

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2011021038

Project Title: Carmel River Floodplain Restoration and Environmental Enhancement Project

Lead Agency: County of Monterey Resource Management Agency

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Project Location: Near the city of Carmel-by-the-Sea in Monterey County

City

County

Project Description (Proposed actions, location, and/or consequences).

The Monterey County Resource Management Agency (County) proposes to implement the Carmel River Floodplain Restoration and Enhancement Project (Project). The Proposed Project consists of two interdependent Project components: Floodplain Restoration and Causeway.

The Floodplain Restoration Component consists of: (1) removing a portion of the non-structural earthen levees on the south side of the Carmel River channel; (2) grading to restore the site's ecological function as a floodplain by creating the hydrogeomorphic characteristics necessary to support floodplain restoration activities; (3) grading to elevate approximately 23 acres of existing farmland above the 100-year floodplain elevation to create an agricultural preserve; and (4) implementation of a Restoration Management Plan (RMP). The RMP includes restoration of a mosaic of native habitats across the site in two phases, and maintenance, monitoring, and reporting protocols to ensure the success of the revegetation specific to compensatory mitigation requirements.

The Causeway Component consists of replacing a portion of the State Route 1 (SR 1) roadway embankment with a causeway section to accommodate flood flows that enter into the south overbank area as a function of the removal of portions of the levees as described above and to restore hydrologic connectivity between the Project site and the Carmel Lagoon. The Project would result in the reconnection and restoration of approximately 100 acres of historic floodplain. SR 1 is currently a two-lane conventional highway that has 12-foot travel lanes with four-foot to eight-foot shoulders. On

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

See Attached

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

- Riparian vegetation growth along levee removal sections and within Maintained Flood Conveyance Areas (MCFAs)
- Hydrology, including flood hazard reduction
- Seismic activity and liquefaction
- Pesticide use on the project site and agricultural preserve and potential for impacts to groundwater
- Trail use
- Carmel Area Wastewater District (CAWD) outfall pipeline impacts
- Maintenance costs
- Potential for tax on residents
- Structural stability of Causeway during 25 year and above floods

Provide a list of the responsible or trustee agencies for the project.

- California Coastal Commission
- California Department of Transportation District 5
- California Regional Water Quality Control Board
- California Department of Fish and Wildlife

Carmel River Floodplain Restoration and Environmental Enhancement Project

Summary Form Attachment

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect:

The Proposed Project would have no significantly adverse effect on visual/aesthetics because the following mitigation measures would reduce potential effects to insignificance:

- Bridge rail shall be Type 80 with architectural texture and color.
- Bicycle and pedestrian rail shall be colored to compliment the Type 80 bridge rail.
- All new and replaced guardrail and end treatments will be colored to reduce reflectivity and blend with the natural setting. Coloring shall be applied to metal posts and beams.
- A minimum of two trees will be planted for each tree removed from the Caltrans right-of-way.

In addition, the Proposed Project would have no significantly adverse effect on emergency services, traffic, or transportation because the following mitigation measure would reduce potential effects to insignificance:

- A Transportation Management Plan will be prepared and implemented.

In addition, the Proposed Project would have no significantly adverse effect on cultural resources because the following mitigation measures would reduce potential effects to insignificance:

- Final grading plans will be prepared in consultation with a qualified archaeologist and an Ohlone/Costanoan-Esselen Nation (OCEN) monitor.
- Cultural resource sensitivity training will be provided for grading crews prior to the initiation of construction.
- A professional archaeologist shall be on call to quickly assess any potentially significant cultural materials, archaeological resources, or human remains that might be uncovered during project excavations. At least one OCEN monitor, and up to one OCEN monitor per excavation activity, shall be on site during excavation west of SR 1. Additionally, at OCEN's discretion, up to one OCEN monitor per excavation activity is optional east of SR 1.
- If, at any time during Project construction, potentially significant cultural resources are encountered, work shall cease within 50 feet of the find until the Project Archaeologist and an OCEN monitor can evaluate the discovery. If the find is determined to be significant, steps shall be taken to protect the find from further damage or disruption.
- The Project Archaeological and OCEN monitors shall closely coordinate the recovery of any significant cultural materials that may be found in the excavated soil. If determined appropriate and necessary by the monitors, they shall selectively screen soil samples through 1/8" mesh to facilitate data recovery. All materials remaining in the screen and recovered artifacts of interest to OCEN shall be provided to the Chairperson of OCEN.

- In accordance with California Public Resources Code (PRC) 5097 and 7050.5, if, at any time, human remains are discovered, the Monterey County Coroner, the United States Fish and Wildlife Service's (Service's) Regional Historic Preservation Officer (RHPO) will be notified. If the Coroner determines that the remains are likely to be Native American, the Native American Heritage Commission will be notified and will appoint a Most Likely Descendant (MLD) to provide recommendations for disposition of the remains.
- A final technical report detailing the results of all analyses will be submitted to the Lead Agencies, the Northwest Information Center, Sonoma State University, and the Chairperson of the OCEN within six months following the completion of fieldwork.
- Installation of exclusionary fencing around the Fish Ranch Adobe will be installed prior to the initiation of construction to ensure construction activities avoid all impacts to this historic resource.
- The Creamery and Blacksmith Shop will be raised and placed on concrete foundations prior to levee plugs being removed. It is anticipated that the buildings will be elevated between 6" to 8" and then placed on concrete perimeter or pier foundations. Existing engineering plans, which were originally prepared by State Parks, shall be updated prior to implementation of this measure to reflect any changed conditions or changes in building codes since the original preparation. The County intends to enter into a Memorandum of Understanding (MOU) with the California Department of Parks and Recreation (State Parks) prior to the initiation of construction that outlines the details of this effort, including cost sharing. (*This measure is not applicable to the Reduced Project Alternative*)
- Prior to issuance of the grading permit for the project, BSLT, project co-applicant, shall enter into an agreement with the County that provides the following:
 - Documented evidence that BSLT has offered a location on BSLT property to OCEN for reinterment of Native American human remains, should any be found at the during construction of the Project;
 - BSLT statement of intent to provide post-project construction access at the Project site to OCEN members to collect native materials for cultural purposes, and a date-certain by which BSLT will provide documented evidence that BSLT has offered a mechanism to provide said access to OCEN; and
 - BSLT statement of intent to work with OCEN to collaboratively develop interpretive information and materials about the history of the OCEN people at the Project site.

In addition, the Proposed Project would have no significantly adverse effect on hydrology and floodplains because the following mitigation measures would reduce potential effects to insignificance:

- The final design of the causeway shall be completed in accordance with the recommendations of a detailed design-level hydraulic analysis. The hydraulic analysis shall contain a detailed evaluation of potential bridge scouring and shall be prepared in accordance with the requirements of Caltrans. Prior to the issuance of any grading and/or building permit in connection with the causeway, a copy of this report shall be submitted to Caltrans and the County for review and approval.
- The Monterey County Water Resources Agency shall, on behalf of the Project Applicants, obtain a FEMA Conditional Letter of Map Revision (CLOMR) prior to construction of the Project to have FEMA review and determine the precise way in which the flood map would be revised. Following the completion of the Project, the Project Applicants shall obtain a FEMA Letter of Map Revision (LOMR) to officially update the flood map to reflect the revision.

- The existing CAWD outfall and sewer force main pipelines must be protected through implementation of the CAWD Project prior to any change in existing floodplain conditions due to the Proposed Project. If the CAWD Project is not complete by the time construction of the Proposed Project begins, the following construction scheduling and design changes will be made to protect the CAWD outfall and sewer force main pipelines from any negative impacts from the Proposed Project compared to existing conditions:
 - The existing south bank river levee will remain intact until the CAWD Project is complete and CAWD has provided timely written notification to the County of completion.
 - The temporary SR 1 detour road, which will be constructed to an elevation equal to the existing SR 1 embankment to function as a barrier to maintain flows equal to the existing condition during a flood event, shall remain intact until the CAWD Project is complete and CAWD has provided timely written notification to the County of completion.
- In collaboration with CAWD, the County shall seek to obtain grant funding to fully fund the CAWD Project. The County shall support any and all efforts CAWD may undertake to obtain grant funding to complete the CAWD Project as part of and mitigation for the Proposed Project.
- The County shall not issue a Notice to Proceed for construction of the Proposed Project until the County has assurance that CAWD has obtained all necessary funding and approvals to proceed with the CAWD Project, and that any necessary funding agreements are in place between the County and CAWD.

In addition, the Proposed Project would have no significantly adverse effect on water quality and storm water runoff because the following mitigation measures would reduce potential effects to insignificance:

- Bank stabilization measures recommended by a licensed civil engineer will be implemented.
- A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared by a Qualified SWPPP Developer and Best Management Practices (BMPs) will be implemented to prevent impacts caused by sedimentation.

In addition, the Proposed Project would have no significantly adverse effect on geology, soils, seismicity, and topography because the following mitigation measures would reduce potential effects to insignificance:

- A design-level geotechnical report shall be prepared by a licensed geotechnical engineer for Caltrans and County review and approval, and the final design will incorporate the results.

In addition, the Proposed Project would have no significantly adverse effect on paleontology because the following mitigation measures would reduce potential effects to insignificance:

- Prior to issuance of a grading permit, the Project Applicants shall retain a qualified paleontologist to monitor ground disturbing construction activities. Paleontological monitoring shall include field inspections of cut slopes, trenches, spoils piles, and all graded surfaces for freshly exposed fossil remains, in accordance with Project safety requirements. If a fossil is discovered by a monitor in a construction excavation, the monitor shall immediately notify the equipment operator and/or site project manager to stop work, and then mark the area surrounding the site with flagging until the discovery can be fully explored and evaluated. A paleontological monitoring report shall be prepared and delivered to the County, Service, Caltrans, and the University of California Museum of Paleontology at Berkeley (or other appropriate fossil repository) within 30 days of the completion of field work, or as negotiated on consultation.
- Prior to earthmoving activities, a qualified paleontologist shall provide a worker training program to inform construction personnel of the possibility for fossil discoveries (including the location of the areas of high potential) and shall instruct personnel to immediately inform their supervisor if any bones or other potential fossils are unearthed at the Project site and a paleontological monitor is not present.

In addition, the Proposed Project would have no significantly adverse effect on hazardous waste and materials because the following mitigation measures would reduce potential effects to insignificance:

- Paint striping or thermoplastic paint removal will be removed in accordance with Caltrans standard special provisions and a Lead Compliance Plan would be prepared prior to conducting the paint removal activities.
- Any treated wood will be properly stored and disposed of at a solid waste landfill facility permitted to accept such wastes.
- Cleaning and refueling of equipment and vehicles during construction shall occur only within designated staging areas. No maintenance, cleaning, or fueling of equipment shall occur within riparian areas and, at a minimum, all equipment and vehicles will be checked and maintained by the Project Contractor on a daily basis to ensure proper operation and avoid potential leaks or spills. During construction, all construction-related spills of hazardous materials within or adjacent to the construction site will be cleaned up immediately. Spill prevention and clean-up materials shall be onsite at all times during construction.

In addition, the Proposed Project would have no significantly adverse effect on air quality because the following mitigation measures would reduce potential effects to insignificance:

- The Project Contractor will comply with Caltrans Standard Specifications Sections 14-9.01 and 14-9.02.
- BMPs to reduce PM₁₀ emissions shall be implemented

In addition, the Proposed Project would have no significantly adverse effect on noise and vibration because the following mitigation measures would reduce potential effects to insignificance:

- A Construction Noise Reduction Plan (CNRP) will be prepared and implemented.
- Advance written notification shall be provided to property owners and building occupants that are located adjacent to construction areas. Notification shall be provided a minimum of five days prior to initiation of project construction.

- Noise-generating construction activities shall be limited during the nighttime hours between 10:00 p.m. and 7:00 a.m., consistent with Monterey County noise ordinance, Monday through Saturday. Noise-generating construction activities shall be prohibited on Sundays and State-recognized holidays.

In addition, the Proposed Project would have no significantly adverse effect on biological environment because the following mitigation measures would reduce potential effects to insignificance:

- Disturbance or removal of vegetation will not exceed the minimum necessary to complete operations.
- The Project Proponents will retain a qualified Project Biologist to monitor ground disturbing construction activities to ensure measures to protect special-status species and sensitive habitats are implemented.
- Protective fencing will be installed to protect sensitive habitats and other vegetation not scheduled for removal.
- To mitigate for impacts to riparian habitat resulting from vegetation removal and grading, the RMP prepared for the Project includes replanting willow and cottonwood riparian forest within the Project site at a 3:1 ratio for the area of riparian forest disturbed and at a 2:1 ratio for the area of degraded riparian forest and riparian scrub disturbed.
- An employee education program will be provided to the construction crew by the Project Biologist prior to ground disturbing activities.
- All trash that may attract predators will be properly contained, removed from the construction site, and disposed of regularly.
- Pre-construction surveys will be conducted for special-status wildlife, including the federally-listed California red-legged frog (CRLF), Monterey dusky-footed woodrat, coast range newt, California legless lizard, western pond turtles and their nests, and nests of special-status avian species.
- Pre-maintenance surveys will be conducted for CRLF and active avian nests.
- All excavated, steep-walled holes or trenches more than two feet deep will be covered to prevent inadvertent entrapment of special-status species, including CRLF.
- All applicable measures outlined in California Department of Fish and Wildlife (CDFW) Avoidance and Minimization Measures shall be implemented to reduce impacts to the federally-listed South-Central California Coast steelhead (S-CCC steelhead).
- Construction equipment will be cleaned prior to arriving at and before leaving the Project site to reduce the potential of spreading noxious weeds.
- The agricultural water quality pond shall not provide permanent standing water sufficient to allow American bullfrog to successfully breed.
- Construction equipment used within the Carmel River channel shall be cleaned of mud or other debris that may contain New Zealand mudsnail and inspected to reduce the potential of spreading this invasive aquatic species before leaving the construction site. *(This measure is applicable to the Secondary Channel Alternative only)*

