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COASTAL ENERGY IMPACT PROGRAM

VENTURA COUNTY

RINCON SEAWALL ACCESS

GB454.B3C63

U.S. GOVERNMENT
INFORMATION
GPO

RINCON SEAWALL

Ventura County

1. SUBAWARDEE: County of Ventura

   AWARD: $3,000

2. PROJECT DESCRIPTION

The project involves the construction of two concrete step ramps with pipe handrails from the seawall to the state-owned beach. The step ramps will be an addition to the seawall. No additional facilities will be required as a result of the construction, and no additional land needs to be acquired.

3. PROJECT LOCATION

The project is located along the seawalls at the Old Rincon Highway between the beach community of Seacliff and Solimar Beach, a distance of 3 miles. The ramps are to be located at each of the seawalls protecting the highway. See attached maps, Exhibits 1A, 1B, and 1C.

4. PROJECT DESIGN The design of the ramps includes concrete steps approximately six feet wide. Handrails of standard weight galvanized pipe extending on either side of the steps. The steps are anchored in concrete to a depth of four feet into the sand at the base and eighteen inches at the head of the stairs at the roadway shoulder. See attached blueprints, Exhibit 2.

5. PROJECT PURPOSE

The purpose of constructing the step ramps is to provide safe access to the beach. Presently, access to the beach is limited to six ladders over the 3 mile long seawall or down the rip-rap adjacent to the seawalls. It is foreseeable that someone may be seriously injured if this practice continues.

6. DESCRIPTION OF THE ENVIRONMENT

The steps would be an addition to the seawall adjacent to the Old Rincon Highway, a busy two-lane road with parking along its perimeter. Neither residential nor commercial development exists in the vicinity. Below the seawall extends a broad, sandy beach backed by rip-rap.

7. PROBABLE ENVIRONMENTAL IMPACTS

The proposed project may have the following environmental impacts:

1) There will be minor short term negative impact during construction of the steps. The machinery to mix the concrete will create some noise and access over the riprap to the beach will be restricted during construction.
2) There may be an increase in litter in the area due to the increased number of visitors who would utilize the beach.
3) There may be some increase in traffic.
4) Exposure of people and property to earthquakes is possible, as the project is in a region of general seismic activity.

The County of Ventura, in complying with the California Environmental Quality Act, has filed and received a categorical exemption based on the minimal nature of the propsed improvements and their environmental impacts. See attached Notice of Exemptions, Exhibit 3.

8. WETLANDS AND FLOODPLAIN CONSIDERATIONS

The project is not located in a wetland or a 100 year floodplain.

9. HISTORIC CONSIDERATIONS

The project site for the Rincon Beach Accessway has no known archaelogical sites located within its borders. However, the site is located within a general area of archaeological sensitivity, and thus there could be a possibility that archaeological remains would be found during construction.

The University of California at Los Angeles, Regional Office of the California Archaeological Site Survey has recommended that any buried site discovered during construction be excavated by a qualified archaeologist folllowing standard archaeological methods. This mitigation measure will be incorporated into the contract by providing funds for an archaeologist should a finding occur. See attached archaeological report and letter from Office of Historic Preservation, Exhibit 4A and 4B.

10. ALTERNATIVES CONSIDERED

1) No Project

The most obvious alternative would be to not build the stairways. Were this to be the case, motorists would nevertheless continue to stop along the seawall because of the view and because of the ample parking. Many of these people would continue to enter the beach by climbing over the wall or down the rip-rap, and some of these persons may be injured doing so (exposing the County to costly lawsuits.) Lack of stairways would also have the general effect of deterring the public from using a beach that might otherwise be safely opened to them.

2) Prohibit Parking on Highway near Seawall

Another alternative would be to not allow the public to park adjacent to the beach in order to prevent motorists from having the opportunity to climb over the seawall or down the rip-rap. This solution may lower the number of injuries, but it will not solve the more basic problem of providing the public with an adequate level of recreational opportunities in the California Coastal Zone. It would, in fact, have the opposite effect of providing fewer opportunites to enjoy the coast. In addition, it would constitute economic waste because the Old Rincon Highway was recently improved in order to provide such parking spaces.

3) Install Ladders

Another alternative would be to install additional ladders down the seawall rather than construct stairways. This possiblity provides access, but only for those capable of climbing up and down the ladders. The very young, the old, and the infirm would be excluded from the beach.

4) Install Step Ramps

The proposed project involves the installation of two step ramps. These ramps will provide safe access to the beach in an area where there are existing parking facilities. In addition, this coastal access will help to ease pressures on other accessways in Ventura County.

11. PUBLIC MEETINGS AND/OR VIEWS OF INTERESTED PARTIES

The resolution approving the construction of two stairways at Rincon Beach was debated and ultimately approved at a public meeting of the Board of Supervisors of Ventura County on April 22, 1980. The project was also open to public discussion at the State Coastal Conservancy meeting in Los Angeles on July 10, 1980. The County's permit application was heard at a public hearing before the State Coastal Commission, December 3, 1980.

12. MITIGATING MEASURES

The proposed project will involve only the construction of two step ramps so as not to alter the undeveloped character of the area. The ramps themselves will have a low profile so as not to hamper the view of the ocean from the highway, and the color of the ramps will blend with that of the rip-rap.

13. AGENCIES CONSULTED

1) State Coastal Conservancy

2) California Coastal Commission

3) State Historic Preservation Office

4) County of Ventura Property Administration Agency

5) County Environmental Resource Agency

6) County Board of Supervisors

7) California Conservation Corps

14. COST ESTIMATE

The estimate of cost for the two step ramps as of December 1980 is as follows:

Material at $1,500 each	$ 3,000
Labor	11,000*
TOTAL COST	$ 3,000

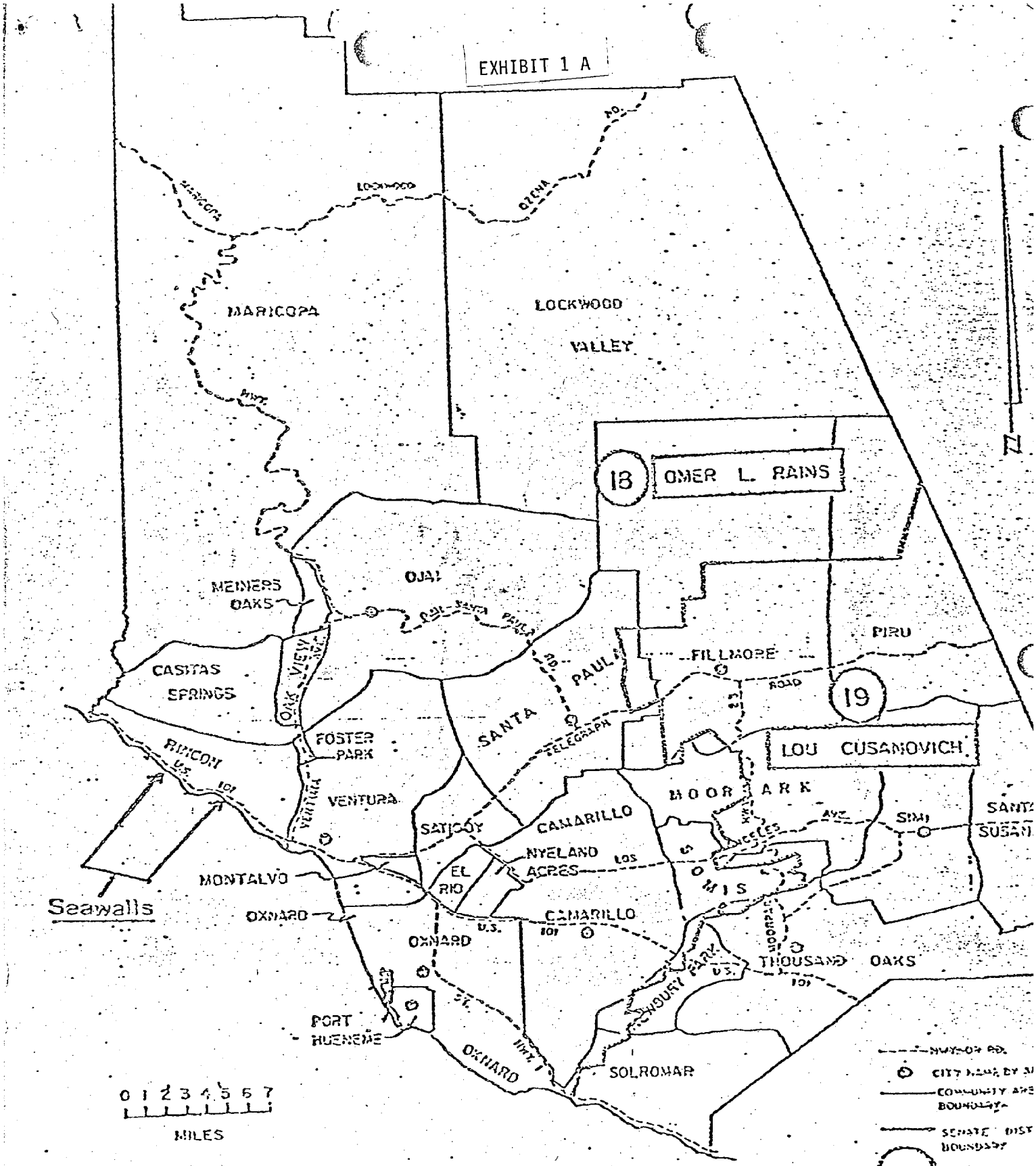
*Labor to be provided by the California Conservation Corps at no cost to the County. See Conservation Corp agreement, Exhibit 5.

15. TITLE INSURANCE

Title to the highway was granted to the County by the State Department of Transportation as of February 1979. See title documents, Exhibit 6.

16. PERMITS

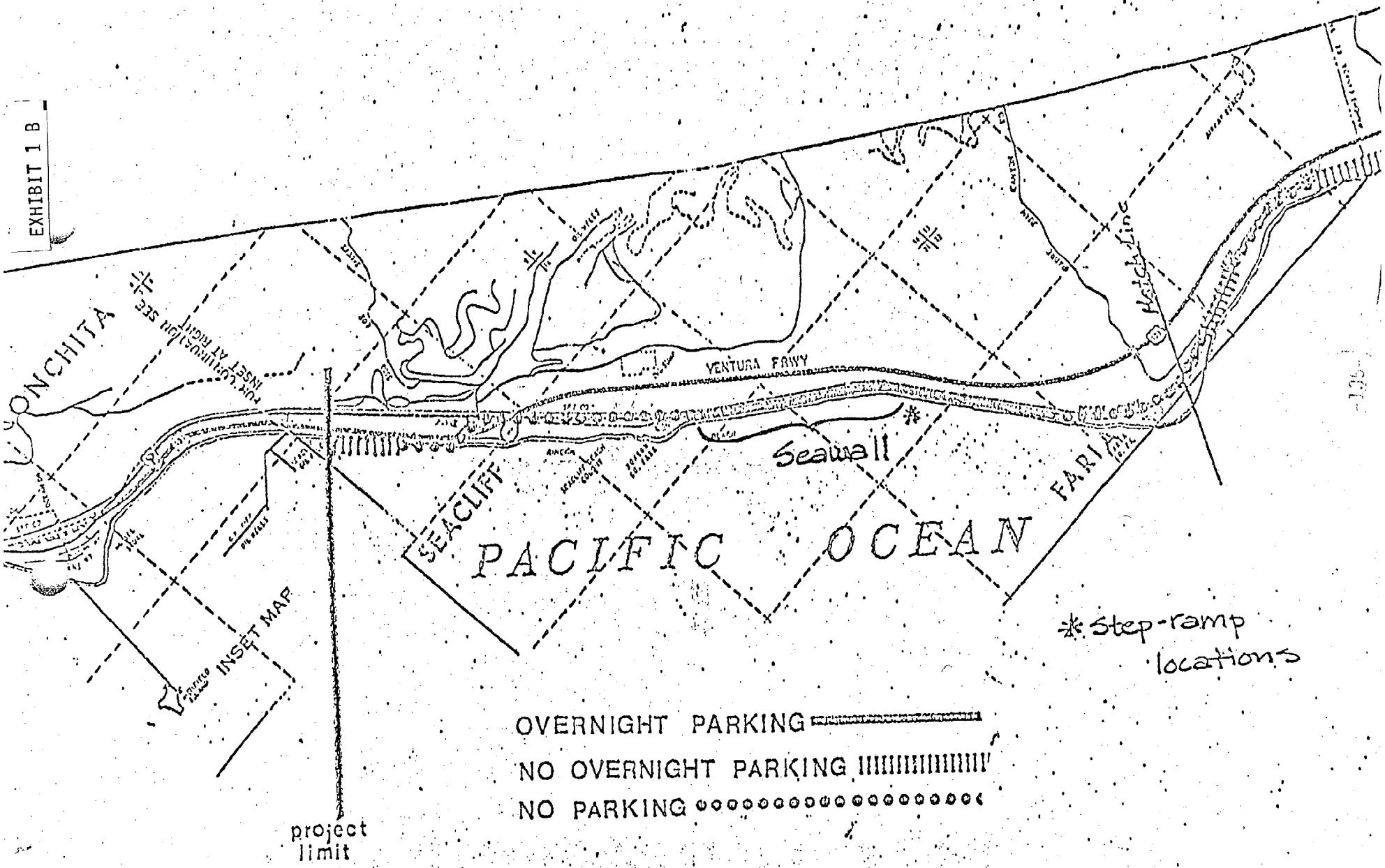
The Rincon stepramp project has received approval from the Coastal Commission on December 3, 1980. Condition 1 on page 2 of Exhibit 7 refers to the expected transfer of a portion of the relinquished CalTrans right-of-way back to CalTrans; however, in any such arrangement the County will reserve all rights and interests necessary to operation and maintenance of the Rincon steps accessway. See Attached permits, Exhibit 7A and 7B



SENATE DISTRICTS
VENTURA COUNTY

PREPARED BY
VENTURA COUNTY DEPARTMENT OF PUBLIC WORKS
SURVEY & MAPPING

EXHIBIT 1 B



ONCHITA
FOR CONTINUATION SEE INSET AT RIGHT
VENTURA FRWY
Seawall
SEACLIFF
PACIFIC OCEAN
FARIA
Hatch Line
INSET MAP
project limit
OVERNIGHT PARKING
NO OVERNIGHT PARKING
NO PARKING
* Step-ramp locations

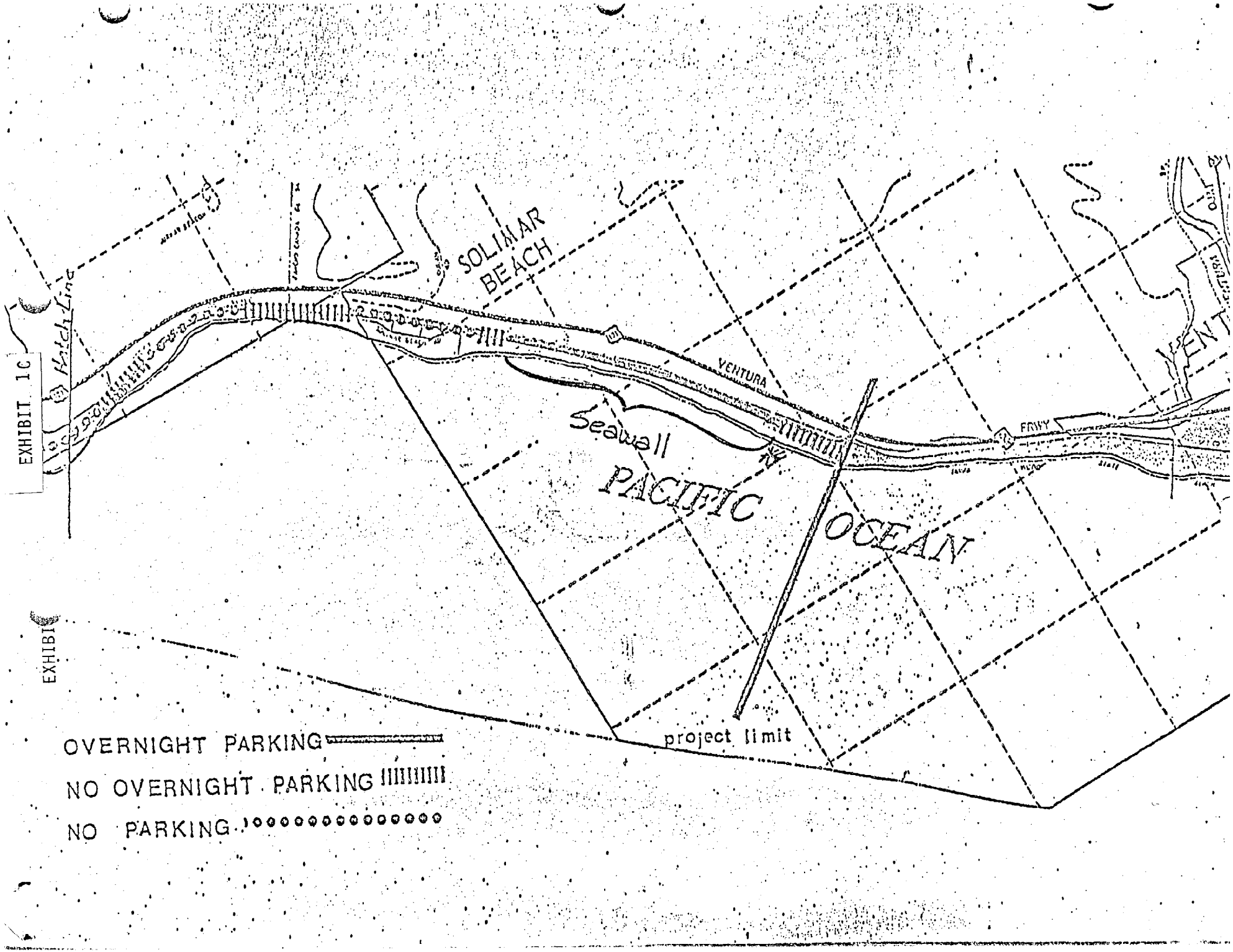
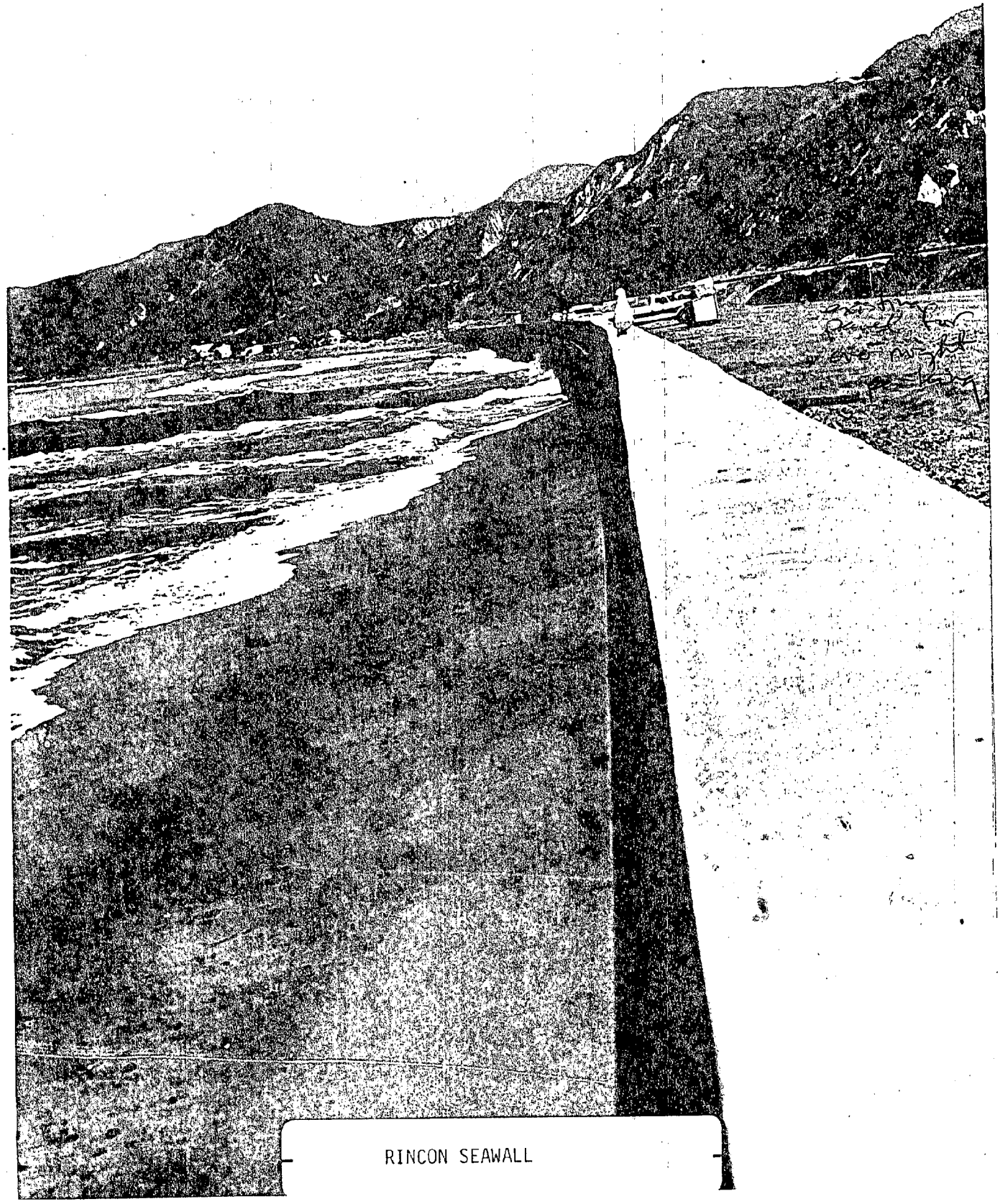
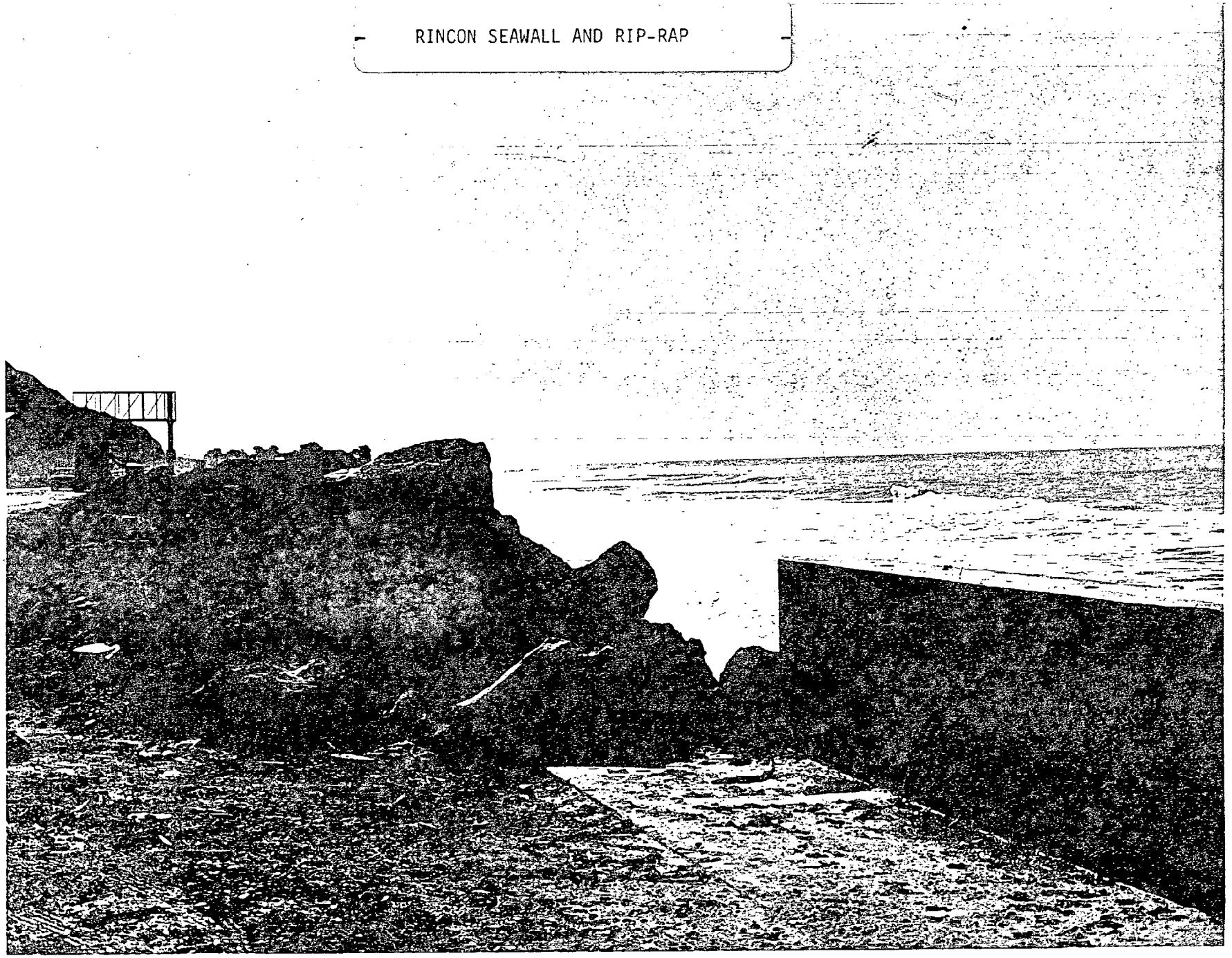


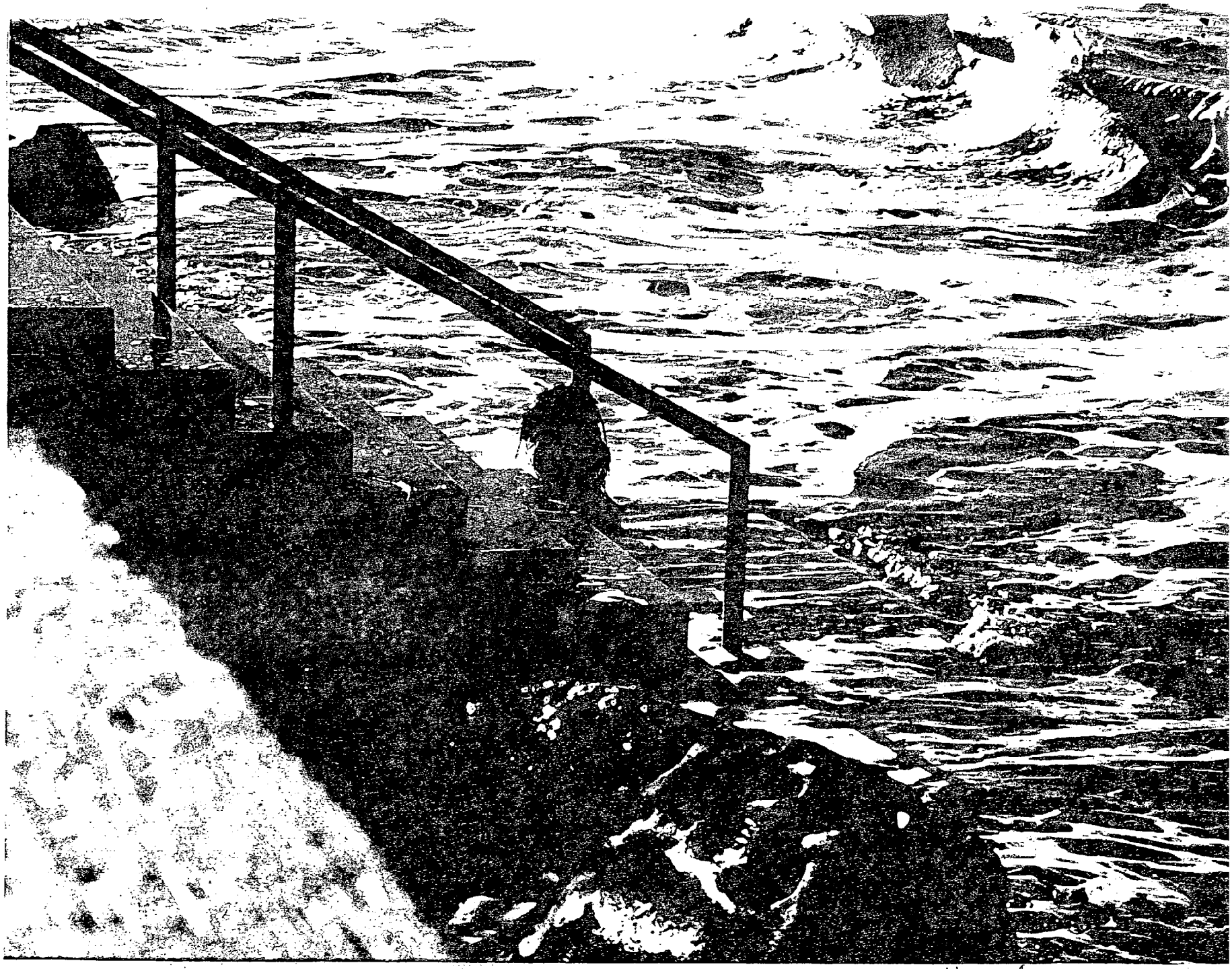
EXHIBIT 1C
EXHIBI
Match Line
SOLIMAR BEACH
VENTURA
FRWY
Seawall
PACIFIC OCEAN
project limit
OVERNIGHT PARKING
NO OVERNIGHT PARKING
NO PARKING



RINCON SEAWALL

RINCON SEAWALL AND RIP-RAP





Two more tube constructed Rincon Seawall Steps

EXHIBIT 3

Notice of Exemption

TO: ☐ Secretary for Resources
1416 Ninth Street, Room 1311
Sacramento, California 95814

☒ County Clerk
County of Ventura
800 S. Victoria Avenue
Ventura, California 93009

FROM: Robert Laughlin
Planning Division
Ventura County Environmental Resource Agency
800 S. Victoria Avenue
Ventura, California 93009

Project Title

Rincon Seawall Step Ramps

Project Location--Specific

Ventura County - Old Highway 101 - North Coast

Project Location--City

Unincorporated area north of Ventura

Project Location--County

Ventura County

Description of Nature, Purpose, and Beneficiaries of Project

Seawall step ramps will provide safe access down rip-rapped areas from highway to the beach

Name of Public Agency Approving Project

County of Ventura

Name of Person or Agency Carrying Out Project

Property Administration Agency

Exempt Status (Check One)

__Ministerial (Sec. 15073)
__Declared Emergency (Sec. 15071 (a))
__Emergency Project (Sec. 15071 (b) and (c))
X Categorical Exemption. State type and section number:

Class 1 (f)

Reasons why project is exempt:

Ramps will provide safe accessways for visitors to the beach from the highway

Contact Person	Area Code	Telephone	Extension
Ginny Morton	805	654-3967	

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? Yes X No__

Date Received for Filing:

Virginia J. Morton
Signature

Administrative Assistant
Title

Property Administration Agency

EXHIBIT 7A

CALIFORNIA COASTAL COMMISSION
631 Howard Street, San Francisco 94105 — (415) 543-8555

NOTICE OF INTENT TO ISSUE PERMIT

On December 3, 1980, by an unimous vote, the California Coastal Commission granted to the County of Ventura Permit A- 307-80, subject to the attached conditions, for development consisting of construction of two concrete step-ramps across the Rincon Seawall, more specifically described in the application file in the Commission offices.

The development is within the coastal zone in Ventura County at along old Rincon Highway between Emma Wood State Beach and Seacliff.

The actual development permit is being held in the Commission office until fulfillment of the Special Conditions 1, imposed by the Commission. Once these conditions have been fulfilled, the permit will be issued. For your understanding, all the imposed conditions are attached.

Issued on behalf of the California Coastal Commission on DEC 23 1980.

MICHAEL L. FISCHER
Executive Director

By Donald B. Nellwitz

RECEIVED
DEC 26 1980
PROPERTY
ADMINISTRATION
AGENCY

The undersigned permittee acknowledges receipt of this notice of the California Coastal Commission determination on Permit A- 307-80, and fully understands it contents, including all conditions imposed.

1-5-81 George Frankhese
Date Permittee

Please sign and return one copy of this form to the Commission office at the above address.

Permit A- 307-80 , is subject to the following conditions:

A. Standard Conditions.

1. Assignment of Permit. This permit may not be assigned to another person except as provided in the California Administrative Code, Title 14, Section 13170.

2. Notice of Receipt and Acknowledgment. Construction authorized by this permit shall not commence until a copy of this permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of its contents, is returned to the Commission.

3. Expiration. If construction has not commenced, this permit will expire two (2) years from the date on which the Commission voted on the application. Application for extension of this permit must be made prior to the expiration date.

4. Construction. All construction must occur in accord with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviations from the approved plans must be reviewed by the Commission pursuant to California Administrative Code, Title 14, Sections 13164-13168.

5. Interpretation. Interpretation or revisions of the terms or conditions of this permit must be reviewed by the State Coastal Commission or its Executive Director. All questions regarding this permit should be addressed to the State Commission office in San Francisco unless a condition expressly authorizes review by the Regional Commission or its staff.

B. Special Conditions.

1. Prior to commencement of construction, the applicant shall submit adequate documentation to the effect that the applicant has entered into contractual agreement with the holder of clear title to the property with respect to long-term maintenance of same. This document is subject to the review and approval of the Executive Director of the State Coastal Commission.

VEN-001

FORM DMO-M-P-202 (REV. 1-76)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

No. 780-E-766969

EXHIBIT 7B

ENCROACHMENT PERMIT

To County of Ventura
800 S. Victoria Ave.
Ventura, CA 93009
Attn: Arthur E. Goulet
Director, Public Works Agency
, Permittee

Los Angeles, California

December 2 19 80

In compliance with your request of November 19 19 80 *and subject to all the terms, conditions and restrictions written below or printed as general or special provisions on any part of this form and/or attached hereto.* EFFECTIVE JANUARY 1, 1981

PERMISSION IS HEREBY GRANTED TO provide and maintain parking meter zone, including full responsibility for litter, portable toilets, striping and pavement markings, and parking meter zone related signing, at various locations along the ocean side of the new segment of State Route 1 (Rincon Beach) being added by AB 2358 between Seacliff and Emma Wood State Beach. All work shall be in accordance with the various terms and conditions of the following documents:

1. Coastal Development Permit A-436-77 dated March 3, 1978, authorizing restriping the existing to a two-lane roadway with two-way bicycle lane and parking.

2. California Coastal Commission Determination of Materiality of Requested Amendment to Permit A-436-77 (Hearing opened 11-15-77) authorizing the installation of the parking meter zone, trash receptacles, and portable toilets.

3. California Coastal Commission Executive Directors approval of Item #2 above dated July 26, 1979.

4. Adopted Ordinance #3452 dated August 14, 1979 establishing the parking meter zone and amending Section 7215 of the Ventura County Ordinance Code.

This permit is to be strictly construed and no work other than that specifically mentioned above is authorized hereby.

This permit shall be void unless the work herein contemplated shall have been completed before June 30 19 81

RWN:jk
cc: VEN VEN HARMON

DEPARTMENT OF TRANSPORTATION

HEINZ HECKEROTH
District Director of Transportation

By R.W.Noad ORIGINAL SIGNED BY R.W.NOAD
District Permit Engineer

5. Ventura County Order establishing traffic control on Ventura County roads "Order that prima facia speed limit of 40 miles per hour be established on former State Route 101 from old P.M. 33.25 (Emma Wood Beach State Park) to old P.M. 39.30 (Seacliff Interchange)" signed by Arthur E. Goulet, Road Commissioner, dated 10-1-79.

6. Resolution of the Ventura County Board of Supervisors dated 11-13-79 establishing parking restrictions within the parking meter zone.

7. Resolution of the Ventura County Board of Supervisors dated 11-11-80 establishing new fees to be effective 1-1-81 for the parking meter zone.

The parking meter zone areas covered by the terms of this permit shall be in that portion of the highway right of way between the seaward side shoulder stripe of the two-way bicycle path and the ocean.

Parking meter fees may be adjusted, subject to restrictions in the above-mentioned documents, to approximately cover all Ventura County costs of maintaining the area. Permittee shall maintain adequate fee and maintenance records so that an audit by State forces can be performed.

All costs incurred for work within the State right of way pursuant to this Encroachment Permit shall be borne by the Permittee, and Permittee hereby waives all claims for indemnification or contribution from the State for such work.

This permit is contingent upon the Route Adoption by the California Transportation Commission.

Permittee acknowledges receipt of this Permit No. 780-E-766969 and fully understands and agrees to its terms.

12-3-80 Al F. Knuth

Date Permittee

Deputy Road Commissioner

GENERAL PROVISIONS

1. *Definition.* This permit is issued under Chapter 3 of Division 1 of the Streets and Highways Code. The term encroachment is used in this permit as defined in the said Chapter 3 of said code. Except as otherwise provided for public agencies and franchise holders, this permit is revocable on five days notice.

2. *Acceptance of Provisions.* It is understood and agreed by the Permittee that the doing of any work under this permit shall constitute an acceptance of the provisions.

3. *No Precedent Established.* This permit is granted with the understanding that this action is not to be considered as establishing any precedent on the question of the expediency of permitting any certain kind of encroachment to be erected within right of way of State highways.

4. *Notice Prior to Starting Work.* Before starting work the Permittee shall notify the District Director of Transportation or other designated employee of the district in which the work is to be done. Such notice shall be given at least three days in advance of the date work is to begin. Unless otherwise specified, all work shall be performed on weekday and during normal working hours of the Grantor's inspector.

5. *Keep Permit on the Work.* This permit shall be kept at the site of the work and must be shown to any representative of the Grantor or any law enforcement officer on demand.

6. *Permits from Other Agencies.* The party or parties to whom this permit is issued shall, whenever the same is required by law, secure the written order or consent to any work hereunder from the Public Utilities Commission of the State of California, or any other public board having jurisdiction, and this permit shall be suspended in operation unless and until such order or consent is obtained.

7. *Protection of Traffic.* Adequate provision shall be made for the protection of the traveling public. Barricades shall be placed with amber lights at night, also flagmen employed, all as may be required by the grantor for the particular work in progress.

8. *Minimum Interference With Traffic.* All work shall be planned and carried out so that there will be the least possible inconvenience to the traveling public except for the specific work permitted.

9. *Storage of Material.* No material shall be stored within eight (8) feet from the edge of pavement or traveled way or within the shoulder line where the shoulders are wider than eight feet. No supplies or equipment shall be stored on the highway until permittee is ready to start work.

10. *Clean Up Right of Way.* Upon completion of the work, all brush, timber, scraps and material shall be entirely removed and the right of way left in as presentable condition as before work started.

11. *Standards of Construction.* All work shall conform to recognized standards of construction.

12. *Supervision of Grantor.* All the work shall be done subject to the supervision of, and to the satisfaction of, the Grantor.

13. *Future Moving of Installation.* It is understood by the Permittee that whenever construction, reconstruction or maintenance work on the highway may require, the installation provided for herein shall, upon request of the Grantor, be removed or revised at the sole expense of the Permittee within five days of such notice.

14. *Expense of Inspection.* On work which requires the presence of an employee of the Grantor as inspector, the salary, traveling expense and other incidental expense of such inspection during the work shall be paid by the Permittee upon presentation of a bill therefor.

15. *Liability for Damages.* The Permittee is responsible for all liability for personal injury or property damage which may arise out of work herein permitted, or which may arise out of failure on the Permittee's part to perform his obligations under the permit in respect to maintenance. In the event any claim of such liability is made against the State of California, or any department, officer, or employee thereof, Permittee shall defend, indemnify and hold them and each of them harmless from such claim. This permit shall not be effective for any purpose unless and until the above-named Permittee files with the Grantor, a surety bond in the form and amount required by said Grantor, unless specifically exempted on the face hereof. The requirement that a bond be filed does not apply in the event the Permittee is a governmental board which derives its revenue by taxation.

16. *Making Repairs.* If the Grantor shall so elect, repairs shall be made by employees of the Grantor and the expenses thereof shall be borne by the Permittee. All payments to laborers, inspectors, etc., employed by said Grantor for or on account of the work herein contemplated, shall be made by said Permittee forthwith on receipt of written orders, payrolls or vouchers approved by Grantor. Or the Grantor may elect to require a deposit before starting repairs, in an amount sufficient to cover the estimated cost thereof.

The Grantor will give reasonable notice of its election to make such repairs. If the Grantor does not so elect, the Permittee shall make such repairs promptly. In every case the Permittee shall be responsible for restoring any portion of the highway which has been excavated or otherwise disturbed to its former condition as nearly as may be possible except where the Grantor elects to make repairs as above provided in this paragraph and except where provision to the contrary is made in the typewritten portion of the permit. Existing improvements shall be protected or relocated as required by work authorized by this permit. If existing improvements are damaged or their operation impaired by this work, they shall be replaced or restored to the satisfaction of the Grantor.

17. *Care of Drainage.* If the work herein contemplated shall interfere with the established drainage, ample provision shall be made by the Permittee to provide for it as may be directed by the Grantor.

18. *Submit Location Plan.* Upon completion of underground or surface work of consequence, the Permittee shall furnish plan to the Grantor's District Office showing location and details.

19. *Maintenance.* The Permittee agrees by the acceptance of this permit to exercise reasonable care to maintain properly any encroachment placed by it in the highway and to exercise reasonable care in inspecting for and immediately repairing and making good any injury to any portion of the highway which occurs as a result of the maintenance of the encroachment in the highway or as a result of the work done under this permit, including any and all injury to the highway which would not have occurred had such work not been done or such encroachment not placed therein.

PIPES, CONDUITS, GAS PUMPS, ETC.

20. *Crossing Roadway.* Service and other small diameter pipes shall be jacked or otherwise forced underneath pavement without disturbing same. Pavement or roadway shall not be cut unless specifically permitted on the face hereof. Service pipes will not be permitted inside of metal culvert pipes used as drainage structures.

21. *Limit Excavation.* No excavation is to be made closer than eight (8) feet from the edge of the pavement except as may be specified.

22. *Tunneling.* No tunneling will be permitted except on major work as may be specifically set forth on the face hereof.

23. *Depth of Pipes.* There shall be a minimum of 30 inches of cover over all pipes or conduits.

24. *Backfilling.* All backfilling is to be moistened as necessary and thoroughly compacted to required dry density per cubic feet. Whenever required by the Grantor, a trench crossing the roadway shall be backfilled with gravel or crushed rock.

25. *Surfacing.* After proper backfilling, base and surfacing shall be replaced in kind, and the site restored to its original condition, all to the satisfaction of the Grantor.

26. *Maintain Surface.* The Permittee shall maintain the surface over structures placed hereunder as long as necessary.

27. *Pipes Along Roadway.* Pipes and utilities paralleling the pavement shall be located at the distance from traveled way and at such depth as specifically directed on the face hereof. Cutting of tree roots will not be permitted.

POLES, WIRES, CABLES AND OVERHEAD STRUCTURES

28. *Location Pole Lines, etc.* Pole lines shall be located one foot from the property line unless otherwise specified on the face hereof.

29. *Public Utilities Commission Orders.* All clearances and type of construction shall be in accordance with the applicable orders of the Public Utilities Commission of the State of California.

30. *Permission from Property Owners.* Whenever necessary to secure permission from abutting property owners, such authority must be secured by the Permittee prior to starting work.

31. *Clearance of Trees.* Poles must be of such height as to permit clearance over a tree 40 feet in height, where quick growing trees are in place. At locations where slow growing trees are in place, normal construction standard may be followed at the option of the pole line company, with provision to ultimately clear a 40-foot tree.

32. *Guy Wires.* No guy wires are to be attached to trees except on specific authority and in no event shall they be so attached as to girdle the tree or interfere with its growth. Guy wires shall be kept at a minimum elevation of six feet above the ground whenever so directed.

33. *Clearing Around Poles.* The Permittee shall remove and keep clear all vegetation from within a radius of at least five feet of the poles.

34. *Painting or Visibility Strips.* All poles are to be painted for a distance of six feet above the ground using white lead and oil or aluminum paint or in lieu thereof, when poles have creosoted butts, wood, metal or other approved type of visibility strips may be placed. Wood strips are to be Douglas fir 1" x 3"—5' long placed on 6" centers about the base of pole and painted with white lead and oil or aluminum paint. If metal strips are used such strips may be placed either vertically or horizontally. Paint is to be renewed as often as may be required to maintain a satisfactory covering. If not painted when installed or renewed as the Grantor may consider necessary, the right is reserved to have this painting done and the Permittee hereby agrees to bear the cost thereof under the terms of this permit.

Poles that do not present a possible traffic hazard will be given consideration for exemption from those provisions upon written request of Permittee accompanied by pertinent data as to pole location, difference in elevation, etc. The Grantor's decision will be final in this regard.

35. *Remove Old Poles, Guys and Stubs.* The entire length of such timbers shall be removed from the ground and the holes backfilled and thoroughly tamped. In paved areas, temporary A.C. surfacing shall be placed until such time as permanent repairs are made.

PLANTING TREES

36. *Location and Species.* The location and kind of trees to be planted shall be specified on the face of this permit.

37. *Planting and Maintenance Cost.* The Permittee must bear the cost of planting the trees. The arrangement as to maintenance of the trees shall be specifically set forth on the face of the permit. In particular cases arrangements may be made for the Grantor to do this work upon deposit of a certain sum for each tree which is to be planted. The Grantor reserves the right to assume the maintenance or to decline to do so as conditions justify.

38. *Group Planting.* The cost of group plantings and similar special work which may be agreed upon with the Grantor shall be borne by the Permittee. Land for such plantings shall be secured in fee by the Permittee and turned over to the State. Plantings for parking and picnic grounds will not be considered in this connection.

REMOVAL OR TRIMMING OF ROADSIDE TREES

39. *Removal of Trees.* When permit is granted for removal of a tree as an independent operation or as a part of other work, the entire stump shall be taken out for a depth of at least two feet below the ground surface or pulverized with a rotary stump grinder.

40. *Clearing the Site.* All timber and debris shall be removed from the right of way. The hole left by the stump shall be backfilled and thoroughly tamped and the site left in a presentable condition.

41. *Trimming of Trees.* In general, only light trimming of branches two inches or less in diameter will be permitted and only when specifically so stated on the face hereof. The shapelness of the tree must be preserved.

42. *Inspection.* If the permit requires inspection by the Grantor during progress of the work the cost of inspection shall be borne by the Permittee. No charge will be made for occasional routine inspection.

Road Approaches, Connecting Pavements and Minor Work

43. *Grades and Specifications.* Grades and types of construction shall be as detailed by plans or stated on the face of this permit.

44. *Borrow and Waste.* Only such borrow and waste will be permitted and within the limits as set forth on the face of this permit.

45. *Minor Work.* Grading down of small banks, small ditches, placing of awnings, and other similar minor work shall be governed by the general provisions and as detailed on the face hereof.

Signs

46. *Clearance of Signs.* The minimum clearance from the sidewalk shall be twelve feet unless otherwise provided as a provision of this permit.

Railroad Crossings

47. *Safety and Convenience.* The future safety and convenience of the traveling public shall be given every consideration in the location and type of construction.

48. *Meet Highway Grade.* The grade and superelevation of the track must conform to the grade of the highway at point of crossing.

49. *Width of Paving.* The crossing shall be planked or paved as may be specified on the face of this permit for the full roadway and shoulder width.

EXHIBIT 4A

UNIVERSITY OF CALIFORNIA, LOS ANGELES

UCLA

BERKELEY · DAVIS · IRVINE · LOS ANGELES · RIVERSIDE · SAN DIEGO · SAN FRANCISCO

SANTA BARBARA · SANTA CRUZ

THE INSTITUTE OF ARCHAEOLOGY
LOS ANGELES, CALIFORNIA 90024

12 September 1980

Tom Mikkelsen
State Coastal Conservancy
1212 Broadway Room 514
Oakland, CA 94612

RE: Coastal Accessway program:
Ventura County: Rincon Steps: File No. A-04-Ven-02-80 below
Ormond Beach Bridge and Parking: File No. A-04-Ven-01-80

Los Angeles County: Charmlee Connector Trail: File No. A-05-LA-01-80
Malibu Accessways: File No. A-05-LA-02-80
El Sol County Beach
El Pescador State Beach
La Piedra State Beach
Barsocchini Easement
Wayne Easement
Point Fermin Park Trails: File No. A-05-LA-01-80

Orange County: Trafalgar Lane Overpass: File No. A-05-ORG-02-80

Dear Tom,

Below, I will review each project separately since each concerns a different location and therfore, necessitates a separate assessment. As you requested, I have checked our archaeological records and maps for any relevant information for the above referenced projects. In general, prehistoric populations occupied the coastal strip of California for some eight thousand years. Favorable locations for permanent aboriginal habitations are mouths of large canyons as well as temporary sites on the ridges, flats, and valleys of the mountains and along the coast(Leonard 1973). Since all your projects are located along the coast, they are within a known archaeologically sensitive area.

Rincon Steps: File No. A-04-Ven-02-80

No archaeological sites are recorded within the borders of either stairway area. However, no systematic survey of the project area has been conducted, and within a half mile radius of the northern stairway, four archaeological sites, Ven-28, Ven-29, Ven-202 and Ven-240, are listed. Only one known archaeological site, Ven-233, lies within a half mile of the southern stairway located on the Ventura, CA 7.5 min. U.S.G.S. topographic map.

Since the project proposal involves construction of stairways over existing rip-rap at the Rincon Seawalls, and therefore, a modified and disturbed area, the possibility of finding "in situ" cultural remains appears unlikely. Of concern for the County

of Ventura is any indirect impacts to the known archaeological sites in the surrounding area or direct impacts to any cultural remains uncovered during the construction of the stairways. We recommend to avoid indirect impacts that parking of construction vehicles be limited to the beach side of Pacific Coast Highway and should any cultural resources be found during construction that a qualified archaeologist be contacted immediately to assess the significance of such a discovery.

Ormond Beach Bridge and Parking: File No. A-04-Ven-01-80

No known archaeological sites are located within the borders of this project area. Stephen Horne recently conducted an cultural resources assessment within the City of Oxnard which included this project area as well (Horne 1980). The Ormond Beach area, however, does retain evidence of the historic and prehistoric periods. Two prehistoric sites, Ven-662 and Ven-663, as well as the lagoon area down from the Hueneme wharf called shishlomo by the Chumash Indians are located within one half mile of the project area. Ven-664, an historic site, is located across Perkins Avenue and north of the project area (Horne 1980).

Since Stephen Horne, a qualified archaeologist, conducted a systematic survey of the project area, it is not necessary to resurvey this area. Of concern for the City of Point Hueneme or the City of Oxnard, however, would be any direct impacts to buried cultural remains. It is difficult to predict the location of buried cultural remains from only surface survey information in an undeveloped area. Therefore, we recommend since the project area is located within an archaeologically and historically sensitive area, that (1) a qualified archaeologist be hired to monitor all subsurface activity during construction and (2) any buried site discovered be excavated by a qualified archaeologist following standard archaeological methods.

Charmlee Connector Trail: File No. A-05-LA-03-80

Three known archaeological sites are located within the project area. Sites, LAn-28, LAn-29, and LAn-384 lie within the proposed trail path or in such close proximity, to be considered under direct impact by the development of the trail. On the enclosed map I marked the locations of these three sites and to protect these resources, we require that the site locations remain confidential. This information is not for public view.

In 1973, N. Nelson Leonard, III conducted a systematic survey of this project area (Leonard 1973). He confirmed then the existence of LAn-28 and noted even though the site was disturbed, that cultural material existed in tact on the surface. He also recorded at that time a new site, LAn-718, located north outside the proposed project's limits. S. Mayhew recorded LAn-384 in 1969 and suggested the site was a late Chumash village. Recently, due to an excavation project with Charmlee Park, Clay Singer, a qualified archaeologist, relocated these three sites during an informal survey. He reported that LAn-29 currently is buried under existing residences, LAn-28, somewhat reduced in size, still exists above the Pacific Coast Highway and LAn-384 remains nearly intact except for a section partially buried by road construction (Singer 1980).

At least two intact archaeological sites, LAn-28 and LAn-384 are located within the project area and would sustain adverseimpacts from the development. To avoid adverse impacts to these cultural resources, we recommend that the connector trail be relocated.

If the proposed trail cannot be changed, then we recommend that a qualified archaeologist be hired to conduct a program of mitigative excavations, following an archaeological reconnaissance of the project area. Even though. LAn-29 has been disturbed by the past housing constructions, we would recommend that this section of the project also be included in an archaeological reconnaissance to ascertain if any cultural remanents of this site exist.

Malibu Accessways: File No. A-05-LA-02-80

El Sol County Beach

No known archaeological sites are located within the boundaries of this project. Several archaeological sites exist however within close proximity of the project. Archaeological sites, LAn-180, LAn-269, LAn-352, LAn-455, LAn-456, LAn-457, and LAn-641 are all located within one half mile of the project area. Due to the project's location within such close proximity to known archaeological sites, and since the topography of the project location is favorable for prehistoric habitation, we recommend that a qualified archaeologist be hired to conduct an archaeological reconnaissance of the project area, prior to the construction.

El Pescador State Beach

One known archaeological site, LAn-29, is located within the project area. However, Clay Singer recently related that this site is buried under existing residences (Singer 1980). As stated above under the Charmlee Connector Trail assessment, we would recommend that a qualified archaeologist be hired to conduct a survey of the project area since cultural material may still remain within the public section of the project.

La Piedra State Beach

No known archaeological sites are located within this project's borders according to our records. Again, this project is located within an archaeologically sensitive area due to several known sites, LAn-384, LAn-217, and LAn-480, within close proximity of the project and its favorable topography for a prehistoric habitation. Since no systematic survey has been conducted for this area, we recommend that a qualified archaeologist be hired to conduct an archaeological reconnaissance of this project area.

Barsocchini Easement

No archaeological sites are located within this project's borders. However, a known archaeological site, LAn-210, is located across the Pacific Coast Highway from this project. It is possible that the past road construction destroyed site, LAn-210, and therefore, the proposed construction of a concrete walk to the beach will not impact any cultural resources. In 1953, Hal Eberhart reported that the site had been mostly destroyed. "Some midden remains between the highway and the beach but it has been badly disturbed by road building operations and most of it is under overburden up to 10 feet (Eberhart 1953). In 1973, another update on this site was supplied and at that time, the site was described as mostly gone.

Even though, the site has been disturbed, the possibility of finding buried cultural remains still exists. Due to the high sensitivity of this location, we recommend that a qualified archaeologist be hired to monitor the construction phase for this project.

Wayne Easement

No known archaeological sites are located within this project's borders or within a two mile radius of the project area. From the map supplied by the Coastal Conservancy of this project, development already exists on either side of this proposed easement. If cultural material existed at this location, then most likely, the present development has either destroyed or buried these remains. Of concern for the County of Los Angeles would be any direct impacts to buried cultural remains. If cultural remains are encountered during the construction, we recommend that a qualified archaeologist be contacted to assess the significance of such a discovery. With this qualifier, the development should be permitted to proceed.

Point Fermin Park Trails: File No. A-05-LA-01-80

No archaeological sites are located within the project's borders, according to our records. Archaeological sites are recorded within a one half mile radius of the project. Since the project plans involve improving already existing foot paths that are located on the face of the ocean's bluffs, past construction and the steep topography would eliminate finding cultural material "in situ" at this location. If, however, buried cultural remains are encountered during the construction, we recommend that a qualified archaeologist be contacted. With this qualifier, we recommend that this project be permitted to proceed.

Trafalgar Lane Overpass: File No. A-05-ORG-02-80

No known archaeological sites are located within the project's boundaries or within close proximity to the project. Since this project is a replacement of an existing overpass, built in 1951, the only concern for the City of San Clemente is the discovery of buried cultural remains during the construction of the new overpass. We would recommend that, if cultural remains are uncovered that a qualified archaeologist be contacted to ascertain their significance and conduct a systematic excavation if necessary. With this qualifier, we recommend that this project, Trafalgar Lane Overpass, be permitted to proceed.

To assess the historical development of the area and therefore, spot potential historical structures for the areas, I checked old editions of the U.S.G.S. topographic maps. I consulted the following maps: Camulos, CA. 30 min. (1903), Calabasas, CA. 15 min. (1903), Hueneme, CA. 15 min. (1904), San Pedro,CA. 15 min. (1896), Triunfo Pass 15 min. (1921), and Ventura, CA. 15 min. (1904). This search yielded negative results; no potentially historical structures were located on these old maps within the boundaries of the above referenced projects.

Our records investigation also included a review of the federal, state, and local inventories of historical monuments. The closest historical land marks to any of the referenced projects are the following:

in the National Register of Historic Places: Battery Osgood-Farley, Fort MacArthur Upper Reservation
Point Fermin Lighthouse
Berylwood, Port Hueneme

in the Ventura County Landmark listing: Hueneme Slough Site, Landmark No. 37

However, these historical monuments are located outside the boundaries of the projects planned for the Point Fermin Park and for the Port Hueneme area and will not encounter any direct or indirect impacts from the developments as planned.

In summary, we emphasize that this record search serves as the initial step in the assessment process for most of the above referenced projects. If cultural material is located within project boundaries, then further mitigative steps will need to be planned and executed, providing that project locations cannot be altered. The U.C.L.A. Archaeological Survey offers its professional cooperation as further work is required on these projects.

Should you have any questions about this records search, please don't hesitate to contact me at the Survey (213) 825-7411.

Sincerely,

Beth Padon

Beth Padon

References cited:

Eberhart, Hal
1953 Archaeological site record form for LAn-210, on file at the U.C.L.A. Archaeological Survey.

Horne, Stephen
1980 Final Report: Onshore Cultural Resources Assessment, Union Oil Company Platform Gina and Platform Gilda Project: Federal Leases OCS P-0202 and P-0216, Offshore Southern California. Report to Dames and Moore, Santa Barbara, CA. on file at the U.C.L.A. Archaeological Survey, E.I.R. #Ven-236.

Leonard, N. Nelson, III
1973 Archaeological Reconnaissance of Tract No. 29348, Malibu, California. on file at the u.C.L.A. Archaeological Survey, E.I.R. #LAn-11.

Singer, Clay A.
1980 Personal communication on September 4, 1980.

STATE OF CALIFORNIA—THE RESOURCES AGENCY

EXHIBIT 4B

EDMUND G. BROWN JR., Governor

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
POST OFFICE BOX 2390
SACRAMENTO, CALIFORNIA 95811

23 December, 1980

RECEIVED
DEC 24 1980
STATE COASTAL CONSERVANCY
OAKLAND, CALIF.

Dorothy V. Walker, Project Analyst
State Coastal Conservancy
1212 Broadway, Room 514
Oakland, CA 94612

Dear Ms. Walker:

OCZM/DOC - Coastal Energy Impact Program Grants - Various Locations

I have received your letter of December 9, 1980 and attachments. Thank you for initiating consultation on behalf of OCZM pursuant to 36 CFR 800.

A. Mesa Lane Beach Accessway, Santa Barbara County - This proposal will not affect any National Register or eligible properties.

B. Pasadena Drive Easement, San Luis Obispo County - This proposal will not affect any National Register or eligible properties.

C. Third Street Access, Cayucos, San Luis Obispo County - This proposal will not affect any National Register or eligible properties.

D. Rincon Steps, Ventura County - This proposal will not affect any National Register or eligible properties.

E. Ormond Beach Bridge and Parking, Ventura County - The question of buried archeological sites is raised in the UCLA report and ground disturbance monitoring is recommended. Why was the issue of buried sites raised? We cannot take a position on the recommended monitoring of ground disturbance until sound archeological reasons for anticipating buried sites are presented.

F. Charmlee Connector Trail, Los Angeles County - It appears that archeological sites 28 and 384 lie within the project's area of potential environmental impact. Consequently, it becomes OCZM's responsibility to see that these sites are evaluated in terms of the National Register Criteria; that a determination of effect is reached in consultation with this office; that project alternatives to avoid adverse impact be explored; or that suitable mitigation measures be developed if avoidance is infeasible. OCZM should arrange to have these sites accurately defined (as necessary) in terms of areal extent; depth; cultural and temporal affiliation; integrity; components; and significance. When these arrangements have been made, the consultant's proposal for implementing the foregoing study elements should be submitted to us for review and comment. We emphasize that this should occur before any field work is undertaken. Once this phase is complete, a National Register eligibility determination request must be prepared in accordance with 36 CFR 1204. Simultaneously, the questions of effect, avoidance, or mitigation can be discussed. A related issue involves Lan 29: how much of this site lies beneath houses? This site would have to be dealt with if any significant

portion of it lies within the project's area of potential environmental impact. Therefore, an effort to determine if the site extends into the project area seems warranted.

G. Malibu Accessways, Los Angeles County -

1. El Sol County Beach - We agree that the project's area of environmental impact ought to be surveyed. The resulting report should be sent to us for review and comment.

2. El Pescador State Beach - Please refer to comment F, above.

3. La Piedra State Beach - Please refer to item 1, above.

4. Barsocchini Easement - We cannot recommend monitoring in this instance. If any minimally or undisturbed buried sections of Lan 210 exist within the project's area of potential environmental impact, a preconstruction testing program designed to assess this possibility is preferable. Please respond to this suggestion.

5. Wayne Easement - This proposal will not affect any National Register or eligible values.

6. Point Fermin Park Trails - This proposal will not affect any National Register or eligible properties.

H. Trafalger Lane Overpass, Orange County - This proposal will not affect any National Register or eligible properties.

In closing, we wish to emphasize that the coastlines of the counties under consideration are among the most archeologically sensitive in the state. Although a number of the foregoing projects have been "cleared", it is essential that the prospect of encountering resources during construction be kept in mind. Accordingly, a communications and action plan should be developed to deal with resources discovered during construction. Treatment of such values should follow the prescription detailed in 36 CFR 800.7

We look forward to working with you on these undertakings. Please call us if we can be of any further assistance. Thank you for your cooperation.

Sincerely,

KMEllon

Dr. Knox Mellon
State Historic Preservation Officer

STATE OF CALIFORNIA – RESOURCES AGENCY

EXHIBIT 5

EDMUND G. BROWN JR., Governor

CALIFORNIA CONSERVATION CORPS
1530 Capitol Avenue, Sacramento, CA 95814
(916) 445-8183

For CCC HQ Use: Project No. 80-1115-CRC-006-5

Date received 12-8-80

RECEIVED
DEC 2 0 1980
STATE COASTAL CONSERVANC
OAKLAND, CALIF.

PUBLIC SERVICE CONSERVATION WORK - PROJECT FIELD EVALUATION AND APPROVAL

Sponsoring Agency Property Administration Agency, County of Ventura

Address 800 South Victoria Avenue, Ventura, CA 93003

Sponsor's Representative Andrew Oshita, Parks Operation Supervisor (805) 654-3977
(Title) (Telephone)

CCC Center Camarillo Evaluator Bob Coriell Evaluation date 12/1/80

1. PROJECT DESCRIPTION (Please be specific - attach supplementary sheet if necessary):

The project consists of the construction of two concrete stairways on the northern most section of two seawalls located in Rincon Parkway, old Paciafic Highway #1, 7 miles north of Ventura, California

Project Duration (days) 5 working Crew Size 10 Travel Time 45 min. Starting/Completion Date March, 1981

2. PROJECT LOCATION (Indicate legal owner of property):

See above, legal owner is Ventura County

Assembly District 36 Senate District 18 Congressional District 19

3. TOOLS, MATERIALS, SUPERVISION NEEDED (To be supplied by the sponsor):

Description and number

A. Tools and materials: Shovels supplied by CCC all other tools and materials supplied by sponsor.

B. Technical Supervisor: Marvin Arnette (805) 654-3977 daily as needed
(Name) (Telephone) (Availability-hours daily)

4. SPIKE: Yes No

A. Location of housing:

B. Description of housing:

C. Special items needed by crew on spike:

(CCC 58 rev. 8/29/79)

100% POST CONSUMER RECYCLED PAPER

5. APPRAISED VALUE OF WORK DONE BY CCC (i.e., cost if done by means normally used, including labor, materials, overhead): $4,800 (@ $12 pr. hr.)

6. REIMBURSEMENT FOR CCC/OTHER LABOR: Available _____ Not Available XXX

7. PERMITS - HAVE ALL APPLICABLE LOCAL, STATE, OR FEDERAL PERMITS FOR THE PROJECT BEEN OBTAINED (e.g., easements, permits for streambed alteration, burning etc., Coastal Zone permits, CEQA clearance)? Yes XXX No _____

8. SUBJECT OF EVENING EDUCATIONAL PRESENTATION, OR OTHER CONTRIBUTION TO THE PROGRAM BY THE SPONSOR:

Representative of sponosring agency will present an instructional talk on the subject of the project.

9. BRIEFLY EXPLAIN HOW THE PROJECT MEETS THE OBJECTIVES OF:

A. Conserving, improving, developing natural resources, maintaining environmentally important lands or waters.

N/A

B. Providing public benefit or access. (Estimated visitor use, safety, reduced maintenance costs, etc.).

The estimated use of the beach is 50,000 perksons per season. The project provides a safe and easy access from the parking area down to the beach.

C. Providing corpsmembers with opportunities for training in employable skills (i.e., specific tools and use, fire control, resource management, carpentry, etc.).

This will be an excellent opportunity for corpsmembers to learn the technique of building forms for concrete and pouring and finishing concrete.

D. Increasing the awareness and understanding of corpsmembers of the natural environment.

N.A.

Ignacio S. Piña C.D.

Robert Cirill	Robert Cirill	12/1/80
Center PSCW Coordinator/Ranger	Center Director	Date
Andrew Oshita	for Nacho Piña Parks Operations Supv.	12/2/80
Sponsor's Representative	Title	Date
J.E. Dugan, Chief Deputy Director, CCC		Date

Signatures indicate that both agencies have approved this project for implementation as stated in this evaluation.

EXHIBIT 6

RECORDED 2/1/79
CO OF VENTURA
BOOK 5317
PAGE 735
DOC.# 11537

TRANSPORTATION COMMISSION
RESOLUTION NO.
R 2 4 9 3
Passed By CTC
JAN 26 1979

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE
COUNTY OF VENTURA, ROAD 07-VEN-101-32.7/39.7
REQUEST NO. 866

WHEREAS, highway right of way within the County of Ventura, between 1.3 miles north of Route 33 and 2.8 miles south of Santa Barbara County Line, road 07-Ven-101, hereinafter particularly described, has been superseded by a change in the location of said highway; and

WHEREAS, by freeway agreement dated March 25, 1969, between the County of Ventura and the State of California, the County agreed to accept title to frontage roads and reconstructed county roads, upon relinquishment thereof to said County by the State of California; and

WHEREAS, the State of California has acquired right of way for and has constructed the above-mentioned collateral facilities in the County of Ventura, between 1.3 miles north of Route 33 and 2.8 miles south of Santa Barbara County Line, road 07-Ven-101, in accordance with said agreement; and

WHEREAS, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said highway right of way so superseded and said collateral facilities be relinquished to the County of Ventura for use as county highways;

NOW, THEREFORE, IT IS VOTED by the California Transportation Commission that it relinquish, and it does hereby relinquish, to the County of Ventura, effective upon the recordation of a certified copy hereof with the Recorder of Ventura County, all of the State of California's right, title and interest in and to said superseded highway right of way and said collateral facilities in said County, together with the right of way and appurtenances thereof, described as follows:

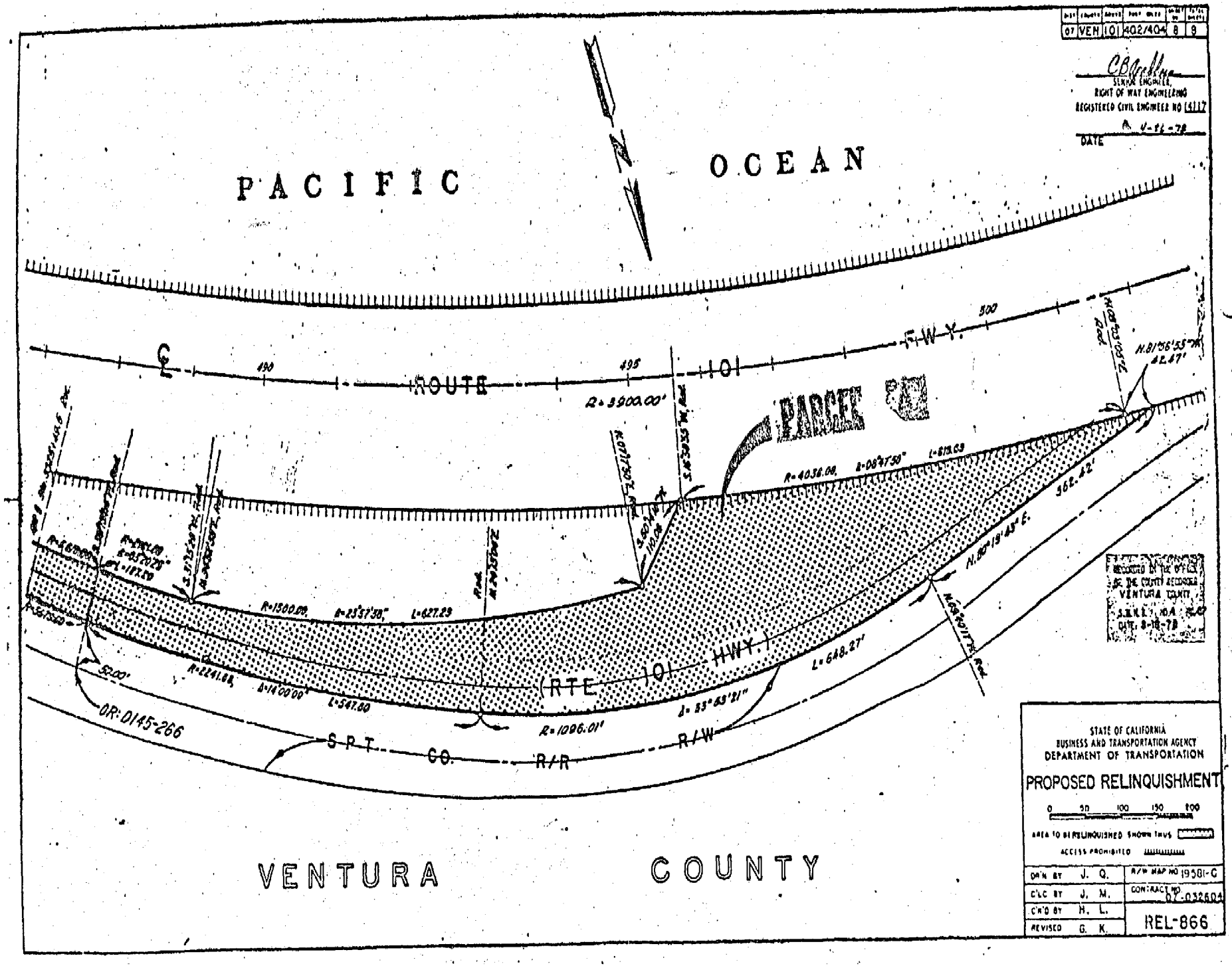
All those portions of superseded State highway right of way, frontage roads and reconstructed county roads shown as Parcels 1 to 3 inclusive, as delineated and shaded on maps recorded on August 18, 1978 in State Highway Map Book No. 4, Pages 40 through 47 inclusive, Records of Ventura County.

EXCEPTING AND RESERVING to the State of California any and all rights of ingress to and egress from the highway hereby relinquished in and to the adjoining freeway, except at such points as now are or may be established by resolution of this Commission.

DIST	COUNTY	ROUTE	POST MILES	SHEET NO	TOTAL SHEETS
07	VEN	101	402/404	8	9

C.B. Gallup
SENIOR ENGINEER,
RIGHT OF WAY ENGINEERING
REGISTERED CIVIL ENGINEER NO 15117

8-16-78
DATE



RECORDED IN THE OFFICE OF THE COUNTY RECORDER VENTURA COUNTY
S.B.R.E. 10A
DATE: 8-18-78

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

PROPOSED RELINQUISHMENT

0 50 100 150 200

AREA TO BE RELINQUISHED SHOWN THUS

ACCESS PROHIBITED

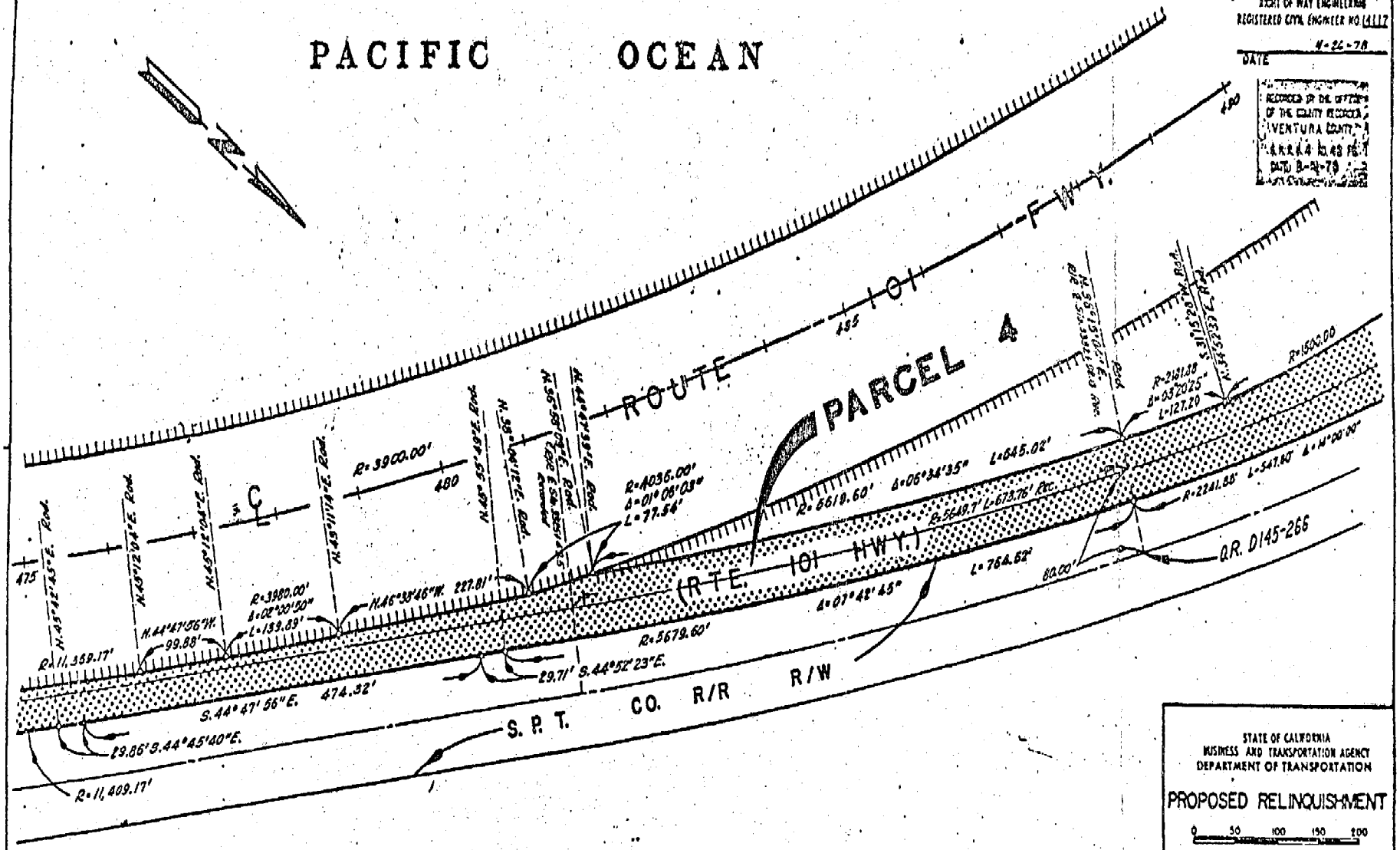
DR'N BY	J. Q.	R/W MAP NO	19581-C
CL'C BY	J. M.	CONTRACT NO	07-032604
CH'D BY	H. L.		
REVISED	G. K.	REL-866	

DIST	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
07	VEN	101	32.7/40.2	7	8

C.R. Coffman
SENIOR ENGINEER,
RIGHT OF WAY ENGINEERING
REGISTERED CIVIL ENGINEER NO. 14117

4-26-78
DATE

RECORDED IN THE OFFICE OF THE COUNTY RECORDER VENTURA COUNTY, CALIFORNIA
BOOK 4 PAGE 48
DATED 8-31-78



STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

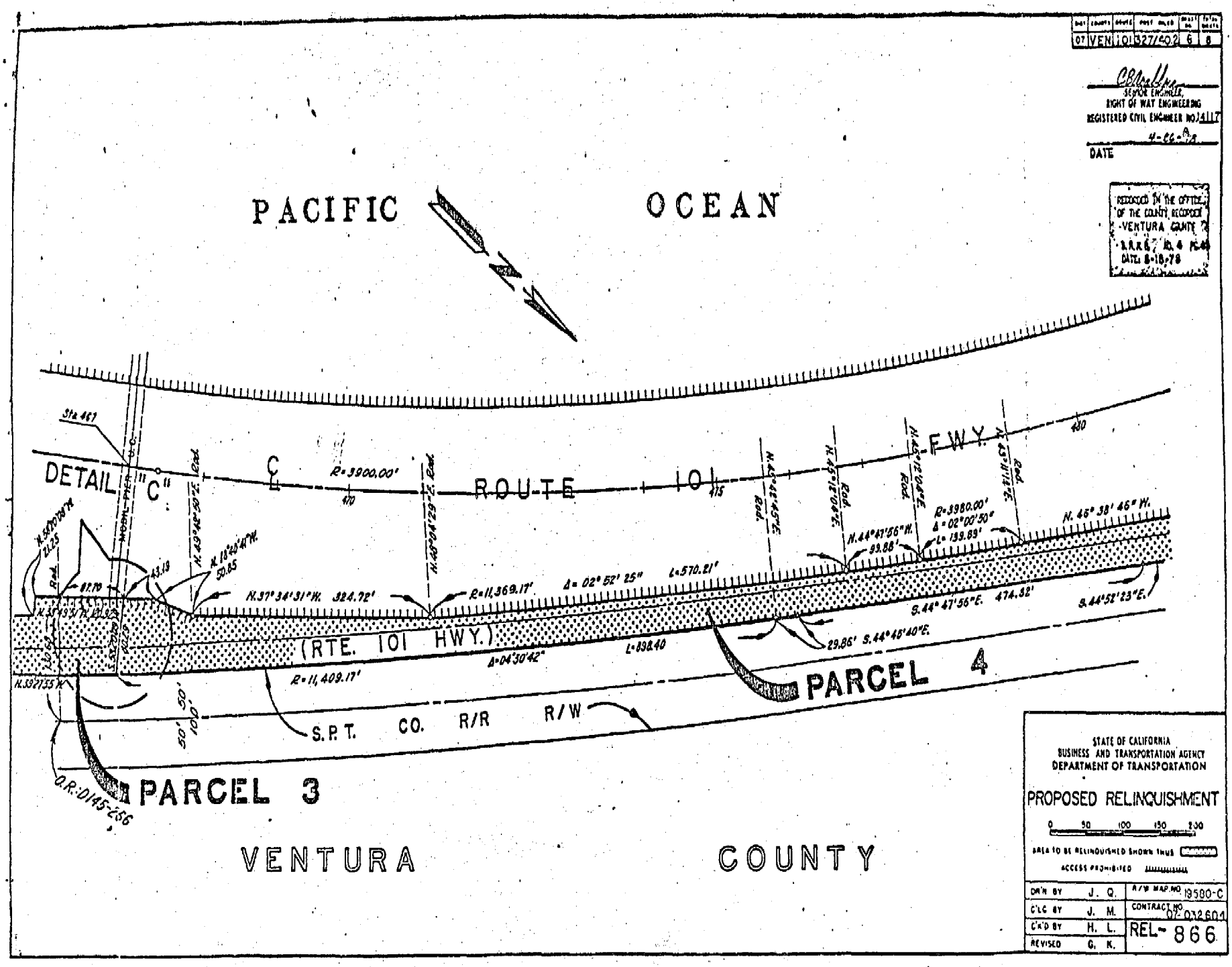
PROPOSED RELINQUISHMENT

0 50 100 150 200

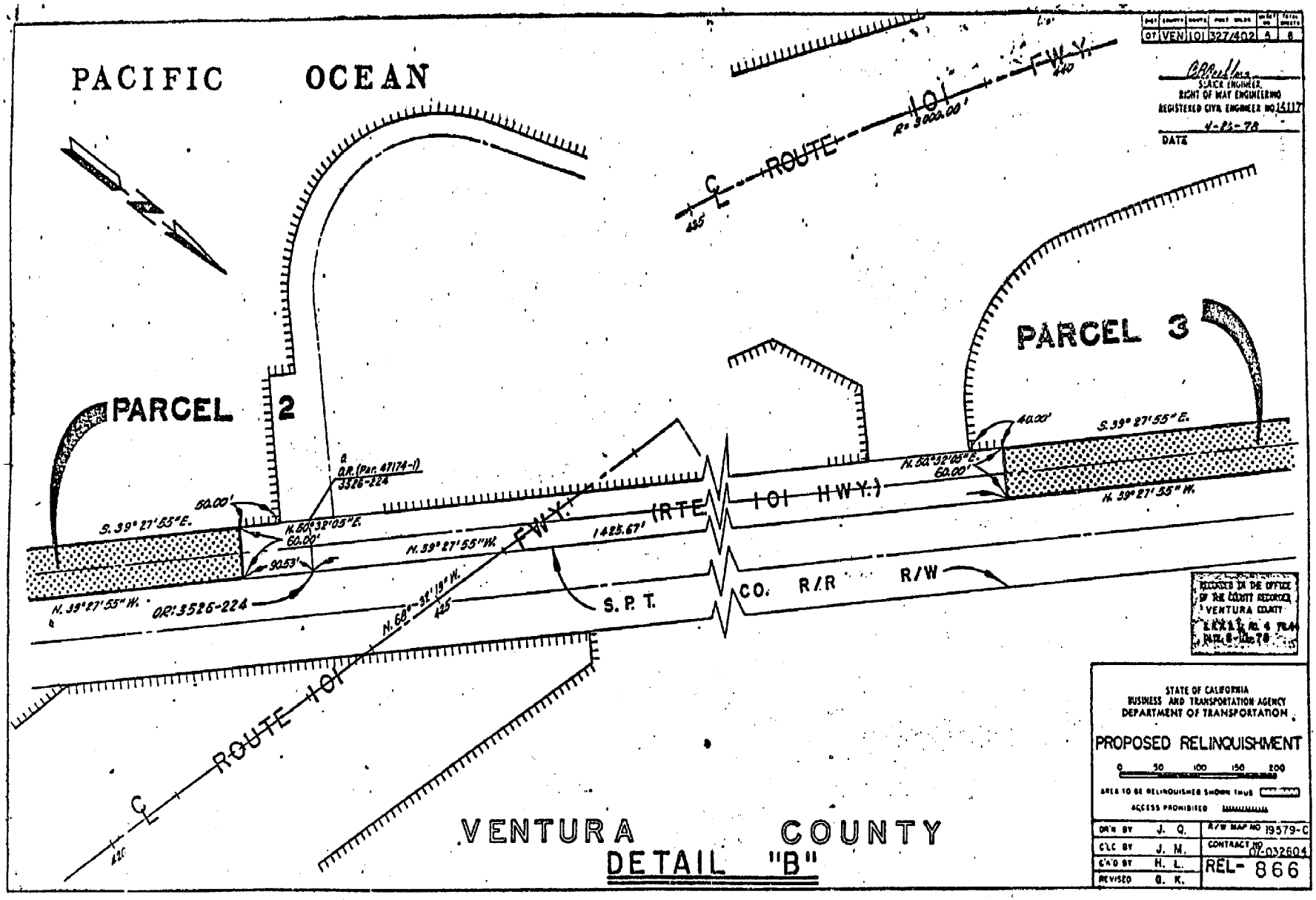
AREA TO BE RELINQUISHED SHOWN THUS

ACCESS PROHIBITED

DR'N BY	J. Q.	R/W MAP NO.	19501-0
C'LC BY	J. M.	CONTRACT NO.	07-032604
CH'D BY	H. L.	REL- 866	
REVISED	G. K.		



07 VEN 101 327/402 6 8
SENIOR ENGINEER,
RIGHT OF WAY ENGINEERING
REGISTERED CIVIL ENGINEER NO. 14117
DATE
RECORDED IN THE OFFICE OF THE COUNTY RECORDER VENTURA COUNTY
DATE: 8-18-78
PACIFIC OCEAN
DETAIL "C"
ROUTE 101 FWY.
(RTE. 101 HWY.)
S.P.T. CO. R/R R/W
PARCEL 3
PARCEL 4
VENTURA COUNTY
R=3900.00'
R=11,369.17'
R=11,409.17'
Δ= 02° 52' 25"
L=570.21'
Δ=04°30'42"
L=898.40
N.37°34'31"W. 324.72'
N.44°47'56"W. 99.88'
R=3980.00'
Δ=02°00'50"
L=139.89'
N. 46° 38' 46" W.
S.44°47'56"E. 474.32'
S.44°52'23"E.
29.86' S.44°45'40"E.
O.R.:D145-256
STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
PROPOSED RELINQUISHMENT
0 50 100 150 200
AREA TO BE RELINQUISHED SHOWN THUS
ACCESS PROHIBITED
DR'N BY J. Q.
C'LC BY J. M.
C'K'D BY H. L.
REVISED G. K.
R/W MAP NO. 19580-C
CONTRACT NO. 07-032601
REL- 866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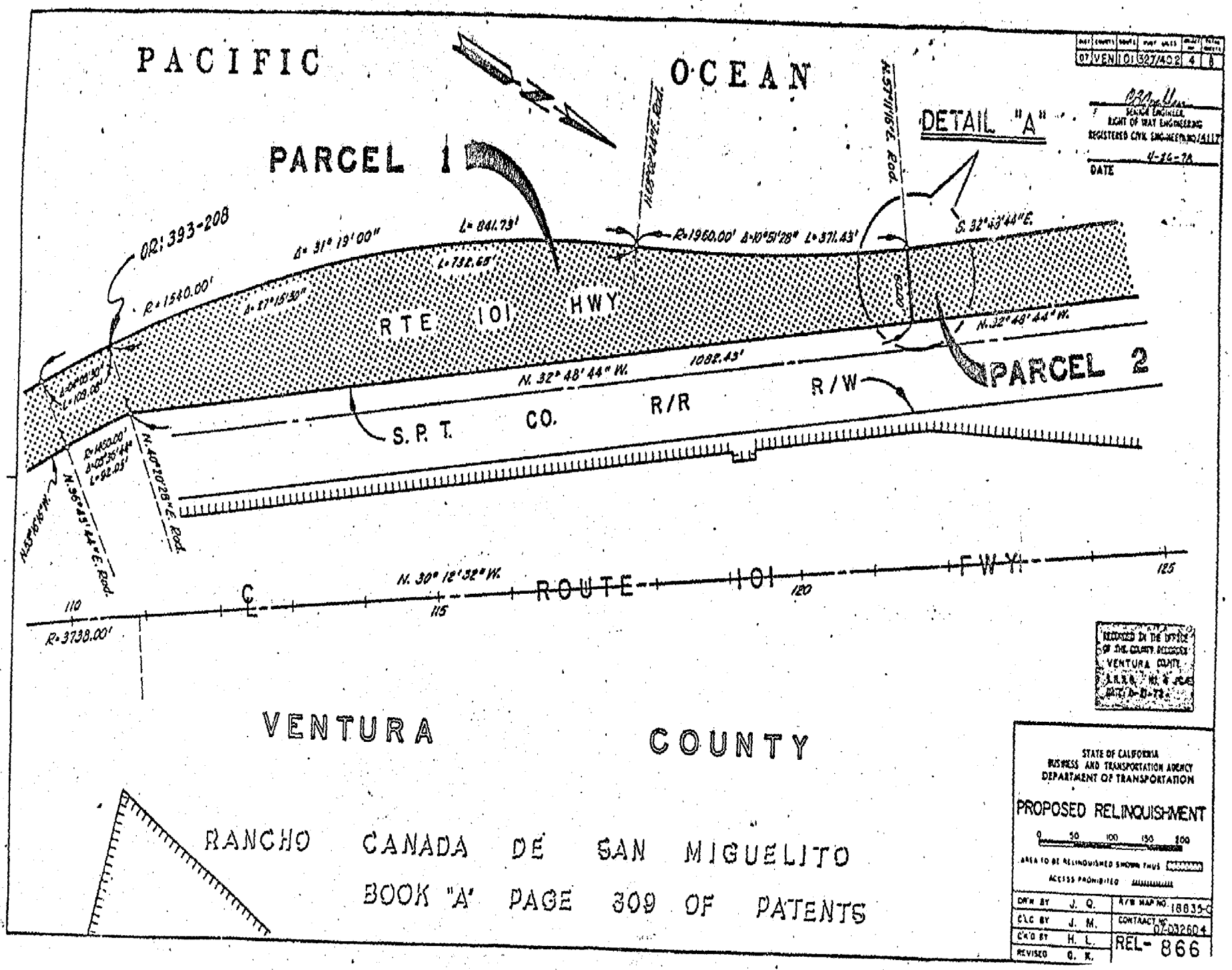
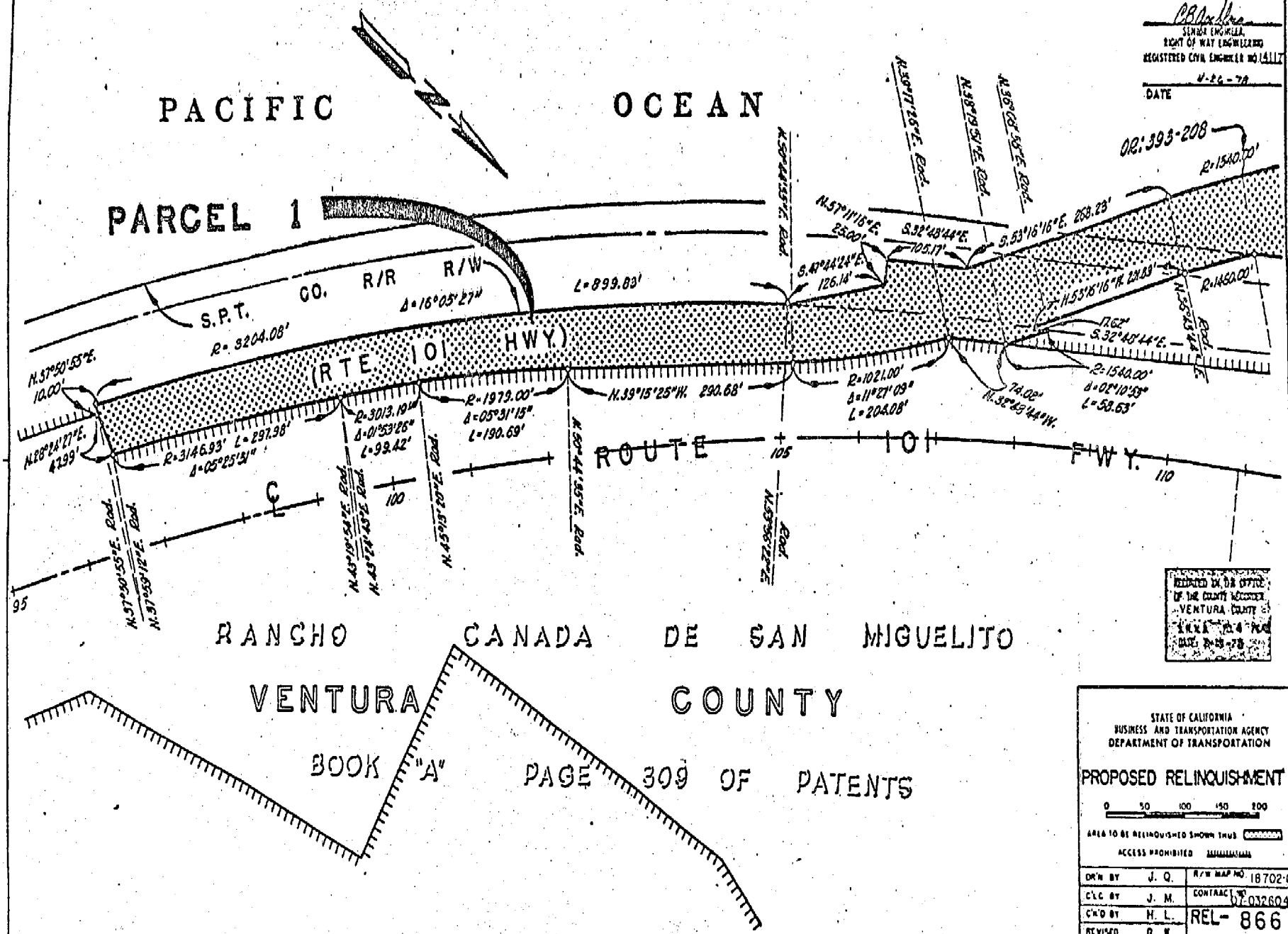
PARCEL 2
PARCEL 3
ROUTE 101 FWY.
R=3000.00'
435
440
S. 39° 27' 55" E.
N. 39° 27' 55" W.
50.00'
N. 50° 32' 05" E.
60.00'
90.53'
O.R. (Par. 47174-1)
3526-224
OR: 3526-224
N. 68° 32' 19" W.
425
1425.67'
(RTE. 101 HWY.)
S. P. T. CO. R/R R/W
40.00'
N. 50° 32' 05" E.
60.00'
S. 39° 27' 55" E.
N. 39° 27' 55" W.
ROUTE 101
420
VENTURA COUNTY
DETAIL "B"
07 VEN 101 327/402 5 8
SENIOR ENGINEER,
RIGHT OF WAY ENGINEERING
REGISTERED CIVIL ENGINEER NO. 14117
4-26-78
DATE
RECORDED IN THE OFFICE OF THE COUNTY RECORDER VENTURA COUNTY
STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
PROPOSED RELINQUISHMENT
0 50 100 150 200
AREA TO BE RELINQUISHED SHOWN THUS
ACCESS PROHIBITED
DR'N BY J. Q.
C'LC BY J. M.
C'K'D BY H. L.
REVISED G. K.
R/W MAP NO 19579-C
CONTRACT NO 07-032604
REL- 866


PACIFIC OCEAN
PARCEL 1
DETAIL "A"
PARCEL 2
OR: 393-208
R=1540.00'
Δ=31° 19' 00"
L=841.73'
L=732.65'
Δ=27°15'30"
R=1960.00' Δ=10°51'28" L=371.43'
S. 32°43'44" E.
N. 32° 48' 44" W.
1082.43'
N. 32° 48' 44" W.
R/W
R/R
S.P.T. CO.
N. 40°20'28" E. Rod.
N. 36°43'44" E. Rod.
N. 30° 12' 32" W.
ROUTE 101 FWY
110
115
120
125
R=3738.00'
VENTURA COUNTY
RANCHO CANADA DE SAN MIGUELITO
BOOK "A" PAGE 309 OF PATENTS
07 VEN 101 327/402 4 8
SENIOR ENGINEER, RIGHT OF WAY ENGINEERING
REGISTERED CIVIL ENGINEER NO. 4117
4-26-78
DATE
RECORDED IN THE OFFICE OF THE COUNTY RECORDER VENTURA COUNTY
STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
PROPOSED RELINQUISHMENT
0 50 100 150 200
AREA TO BE RELINQUISHED SHOWN THUS
ACCESS PROHIBITED
DR'N BY J. Q.
C'LC BY J. M.
CK'D BY H. L.
REVISED G. K.
R/W MAP NO. 18835-C
CONTRACT NO. 07-032604
REL- 866

DIST	COUNTY	ROUTE	POST MILES	SHEET NO	TOTAL SHEETS
07	VEN	101	32.7/40.2	3	8

SENIOR ENGINEER,
RIGHT OF WAY ENGINEERING
REGISTERED CIVIL ENGINEER NO 14117

4-26-78
DATE



RECORDED IN THE OFFICE OF THE COUNTY RECORDER VENTURA COUNTY

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

PROPOSED RELINQUISHMENT

0 50 100 150 200

AREA TO BE RELINQUISHED SHOWN THUS

ACCESS PROHIBITED

DR'N BY	J. Q.	R/W MAP NO.	18702-0
CK'D BY	J. M.	CONTRACT NO.	07-032604
CK'D BY	H. L.	REL- 866	
REVISED	Q. K.		

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAPS OF

STATE HIGHWAY

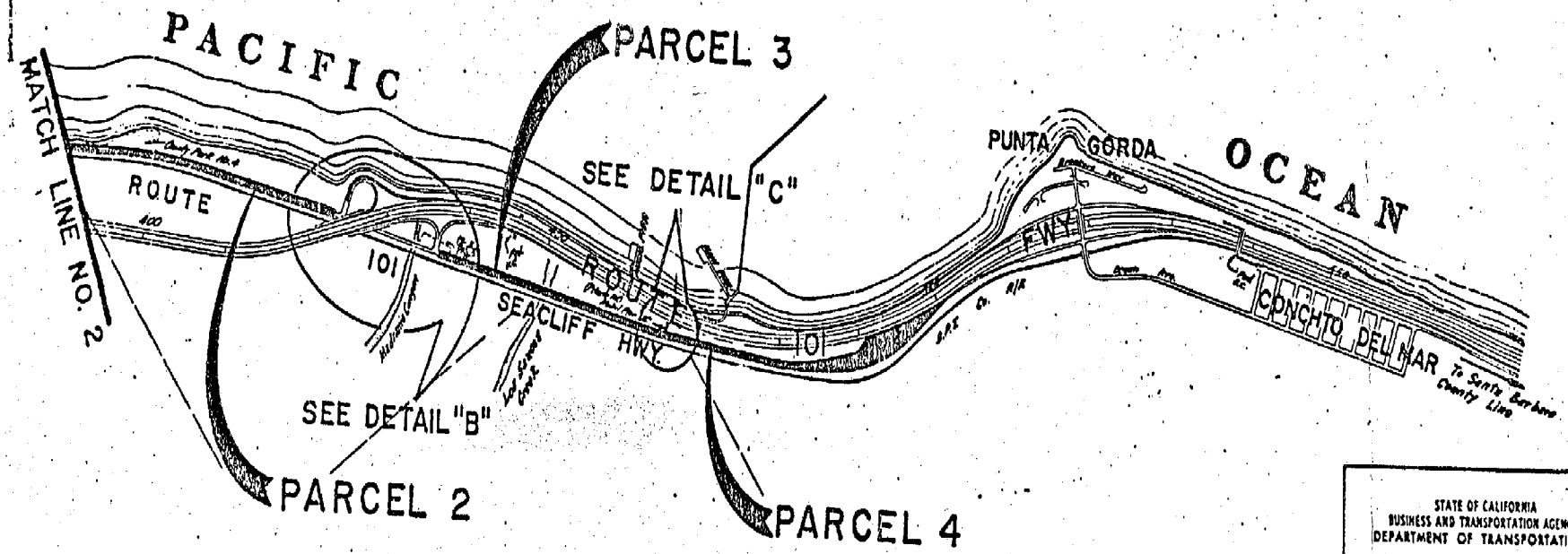
In Ventura County along Ventura Fwy. (Rte. 101) between 1.3 mi. N. of Rte. 33 and 2.3 mi. S. of Santa Barbara County Line.

DIST	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
07	VEN	101	327/402	2	8

SENIOR ENGINEER,
RIGHT OF WAY ENGINEERING
REGISTERED CIVIL ENGINEER NO. 14117

4-28-78
DATE

Recorded in the Office of the County Recorder
VENTURA COUNTY
S.H.M.B. No. 4 Pg. 41
DATE: 8-18-78



STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

PROPOSED RELINQUISHMENT

0 600 1200 1800 2400

AREA TO BE RELINQUISHED

DR'N BY	J.Q.	R.D.	R/W MAP NO
C'LC BY	J. M.		CONTRACT NO. 07-032604
C'K'D BY	H. L.		REL-866
REVISED	G.K.	R.C.	

DIST	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
07	VEN	101	32.7/40.2	1	8

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY ENGINEER

REGISTERED CIVIL ENGINEER NO. 14117

4-24-78
DATE

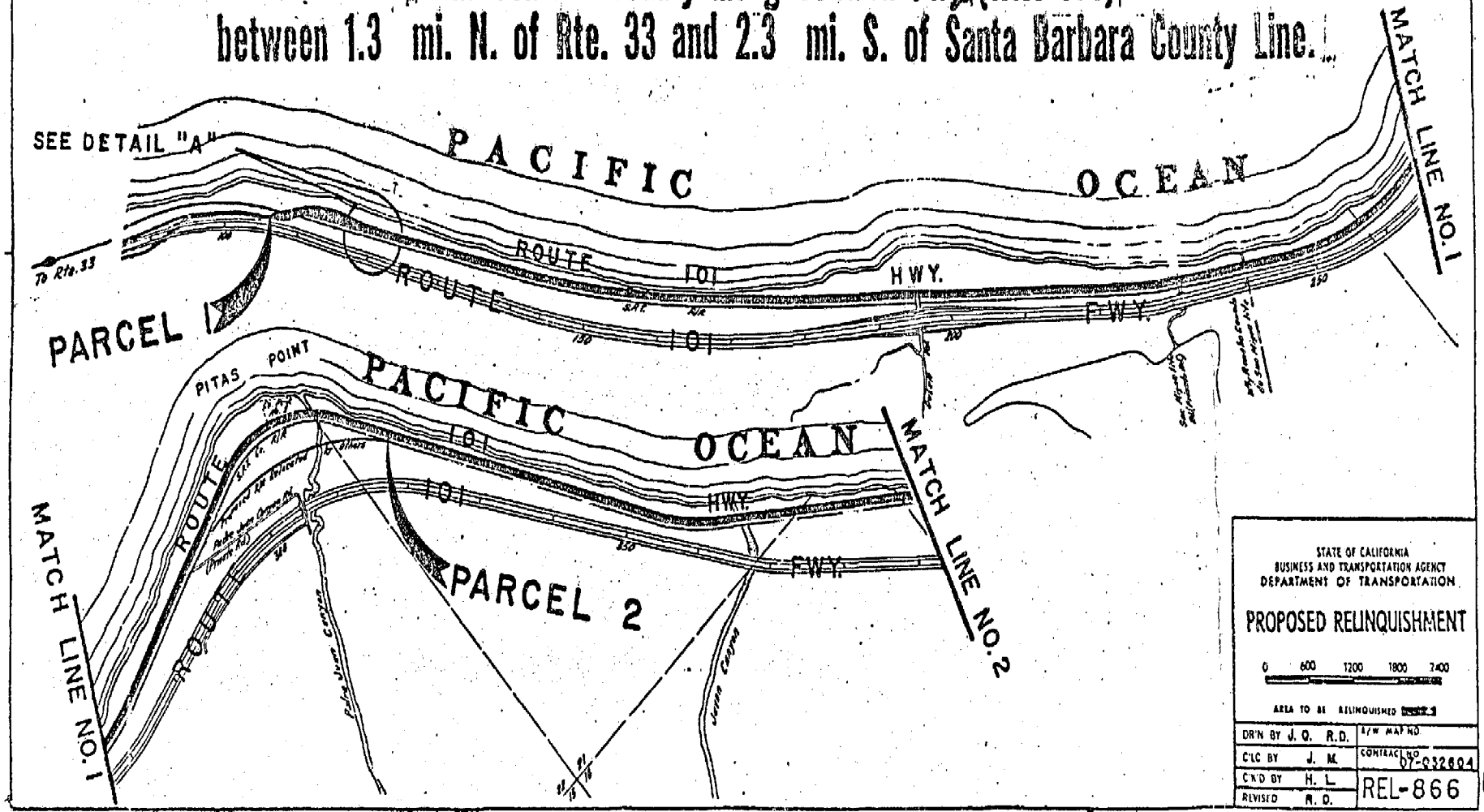
Recorded in the Office of the County Recorder
VENTURA COUNTY
DATE: 8-18-78
S.H.M.B. No. 4 Pg. 40

RIGHT OF WAY MAPS OF

STATE HIGHWAY

In Ventura County along Ventura Fwy. (Rte. 101)

between 1.3 mi. N. of Rte. 33 and 2.3 mi. S. of Santa Barbara County Line.



STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

PROPOSED RELINQUISHMENT

0 600 1200 1800 2400

AREA TO BE RELINQUISHED

DR'N BY	J. Q. R.D.	R/W MAP NO.	
C'LC BY	J. M.	CONTRACT NO.	07-032604
CK'D BY	H. L.		REL-866
REVISED	R. D.		

Jenny Morton
JLM

(916) 445-2756

January 30, 1979

RECEIVED
OCT 20 1980
PROPERTY ADMINISTRATION AGENCY

R/W ENGINEERING
07-Ven-101-32.7/39.7
Rel. Req. No. 866
Superseded State Highway
and Collateral Facilities
F-007-2(8)
CTC Res: R-2493
CTC Date: 1/26/79

Board of Supervisors
County of Ventura
Ventura, CA 93002

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY

Gentlemen:

Attached for your information is a certified copy of the above-referenced California Transportation Commission Resolution of Relinquishment. This action was taken in accordance with Section 73 of the Streets and Highways Code.

Your attention is directed to Section 100.9 of the Streets and Highways Code regarding relocated State highways which bypass cities or business districts. The directional signs erected by the State on such highways shall be left in place and maintained by the local agency.

The relinquishment will become effective upon recordation and your office will be notified immediately thereafter.

Sincerely,

Original signed by
E. L. Ide

E. L. Ide, Chief
Right of Way Engineering Branch
Division of Right of Way

Attachment

RLB:te
bcc: District 07
Map File
Co. Rd. Comm.

NOAA COASTAL SERVICES CENTER LIBRARY
3 6668 14108 8338