

**CALIFORNIA COASTAL COMMISSION**

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**RECORD PACKET COPY****F6a**

Date Filed	12/14/99
49th Day:	2/1/00
180th Day:	6/11/00
Staff:	VAE-SF
Staff Report:	12/17/99
Hearing Date:	1/14/00

**PERMIT AMENDMENT****APPLICATION NO.:** 1-98-057-A**APPLICANT:** STATE OF CALIFORNIA DEPARTMENT OF  
TRANSPORTATION (CALTRANS)

**PROJECT LOCATION:** Coastal bluff adjacent to Route 1, 1.3 miles south of Capistrano Road, immediately south of the landward end of the Pillar Point Harbor east breakwater at Surfer's Beach, City of Half Moon Bay, San Mateo County (Exhibits 1 and 2).

**DESCRIPTION OF PROJECT PREVIOUSLY APPROVED:** Restoration of a low coastal bluff to conditions existing before wave erosion, using placement of imported borrow, filter fabric, rip-rap backing, and two-ton rock slope protection (Coastal Development Permit (CDP) No. 3-93-37, approved 10/13/93).

**DESCRIPTION OF AMENDMENT:** Construction of a 3-meter wide, 260-meter long asphalt paved portion of the Coastside Trail on a low coastal bluff as proposed under conditions of CDP No. 3-93-37. Trail construction will require the extension of two drainage structures within the Caltrans right-of-way (Exhibits 3 and 4).

**LOCAL APPROVALS RECEIVED:** None needed at this time. Prior to construction, a grading permit will be required from the City of Half Moon Bay.

**SUBSTANTIVE FILE DOCUMENTS:** Coastal Development Permit File 3-93-37.

## **EXECUTIVE SUMMARY:**

Staff recommends that the Commission approve the amendment request with conditions. Caltrans seeks an amendment to Coastal Development Permit No. 3-93-37 for the construction of a 3-meter wide, 260-meter long asphalt paved portion of the Coastsides Trail on a low coastal bluff. In 1993, the Commission granted Permit No. 3-93-37 to Caltrans for the restoration of 475 linear feet of bluff to protect Highway 1 from erosion which occurred prior to and during the winter of 1992-93. This bluff restoration involved the placement of imported borrow, filter fabric, rip-rap backing, and rock slope protection. As a condition of approval of the permit, the Commission required Caltrans to submit an application to amend CDP No. 3-93-37 for the construction of the portion of the Coastsides Trail within the Highway 1 right-of-way at this site.

The construction of this portion of the Coastsides Trail is significant since it would contribute to the linkage of existing and planned future trail systems in the City of Half Moon Bay and San Mateo County. This project is an opportunity to enhance the public access and recreation resources in this scenic corridor.

The staff recommends that the Commission find the proposed project, as conditioned, is consistent with the Coastal Act.

## **STAFF NOTE:**

The Coastal Commission granted CDP No. 3-93-37 to the applicant, Caltrans, in October, 1993 for the restoration of a low coastal bluff eroding from wave action (Exhibit 5). In its action to approve the original permit, the Commission imposed seven special conditions. These conditions included a requirement to construct a paved portion of the Coastsides Trail within the Highway 1 right-of-way at the original project site. To fulfill the conditions of the original permit, Caltrans has submitted to the Commission this proposed amendment to authorize the trail construction.

The proposed development is located between the first public road and the sea, within the City of Half Moon Bay's primary permit jurisdiction under its certified local coastal program (LCP). Any new coastal development permits for development at this location would be considered by the City (and appealable to the Commission). However, the Caltrans trail project is proposed as an amendment to a Commission-approved coastal development permit granted prior to the certification of the LCP. This project is before the Commission and not the City because only the Commission can amend a previously granted Commission permit. In accordance with Coastal Act Section 30604(b) and (c),

the standards of review for the proposed development are the LCP and the public access and public recreation policies of Chapter 3 of the Coastal Act.

## **1.0 STAFF RECOMMENDATION**

The staff recommends that the Commission adopt the following resolution:

### **1.1 Motion**

I move that the Commission approve the proposed amendment to Coastal Development Permit No. 3-93-37 pursuant to the staff recommendation.

### **1.2 Staff Recommendation of Approval**

Staff recommends a **YES** vote. Passage of this motion will result in approval of the amendment as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

### **1.3 Resolution to Approve Permit Amendment**

The Commission hereby approves the coastal development permit amendment on the ground that the development as amended and subject to conditions, will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit amendment 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 amended development on the environment, or 2) there are no feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the amended development on the environment.

## **2.0 STANDARD CONDITIONS**

See Appendix A.

## **3.0 SPECIAL CONDITIONS**

The Commission grants this permit subject to the following special conditions:

1. Prior to the commencement of construction, Caltrans shall submit to the Executive Director final project execution plans verifying that no equipment, materials, or other work shall encroach into the Environmentally Sensitive Areas indicated on the planview map (Exhibit 6).
2. After completion of the portion of the Coastside Trail, Caltrans shall post appropriate signage along the trail informing the public of their right to use the trail and of any specific uses or limitations to use.
3. Caltrans shall install safety fencing of a metal rail type above the drainage structures, designed to minimize obstruction of views within the Highway 1 and Coastside Trail corridor. Prior to the commencement of construction, Caltrans shall submit to the Executive Director final project execution plans verifying the use of the metal rail fencing design. Each of the two fences to be placed only over the two drainage structures shall be of a sufficient length and height in conformance with the Caltrans safety code, but have the smallest dimensions possible to protect the visual resources of the site. The metal rails shall not impede the viewshed of travelers on Highway 1. Plans shall include profiles of the fences in relation to the drainages and depictions of the fences as seen from the highway and from the trail.

#### **4.0 FINDINGS AND DECLARATIONS**

The Commission hereby finds and declares as follows:

##### **4.1 Project Location**

The construction of a portion of the Coastside Trail is proposed along the shoreline 1.3 miles south of Capistrano Road, within the Highway 1 right-of-way immediately south of the landward end of the Pillar Point Harbor east breakwater at Surfer's Beach in the City of Half Moon Bay, in San Mateo County (Exhibit 1).

##### **4.2 Background**

The original permit, CDP 3-93-37, was granted to Caltrans to follow emergency work done during the winter of 1992-1993 to protect the coastal bluff and highway from erosion caused by wave action. Wave action eroded the bluff to as close as seven feet from Highway 1, located immediately inland of the bluff. The bluff was restored in January 1994 using approximately 850 cubic yards of imported borrow, filter fabric, rip-rap backing, and 1,210 cubic yards of two-ton rock slope protection. Two drainage

structures, a reinforced concrete pipe and reinforced concrete box, were constructed at the same time as Highway 1 and existed prior to the bluff restoration.

Special Condition 6 of CDP 3-93-37 required Caltrans to apply to the Commission for a coastal development permit or amendment to 3-93-37 for the construction of the portion of the Coastside Trail within the Highway 1 right-of-way. To fulfill the conditions of the original permit, Caltrans has submitted to the Commission this proposed amendment to authorize the trail construction.

#### **4.3 Project Description**

The planview of the proposed trail shows the trail's location in relation to the edge of the shoulder and traveled way of Highway 1, the maximum tide line, and the mean high tide line (MHTL) (Exhibit 3). While the Caltrans right-of-way overlaps the boundary of the MHTL, construction of the Coastside Trail will not extend below the MHTL. Trail construction includes the extension of the two drainage structures within the right-of-way to enable the trail a width which will allow bicycles and pedestrians to pass each other safely. The two extensions require a total of approximately 130 cubic yards of rock slope protection to replace existing beach material for the purpose of keying in the drainage structures, and 28 cubic yards of additional rock slope protection to dissipate energy from the outflow of one of the drainage systems (Exhibit 3). Approximately 238 cubic yards of fill will be used to elevate and level the trail over the drainage structures. Caltrans has proposed two green vinyl-clad chain link fences above each drainage structure along the headwalls for the safety of their maintenance crews and the public.

Pending approval of this permit amendment, Caltrans anticipates construction of this portion of the Coastside Trail in April, 2000.

#### **4.4 Public Access**

Coastal Act Section 30210 states:

*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.*

Coastal Act Section 30212(a) states in relevant part:

*Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects...*

General Policy 2-6 of the City of Half Moon Bay LUP states in relevant part:

*All vertical and lateral public accessways shall have clearly posted signs specifying the public's right to use these areas; signs shall also contain any limitations on the public's right of access and specific uses.*

General Policy 2-7 of the City of Half Moon Bay LUP states in relevant part:

*In a zone extending approximately 200 feet inland from the mean high tide line, priority shall be given to coastal-dependent and related recreational activities and support facilities.*

Currently, this stretch of Highway 1 does not provide a thoroughfare separate from the road for pedestrians and non-motorized vehicles. Since it is extensively used by recreationists as well as commuting farmworkers, construction of a separate trail would increase public safety in this area. It would also help to connect a paved trail at Pillar Point Harbor (north of the proposed trail) to other destinations to the south. (San Mateo County owns the property directly south of the proposed trail and may construct a paved trail in the future.) Thus, this proposed project would fulfill the provisions of Coastal Act Sections 30210 and 30212(a). Approximately 2.5 miles of segmented improved trail already exist in the Half Moon Bay area, including frontage streets in the Miramar area and segments to the Seymour Street bridge crossing. This project would support local efforts to link existing trails and better direct the public to access points to the sea. Working toward this goal, the City of Half Moon Bay has received funding to plan and construct a trail to connect the Coastside Trail to the downtown area by 2001. This proposed project is supported by the San Mateo County Trails Advisory Committee, the Half Moon Bay Bikeways Committee, and the Coastside for Safe Bikeways.

In order to comply with General Policy 2-6, **Special Condition 2** of this permit amendment requires Caltrans to post appropriate signage informing the public of their right to use the trail and any use limitations or specific uses.

Given that this proposed project will provide an important link in the Coastside Trail with substantial public access benefits, as conditioned, the Commission finds that the proposed

project is consistent with Coastal Act Sections 30210 and 30212(a) and General Policies 2-6 and 2-7 of the City of Half Moon Bay LCP.

#### 4.5 Environmentally Sensitive Habitat Area

Coastal Act Section 30240(b) states:

*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.*

General Policy 3-3(b) of the City of Half Moon Bay LUP states in relevant part that:

*Development in areas adjacent to sensitive habitats shall be sited and designed to prevent impacts that could significantly degrade the environmentally sensitive habitats.*

Environmentally sensitive habitat areas (ESHA), including wetlands to the southeast and on the inland side of Highway 1 are shown on the project planview (Exhibit 6). Caltrans indicates that the proposed work will be carried out entirely within the area between the edge of the highway and the top of the existing riprap slope, and that no equipment or materials will encroach into any of the designated ESHA areas. Thus, construction of the Coastside Trail should avoid any impacts to adjacent ESHAs. However, to ensure that Caltrans' contractor is properly instructed to avoid disturbance to these areas, **Special Condition 1** requires Caltrans to submit the final project plans and specifications to the Executive Director for review and approval prior to the commencement of construction. Approval shall be based on the Executive Director's determination that the plans and specifications clearly indicate the areas to be avoided.

As conditioned, the Commission finds that the proposed development is consistent with Section 30240(b) of the Coastal Act and General Policies 3-3(b) of the City of Half Moon Bay LCP, as the project is sited and designed to prevent impacts to the environmentally sensitive habitat areas adjacent to the project site.

#### 4.6 Visual Resources

Coastal Act Section 30251 states in relevant part:

*The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas...*

General Policy 7-1 of the City of Half Moon Bay LUP states in relevant part:

*The City will establish regulations to protect the scenic corridor of Highway 1, including setbacks for new development, screening of commercial parking, and landscaping in new developments.*

*Minimum standards shall include all areas within 200 yards of State Highway 1 which are visible from the road.*

General Policy 7-11 of the City of Half Moon Bay LUP states in relevant part:

*New development along primary access routes from Highway 1 to the beach, as designated on the Land Use Plan Map, shall be designed and sited so as to maintain and enhance the scenic quality of the routes...*

Caltrans has proposed the installation of two green vinyl-clad chain link fences above each of the drainage structures for the safety of their workers during the maintenance of the structures. The fences as proposed are 10 and 12 feet long and 4 feet tall. While Caltrans has standardized the retrofit of drainage structures to include the construction of chain link fences within the past 5 years, the proposed chain link fencing would impact the visual quality of this scenic corridor from the trail. Since the fence will be constructed on the headwalls, which are several feet in elevation below the center line of the roadway, the visual impact as seen from Highway 1 is projected to be minimal. However, the shoreline is highly visible from this stretch of Highway 1. This section of the highway is directly adjacent to the shoreline and provides the closest view of the sea from the road. Any modification of the view will be extremely noticeable to observers on Highway 1.



To address the potential visual impact, **Special Condition 3** requires Caltrans to substitute metal rail fencing for the chain link fencing originally proposed. Caltrans shall submit to the Executive Director, prior to the commencement of construction, final project execution plans showing the design of metal rail fencing to be placed over the two drainage structures only. Each of the two fences shall be of a sufficient length and height to ensure safety during maintenance of the drainage structures, but have the smallest dimensions possible to protect the visual resources of the site. This shall be in conformance with the Caltrans safety code. The metal rails shall not disrupt the character of the viewshed, nor obstruct views of travelers on Highway 1. Plans shall include profiles of the fences in relation to the drainages, and depictions of the fences as seen from the trail and from the highway.

As conditioned, the Commission finds that the proposed development is consistent with Section 30251 of the Coastal Act and General Policies 7-1, and 7-11 of the City of Half Moon Bay LCP, as the project is sited and designed to prevent impacts to the visual resources of the project site.

## **5.0 California Environmental Quality Act (CEQA).**

Section 13096 of the California Code of Regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (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 effects which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the policies of the Coastal Act that restrict significant disruption of environmentally sensitive habitat areas. As conditioned, there are no feasible alternatives or feasible mitigation measures available, beyond those required, which would substantially lessen any significant adverse impact, which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, can be found consistent with the requirements of the Coastal Act and to conform to CEQA.

**APPENDICES**

**A. Standard Conditions**

**EXHIBITS**

1. Regional Location Map
2. Site Location Map
3. Coastside Trail Planview
  - a. West Drainage
  - b. East Drainage
4. Drainage Profile
  - a. West Drainage
  - b. East Drainage
5. CDP 3-93-37 (State of California Department of Transportation permit approved 10/13/93)
6. Project planview showing Environmentally Sensitive Habitat Areas

**APPENDIX 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. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the development during construction, subject to 24-hour advance notice.
6. 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.
7. 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.



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
04	SM	1	51.5		

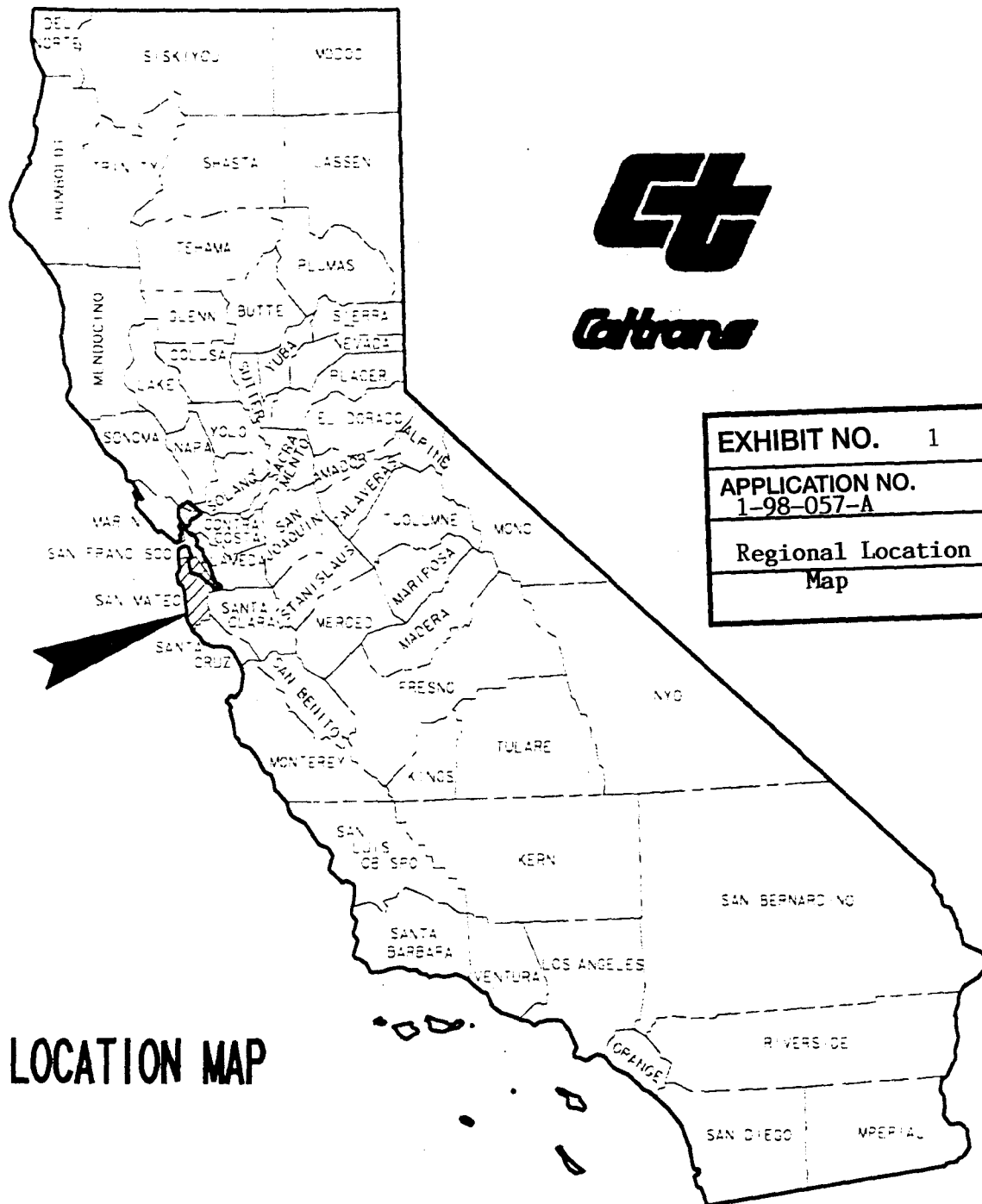


EXHIBIT NO. 1

APPLICATION NO.  
1-98-057-A

Regional Location  
Map

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

# PACIFIC OCEAN

## LOCATION OF CONSTRUCTION

KP 51.5 PM 32.0

Begin Work

End Work

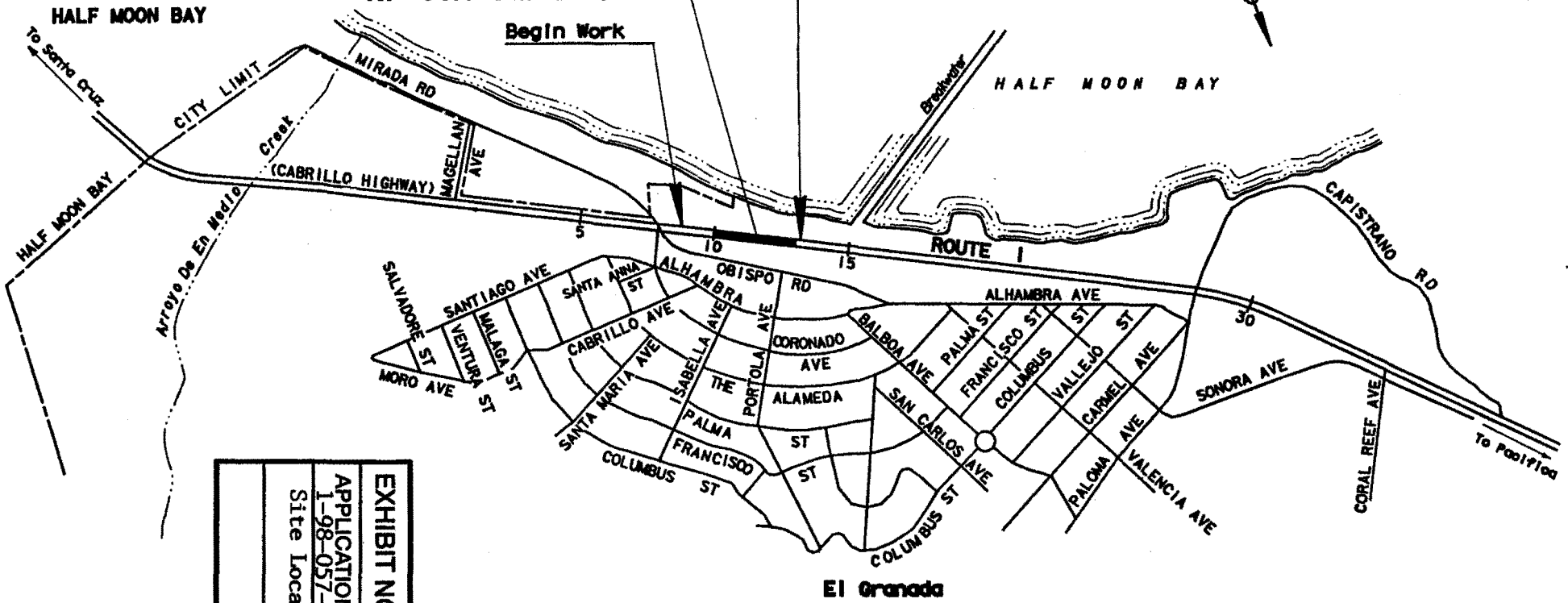


EXHIBIT NO.	2
APPLICATION NO.	1-98-057-A
Site Location Map	

NO SCALE

### LOCATION MAP

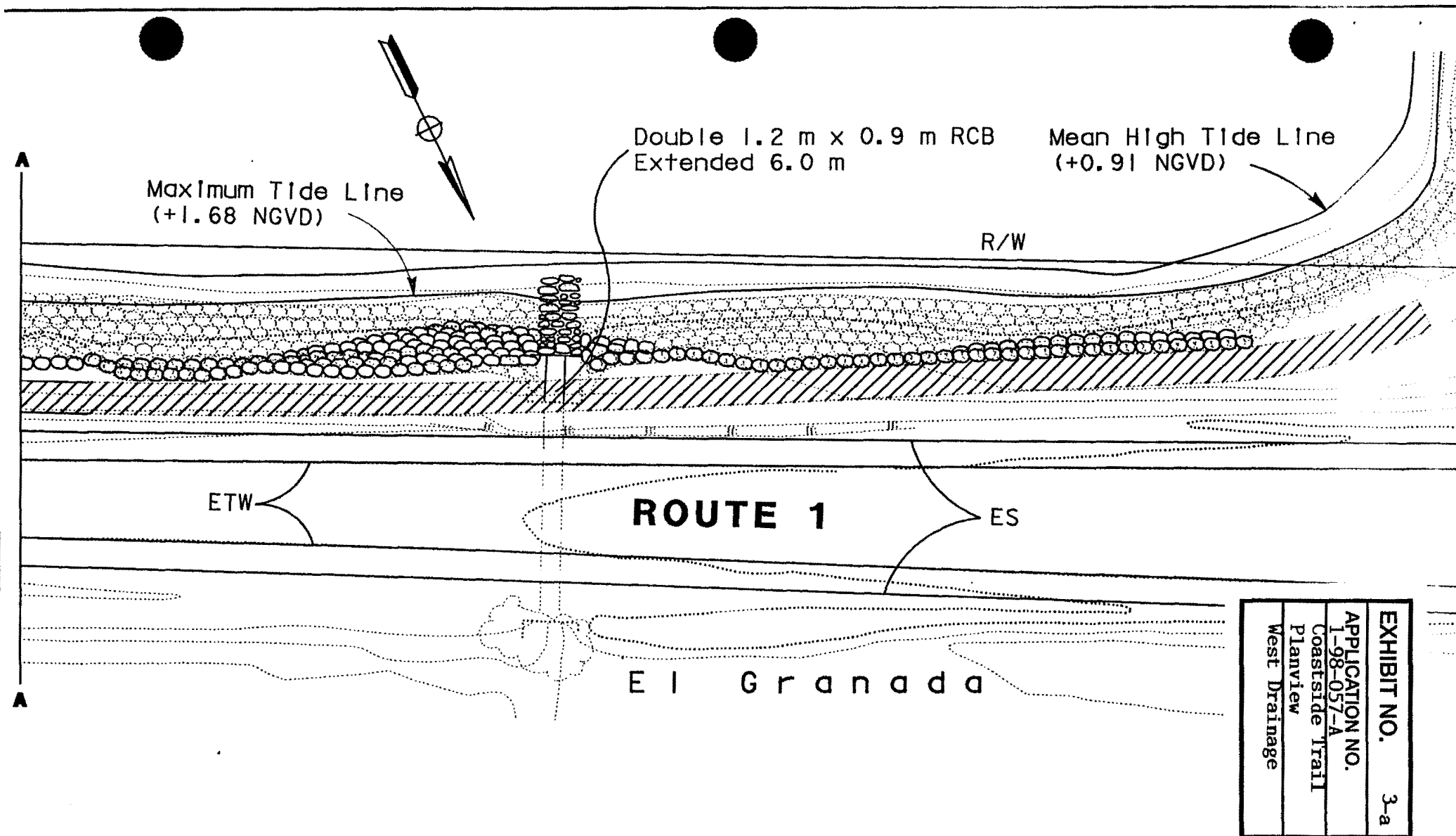
### CONSTRUCT COASTSIDE TRAIL

### APPLICANT

SCALE: NONE  
 PURPOSE: EXTEND TWO EXISTING  
 DRAINAGE STRUCTURES TO  
 FACILITATE CONSTRUCTION  
 OF A COASTSIDE TRAIL

ON ROUTE 1  
 IN SAN MATEO COUNTY  
 NEAR HALF MOON BAY  
 AT 1.2 KM SOUTH OF CAPISTRANO ROAD  
 (SLOTTED BEACH)

CALTRANS  
 111 GRAND AVENUE  
 OAKLAND CA 94623  
 DATE: 12/13/1999  
 SHEET: 1 OF 5



### LAYOUT PLAN

SCALE 1:500  
 PURPOSE: EXTEND TWO EXISTING  
 DRAINAGE STRUCTURES TO  
 FACILITATE CONSTRUCTION  
 OF A COASTSIDE TRAIL

### CONSTRUCT COASTSIDE TRAIL

ON ROUTE 1  
 IN SAN MATEO COUNTY  
 NEAR HALF MOON BAY  
 AT 1.2 KM SOUTH OF CAPISTRANO ROAD  
 (SURFER'S BEACH)

### APPLICANT

CALTRANS  
 111 GRAND AVENUE  
 OAKLAND CA 94623  
 DATE: 12/13/1999  
 SHEET: 3 OF 5

Maximum Tide Line  
(+1.68 NGVD)

Double 750 mm RCP  
Extended 4.0 m

Mean High Tide Line  
(+0.91 NGVD)

R/W





ETW

ROUTE 1

ES

E l G r a n a d a

### LEGEND

-  Rock Slope Protection  
(1/4 Tonne, Method B)
-  Rock Slope Protection  
(2 Tonne, Method A)
-  Reset Existing Rock Slope Protection
-  Coastside Trail (Asphalt Concrete)

- RCP Reinforced Concrete Pipe
- RCB Reinforced Concrete Box
- NGVD National Geodetic  
Vertical Datum
- ES Edge of Shoulder
- ETW Edge of Traveled Way

- MTL Maximum Tide Line
- MHTL Mean High Tide Line
- VCF Vinyl Clad Chainlink Fence

EXHIBIT NO.	3-b
APPLICATION NO.	1-98-057-A
Coastside Trail Planview East Drainage	

### LAYOUT PLAN

### CONSTRUCT COASTSIDE TRAIL

### APPLICANT

SCALE 1:500  
PURPOSE: EXTEND TWO EXISTING  
DRAINAGE STRUCTURES TO  
FACILITATE CONSTRUCTION  
OF A COASTSIDE TRAIL

ON ROUTE 1  
IN SAN MATEO COUNTY  
NEAR HALF MOON BAY  
AT 1.2 KM SOUTH OF CAPISTRANO ROAD  
(SUNNYVALE BEACH)

CALTRANS  
111 GRAND AVENUE  
OAKLAND CA 94623  
DATE: 12/13/1999  
SHEET: 1 OF 5



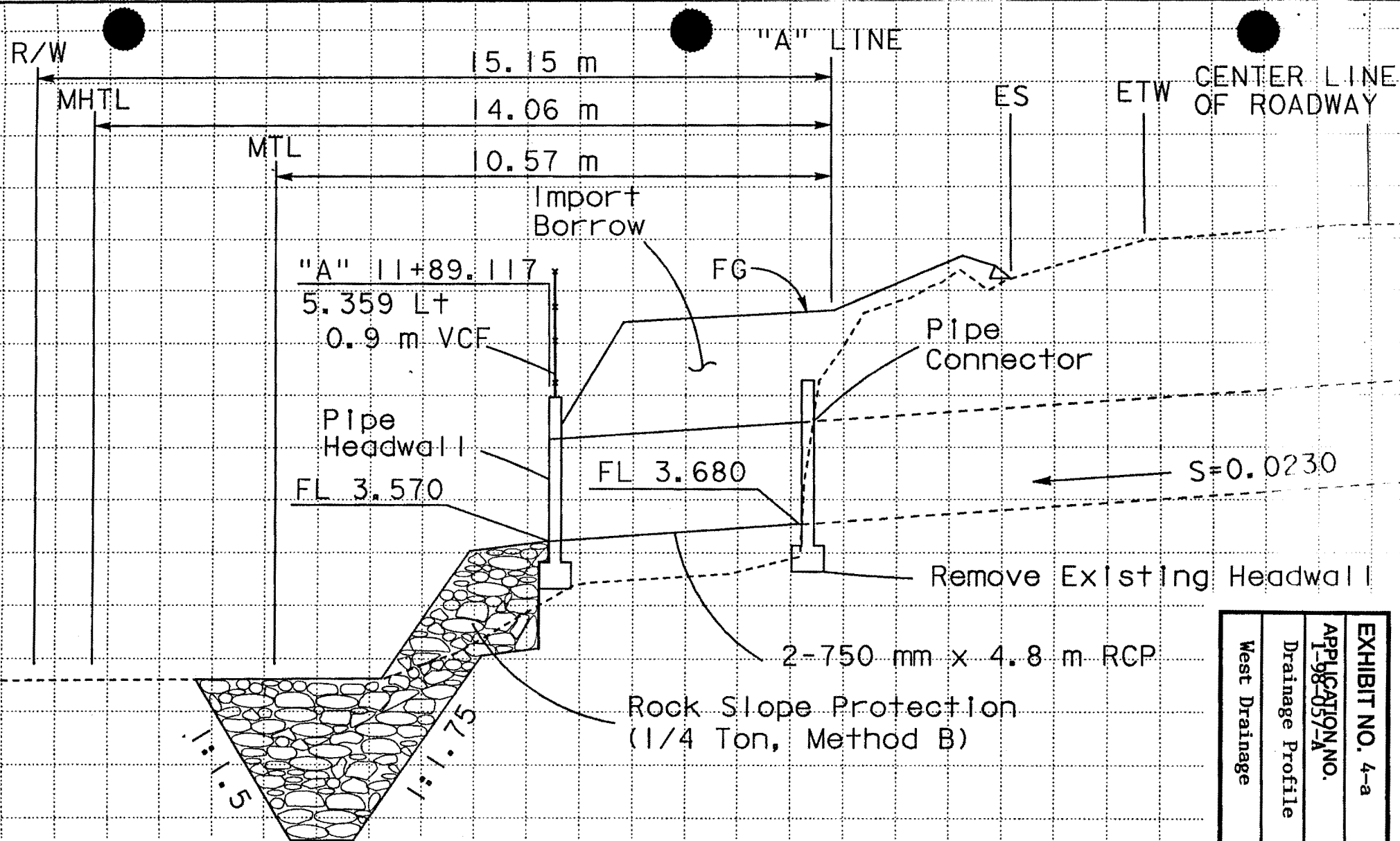


EXHIBIT NO. 4-a
APPLICATION NO. 1-98-057-A
Drainage Profile
West Drainage

### DRAINAGE PROFILE

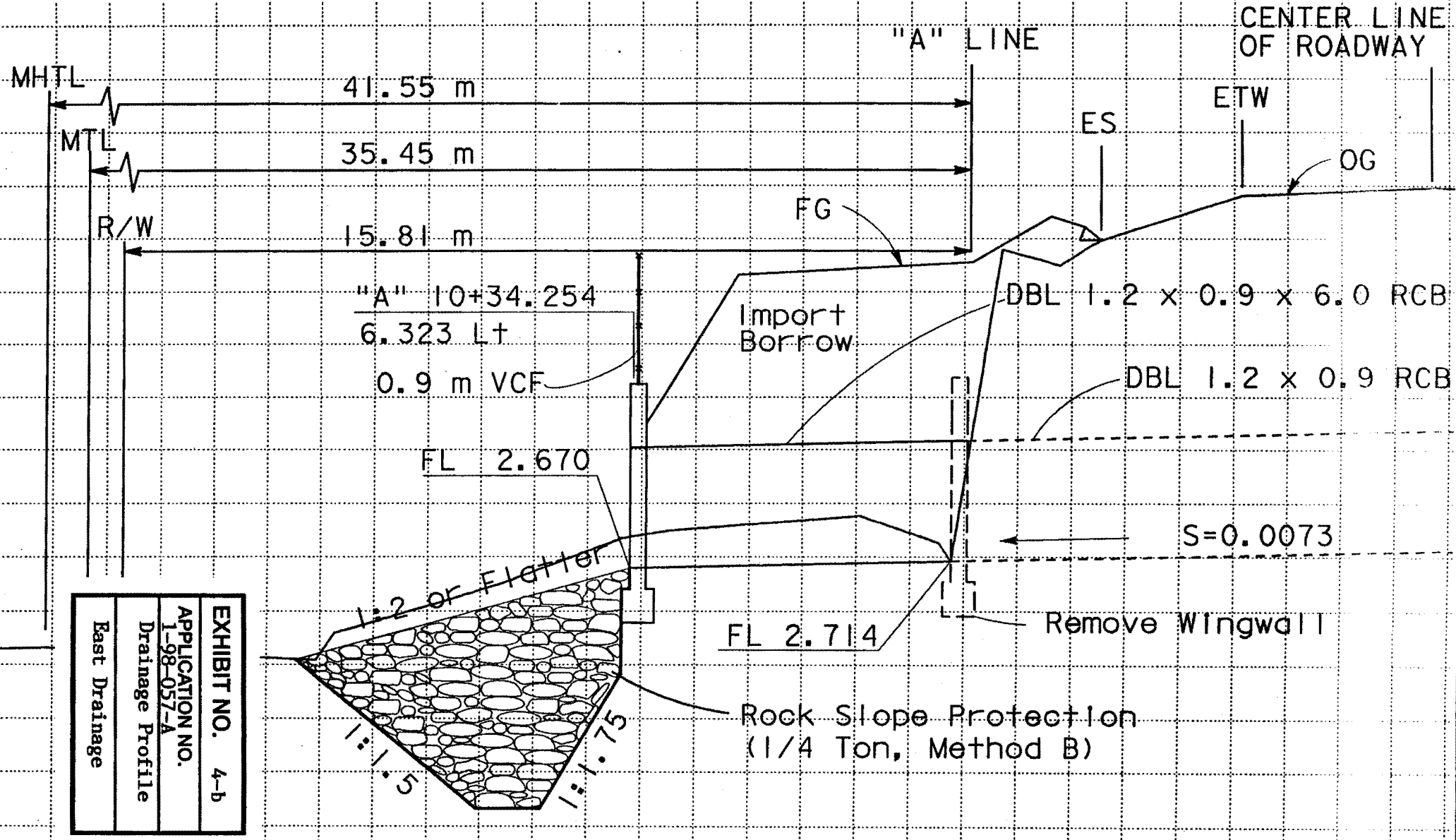
SCALE: HORZ 1:100, VERT 1:40  
 PURPOSE: EXTEND TWO EXISTING DRAINAGE STRUCTURES TO FACILITATE CONSTRUCTION OF A COASTSIDE TRAIL

### CONSTRUCT COASTSIDE TRAIL

ON ROUTE 1  
 IN SAN MATEO COUNTY  
 NEAR HALF MOON BAY  
 AT 1.2 KM SOUTH OF CAPISTRANO ROAD  
 (SURFER'S BEACH)

### APPLICANT

CALTRANS  
 111 GRAND AVENUE  
 OAKLAND CA 94623  
 DATE: 12/13/1999  
 SHEET: 4 OF 5



DRAINAGE PROFILE	CONSTRUCT COASTSIDE TRAIL	APPLICANT
SCALE: HORZ 1:100, VERT 1:40 PURPOSE: EXTEND TWO EXISTING DRAINAGE STRUCTURES TO FACILITATE CONSTRUCTION OF A COASTSIDE TRAIL	ON ROUTE 1 IN SAN MATEO COUNTY NEAR HALF MOON BAY AT 1.2 KM SOUTH OF CAPISTRANO ROAD (SUNNYVALE BEACH)	CALTRANS 111 GRAND AVENUE OAKLAND CA 94623 DATE: 12/13/1999 SHEET: 5 OF 5

## CALIFORNIA COASTAL COMMISSION

LOCAL COAST AREA OFFICE

72 FRONT STREET, STE. 300

SANTA CRUZ, CA 95060

427-4863

HEARING IMPAIRED: (415) 904-5200

Filed: 09/10/93  
 49th Day: 10/29/93  
 180th Day: 03/09/94  
 Staff: SG/cm  
 Staff Report: 09/30/93  
 Hearing Date: 10/13/93  
 Commission Action:

STAFF REPORT: CONSENT CALENDAR

RECEIVED

JUN 25 1998

CALIFORNIA  
COASTAL COMMISSION

APPLICATION NO.: 3-93-37

APPLICANT: CALTRANSPROJECT LOCATION: Seaward side of Highway 1, 1.3 miles south of  
Capistrano Rd., Half Moon BayPROJECT DESCRIPTION: Restoration of low coastal bluff to conditions  
existing before wave erosion with placement of  
imported borrow, filter fabric, rip rap backing and  
two-ton rock slope protection.LOCAL APPROVALS RECEIVED: None needed at this time; prior to construction a  
grading permit will be required from the City of Half Moon Bay.STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions.

The Commission hereby grants a permit, subject to the conditions below, for  
the proposed development on the grounds that the development will be in  
conformity with the provisions of Chapter 3 of the California Coastal Act of  
1976, will not prejudice the ability of the local government having  
jurisdiction over the area to prepare a Local Coastal Program conforming to  
the provisions of Chapter 3 of the Coastal Act, is located over open coastal  
waters or between the sea and the first public road nearest the shoreline and  
is in conformance with the public access and public recreation policies of  
Chapter 3 of the Coastal Act, and will not have any significant adverse  
impacts on the environment within the meaning of the California Environmental  
Quality Act.

Exhibits

1. Location Map
2. Site Plan
3. Typical Cross-Sections
4. Letter from Caltrans dated 8/25/93
5. Letter from City of Half Moon Bay dated 9/29/93

EXHIBIT NO. 5
APPLICATION NO. 1-98-057-A
CDP 3-93-37 (State of California)
Department of Transportation

permit approved  
10/13/93)

II. Standard Conditions. See attached Exhibit A.

III. Special Conditions.

1. PRIOR TO COMMENCEMENT OF CONSTRUCTION, the permittee shall submit the following for the Executive Director's review and approval:

- a. Copy of U.S. Army Corps of Engineers permit, or letter of permission, or evidence that no Corps permit is necessary.
- b. Copy of a valid grading permit for this project issued by the City of Half Moon Bay.
- c. Timeline for construction.
- d. Location of off-site disposal of cut material.
- e. Engineered erosion control measures to be utilized for any grading after Oct. 15 and to prevent erosion of imported borrow.
- f. Location of construction staging area.
- g. Measures to prevent inundation of the toe key excavation, prior to placement of rock, during periods of high tides and storm waves.

2. Within 60 days of Commission approval of this permit, permittee shall submit to the Executive Director for review and approval an outline for a program to monitor the effectiveness of the bluff protection and the impacts of the bluff protection on nearby beach and bluff areas, including changes in beach profile at the site and along the beach and bluff area south of the site.

3. Permittee shall submit to the Executive Director for review and approval an annual monitoring report each May for the first five years after completion of construction and biannually thereafter for the life of the project, which shall evaluate the effectiveness of the bluff protection and the impacts of the bluff protection on nearby beach areas. If the monitoring shows that adverse changes are occurring to the beach profile at the site and to the beach and the bluff downcoast, which are attributable to this project, the Executive Director may require specific mitigation measures be undertaken.

4. No equipment, materials, or other work shall encroach into the Environmentally Sensitive Area as shown on the project plans dated 6-16-93 and as established by CalTrans District 4 Environmental Planning Branch South, in the letter dated June 7, 1993. To ensure that no equipment, materials, or work shall encroach into the two drainages, construction fencing shall be placed around the edges of those areas prior to commencement of construction.

5. Permittee shall coordinate with the City of Half Moon Bay Parks and Recreation Department, the Pillar Point Harbor District, and Coastal Commission staff to develop plans for construction of the portion of the Coastside Trail to be built within the Highway 1 right-of-way across and

beyond the project site in fiscal year 1994-95. The least environmentally damaging methods shall be incorporated into the plans for crossing the drainages immediately north and south of the bluff protection project site. This may include bridges.

6. By June 1, 1994, permittee shall apply to the Coastal Commission for a coastal development permit or amendment to this permit for the construction of the portion of the Coastside Trail lying within the Highway 1 right-of-way.

7. All construction work shall be monitored by a professional botanist/biologist (CalTrans District 4 Environmental Planning Branch, or other appropriate professional) to assure that work does not encroach into the Environmentally Sensitive Area. If there is any encroachment into the Environmentally Sensitive Area all work shall stop until the encroachment has been reported to the Executive Director and mitigation measures have been developed and approved for implementation by the Executive Director.

#### IV. Findings and Declarations.

The Commission finds and declares as follows:

##### A. Project Description and Location

The site of the proposed development is located within the City of Half Moon Bay on the seaward side of Highway 1, about 1.3 miles south of Capistrano Road and about 4 miles north of the Highway 92 and Highway 1 intersection, just south of the landward end of the Pillar Point Harbor east breakwater at Surfers' Beach (Exhibit 1).

The proposal is a follow up to emergency work done in the winter of 1992-93 and is to permanently repair about 475 lineal feet of a low coastal bluff (up to 10' high) by reconstructing the bluff to the conditions existing prior to wave erosion, with placement of imported borrow, filter fabric, rip rap backing and two-ton rock slope protection. Highway 1 lies immediately inland of the bluff and wave action has eroded the bluff to as close as seven feet from the highway. This project would permanently protect the highway and reestablish a blufftop area of sufficient width to allow future construction of a portion of the Coastside Trail across the site (Exhibits 2 and 3).

##### B. Public Access

##### Coastal Act 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.

Currently there is a sandy beach at the project site. Extending some 10 feet out from the bluff are the remains of the existing bluff protection rock. This area has been subjected to severe erosion which this proposal is meant to stop. The plans submitted by CalTrans show that for most of the approximately 475 lineal feet of the project, the new rock will extend about three to four feet seaward of the existing rock (Exhibit 2). There will be little impact on the availability of the beach for public use by this three to four foot seaward extension; it would lie some five to ten feet above the mean high water line.

The project site plans also show a 150 foot long part of the rock slope protection where new rock would be placed some 16 feet seaward of the existing rock. The plans show that the northerly 35 feet of this 150 foot long section plus about another 150 feet continuing north is below the high tide line, but that the entire project is above the mean high water line. This means that during periods of high tides, about 185 lineal feet of the beach may be subject to inundation (i.e., there would be no beach there above the water; the water would come up to the rock) and impassible to the public. During non-high tide periods the beach would be passible.

Upon completion, the project will allow the public to pass over the top of the rebuilt bluff at all times, although the plans for this project do not include path or trail improvements (level surface, paved, etc.). However, CalTrans has agreed to construct a portion of the Coastside Trail over the project site in fiscal year 1994-95 (Exhibit 4). The current proposal was developed without the Coastside Trail improvements because the additional time needed to obtain the necessary data and develop project plans for the trail will be several months and because without this bluff protection project being implemented this fall, the highway could be further endangered, requiring a larger, more expensive project later on. Thus, while the project would result in an intermittent loss of public access on about 185 feet of beach during periods of high tides, it will enhance public access along what is now a hazardous shoreline, facilitate construction of the Coastside Trail to further enhance public access, and protect Highway 1 from wave erosion. The proposal conforms to the public access policies of the Coastal Act.

#### C. Marine Environment

##### Coastal Act Section 30235.

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

This proposal will alter natural shoreline processes. It will stop the bluff erosion that threatens Highway 1. Although bluff erosion is a natural shoreline process, it has been accelerated here by the construction of the nearby Pillar Point Harbor east breakwater. A CalTrans Geotechnical Section memorandum dated June 10, 1993, discussing the wave erosion at this site stated "At the project site, complex wave refraction, probably influenced by the nearby rock breakwaters, appears to concentrate wave energy in a localized area." According to a CalTrans geologic study dated August 25, 1993, a review of the as-built plans for the construction of Highway 1 (1949):

indicates that the coastal bluffs have retreated or eroded by as much as 120 feet landward along the entire length of the study area in the intervening 44 years. This yields an annual cliff top retreat of 2.7' per year. Since highway construction, the breakwater at Pillar Point has been constructed, with unknown effects on wave refraction ... High storm waves generated in the Spring of 1993 resulted in the loss of portions of the rock slope protection and erosion of the cliff bank adjacent to State Route 1.

Early in 1993, CalTrans estimated that due to the storm waves, the bluff "was edging toward the highway at a rate of approximately one foot per week..." and that the temporary emergency repair done at that time "is not expected to last through the upcoming winter...", that is, the winter of 1993-94. While it is not conclusively known if the breakwater has focused increased wave energy on this site, it is clear that there has been a high rate of erosion that has brought the bluff edge to as close as seven feet from the highway and that without the proposed bluff repair portions of the highway could be lost along with the narrow pedestrian access. The shoreline protective work here will protect an existing structure, Highway 1, that is in danger from erosion.

The proposal may have an effect on local shoreline sand supply. The application material contains the statement "It is anticipated that the effect of repairing the rock slope protection at this portion of the low coastal bluff will cause more intense wave action along the low coastal bluff further south down the beach. The exact effect of the repair work will be detailed in the annual monitoring report." It is unknown just what the effects of the project will be on erosion locally down-coast and how that will affect local sand supply. With the halting of erosion at this site, there will be no more addition to the sand supply from this site. If wave erosion increases to the south, then local sand supply could increase from that area. However, given the possible intensifying of wave erosion at the project site by the harbor breakwater just north of the site, the fact that the highway predates the breakwater, the importance of Highway 1 and the Coastside Trail to the people of the State, and the requirement for continuous monitoring, it is appropriate to find the proposal in conformance with Coastal Act policies protecting the marine environment.

D. Land ResourcesCoastal Act 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.

(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.

At either end of the project site are drainageways that are considered environmentally sensitive habitat areas. Work proposed in this project would not extend into these areas and the permit is conditioned to require installation of construction fencing and provision for monitoring of work to prevent encroachment into those areas. The proposal will, adjacent to the drainageways, replace rock that had been previously placed there and has been, to a greater or lesser degree, washed away by wave erosion. Development of plans for the Coastsides Trail crossing of the project site will include discussion of the least environmentally damaging methods of crossing the drainages, including the possibility of bridges. As conditioned, the proposal conforms to the requirements of the Coastal Act for protecting environmentally sensitive habitat areas.

E. DevelopmentCoastal Act Section 30253 (part).

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

The highway lies some 10 to 15 feet above the sea in an area potentially subject to wave run-up overtopping the bluff and flooding the highway. Using information obtained from the US Army Corps of Engineers, CalTrans has estimated the design wave height to be approximately 5.9 feet, with the maximum expected wave height to be 6.9 feet, and the frequency of overtopping to be equal to a 100-year storm. Further, CalTrans has designed the bluff protection to withstand storms comparable to the winter storms of 1982-1983, pursuant to the Commission's previous direction for such verification for shoreline protective structures. Thus the structure's height and overall design is sufficient to minimize risks to life and property by protecting the



existing road from ongoing storm wave erosion and by protecting the road and the public using the road and the to-be-constructed Coastside Trail from future storm wave activity. The proposal conforms to Coastal Act Section 30253.

F. California Environmental Quality Act (CEQA)

CalTrans, as the lead agency, has determined that the project is an emergency project and is therefore exempt from CEQA requirements under Section 15269(c) of the State CEQA Guidelines. As discussed in the findings above and as conditioned to monitor impacts on the adjacent beach and bluff and take corrective action as necessary, this proposal will be consistent with CEQA because although there might be less environmentally damaging alternatives, those are not considered feasible alternatives to prevent the likely loss of the highway from 1993-94 winter storms.

1504P

# DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

IN SAN MATEO COUNTY IN AND NEAR HALF MOON BAY  
AT 1.3 MILES SOUTH OF CAPISTRANO ROAD

To be supplemented by Standard Plans dated July, 1992

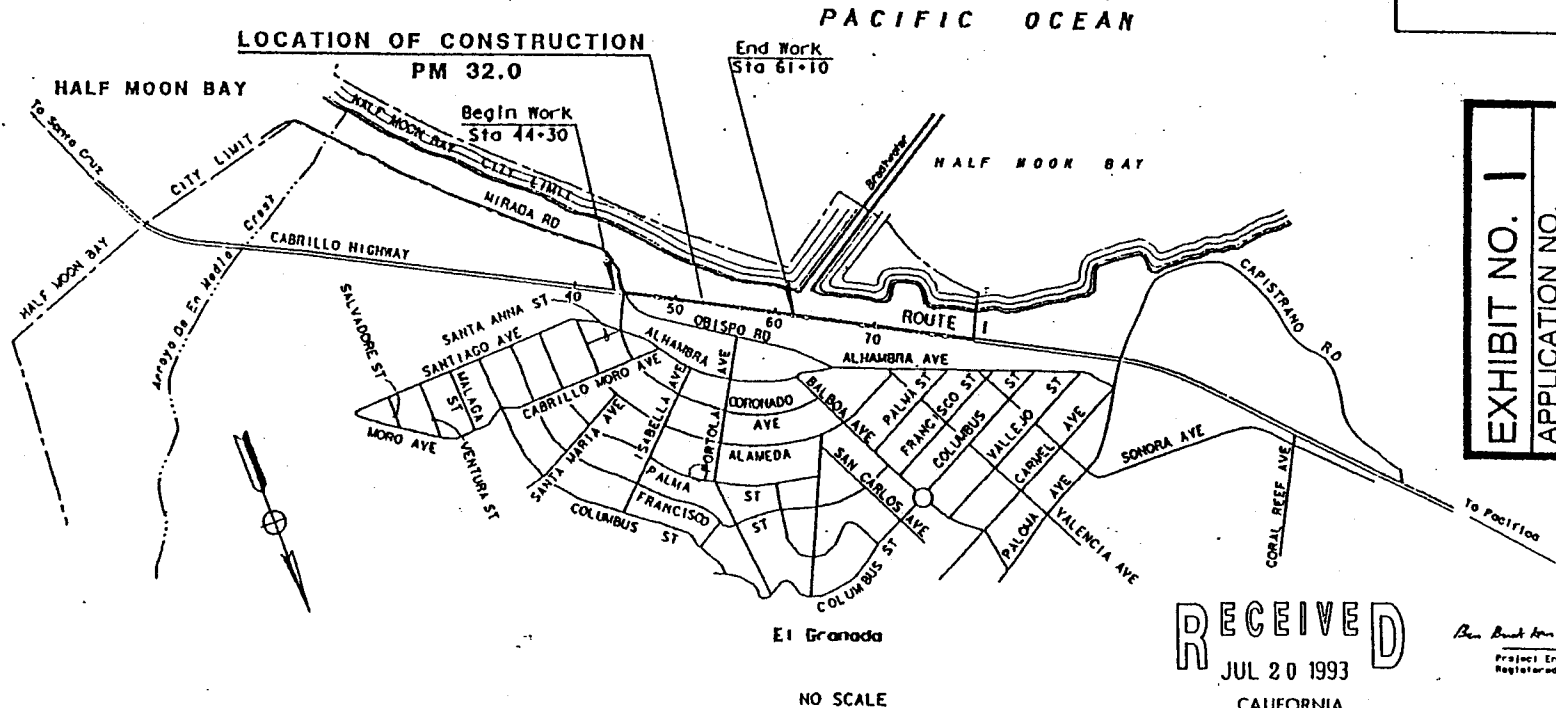


EXHIBIT NO. 1  
APPLICATION NO.  
**3-93-37**  
California Coastal Commission

**RECEIVED**  
JUL 20 1993  
CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

Ben B. Huey 6-16-93  
Project Engineer  
Registered Civil Engineer  
State of California  
Civil  
12-31-95

**ATTACHMENT F**

Contract No. **04-19393**

FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES

USERNAME: benson  
DCN FILE: /usr/oad/benson/193931.dgn

CU 04336

EA 193931

The Contractor shall possess the Class or classes of license  
as specified in the "Notice to Contractors".

DESIGNED BY: ROBERT E. BAXTER  
CHECKED BY: BEN B. HUEY

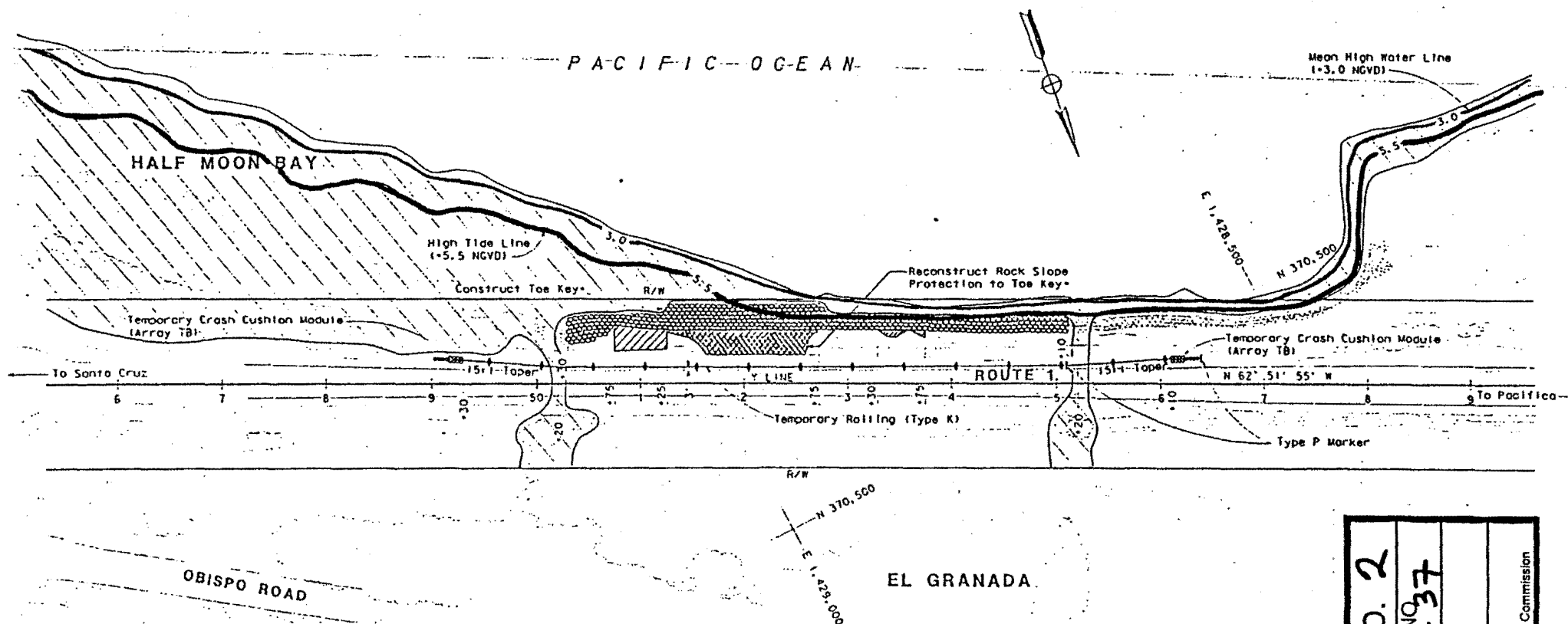
\* COMPLETE RIGHT OF WAY AND  
DURABLE ACCESS DATA, SEE RIGHT  
WAY RECORD MAPS AT DISTRICT OFFICE.

DIST. COUNTY	ROUTE	POST MILES	SHEET NO.
041 SM	1	32.0	6

Ben Buckner Hays 6-16-93  
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

Ben B. Hays  
47422  
12-31-95  
CIVIL  
STATE OF CALIFORNIA



**NOTE:**

\* For reconstruct rock slope protection to Toe Key see Sheet X-2.

**LEGEND:**

- ROCK SLOPE PROTECTION (2 TON, METHOD A)
- IMPORTED BORROW
- ENVIRONMENTALLY SENSITIVE AREA
- NGVD NATIONAL GEODETIC VERTICAL DATUM

EXHIBIT NO. 2
APPLICATION NO. 3-93-37
California Coastal Commission

LAYOUT  
SCALE: 1"=50'

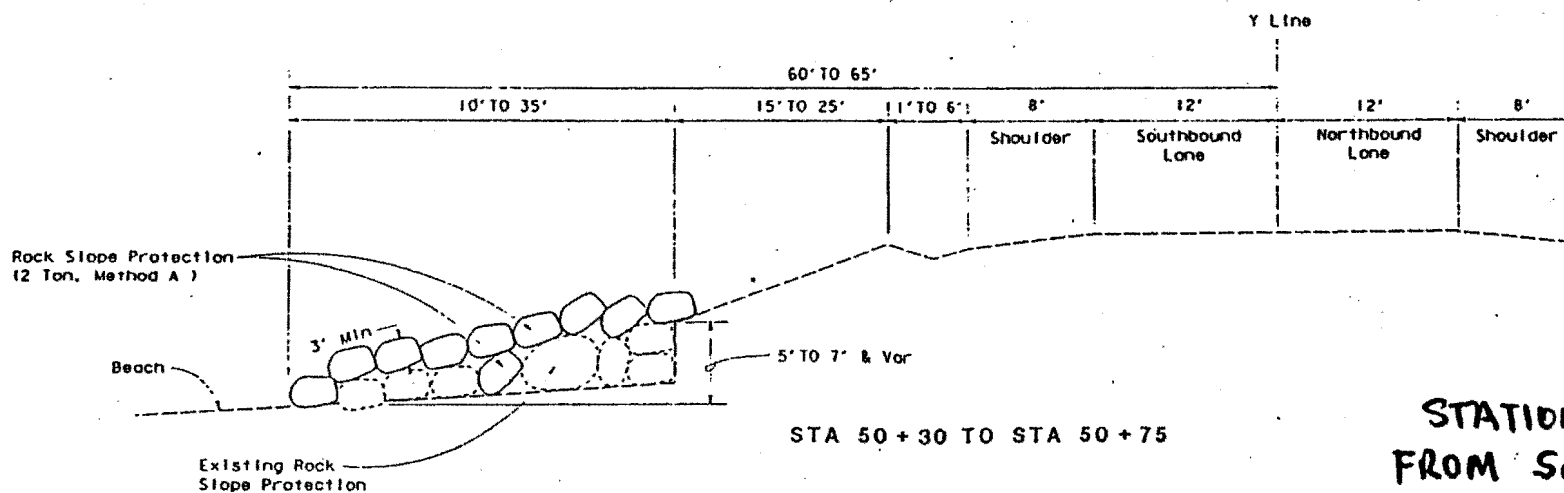
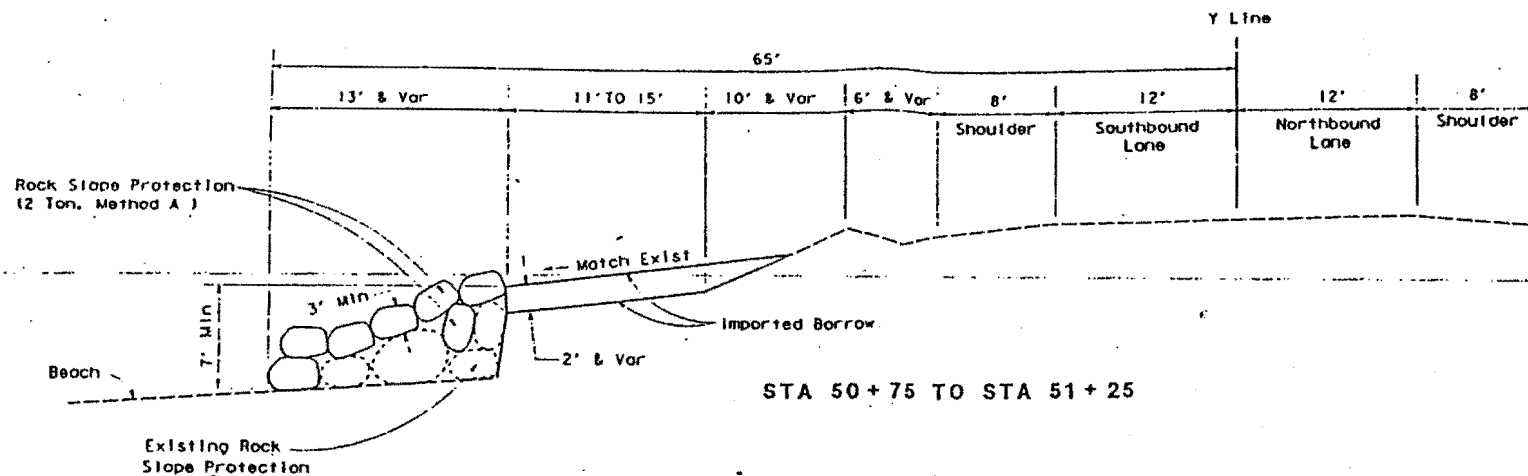
1"=150' L

This Plan Accurate for  
Layout Only

FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES

CU 04336

193931



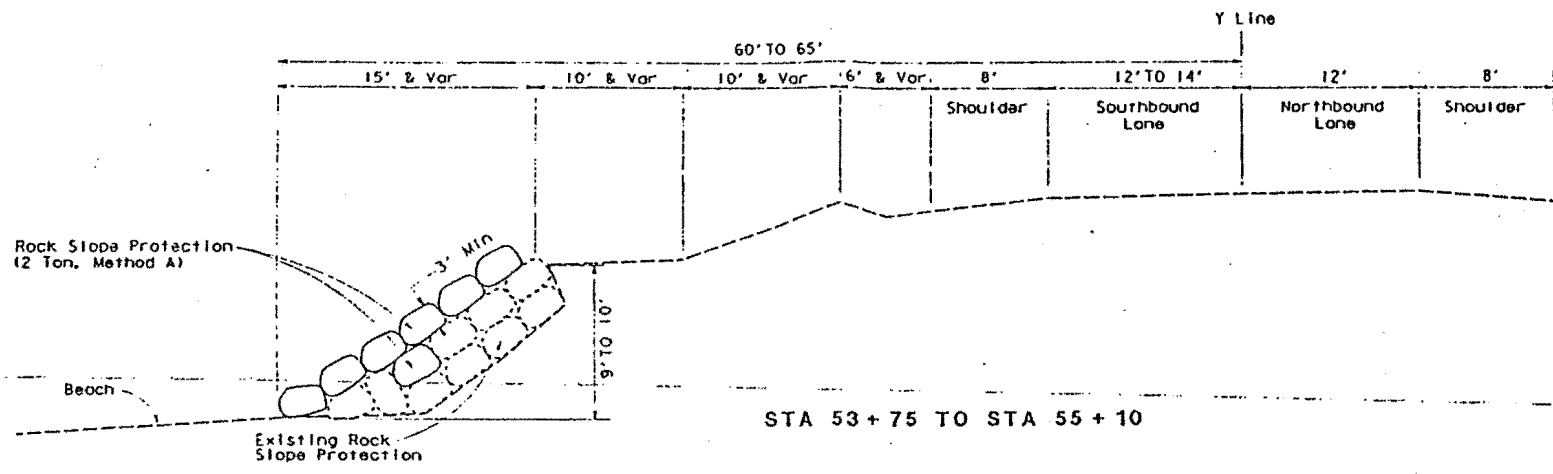
STATIONS ARE LOCATED  
FROM SOUTH (LOWER NUMBERS)  
TO NORTH (HIGHER NUMBERS)

#### NOTES:

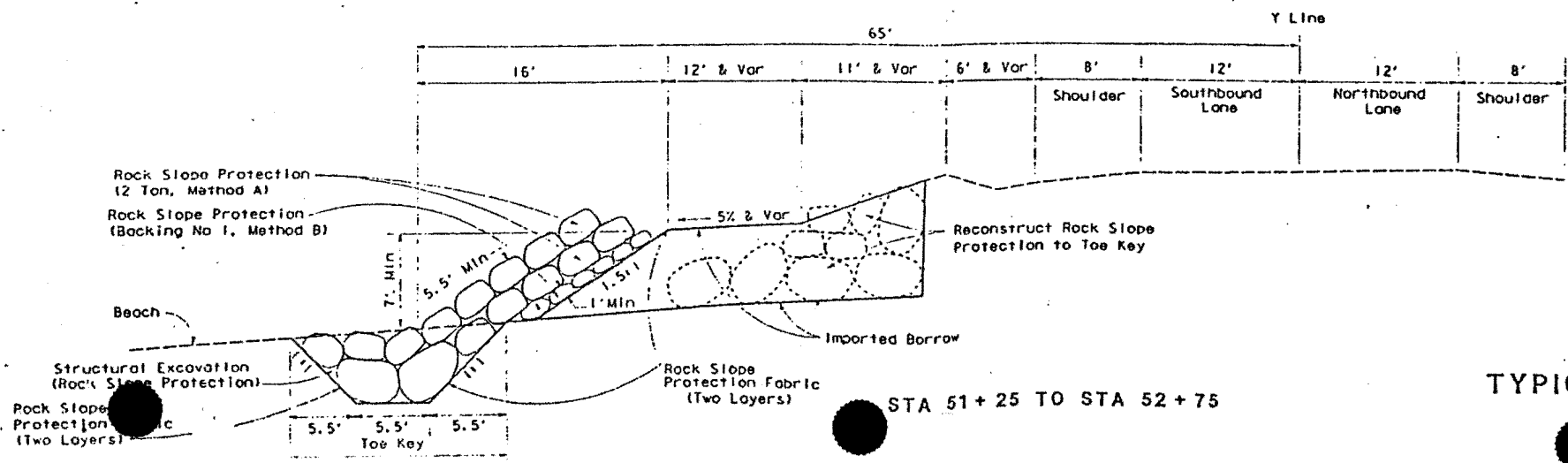
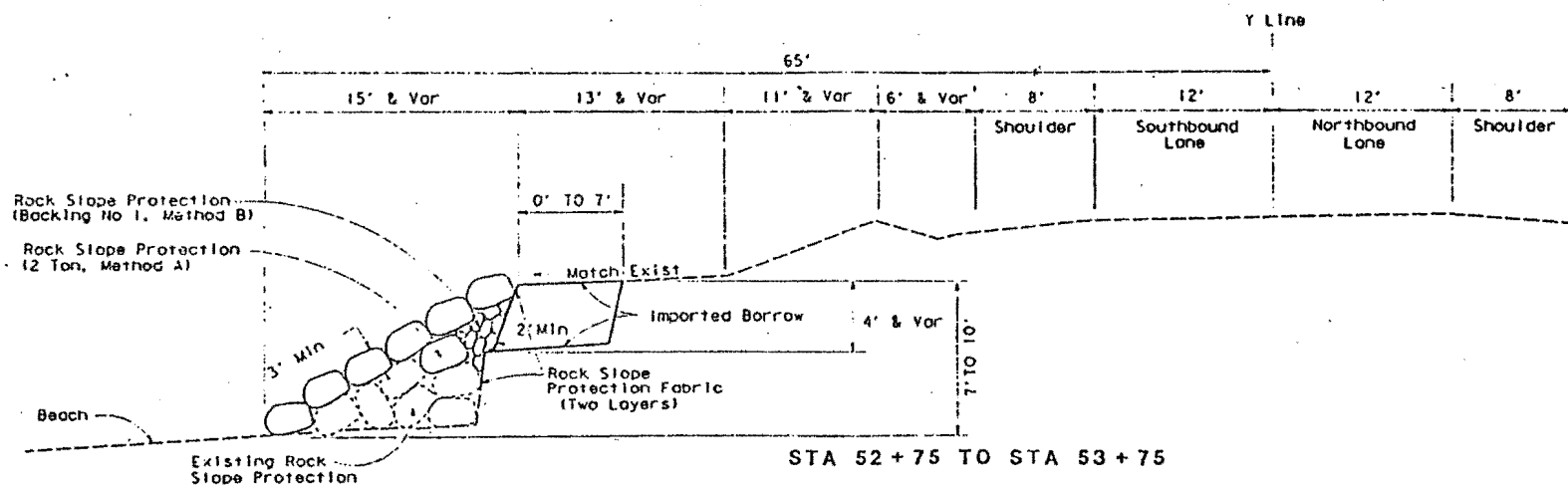
1. DIMENSIONS OF STRUCTURAL SECTION ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATIONS AS SHOWN, MATCH EXISTING OR AS DIRECTED BY THE ENGINEER.
3. ROCK SLOPE PROTECTION (2 TON ROCK) SHALL BE PLACED TO MATCH EXISTING SLOPES OR AT 1.5:1, WHICHEVER IS FLATTER.

TYPICAL CROSS SECTION  
NO SCALE

EXHIBIT NO. 3	APPLICATION NO. 3-93-37		California Coastal Commission
---------------	-------------------------	--	-------------------------------



Ex 3  
 P 2



TYPICAL CROSS  
 NO SCALE



## DEPARTMENT OF TRANSPORTATION

BOX 7310

SAN FRANCISCO, CA 94120

415) 923-4444

RECEIVED  
AUG 30 1993CALIFORNIA  
COASTAL COMMISSION  
August 25, 1993 CENTRAL COAST AREA04-SM-1-32.0  
04336-193931  
Coastal Bluff Repair

Mr. Les Strnad  
Chief of Permits  
California Coastal Commission  
Central Coast Area Office  
725 Front Street, Suite 300  
Santa Cruz, CA 95060

Attention: Mr. Steve Guiney  
Coastal Planner

EXHIBIT NO. 4
APPLICATION NO. 3-93-37
California Coastal Commission

Dear Mr. Strnad :

Responding to your letter dated July 28, 1993, the following information is provided to complete our application for a coastal development permit for the project to repair rock slope protection at the low coastal bluff located along Route 1, at Surfer's Beach, in the City of Half Moon Bay, San Mateo County:

1. The method of excavation and rock and fill placement will be completed by equipment located adjacent to the highway. Temporary concrete railing will be placed along the edge of the travel way of the highway as the shoulder and the unpaved area adjacent to the shoulder will be used as the work area. An excavator and haul trucks will use this work area to complete excavation and rock and fill placement. All work will be done from this work area, no equipment will be allowed on the beach.

2. The cut material on this project will be disposed of offsite. The location of disposal at this time is not designated. Special provisions for this contract specify that it is the Contractor's responsibility to dispose of the material at an appropriate site. After this contract has been awarded the exact location of disposal can be determined and this information can be forwarded to your office.

Mr. Les Strnad  
August 25, 1993  
Page 2

3. As discussed with Mr. Steve Guiney of your office and Ms. Therese Ambrosi-Smith of the City of Half Moon Bay's Department of Parks and Recreation, the portion of the paved Coastsides Trail planned to pass over our project limits will be constructed under a separate project. Due to the economic and time constraints of this project, plans for the paved Coastsides Trail within our right of way at this project location will be developed for a project to be constructed in the 1994-95 fiscal year.

4. Item number 4 omitted.

5. After reviewing the project plans with Mr. JH Peabody, Patrol Lieutenant, with the Department of Fish and Game at the Marine Resources Laboratory, it was determined that a permit was not required for this project.

Recent field investigations to the project site show that erosion of the low coastal bluff is continuing at a high rate. Repair work on the low coastal bluff by this winter is required. Therefore, your expeditious handling of our permit is required. If you have any questions, or require additional information please contact Mr. Ben Huey, Project Engineer, at (510) 286-4751. Thank you for your time and cooperation.

Sincerely,

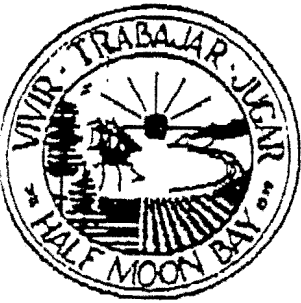
PRESTON W. KELLEY  
District Director

By

*for* Grant Ha  
ROBERT E. BAXTER, Chief  
Project Development Operations

GTH:bh

Ex 4  
p 2



## City of Half Moon Bay

CITY HALL • 625 MIRAMONTES STREET  
P.O. BOX 338  
HALF MOON BAY, CALIFORNIA 94019  
415-726-5555

September 29, 1993

Mr. Robert E. Baxter  
Chief/Project Development Operations  
Caltrans  
P.O. Box 23660  
Oakland, CA 94623-0660

Subject: Permit Necessity for Work To Be Done  
Surfers Beach/Bluff Repair Project

Dear Mr. Baxter,

This letter is to advise you that there are no City permits required to be obtained at the present time for the subject work project. It will be necessary for the contractor who actually does the work to obtain a grading permit.

To assist you with this project, I have enclosed a blank grading permit application. When it is completed by the contractor, we will issue the permit at no charge.

Should you have any further questions, please do not hesitate to contact me at 415-726-8284.

Sincerely,









William G. Smith  
Public Works Director

Enc: Grading Permit Application

EXHIBIT NO. 5
APPLICATION NO. 3-93-37
California Coastal Commission



# LEGEND

-  Rock Slope Protection (2 Tonne, Method A)
-  Reset Rock Slope Protection
-  Environmentally Sensitive Area
-  NGVD National Geodetic Vertical Datum
-  Temporary Railing (Type K)
-  Temporary Crash Cushion (Array T0)
-  Delineator (Class 1), Type F Spaced @ 50 m Centers
-  Pavement Delineation Detail No.

# NOTES

1. Location of Rock Slope Protection (2 Tonne, Method A) and Reset Rock Slope Protection are approximate only. Exact location to be determined by the Engineer.
2. Taper at each end of Temporary Railing (Type K) is 10:1 minimum.



## CURVE DATA

No	R	A	T	L
①	850.000	3° 57' 43"	29.400	58.777
②	55.000	29° 39' 48"	14.584	28.474

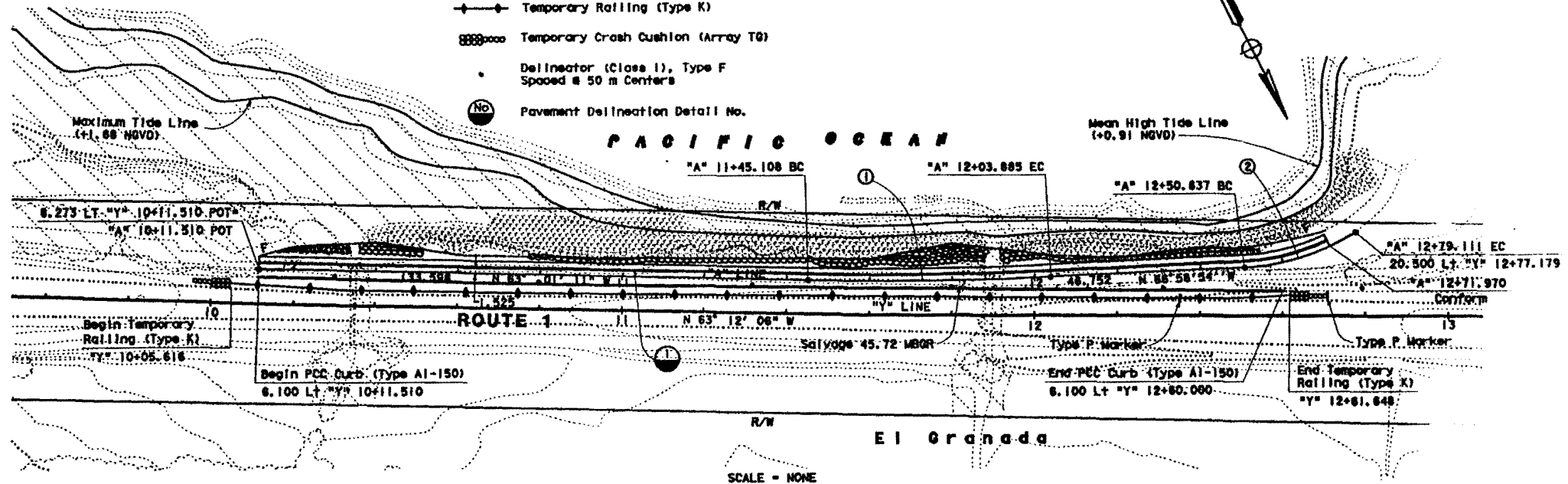


EXHIBIT NO. 6
APPLICATION NO. 1-98-057-A
Planview showing ESH

## GENERAL PLAN

## CONSTRUCT COASTSIDE TRAIL

SCALE: HORZ 1:100, VERT 1:40  
 PURPOSE: EXTEND TWO EXISTING DRAINAGE STRUCTURES TO FACILITATE CONSTRUCTION OF A COASTSIDE TRAIL

ON ROUTE 1  
 IN SAN MATEO COUNTY  
 NEAR HALF MOON BAY  
 AT 1.2 KM SOUTH OF CAPISTRANO ROAD  
 (SURFER'S BEACH)

CALTRANS  
 111 GRAND AVENUE  
 OAKLAND CA 94623  
 DATE: 12/13/1999  
 SHEET: 1 OF 1

