLAN	C36	
37	DEMOLITION PLAN	C37	
38	DEMOLITION PLAN	C38	
39	DEMOLITION PLAN	C39	
40	DEMOLITION PLAN	C40	
41	DEMOLITION PLAN	C41	
42	DEMOLITION PLAN	C42	
43	DEMOLITION PLAN	C43	
44	DEMOLITION PLAN	C44	
45	DEMOLITION PLAN	C45	
46	DEMOLITION PLAN	C46	
47	DEMOLITION PLAN	C47	
48	DEMOLITION PLAN	C48	
49	DEMOLITION PLAN	C49	
50	DEMOLITION PLAN	C50	
51	DEMOLITION PLAN	C51	
52	DEMOLITION PLAN	C52	
53	DEMOLITION PLAN	C53	
54	DEMOLITION PLAN	C54	
55	DEMOLITION PLAN	C55	
56	DEMOLITION PLAN	C56	
57	DEMOLITION PLAN	C57	
58	DEMOLITION PLAN	C58	
59	DEMOLITION PLAN	C59	
60	DEMOLITION PLAN	C60	
61	DEMOLITION PLAN	C61	
62	DEMOLITION PLAN	C62	
63	DEMOLITION PLAN	C63	
64	DEMOLITION PLAN	C64	
65	DEMOLITION PLAN	C65	
66	DEMOLITION PLAN	C66	
67	DEMOLITION PLAN	C67	
68	DEMOLITION PLAN	C68	
69	DEMOLITION PLAN	C69	
70	DEMOLITION PLAN	C70	
71	DEMOLITION PLAN	C71	
72	DEMOLITION PLAN	C72	
73	DEMOLITION PLAN	C73	
74	DEMOLITION PLAN	C74	
75	DEMOLITION PLAN	C75	
76	DEMOLITION PLAN	C76	
77	DEMOLITION PLAN	C77	
78	DEMOLITION PLAN	C78	
79	DEMOLITION PLAN	C79	
80	DEMOLITION PLAN	C80	
81	DEMOLITION PLAN	C81	
82	DEMOLITION PLAN	C82	
83	DEMOLITION PLAN	C83	
84	DEMOLITION PLAN	C84	
85	DEMOLITION PLAN	C85	
86	DEMOLITION PLAN	C86	
87	DEMOLITION PLAN	C87	
88	DEMOLITION PLAN	C88	
89	DEMOLITION PLAN	C89	
90	DEMOLITION PLAN	C90	
91	DEMOLITION PLAN	C91	
92	DEMOLITION PLAN	C92	
93	DEMOLITION PLAN	C93	
94	DEMOLITION PLAN	C94	
95	DEMOLITION PLAN	C95	
96	DEMOLITION PLAN	C96	
97	DEMOLITION PLAN	C97	
98	DEMOLITION PLAN	C98	
99	DEMOLITION PLAN	C99	
100	DEMOLITION PLAN	C100	

[illegible]

BENCH-MARK

BENCH-MARK DESCRIPTION:	INT. AND SURF. 3701615.1
	EL. 725.82
	A FOUNDING WAS DONE IN THE COURSE OF CANAL WAY AT THE PEBBLE BEACH GOLF MAINTENANCE ENTRY DRIVEWAY.
	SEE SITE MAP ON PLAN C-17 FOR LOCATION

ELEVATIONS ARE BASED ON NAD 1986 BENCHMARK NO. 841 3450 M INTERSECTION OF WASHINGTON STREET AND LITCHFIELD AVENUE, WASHINGTON, D.C.

EARTHWORK AS CALCULATED BY THE ENGINEER ARE SHOWN WITHIN THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE ACCURACY OF THE DATA AND CALCULATIONS. (ENGINEER'S CALCULATIONS ARE TO SUB-ROUND)

EARTH WORK

NET = 28 CU YARDS FILL

OUT = 4 CU YARDS
TALL = 32 CU YARDS
TOTAL = 36 CU YARDS

SCALE 1" = 80'

STREET LIGHTS

NET = 32 CU YARDS FILL

CUT = 3 CU YARDS
FILL = 32 CU YARDS
NET = 29 CU YARDS

ESTIMATED QUANTITIES AS CALCULATED BY THE PROMETER ARE
ESTIMATES ONLY AND NO ALLOWANCE WAS MADE FOR SWELL OR
SHRINKAGE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY
THESE QUANTITIES BY MEANS OF AN INDEPENDENT CALCULATING
(ENGINEER'S) CALCULATIONS ARE TO 5% (GRADE)

BENCH-MARK DESCRIPTION: NAIL AND SHIMMER
ELEVATION 12.1 E 379.015.1
A FOUND NAIL AND SHIMMER IN THE WEST SIDE OF CARROLL HWY AT
ELEVATION 12.1 E 379.015.1
SEE SITE MAP ON SHEET C-7 FOR LOCATION

ELEVATORS ARE BASED ON MVD 1958 BENCHMARK NO. 841 3400 W
INTERSECTION OF WASHINGTON STREET AND LITCHFIELD AVENUE. A

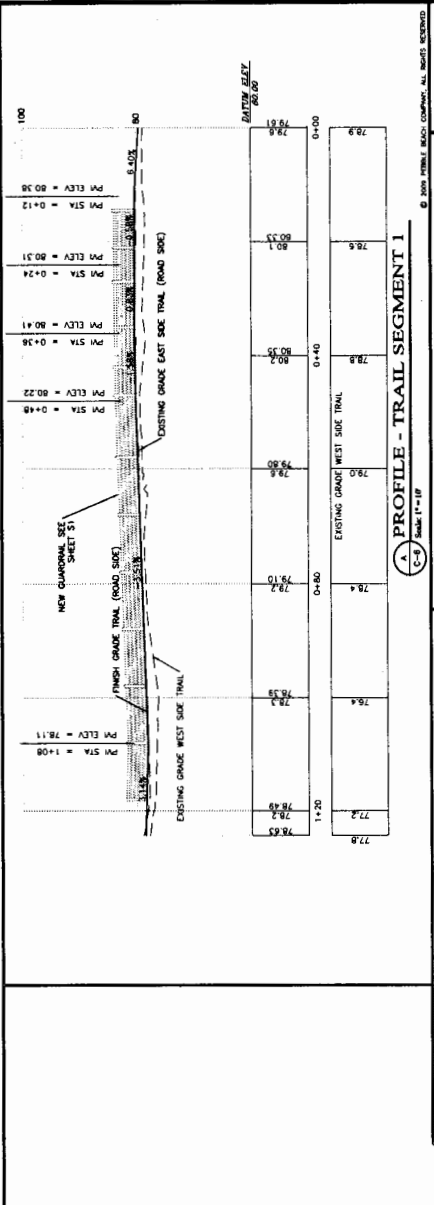
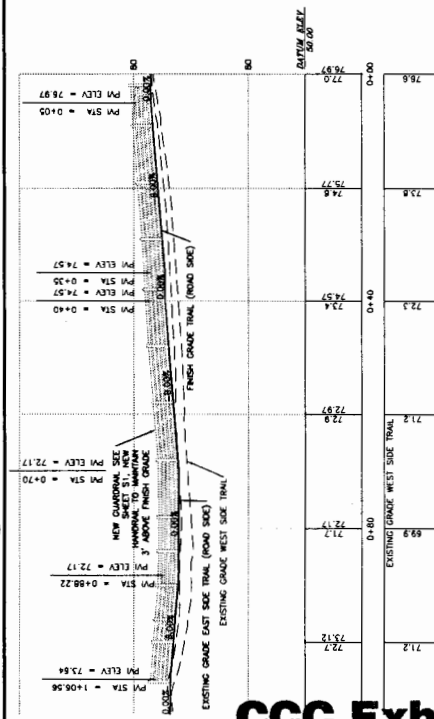
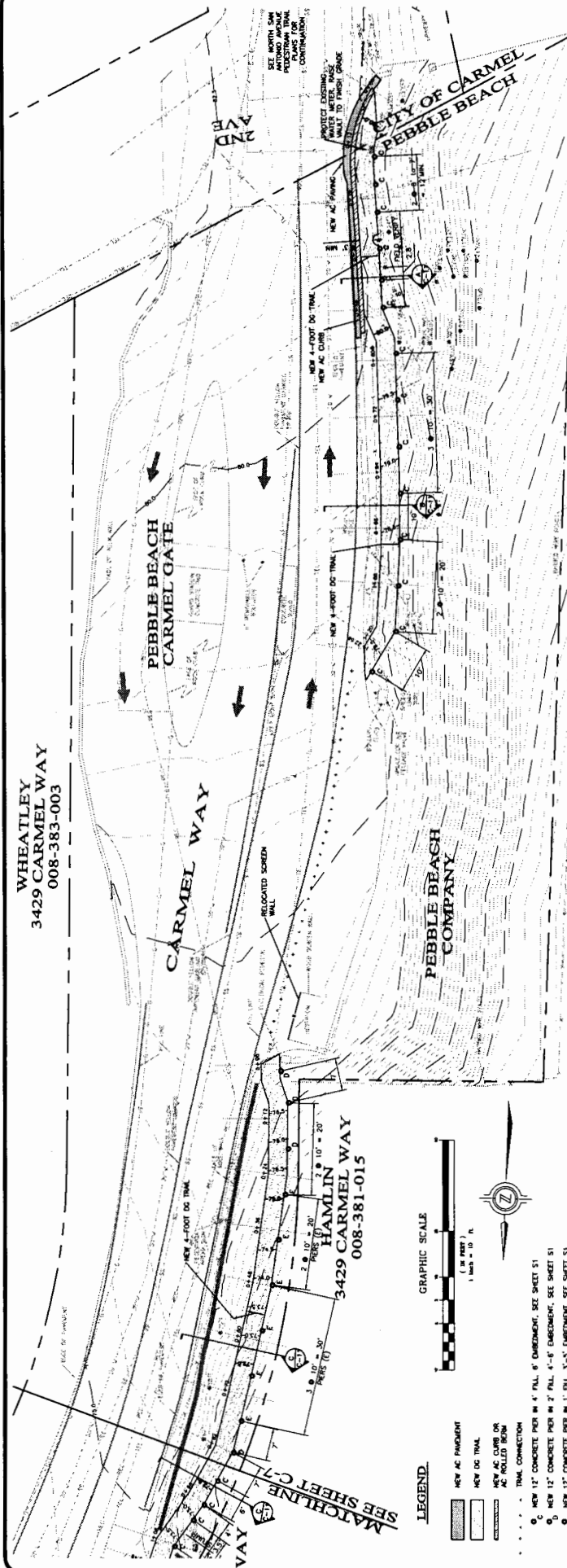
BENCHMARK DESCRIPTION: NAL AND SUMNER
N 21001.74.2, E 570181.5,
ELEV=75.82
A FOUND NAL AND SUMNER IN THE WEST SIDE OF CARMEL WAY AT
THE INTERSECTION OF WASHINGTON STREET AND LIGHTHOUSE AVENUE.
SEE SITE MAP ON SHEET C-7 FOR LOCATION

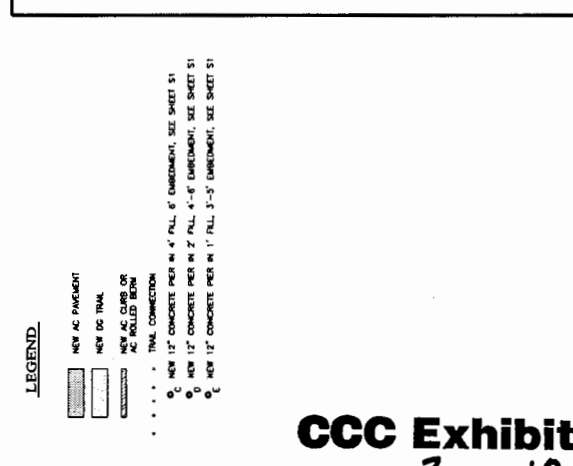
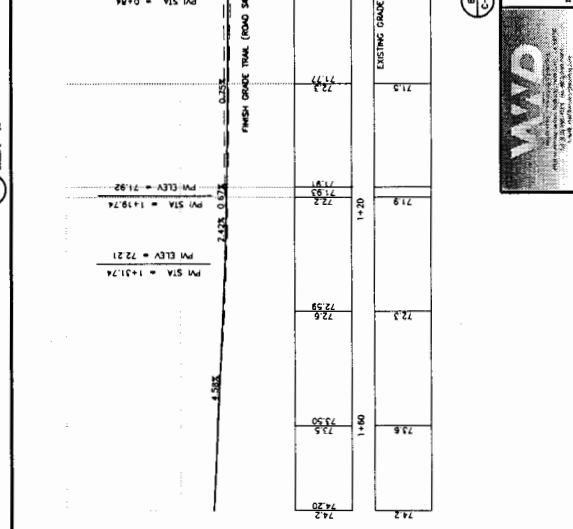
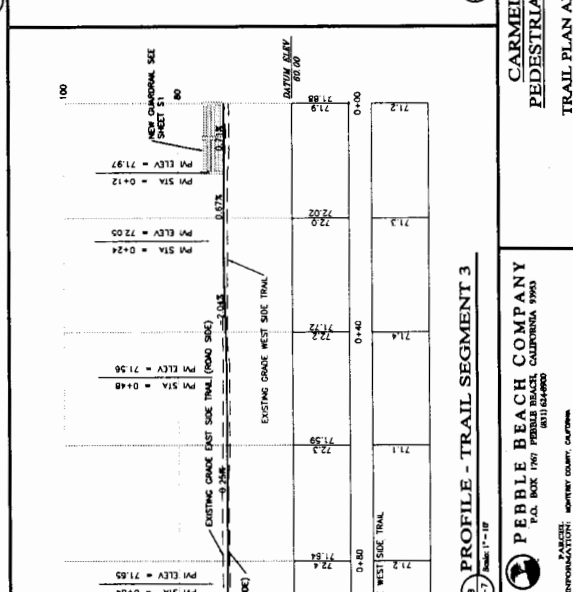
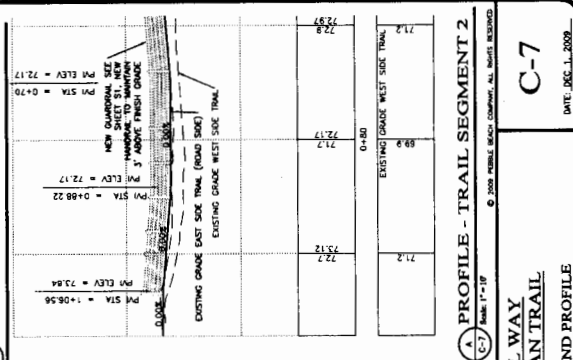
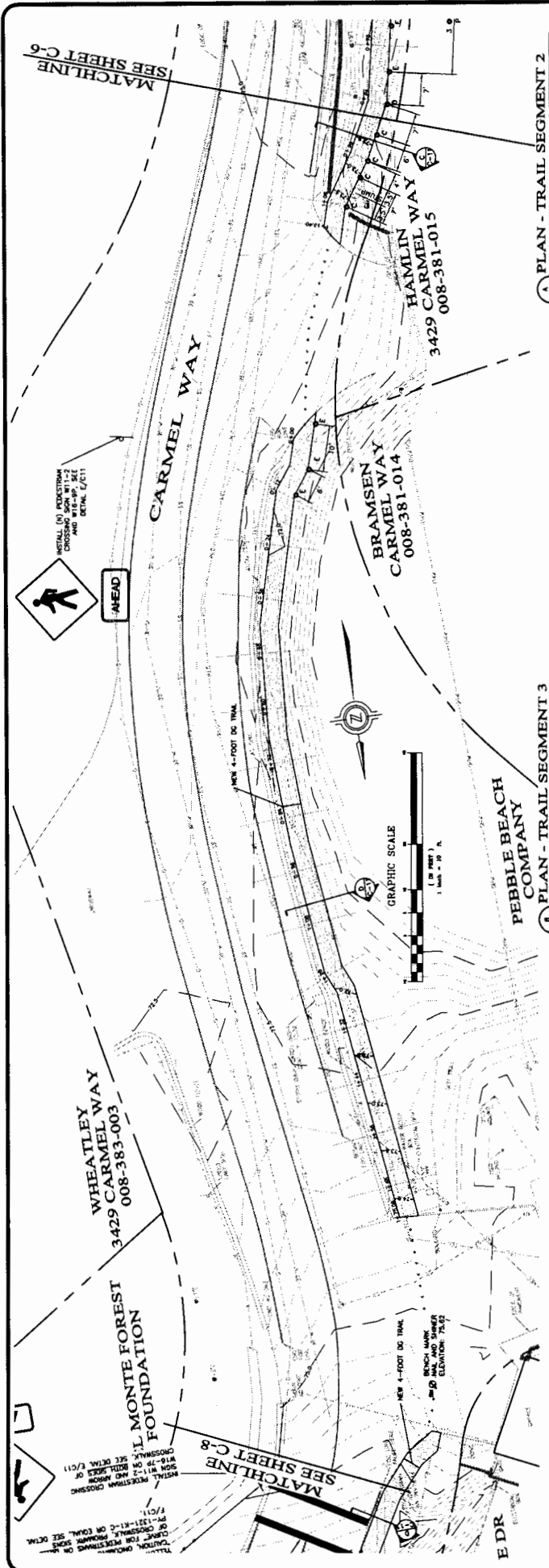
ELEVATIONS ARE BASED ON MAND 1988 BENCHMARK NO. B41 3450 M
TERA. (SL4118 DATE 2-22-2003). IN MONTREY, LOCATED AT THE
INTERSECTION OF WASHINGTON STREET AND LIGHTHOUSE AVENUE.

PARCEL INFORMATION: MONTEREY COUNTY, CALIFORNIA
(311) 634-9900

COVER SHEET

WHEATLEY
3429 CARMEL WAY
008-383-003





LEGEND

- NEW AC PAVEMENT
- NEW DO TRAIL
- NEW AC CURB OR AC ROLLED BERM
- TRAIL CONNECTION
- NEW 12" CONCRETE PIER IN 4" FILL, 6" EMBANKMENT, SEE SHEET S1
- NEW 12" CONCRETE PIER IN 2" FILL, 4"-6" EMBANKMENT, SEE SHEET S1
- NEW 12" CONCRETE PIER IN 1" FILL, 3"-5" EMBANKMENT, SEE SHEET S1

CCC Exhibit

(page 3 of 10 pages)

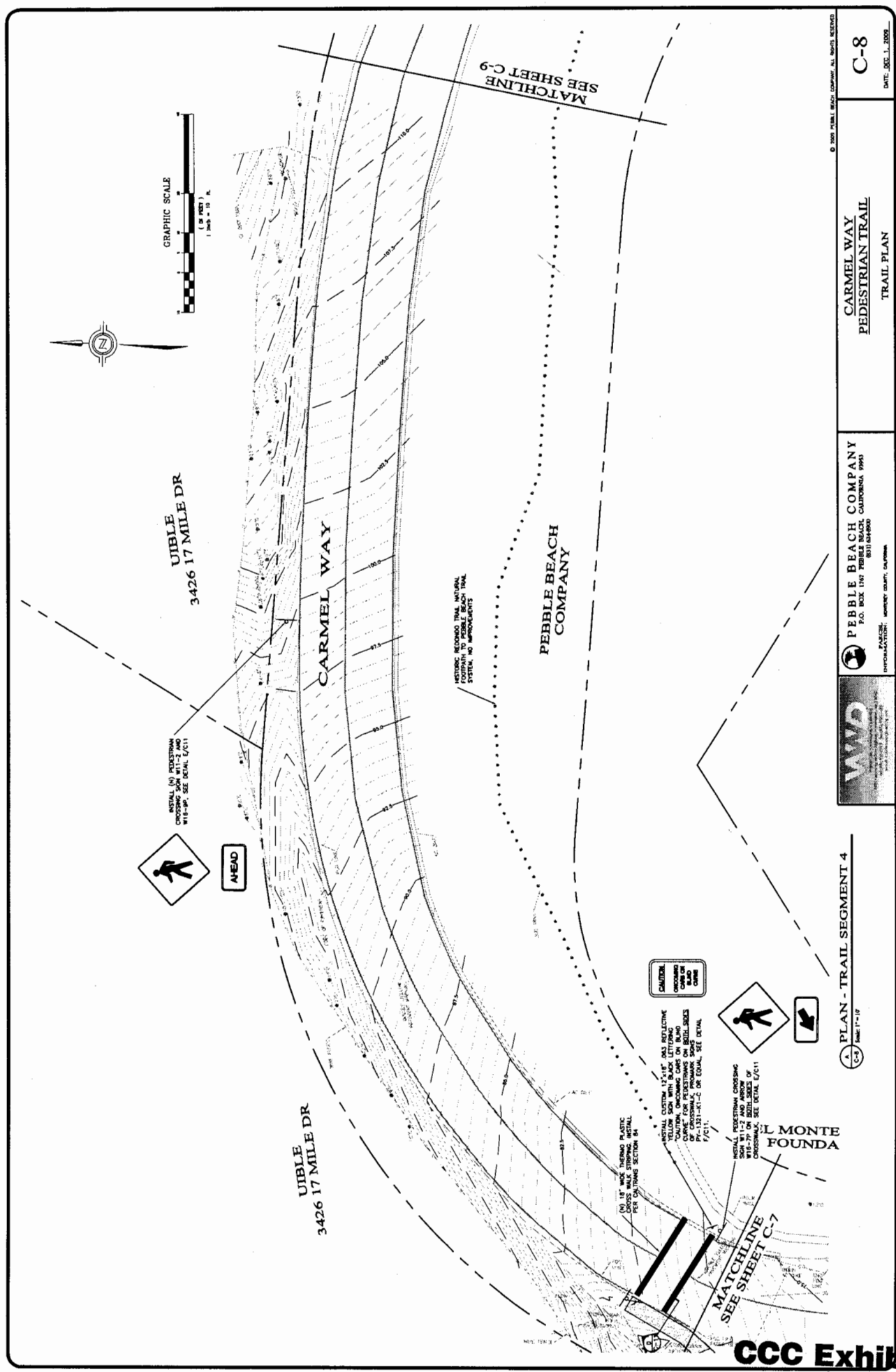
D

PEBBLE BEACH COMPANY
P.O. BOX 1907 PEBBLE BEACH, CALIFORNIA 95955
8011 DUNEDIN
MONTEREY COUNTY, CALIFORNIA

C-7

CARMEL WAY
PEDESTRIAN TRAIL
TRAIL PLAN AND PROFILE

DATE: DEC. 1, 2002



WWD

WHEELER WOODWARD & DUNN

1000 PEBBLE BEACH COMPANY, ALL RIGHTS RESERVED

PEBBLE BEACH COMPANY

P.O. BOX 1197 PEBBLE BEACH, CALIFORNIA, 95951

PEBBLE BEACH, CALIFORNIA

INFORMATION: 800.957.5477, CA 95951

C-8

DATE: DEC. 1, 2009

CARMEL WAY

PEDESTRIAN TRAIL

TRAIL PLAN

PLAN - TRAIL SEGMENT 4

C-8 **Sheet 1 of 10**

PEBBLE BEACH COMPANY

P.O. BOX 1197 PEBBLE BEACH, CALIFORNIA, 95951

PEBBLE BEACH, CALIFORNIA

INFORMATION: 800.957.5477, CA 95951

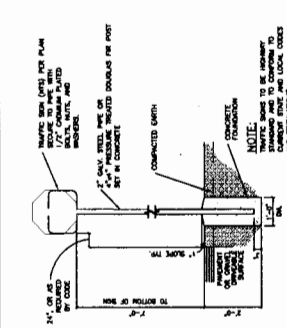
C-8

DATE: DEC. 1, 2009

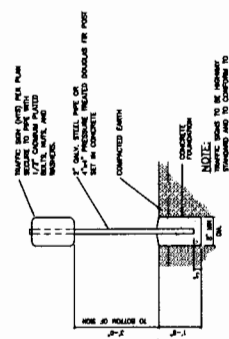
CARMEL WAY

PEDESTRIAN TRAIL

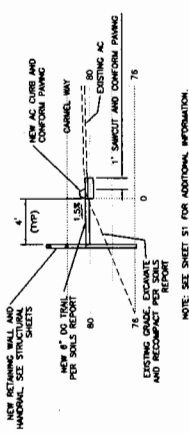
TRAIL PLAN



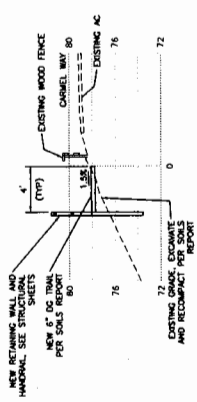
DETAIL - SIGN POST
 (C-11) Scale 1"=2'



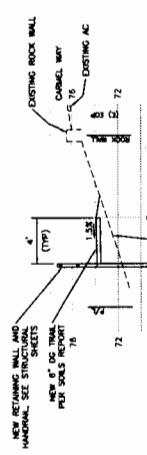
DETAIL - SIGN POST
 (C-11) Scale 1"=2'



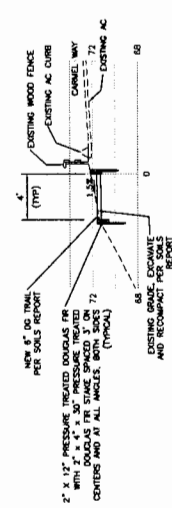
SECTION - DG TRAIL
 (A) (C-11) Scale 1"=2'



SECTION - DG TRAIL
 (B) (C-11) Scale 1"=2'



SECTION - DG TRAIL
 (C) (C-11) Scale 1"=2'



SECTION - DG TRAIL
 (D) (C-11) Scale 1"=2'

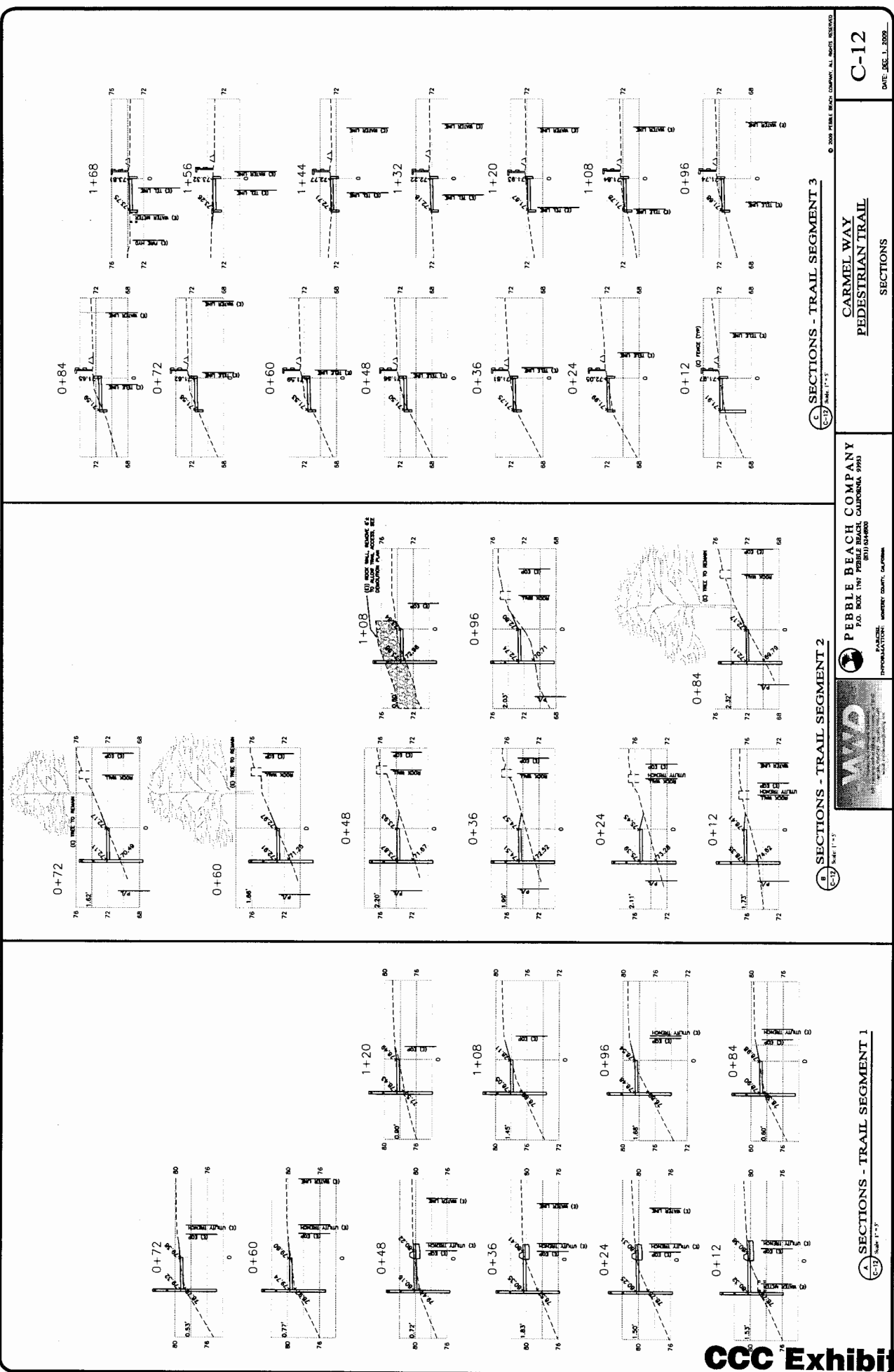
WWD
 WOODWARD-CLARK
 1100 S. GATEWAY AVENUE
 SAN ANTONIO, TEXAS 78204
 (214) 520-1000

PEBBLE BEACH COMPANY
 P.O. BOX 100
 PEBBLE BEACH, CALIFORNIA 95953
 (415) 425-0000

PROJECT: MONTE CARLO, CALIFORNIA

C-11
 DATE: DEC. 1, 2008

**CARMEL WAY
 PEDESTRIAN TRAIL**
 DETAILS



1. ALL CONFIDENTIAL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. THIS DOCUMENT IS TO BE RELEASED TO THE PUBLIC ON THE DATE 08-25-2010.

RETAINING WALLS WITH LEVEL BACKSLOPE ARE DESIGNED FOR 35 PSF E.P. UPPER 4'-FEET OF PIER IN FULL EXPOSED SOIL. THE REMAINING 10'-FEET OF PIER IS DESIGNED FOR 10 PSF E.P. THE TOP 10'-FEET OF THE PIER AND THE BORES ON 10' DIA. DIAPHRAGMS IN THIS ZONE BELOW 4'-FEET OF EXPOSED SOIL ARE DESIGNED FOR 275 PSF E.P. THE REMAINING 10'-FEET OF PIER ARE DESIGNED FOR 275 PSF PASSIVE RESISTANCE TO 10'-FEET TOP. THE REMAINING 10'-FEET OF PIER ARE DESIGNED FOR 275 PSF PASSIVE RESISTANCE TO 10'-FEET TOP. THE REMAINING 10'-FEET OF PIER ARE DESIGNED FOR 275 PSF PASSIVE RESISTANCE TO 10'-FEET TOP.

4. CARBURENT AND THER: GRADING SHALL BE MET STANDARD GRADING RULES FOR WEST COAST LUMBER (#1) A STRUCTURAL THREE B. POSTS AND LACING SHALL BE PRESSURE-TREATED DOUGLAS FIR #1. 2ND QUARTER LUMBER SHALL BE PRESSURE-TREATED OF #2 OR BETTER (S4S). EXCEPT TOP 2x6 SHALL BE SELECT STRUCTURAL FOR SPANS GREATER THAN 8-FEET. C. SPIRES SHALL BE HOT-DIPPED GALVANIZED OR STAINLESS STEEL CORROSION-PROTECTED FRAMING SYSTEMS CAN BE SUBSTITUTED WHERE INDICATED IN THE DRAINAGE SUBMIT SPECIFICATION TO ENGINEER FOR INSPECTION.

APPROVAL: _____

5. MAKING OR SCREENING: ALL HALES SHALL BE HOT-DIPPED GALVANIZED COMMON HALES. WHERE THERE IS A CHANCE OF SPLITTING, HALES SHALL FIRST BE SUBMERGED.

6. CONCRETE SHALL HAVE A 28-DAY MINIMUM COMPRESSIVE STRENGTH OF 1000 PSI. CEMENT SHALL BE PORTLAND CEMENT, ASTM-A150, TYPE 1, 5 BAGS/CY. MINIMUM CONCRETE SLUMP IN EXCESS OF 8" IS NOT ALLOWED. CONCRETE SHALL ALSO CORROSION INHIBITING ADJUSTIVE. SUBMIT WITH CONCRETE MIX DESIGN TO STRUCTURAL ENGINEER FOR APPROVAL PRIOR TO PLACING CONCRETE. ENSURE THAT REINFORCEMENT IS NOT DISTURBING PLACEMENT OF CONCRETE. LEAVE "SOMEBODY" FORM ON CASHEMENT FOR NOT LESS THAN 14-DAYS.

REINFORCING SHALL BE DEFORMED BARS CONFORMING TO ASTM A618, GRADE 60. BARS SHALL BE EPOXY COATED ATIN A71A. SHALL BE SPOK FASTENERS BASED ON SHOP DRAWINGS PREPARED BY THE CONTRACTOR. PROTECT CONCRETE MEASUREMENTS, PROTECTED FROM DAMAGE DURING PLACING, HOLD ALL CLEARANCES SHOWN IN THE DRAWINGS IN PLACE WHILE CASTING CONCRETE. PLACING AND CURING SHALL BE IN ACCORDANCE WITH THE MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES*. ALL JOINTS, SEAMTHES AND ABRACTIONS SHALL BE TOUCHED-UP IN THE FIELD. LESS THAN 28-DAYS

7. SPECIAL INSULATION IS REQUIRED FOR PIER FOUNDATIONS & FOR 3,000 LBS. CONCRETE.

[illegible]

4-45 VERTICALS
ORIENTED AS SHOWN
IN FIELD LOGS
12" O.C.

12" DIA. CONC
PIER SECTION

2

15

SCALE: 1" = 1'-0"

EMBEDMENT, RETENTION AND STABILIZATION OF 1'-0" DIAMETER CONCRETE

4'-0" DEPTH OF ACTIVE FIL		
EMBEDMENT IN NATIVE	HEIGHT OF RETENTION	8x8 POST &
		D.F. #1
8'-0"	≤ 1'-0"	10'-0"

6-0"	< 1-3"	8-0"
6-0"	< 1-6"	6-0"
6-0"	< 1-8"	4-0"
6-0"	< 2-0"	3-3"

2'-0" DEPTH OF ACTIVE FIL		
EMBEDMENT IN NATIVE	HEIGHT OF RETENTION	6x6 POST & D.F. #1
4'-0"	< 1'-6"	10'-0"
5'-0"	< 1'-6"	10'-0"

1'-0" DEPTH OF ACTIVE FILL		
EMBEDMENT IN NATIVE	HEIGHT OF RETENTION	6x6 POST &
		D.F. #1
8'-0"	< 2'-4"	7'-0"
5'-0"	< 2'-0"	10'-0"

Order	Order	Order
3-0 ^a	≤ 1-0 ^a	10-0 ^a
3-6 ^a	≤ 1-6 ^a	10-0 ^a
4-0 ^a	≤ 1-8 ^a	10-0 ^a
4-6 ^a	≤ 2-0 ^a	10-0 ^a

5-J*	< 2.4*	10-J*
1. INTERPOLATED OR EXTRAPOLATED VALUE		



Not Valid Without This Signature

Project / Owner
**Carmel Way
Pedestrian Trail
Pebble Beach**

**Pebble Beach
California**

MSL Project Number	09-016.2
DRAWN BY	S C MAYONE
DATE	12-01-09
Revisions	Date
PRINT DATE:	12-01-09

THE NEW BLENDED TING BROADBAND CDMA NETWORK, LAUNCHED IN 2004, OFFERS THE BEST OF BOTH WORLDS, PROVIDING THE SPEED AND CAPACITY OF CDMA AND THE DATA-BANDWIDTH ADVANTAGES OF TING. THE NEW BLENDED TING BROADBAND CDMA NETWORK IS THE FIRST BROADBAND CDMA NETWORK TO BE LAUNCHED IN THE U.S. AND THE FIRST BROADBAND CDMA NETWORK TO BE LAUNCHED IN THE U.S. AND THE FIRST BROADBAND CDMA NETWORK TO BE LAUNCHED IN THE U.S.

Sheet Title
Walkway
Structural

Details of
Sheet Number of

TS

CCC Exhibit D
(page 9 of 10 pages)

MAYONE

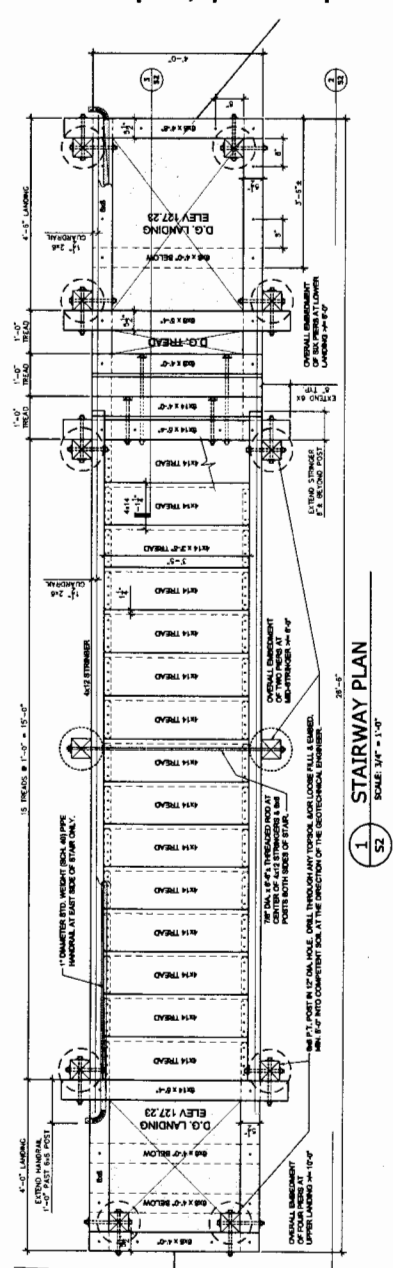
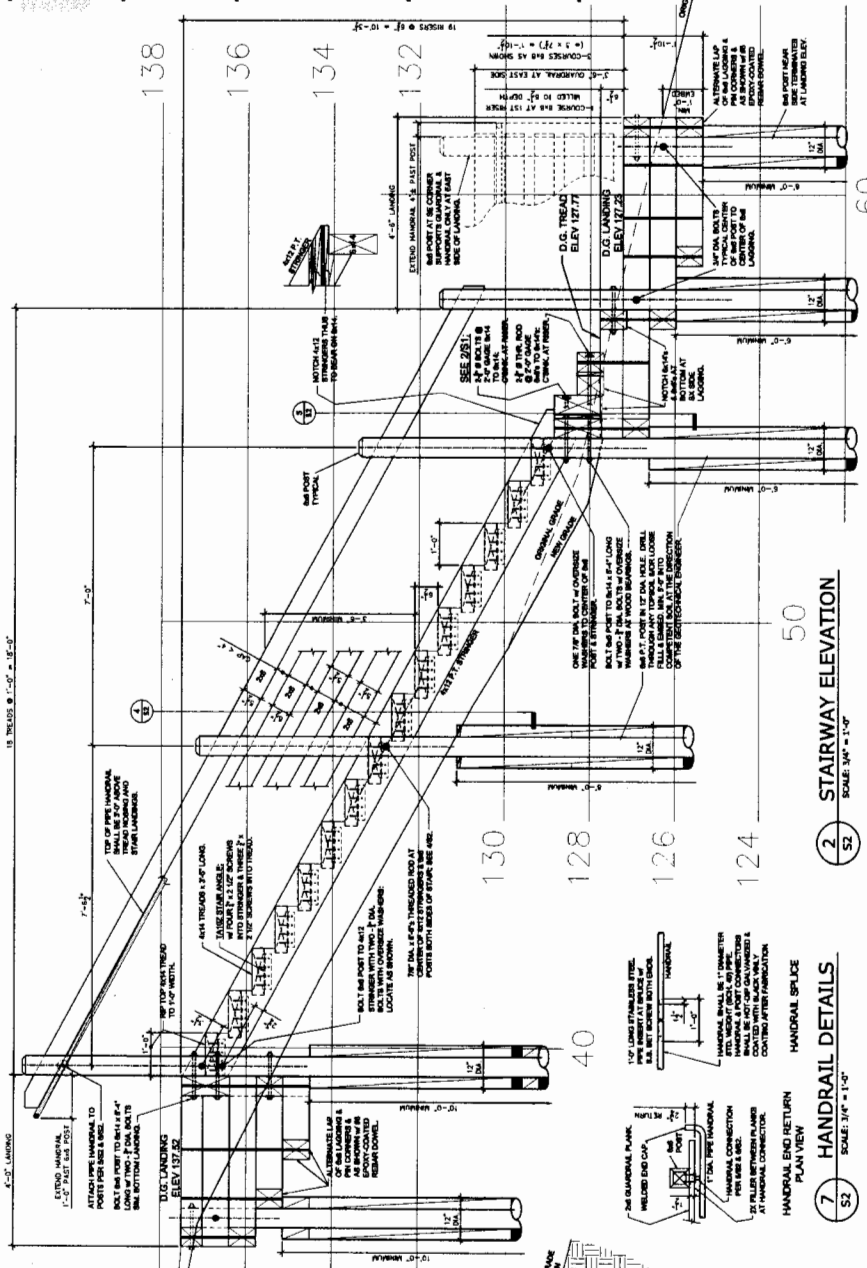
STRUCTURAL ENGINEERING, INC.
127-46 16th Avenue, Hawthorne, CA 90240
Tel: 310-377-4438 Fax: 310-377-4498



Project / Owner
Camel Way
Pedestrian Trail
Pebble Beach
California

Project Number: DP-015.2
Drawn by: S. C. MAYONE
Date: 11-22-09
Revision: 11-23-09

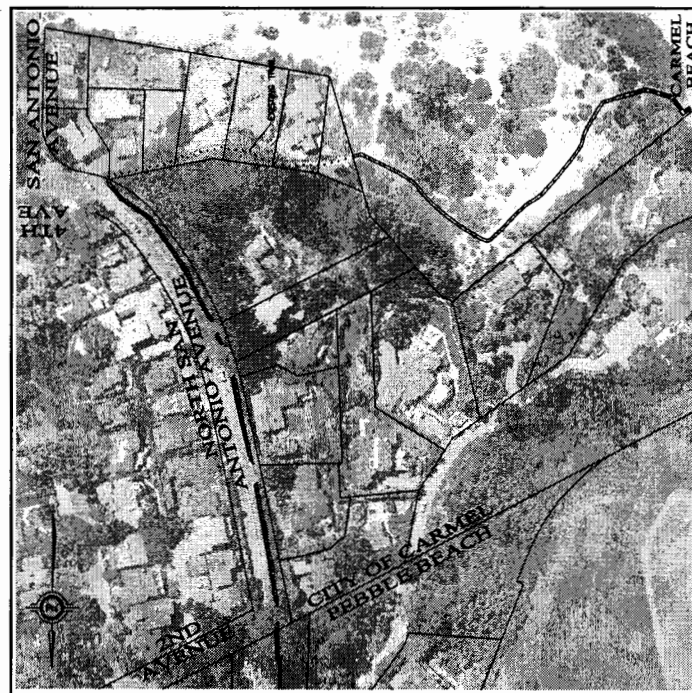
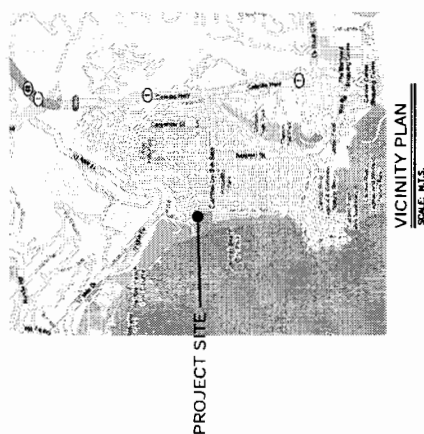
Project Name: DP-015.2
Drawn by: S. C. MAYONE
Date: 11-22-09
Revision: 11-23-09



Stairway
Structural Plan
Section & Details

Sheet Number
S2

N. SAN ANTONIO AVENUE
CARMEL, CALIFORNIA 93921
MONTEREY COUNTY - STATE OF CALIFORNIA

[illegible]

CCC Exhibit E
(page 1 of 9 pages)

£
(pages)

CONSULTANT LIST

CIVIL ENGINEER:
WHD CORPORATION
2801 MONTEREY-SALINAS HWY, SUITE 1
MONTEREY, CA 93940
ATL-854-2723 / E ATL-854-3425

STRUCTURAL ENGINEER:
MAYONE STRUCTURAL
167-B EL DORADO
MONTEREY, CA 93940
R31-372-4454 / F R31-372-4459

SOILS ENGINEER:
HARD, KASUNICH AND ASSOCIATES, INC.
116 EAST LAKE
WATSONVILLE, CA 95087
A51-722-4175 / F A51-722-3202

1999

PEDESTRIAN TRAIL

COVER SHEET

© 2010 HEBBLE HATCH COMPANY. ALL RIGHTS RESERVED.

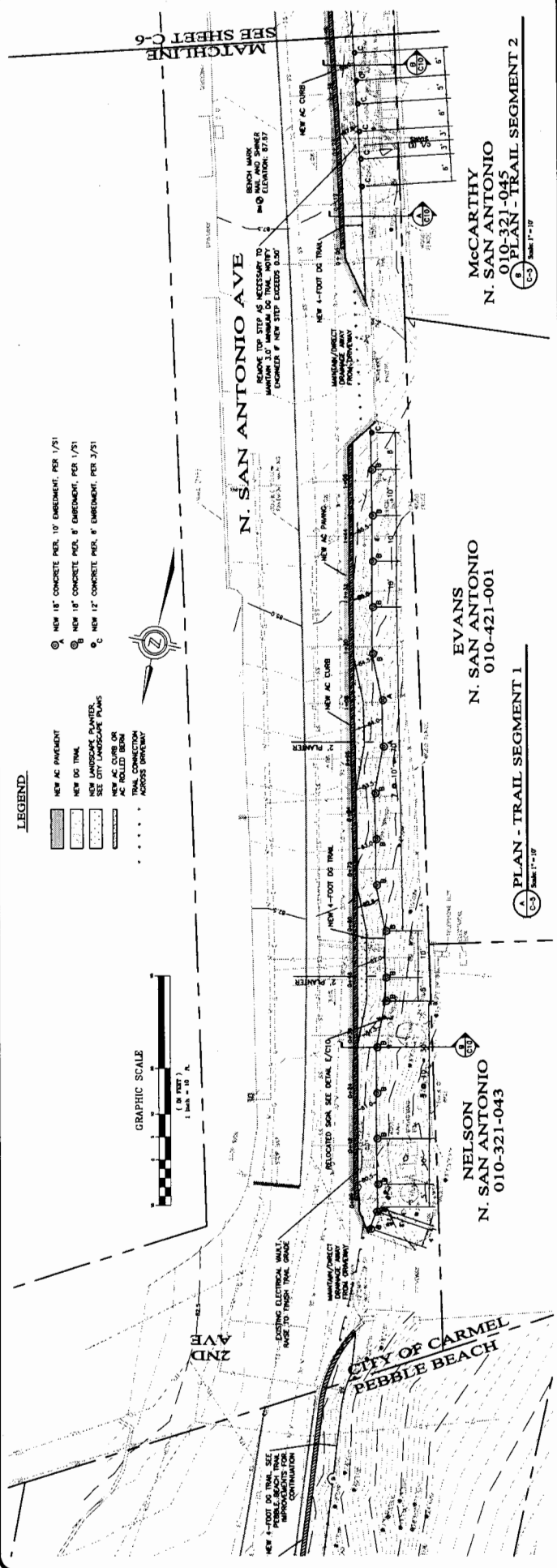
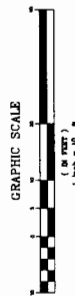
U

5

DATE: JAN 9, 2010

LEGEND

- NEW AC PAVEMENT
- NEW DO TRAIL
- NEW LANDSCAPE PLANTER
- SEE CITY LANDSCAPE PLANS
- NEW AC CURB OR AC ROLLED BERM
- TRAIL CONTINUATION ACROSS DRIVEWAY



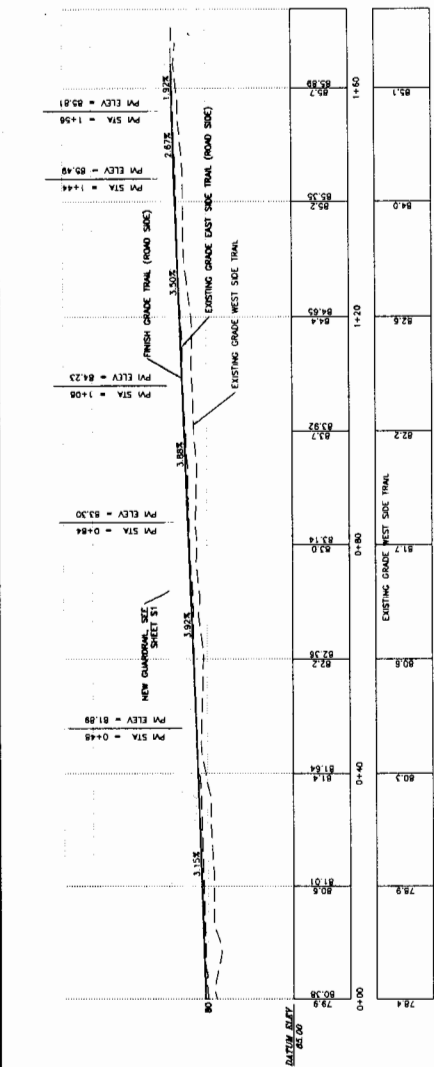
EVANS
N. SAN ANTONIO
010-421-001

NELSON
N. SAN ANTONIO
010-321-043

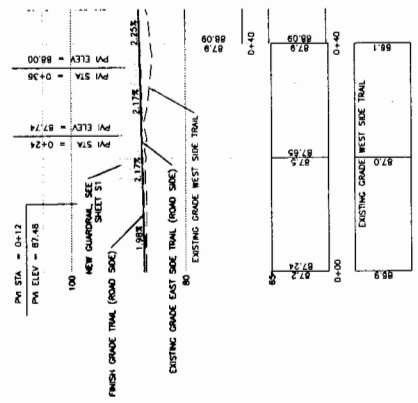
PLAN - TRAIL SEGMENT 1
Scale 1"=10'

MCCARTHY
N. SAN ANTONIO
010-321-045

PLAN - TRAIL SEGMENT 2
Scale 1"=10'



PROFILE - TRAIL SEGMENT 1
Scale 1"=10'



PROFILE - TRAIL SEGMENT 2
Scale 1"=10'

PEBBLE BEACH COMPANY
P.O. BOX 1567 PEBBLE BEACH, CALIFORNIA 93951
(831) 549-9800

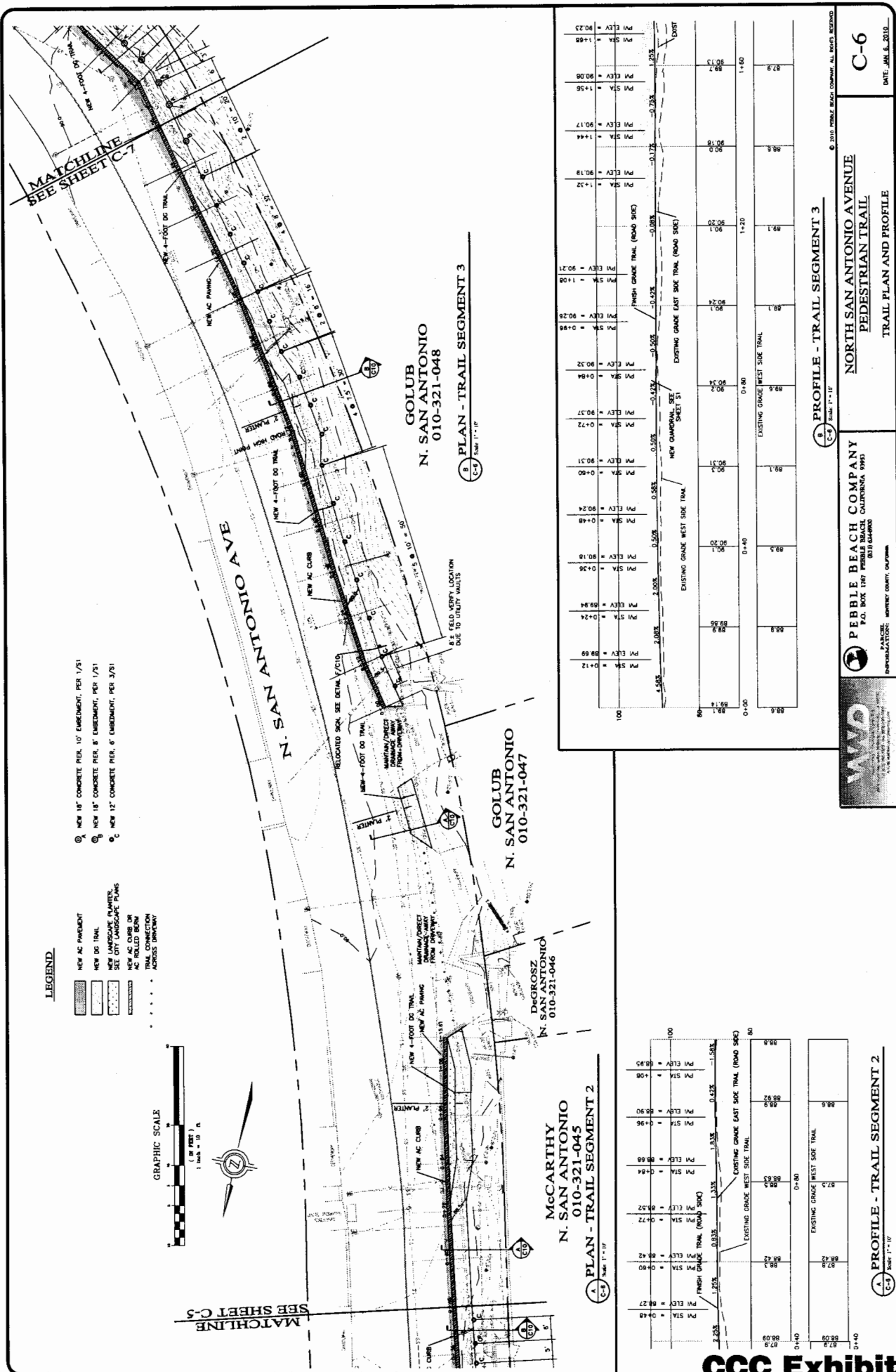


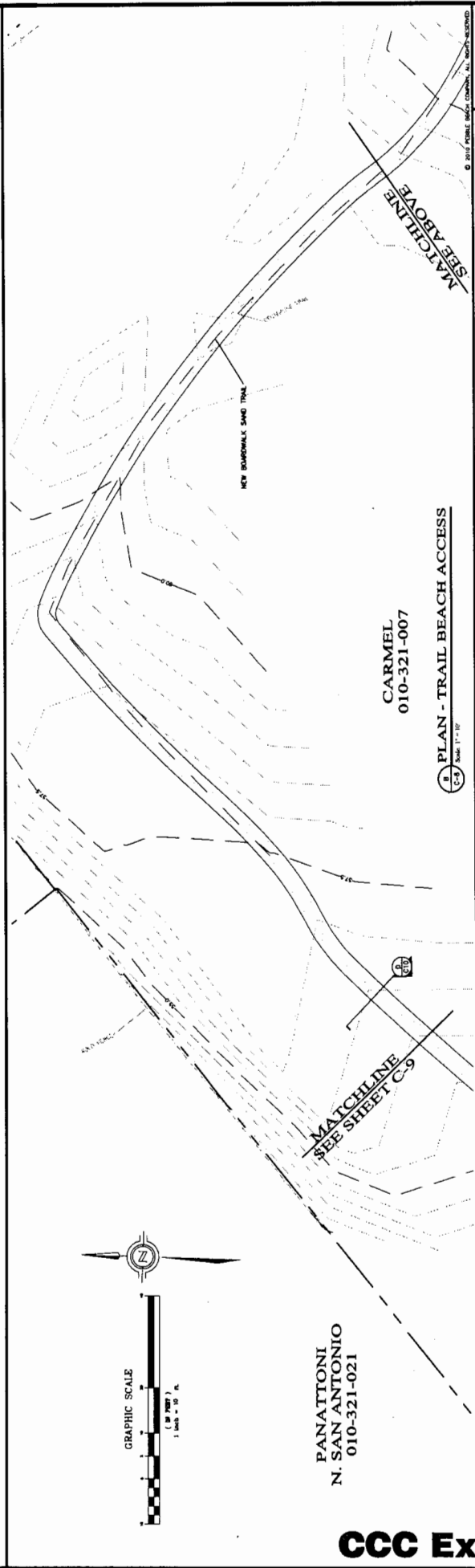
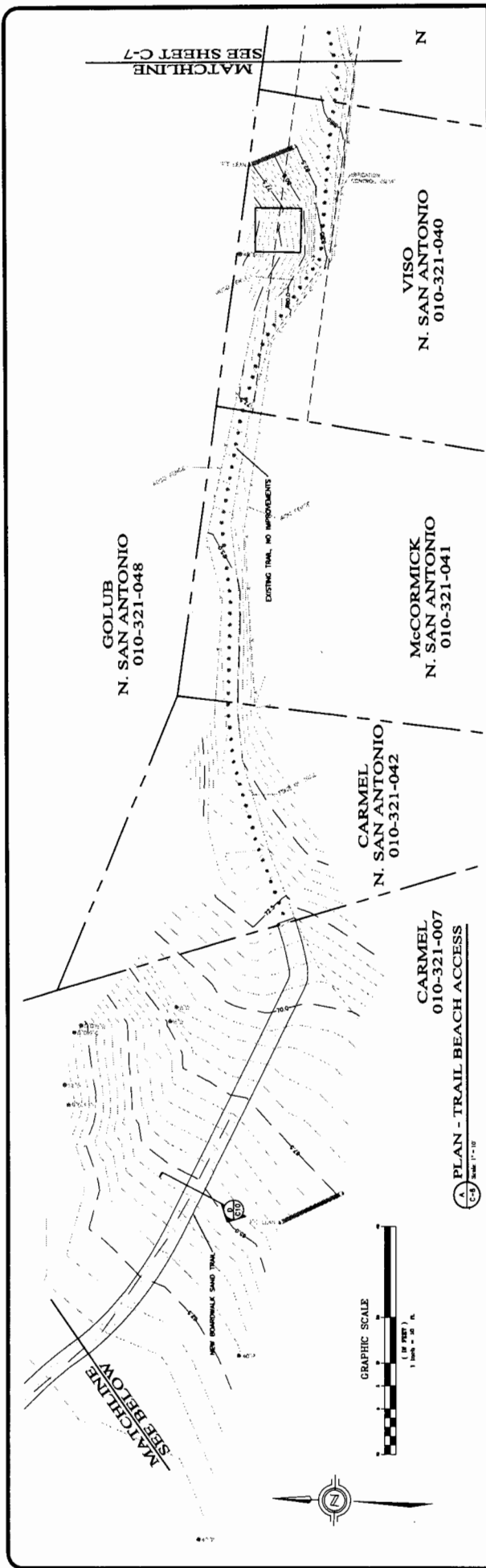
NORTH SAN ANTONIO AVENUE
PEDESTRIAN TRAIL

TRAIL PLAN AND PROFILE

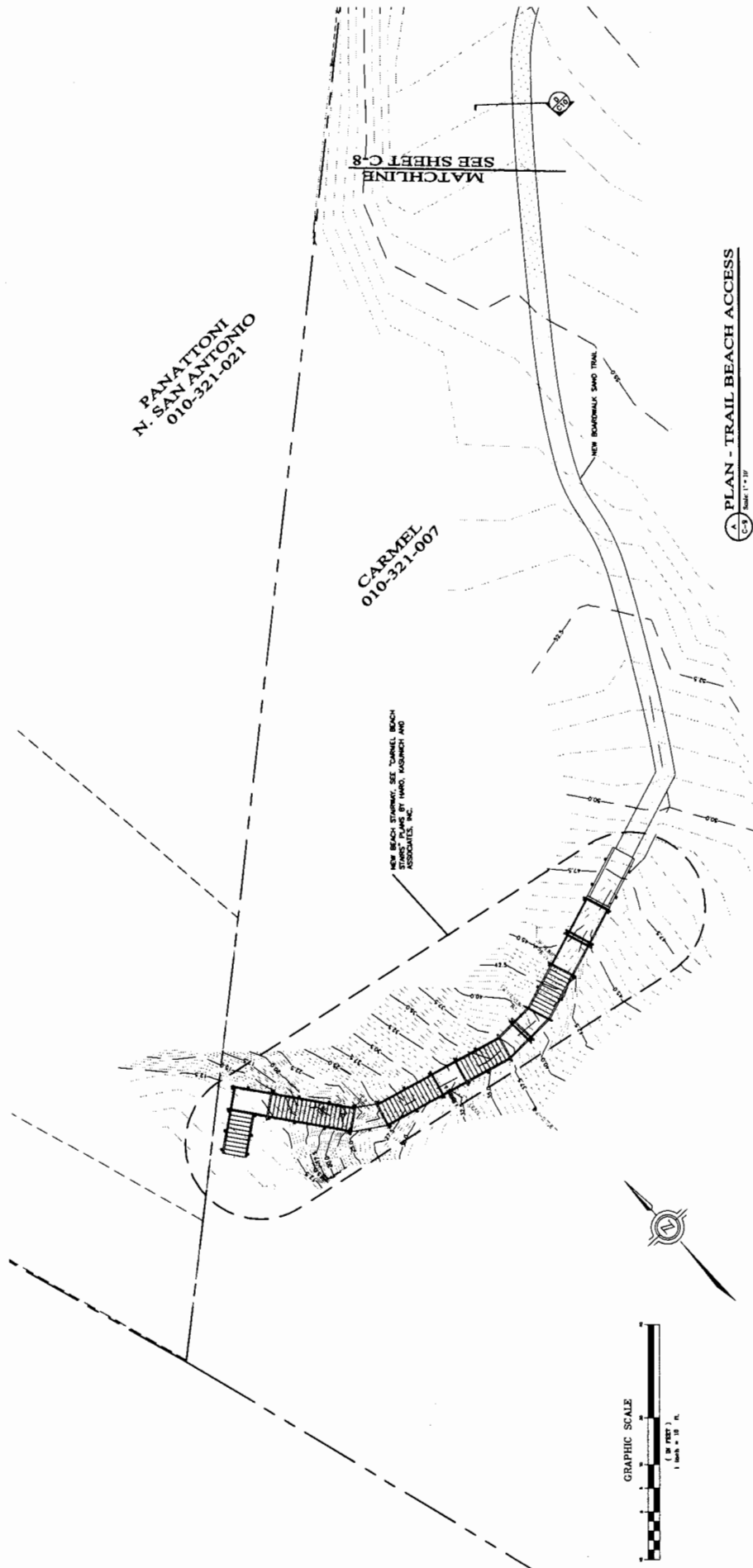
C-5

DATE: JAN 6, 2010





	PEBBLE BEACH COMPANY P.O. BOX 1001 PEBBLE BEACH, CALIFORNIA 95555 (415) 448-8800	C-8 DATE: JAN. 5, 2010
	NORTH SAN ANTONIO AVENUE PEDESTRIAN TRAIL TRAIL PLAN	



© 2010 PEBBLE BEACH COMPANY. ALL RIGHTS RESERVED.

C-9

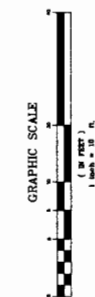
DATE: JAN. 6, 2010

NORTH SAN ANTONIO AVENUE
PEDESTRIAN TRAIL

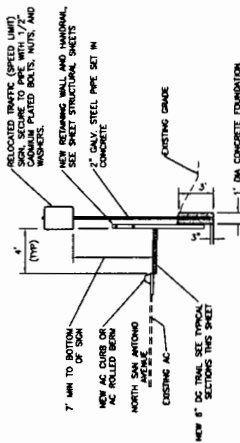
TRAIL PLAN

PEBBLE BEACH COMPANY
P.O. BOX 1007 PEBBLE BEACH, CALIFORNIA 93953
9311 044900

PANACE
INCORPORATED

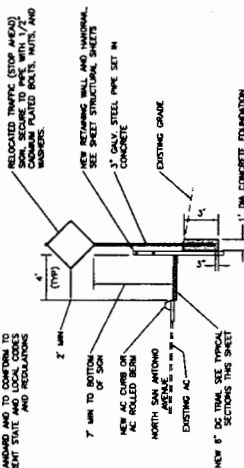


NOTE:
TRAFFIC SIGNS TO BE HIGHWAY
STANDARD SIGNS UNLESS NOTED
OTHERWISE TO MEET
CURRENT STATE AND LOCAL CODES
AND REGULATIONS

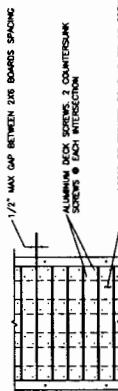


E DETAIL - SIGN INSTALLATION
C-10 Scale 1"=2'

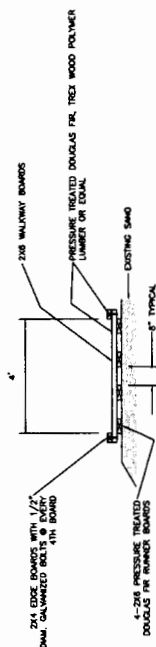
NOTE:
TRAFFIC SIGNS TO BE HIGHWAY
STANDARD SIGNS UNLESS NOTED
OTHERWISE TO MEET
CURRENT STATE AND LOCAL CODES
AND REGULATIONS



F DETAIL - SIGN INSTALLATION
C-10 Scale 1"=2'

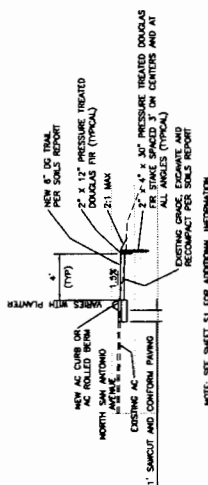


PLAN - WALKWAY

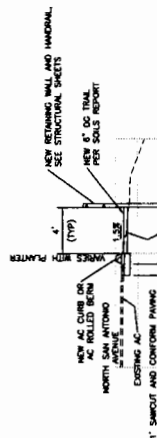


SECTION - SAND TRAIL BOARDWALK

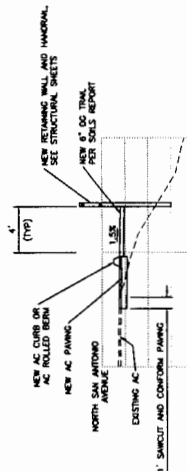
D SECTION - SAND TRAIL BOARDWALK
C-10 Scale 1"=2'



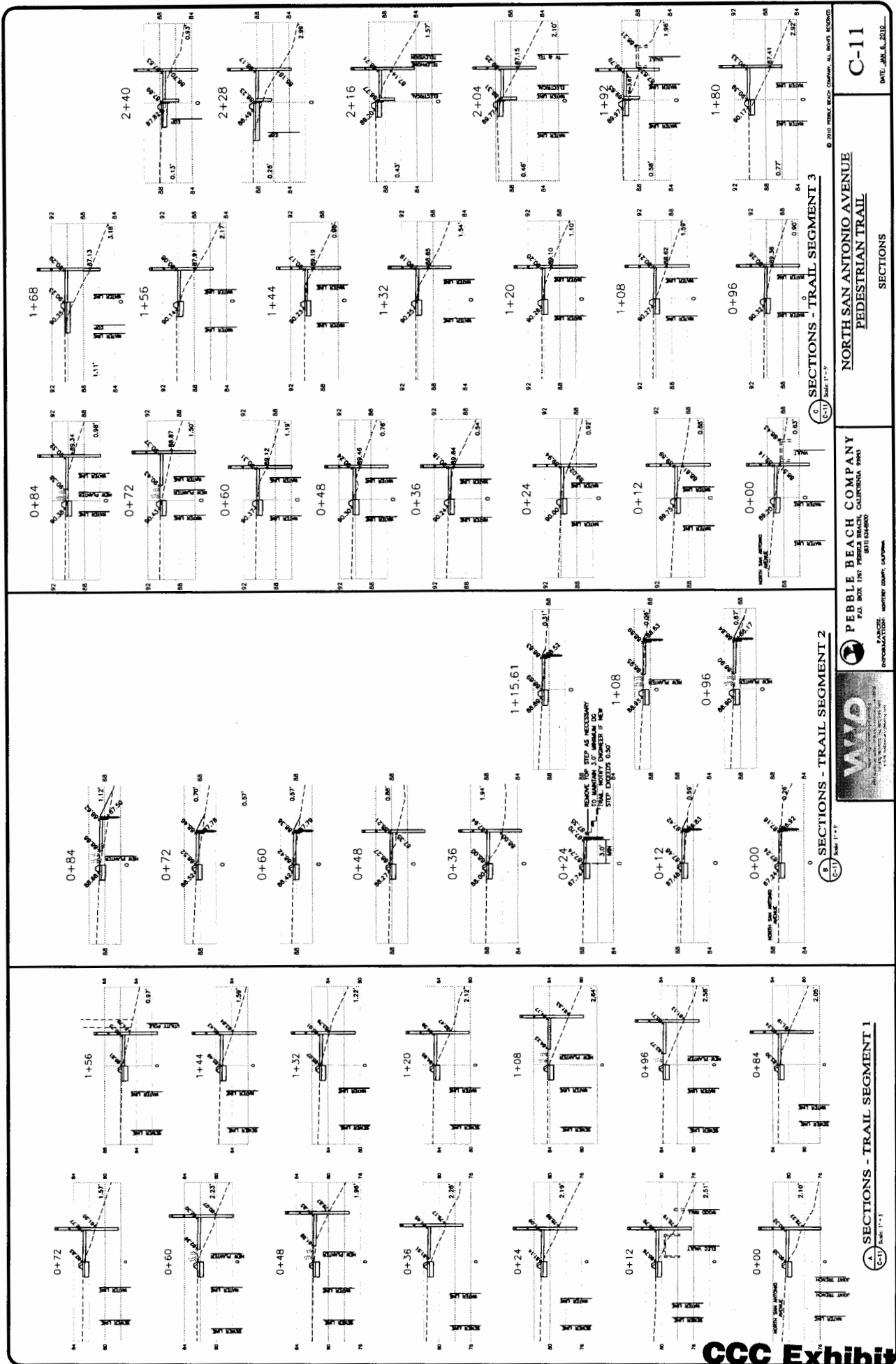
A SECTION - DG TRAIL
C-10 Scale 1"=2'



B SECTION - DG TRAIL
C-10 Scale 1"=2'



C SECTION - DG TRAIL
C-10 Scale 1"=2'



W&B
 WILSON & BROWN
 CIVIL ENGINEERS
 1000 17TH AVENUE, SUITE 100
 DENVER, CO 80202
 (303) 733-1100
 WWW.WILSONANDBROWN.COM

PEBBLE BEACH COMPANY
 P.O. BOX 190, PEBBLE BEACH, CALIFORNIA 93953
 (408) 665-0000
 INFORMATION: (408) 665-0000

C-11
 NORTH SAN ANTONIO AVENUE
 PEDESTRIAN TRAIL
 SECTIONS
 DATE: JAN. 8, 2012



Project / Owner
**Camel Way /
N. San Antonio
Avenue Trail
Camel-By-The-Sea
California**

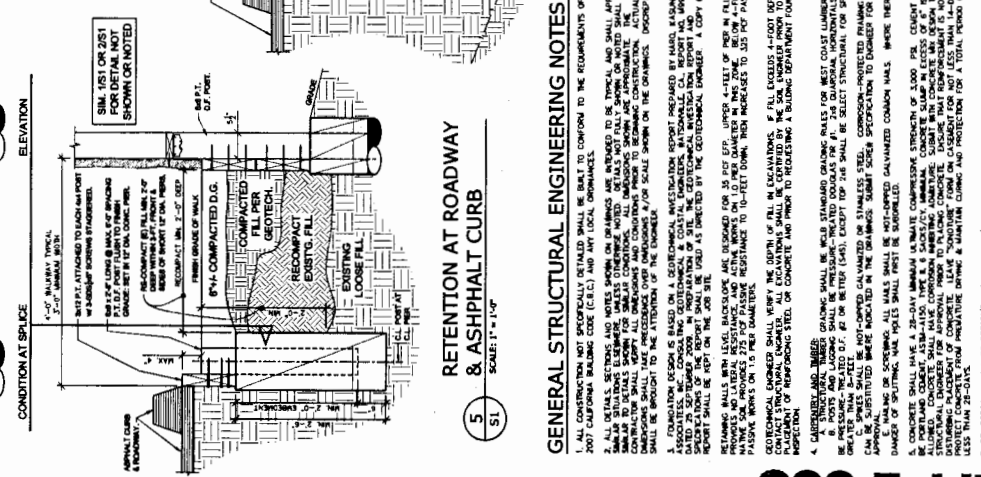
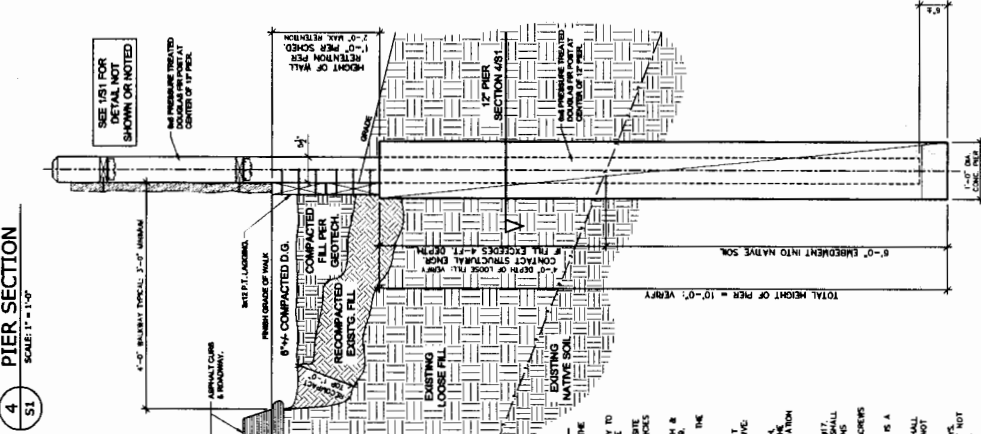
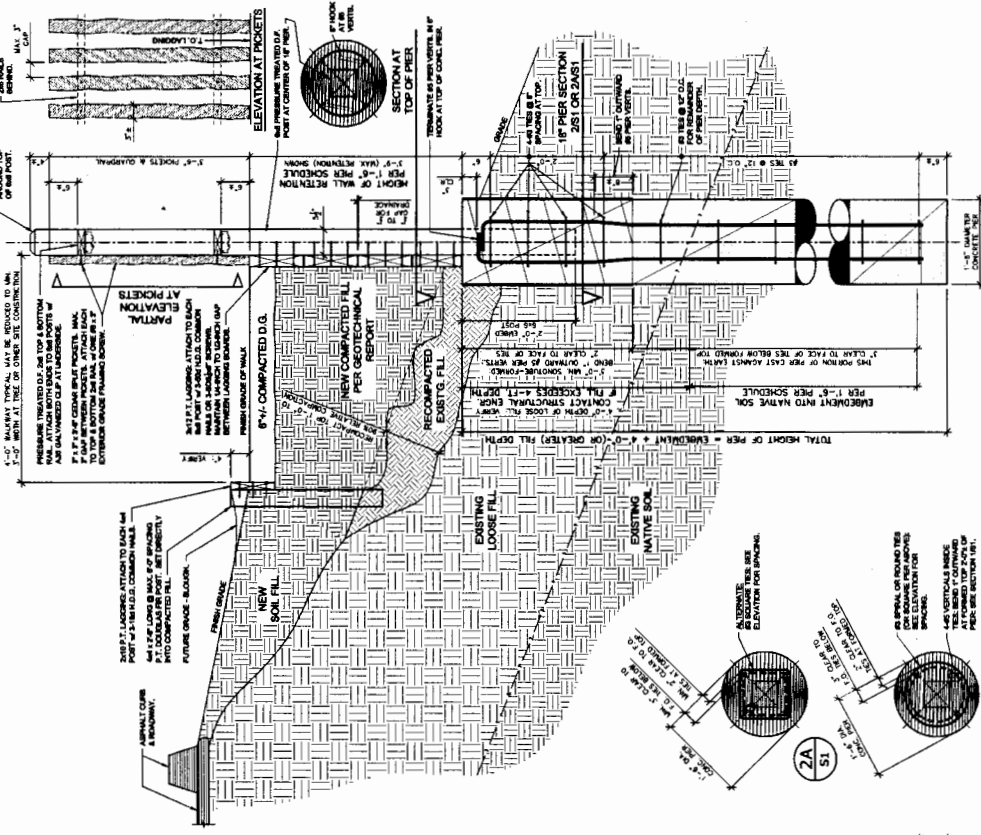
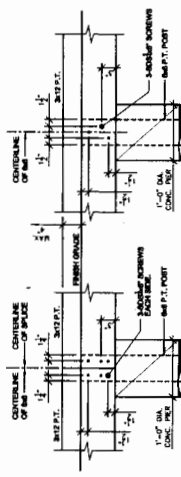
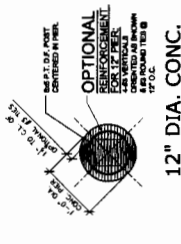
Project Number 09-016.1
Drawn By S C MAYONE
Date 1-06-10
Revision
Sheet 1 of 10

1'-0" DIAMETER CONCRETE PIER	PIER	EMBEDMENT IN NATIVE SOIL
HEIGHT OF RETENTION	SPACING	
< 2'-0"	10'-0"	8'-0"
< 2'-0"	10'-0"	8'-0"
< 3'-0"	8'-0"	10'-0"
< 3'-0"	7'-0"	10'-0"
< 3'-0"	6'-0"	10'-0"

1. INTERPOLATED OR ESTIMATED VALUE
2. PIER FOUNDATION SPECIFIED ON CIVIL PLANS DRAWING.

1'-0" DIAMETER CONCRETE PIER	8'-0" EMBEDMENT INTO NATIVE SOIL	D.F. BEL. STR.
HEIGHT OF RETENTION		
< 1'-0"	10'-0"	10'-0"
< 1'-0"	9'-0"	10'-0"
< 1'-0"	8'-0"	10'-0"
< 1'-0"	7'-0"	10'-0"
< 1'-0"	6'-0"	10'-0"
< 1'-0"	5'-0"	10'-0"
< 1'-0"	4'-0"	10'-0"

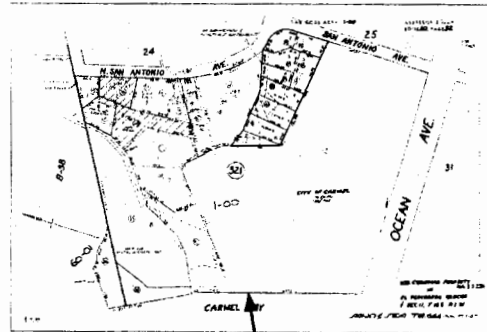
1. INTERPOLATED OR ESTIMATED VALUE



GENERAL STRUCTURAL ENGINEERING NOTES

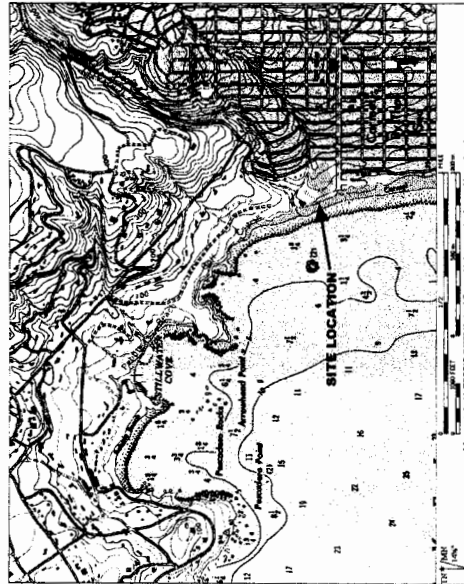
- ALL CONSTRUCTION NOT SPECIFICALLY NOTED SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES.
- ALL DETAILS, SECTIONS AND NOTES SHOWN ON DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS UNLESS OTHERWISE NOTED. DETAILS NOT SHOWN OR NOTED SHALL BE IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO BEGINNING CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- FOUNDATION DESIGN IS BASED ON A GEOTECHNICAL INVESTIGATION REPORT PREPARED BY HAZEL BLANCHARD & ASSOCIATES, INC. CONSULTING GEOTECHNICAL & COASTAL ENGINEERS, 10000 S. HAYWARD AVENUE, SUITE 100, HAYWARD, CA 94542. A COPY OF THE REPORT SHALL BE ON THE JOB SITE.
- CONCRETE SHALL BE PLACED IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES. ALL CONCRETE SHALL BE PLACED IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES. ALL CONCRETE SHALL BE PLACED IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES.
- CONCRETE SHALL HAVE A 28-DAY COMPRESSIVE STRENGTH OF 4,000 PSI. CONCRETE SHALL BE PLACED IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES. ALL CONCRETE SHALL BE PLACED IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES.
- REINFORCING STEEL SHALL BE PLACED IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES. ALL REINFORCING STEEL SHALL BE PLACED IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES.
- REINFORCING STEEL SHALL BE PLACED IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES. ALL REINFORCING STEEL SHALL BE PLACED IN ACCORDANCE WITH THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES.

CARMEL BEACH STAIRS DEL MAR DUNES CARMEL - BY - THE - SEA, CALIFORNIA



SITE LOCATION

ASSESSOR'S PARCEL MAP
SCALE: 1" = 2000' FT



TOPOGRAPHIC MAP
SCALE: AS SHOWN

PLAN PREPARERS:

John Kasunich, G.E. 455
HARO, KASUNICH & ASSOCIATES, INC.
116 East Lake
Watsonville, CA 95076
(831)722-4175 (831)722-3202 FAX

Mark Fox, C.E.G. 1493
HARO, KASUNICH & ASSOCIATES, INC.
116 East Lake
Watsonville, CA 95076
(831)722-4175 (831)722-3202 FAX

Stephen C. Mayone SE 4459
MAYONE STRUCTURAL ENGINEERING, INC.
187-B El Dorado,
Monterey, CA 93940
831-372-4455 fax 831-372-4459

SHEET INDEX

- SHEET 1 - TITLE SHEET
- SHEET 2 - PROPOSED STAIRWAY PLAN VIEW
- SHEET 3 - STAIRWAY CROSS SECTIONS
- SHEET S1 - PLAN & GENERAL NOTES
- SHEET S2 - PARTIAL PLAN 1
- SHEET S3 - PARTIAL PLAN 2
- SHEET S4 - PARTIAL PLAN 3
- SHEET S5 - SECTIONS 1 & 2
- SHEET S6 - SECTIONS 3 & 4
- SHEET S7 - CONCRETE BASE ALTERNATE
- SHEET S8 - STAIR FRAMING DETAILS

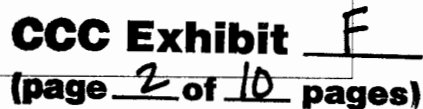
PRELIMINARY

TITLE SHEET
CARMEL BEACH STAIRS
DEL MAR DUNES, CARMEL-BY-THE-SEA, CALIFORNIA

HARO, KASUNICH AND ASSOCIATES, INC.
116 EAST LAKE AVE., WATSONVILLE, CA 95076 (831) 722-4175
CONSULTING ENGINEERS & ARCHITECTS

Date	10/19/09
Scale	AS SHOWN
Drawn	MF
Job	
Sheet	1
OF 11 SHEETS	

REVISIONS	BY

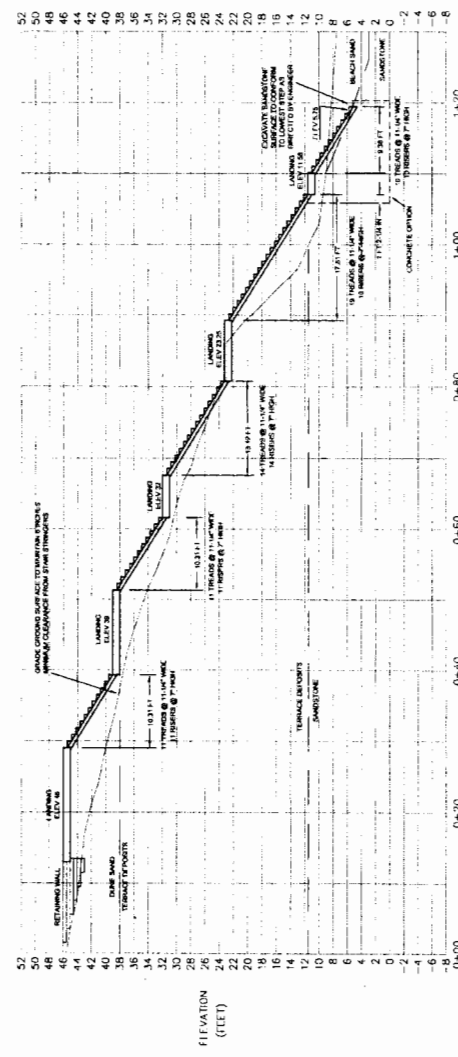
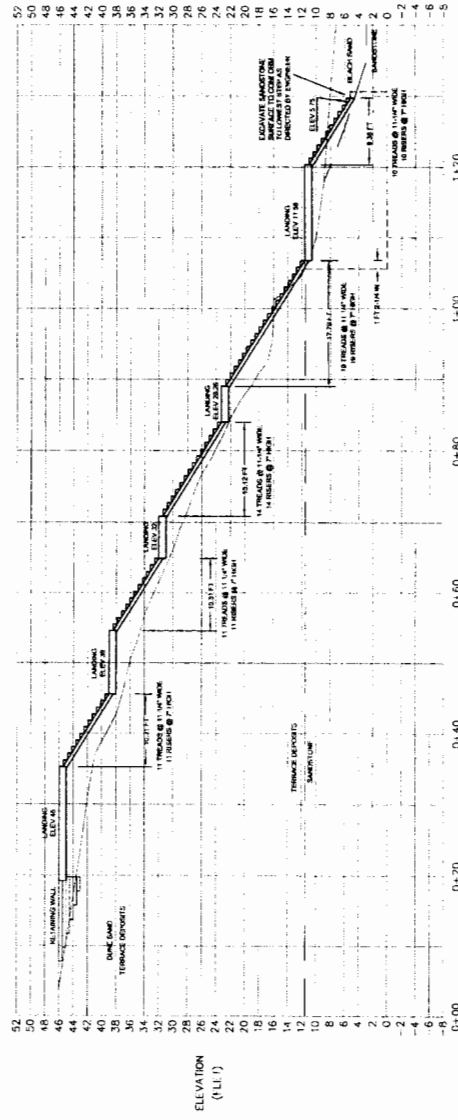


REVISIONS	BY

STAIRWAY CROSS SECTIONS
CARMEL BEACH STAIRS
DEL MAR DUNES, CARMEL-BY-THE-SEA, CALIFORNIA

HARG, KASUNICH AND ASSOCIATES, INC.
 118 LAFAYETTE AVE., WATSONVILLE, CA 95070 (408) 822-4175

Date	10/18/09
Scale	1"=16' FT H=V
Drawn	MT
Job	
Sheet	3
Of 11 Sheets	



GENERAL STRUCTURAL ENGINEERING NOTES

1. ALL CONSTRUCTION NOT SPECIFICALLY DETAINED SHALL BE BUILT TO CONFORM TO THE REQUIREMENTS OF THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES.
2. ALL DETAILS, SECTIONS AND NOTES SHOWN ON DRAWINGS ARE INTENDED TO BE TYPICAL, AND SHALL APPLY TO ALL SIMILAR DETAILS. DETAILS SHOWN FOR SIMILAR CONDITIONS SHALL BE APPROXIMATELY SHOWN AND APPROXIMATELY DETAIL. DETAILS SHOWN FOR SIMILAR CONDITIONS SHALL BE APPROXIMATELY SHOWN AND APPROXIMATELY DETAIL. DETAILS SHOWN FOR SIMILAR CONDITIONS SHALL BE APPROXIMATELY SHOWN AND APPROXIMATELY DETAIL.
3. CEMENTITY AND "MASONRY" SHALL BE USED FOR ALL MASONRY WORK. ALL MASONRY SHALL BE BUILT TO CONFORM TO THE REQUIREMENTS OF THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES.
4. CONCRETE SHALL HAVE A 28-DAY MINIMUM COMPRESSIVE STRENGTH OF 2500 PSI. CONCRETE SHALL BE PLACED AND CURED IN ACCORDANCE WITH THE REQUIREMENTS OF THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES.
5. ALL CONSTRUCTION NOT SPECIFICALLY DETAINED SHALL BE BUILT TO CONFORM TO THE REQUIREMENTS OF THE 2007 CALIFORNIA BUILDING CODE (C.B.C.) AND ANY LOCAL ORDINANCES.

MAYONE
STRUCTURAL ENGINEERING, INC.
1818 E. DUNSMuir, CA 94040
TEL: 415.731.4353 FAX: 415.731.4354



Not Noted without the signature
Project / Owner
Camel Beach
Stairs

Del Mar Dunes
Camel-By-The-Sea
California

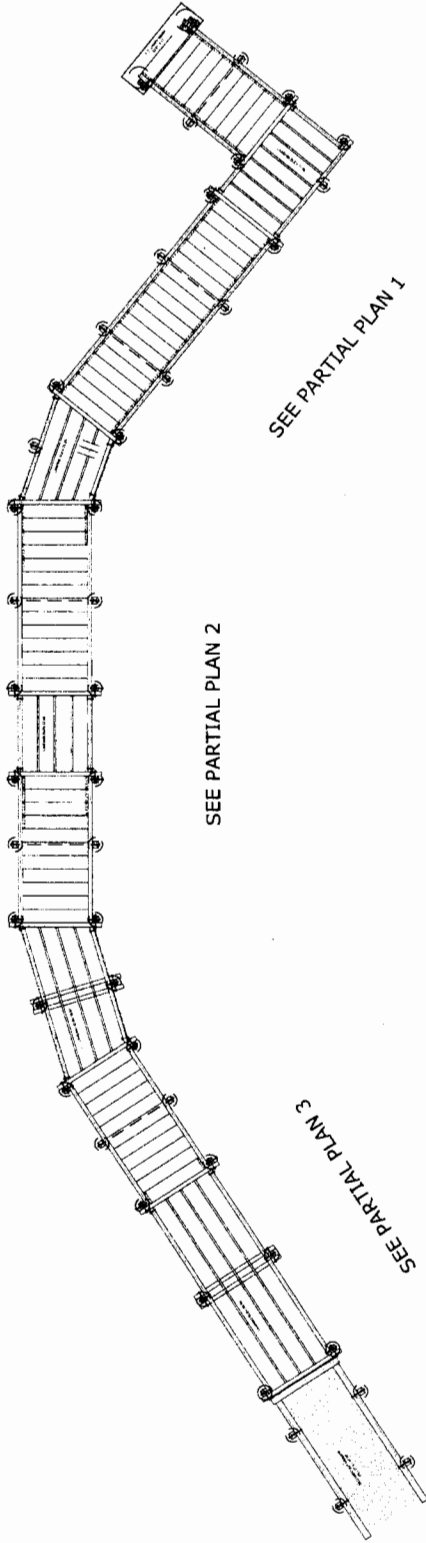
SEE Project Number 09-015
Drawn By S C MAYONE
DATE 10-12-09
Revision
Date

PRINT DATE: 10-12-09

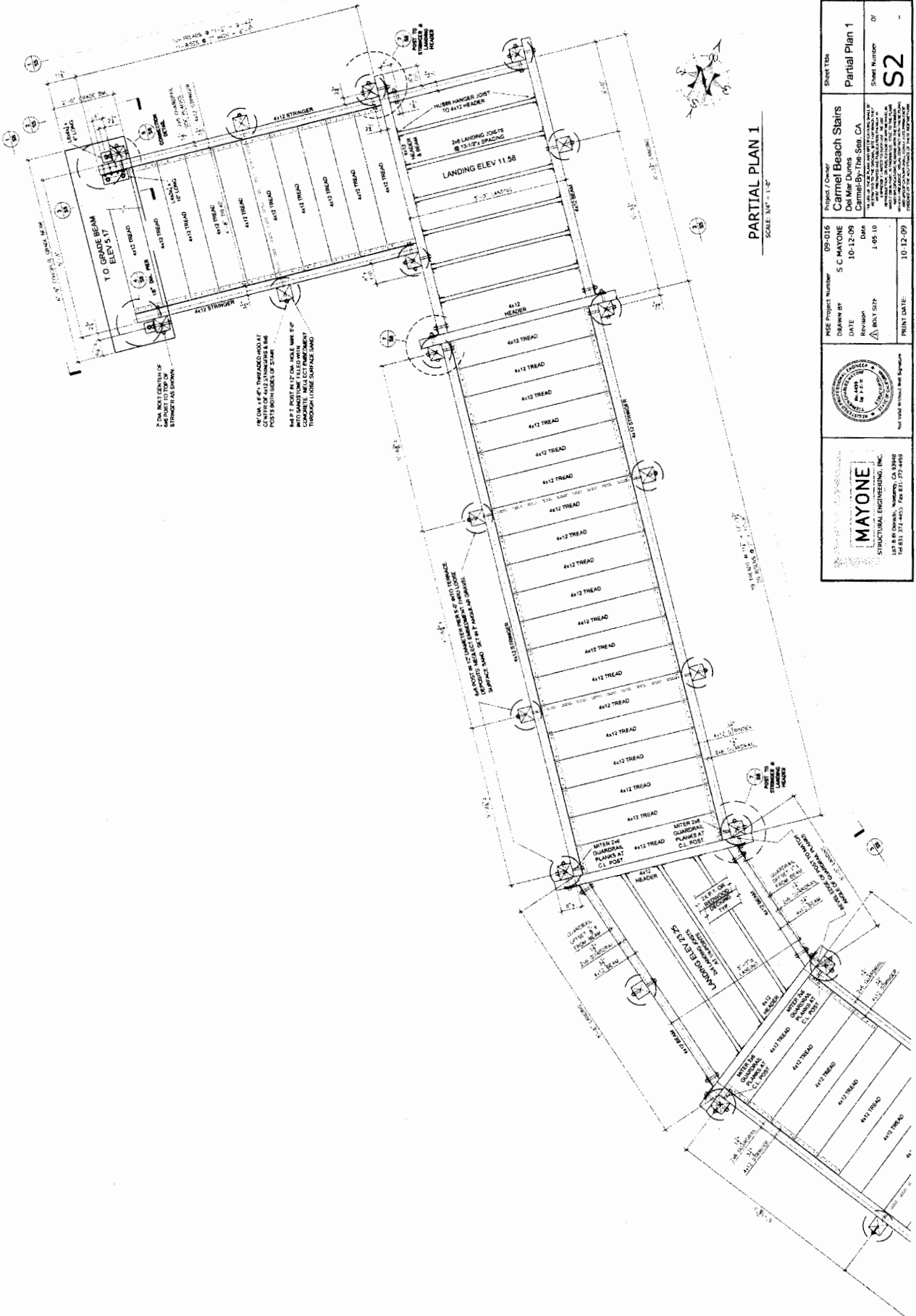
NOTED TO THE CONTRACTOR: THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES.

Plan & General
Notes

Sheet Number
S1



PLAN OF COMPLETE STAIRWAY
SCALE: 1/4" = 1'-0"

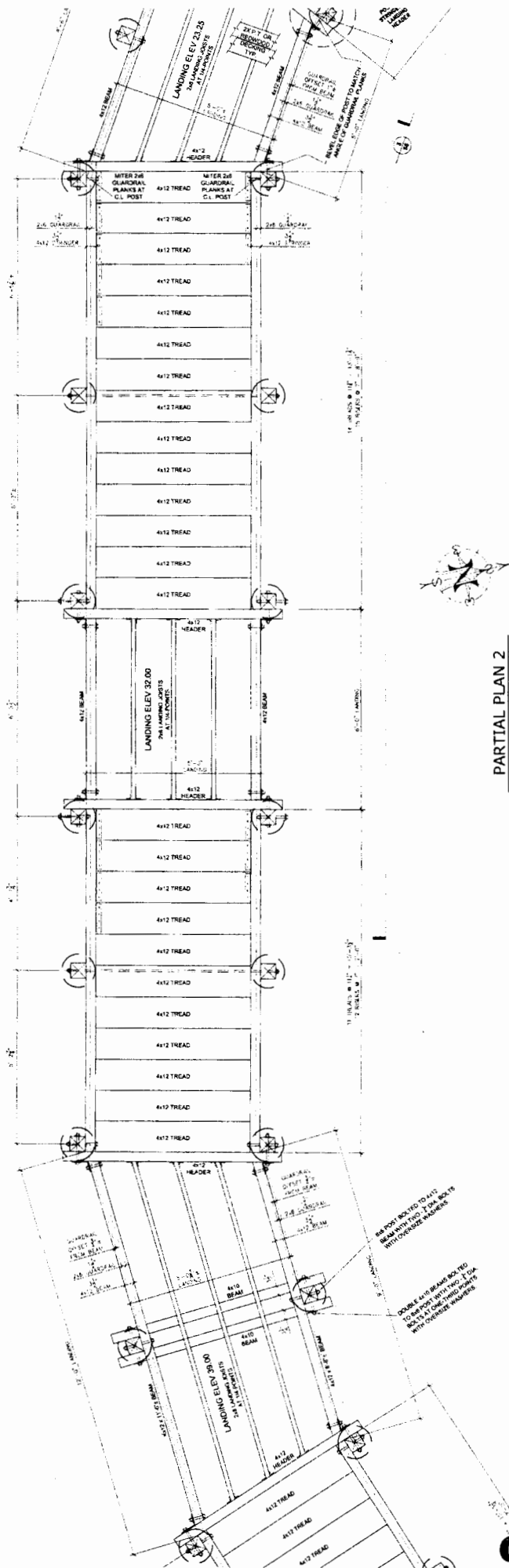


PARTIAL PLAN 1
SCALE: 3/4" = 1'-0"


Project / Owner Carmel Beach Stairs Carmel-By-The-Sea, CA	Project Number 09-016	Drawn by S C MAYONE	Date 10-12-09	Revision 1-00-10	Print Date 10-12-09	Sheet Title Partial Plan 1	Sheet Number 01	Scale S2
--	---------------------------------	-------------------------------	-------------------------	----------------------------	-------------------------------	--------------------------------------	---------------------------	--------------------

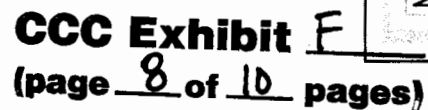


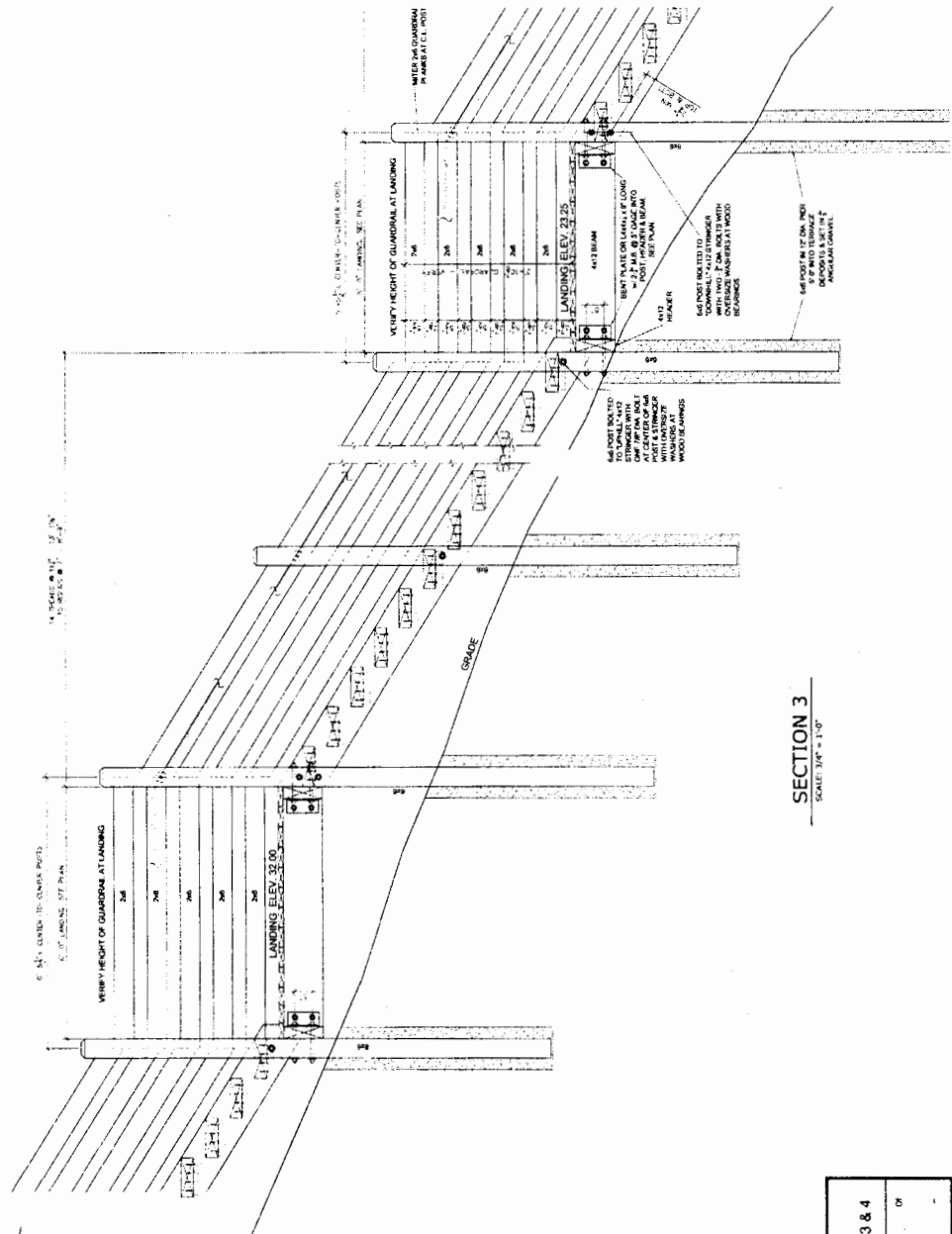
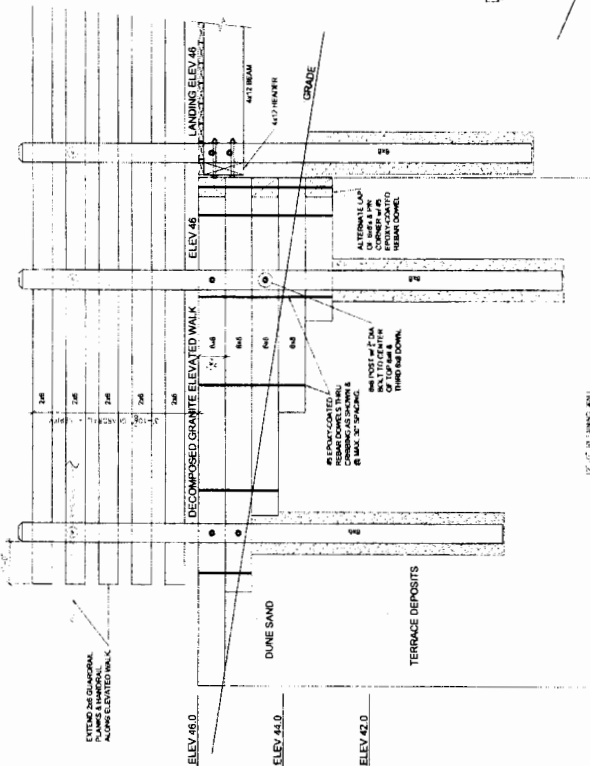
MAYONE
STRUCTURAL ENGINEERING, INC.
152 S. 8th Street, Suite 200, San Jose, CA 95128
Tel: 408.332.4055 Fax: 408.332.4059



PARTIAL PLAN 2
SCALE: 3/4" = 1'-0"

	09-016		Project / Owner	Sheet Title
	S C MAYONE		Carmel Beach Stairs Del Mar Duces Carmel By The Sea, CA	
	DESIGNED BY			
MAYONE STRUCTURAL ENGINEERING, INC. 18710 El Dorado, Redlands, CA 92366 Tel: 626-337-4455 Fax: 626-337-4659	10-17-09		DATE	Sheet Number S3
	Revision		CF	
	PRINT DATE: 10-17-09			

[illegible]



Sheet Title	Project / Owner	MS&E Project Number	Date	Print Date
Sections 3 & 4	Carmel Beach Stairs Del Mar Dunes Carmel-by-the-Sea, CA	09-016 S C MAYONE 10-12-09	10-12-09	10-12-09
Sheet Number	S6	Drawn By	Date	Revision
OF	S6	DATE	10-12-09	10-12-09

MAYONE

STRUCTURAL ENGINEERING, INC.
1815 E. DOWNEY, MARIETTA, GA 30060
(404) 271-4333 FAX (404) 271-4334



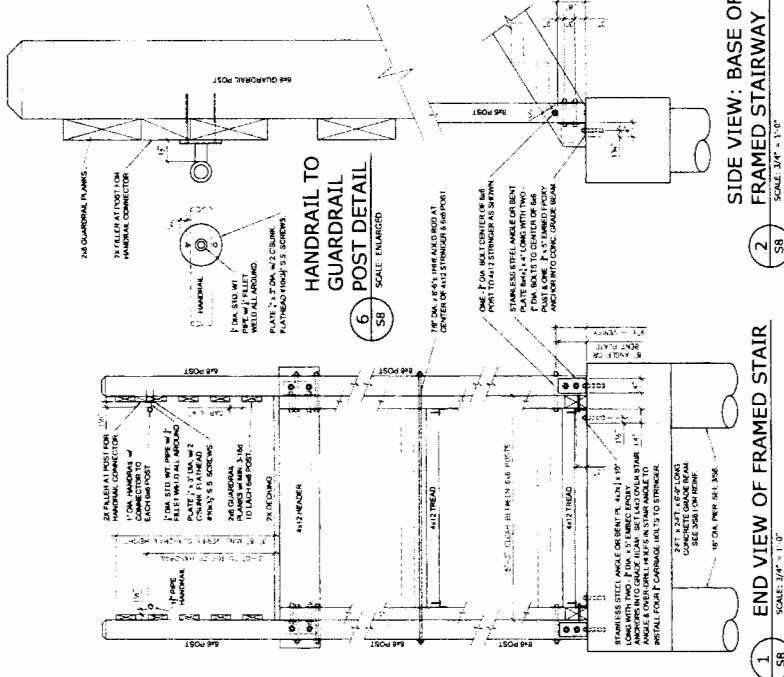
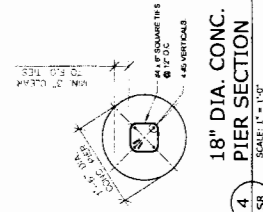
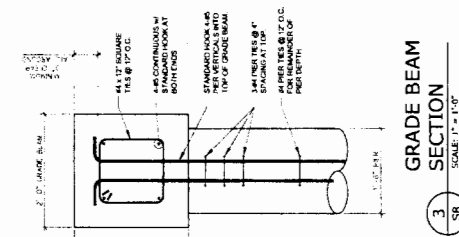
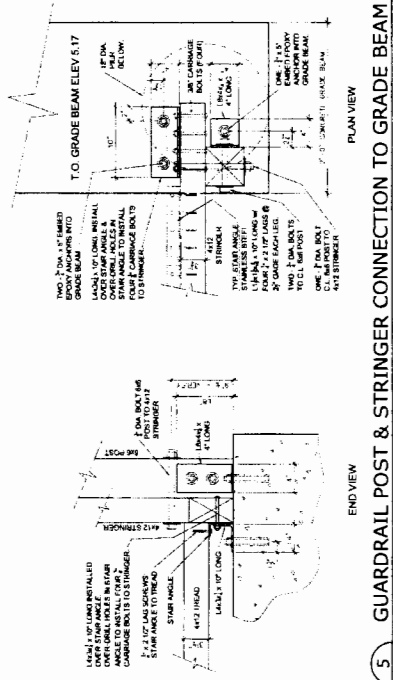
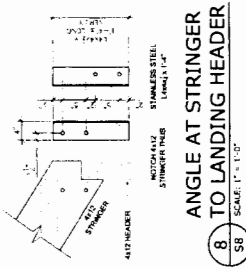
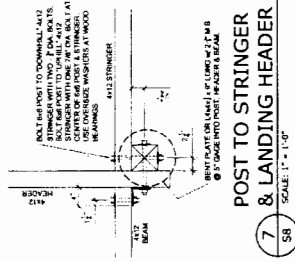
NO. 27858
S.C. MAYONE
12/31/09

Project / Owner
**Camel Beach
Stairs**

Del Mar Dunes
Camel-By-The-Sea
California

SEA Project Number: 09-015
DRAWN BY: S.C. MAYONE
DATE: 10-12-09
Revision: 1
BY: S.C. MAYONE
DATE: 10-12-09

DATE: 10-12-09



1 END VIEW OF FRAMED STAIR
SCALE: 3/4" = 1'-0"

2 SIDE VIEW: BASE OF FRAMED STAIRWAY
SCALE: 3/4" = 1'-0"

STAIR FRAMING
DETAILS

SHEET NUMBER
S8