

**COUNTY OF MENDOCINO  
DEPT. OF PLANNING & BUILDING SERVICES**

**120 WEST FIR STREET  
FORT BRAGG, CA 95437  
Telephone: (707)-964-5379**

Case No(s) LCP 2025-0002  
Date Filed 3/18/2025  
Fee \$ \_\_\_\_\_  
Receipt No. \_\_\_\_\_  
Received by Julia Krog

**Office Use Only**

**LCP CONSISTENCY REVIEW APPLICATION FORM**

Name of Applicant  
California Department of Transportation

Name of Owner(s)  
California Department of Transportation

Name of Agent  
Dominic Vitali

Mailing Address  
1656 Union Street Eureka, CA 95501

Mailing Address  
1656 Union Street  
Eureka, CA 95501

Mailing Address

Telephone Number  
(707)572-0948

Telephone Number

Telephone Number

**Project Description:**

The Westport landslide is located in Mendocino County near Westport between Postmiles (PM) 75.0 and 76.5 on State Route 1. This area has undergone a series of emergency repairs dating back to 2005. Work under this current emergency was initiated under Governor's Proclamation 23-3. In March of 2023, District 1 experienced widespread damage due to a series of severe winter storms, and the area began to show severe roadway structure distress, along with accelerated coastal erosion.

Several nested slides throughout the site have developed, along with additional movement of the larger landslide complex. Work has been ongoing, including installation of Solder Pile Ground Anchor Walls (SPGA), roadway profile correction, and geotechnical investigations to help inform the minimum repairs necessary along with potential long-term solutions. Work also entailed developing a structural shore protection analysis to help inform the beach revetment portion of this emergency.

In addition to the SPGA walls, two other critical components of work that define the minimum necessary to address the immediate threat to the highway and associated facilities include a coastal rock revetment at the toe of the slope to help minimize coastal erosion and mass wasting on the bluff face below the highway. Geotechnical work to inform the dewatering strategy is ongoing, and the rock revetment at the toe of the slope is scheduled to begin in April of 2025. This would provide further stability to the ground anchor walls that have already been installed along Highway 1 between Post Miles (PM) 75.8 to 76 to stabilize the roadway.

**Driving Directions**

The site is located on the West (N/S/E/W) side of State Route 1 (name road)  
approximately between PM 75.0 to 76.5 (feet/miles) \_\_\_\_\_ (N/S/E/W) of its intersection with  
Road to Blues Beach at Chadbourne Gulch off of State Route 1 (provide nearest major intersection).

**Assessor's Parcel Number(s)**

015-010-31-00; 015-010-33-00

**Parcel Size**

015-010-31-00: 70.32  
015-010-33-00: 31.20

☐ Square Feet  
☒ Acres

**Street Address of Project**

N/A

**Please note:** Before submittal, please verify correct street address with the Planning Division in Ukiah.

**DEPARTMENT OF TRANSPORTATION**

NORTH REGION ENVIRONMENTAL

1656 UNION STREET

EUREKA, CA 95501

(707) 498-4070

[www.dot.ca.gov](http://www.dot.ca.gov)

TTY 711

*Making Conservation  
a California Way of Life.*

March 18, 2025

Mendocino County Department of Planning and Building Services

Ms. Julia Krog, Director

860 N Bush Street

Ukiah, CA 95482

Dear Ms. Krog:

The California Department of Transportation (Caltrans) is proposing to construct a beach revetment on two parcels (015-010-31-00, 015-010-33-00) that encompass State Route 1 and the coastal bluff and beach to the west of the highway between Post Miles 75.0 to 76.5 in Mendocino County (Westport Emergency Landslide Repair, EA: 01-0N440). The highway and adjacent vicinity have undergone a series of emergency repairs after widespread damage occurred due to winter storms in 2023 and 2024, which caused severe roadway structure distress along State Route 1 from the area known as the Westport Landslide. Work has been ongoing to address the immediate threat to the highway and associated facilities and has included installation of Soldier Pile Ground Anchor Walls (SPGA), roadway profile correction, and geotechnical investigations that will inform a dewatering strategy intended to remove excessive groundwater from the global slide. Additionally, Caltrans is proposing to construct a coastal rock revetment at the toe of the coastal bluff along the area known as Blues Beach to minimize coastal erosion and mass wasting at the base of the slide.

Caltrans has been coordinating closely with California Coastal Commission staff to identify the steps necessary to ensure consistency with the policies and requirements of the California Coastal Act. Due to the imminent threat to the roadway from the unexpected storm events, immediate action is required to prevent or mitigate loss or damage to the highway from continued movement of the Westport Landslide. Caltrans has submitted an emergency Coastal Development Permit to the California Coastal Commission.

The County of Mendocino and the California Coastal Commission have determined that the project location is partially within the Coastal Commission's retained permit jurisdiction and partially within Mendocino County's Local Coastal Plan jurisdiction. On this basis, the County

*"Provide a safe and reliable transportation network that serves all people and respects the environment"***California Department of Transportation — North Region Environmental****District 1**

1656 Union Street, Eureka, CA 95501

**District 2**1657 Riverside Drive, Redding, CA 96001 (DO)  
1031 Butte Street, Redding, CA 96001 (W. Venture)**District 3**

703 B Street, Marysville, CA 95901

and Commission staff have concluded that the proposed project is eligible for a consolidated CDP pursuant to Public Resources Code Section 30601.3.

With this submittal, Caltrans requests agreement from Mendocino County for the Coastal Commission to process a consolidated CDP application for the proposed project.

The following items are enclosed for your review:

- LCP Consistency Review Application Form
- Project Description with a map of the project vicinity and preliminary site plan.
- Coastal Commission Jurisdictional Boundary Determination

A check in the amount of \$2,824.00 is being mailed separately to your department from Caltrans Accounting Division in Sacramento.

We appreciate your assistance in processing this request and scheduling it for the earliest available hearing of the County Board of Supervisors. If you have any questions or need additional information, please contact me at (707) 498-4071 or [gillian.levy@dot.ca.gov](mailto:gillian.levy@dot.ca.gov).

Sincerely,

Gillian Levy  
Environmental Scientist

copy: Sean Drake, Legislative Manager, Coastal Commission  
Melissa Kraemer, North Coast District Manager, Coastal Commission  
Peter Allen, Statewide Transportation Program Manager, Coastal Commission

*"Provide a safe and reliable transportation network that serves all people and respects the environment"*

**California Department of Transportation — North Region Environmental**

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| District 1                          | District 2  | District 3                         |
|-------------------------------------|---|------------------------------------|
| 1656 Union Street, Eureka, CA 95501 | 1657 Riverside Drive, Redding, CA 96001 (DO)<br>1031 Butte Street, Redding, CA 96001 (W. Venture) | 703 B Street, Marysville, CA 95901 |

**March 2025**

***Emergency Westport Landslide Repair, EA: 01-0N440***

**Nature and Cause of Emergency**

The Westport landslide is located in Mendocino County near Westport CA, between Postmiles 75.0 and 76.5 on State Route 1 (Attachment 1). This area has undergone a series of emergency repairs dating back to 2005. This emergency project was initiated under Governor's proclamation 23-3. On March 1, 2023, following a period of heavy rainfall and accelerated coastal erosion, the area began to show severe roadway structure distress, along with distress to the existing SPGA walls. Work began shortly after the storm event and has been ongoing. The current stress and damage to the facility represents an imminent threat to the public. Work is deemed to be the minimum necessary to maintain State Route 1. This project is needed to prevent or mitigate the loss or impairment of life, health, property and essential public services.

**Emergency Development**

Several nested slides throughout the site have developed, along with additional movement of the larger landslide complex. Work has been ongoing, including installation of additional Soldier Pile Ground Anchor Walls (SPGA), roadway profile correction, and geotechnical investigations to help inform the minimum repairs necessary along with potential long-term solutions. Work also entailed developing a structural shore protection analysis to help inform the beach revetment portion of this emergency.

In addition to the SPGA walls, two other critical components of work that define the minimum necessary to address the immediate threat to the highway and associated facilities include a coastal rock revetment at the toe of the slope to help minimize coastal erosion and mass wasting on the bluff face, along with a dewatering strategy to reduce hydrostatic load of the landslide. Geotechnical work to inform the short term and long-term dewatering strategy is ongoing, and the rock revetment at the toe of the slope is scheduled to begin in April of 2025. This three-part strategy is deemed to be the minimum necessary to maintain this section of State Route 1.

**Construction Scenario**

**Staging and Access Roads**

The beach below the existing Blues Beach parking lot will be used as a staging and truck turnaround area. This will allow highway trucks to safely deliver boulders and exit the project area efficiently. Once the boulders are delivered, trucks working on the beach will take those boulders and bring them to the revetment area. Large boulders may be stockpiled west of the turnaround area depending on the pace of the delivery vs placement at the revetment site.

The staging area will be built by first bordering the outer boundary with 4 ft. - 8ft. Diameter rock (the same used for the revetment), then excavated sand and rock from the revetment footprint will be transported to the turnaround area and used as native, temporary fill to create a grade that is similar in elevation to the existing parking lot. Coconut straw mats will be laid over existing vegetation within the turnaround area prior to being buried, to preserve the seed bank in



those areas and help restore once fill material is removed. The turnaround area will be capped with an asphalt aggregate base that can support the large highway trucks. If possible, Caltrans will attempt to re-use the historic asphalt base from a portion of the decommissioned road at the Union-Landing State Beach (see mitigation measures for additional info). There are two streams adjacent and within the turnaround area. Chadbourne Gulch exists to the south and is not anticipated to be impacted from construction of the turnaround area but will be monitored throughout the duration of the project. The second drainage is an unnamed intermittent drainage that will be culverted underneath the turnaround area in its current flow pattern with a 24-inch diameter culvert. Lastly, a 30' wide rock hauling road will be used as a transition from the turnaround area to the beach. The rock hauling road will span from the northern side of the turnaround area, along the toe of the slope, to the northern end of the revetment.

### **Temporary K-Rail Placement**

A temporary k-rail will be installed adjacent to the coastal bluff on the north side of the staging area to protect identified sensitive resources.

### **Revetment Installation**

The current plan is to stack rock on the existing slope such that the final revetment placement mimics the existing bluff face contours in a 2:1 ratio. Construction of the revetment will occur in two phases. Phase 1 will build incrementally from South to North from bedrock elevation to elevation 15' or 20' Mean Sea Level (MSL), for the entire revetment length. The windrow of sand dug to expose the bedrock would only be long enough for the portion of revetment that can be built in one shift. Sand would be side cast on the beach and windrowed oceanside of the proposed revetment. Then, rock would be immediately placed on the bedrock and in the excavated/windrow area such that the excavation would be filled from the ocean side back to the existing slope in the same shift.

Once Phase 1 is completed, Phase 2 will construct the revetment from the Phase 1 elevation to the final elevation of 43 MSL. Once above the mean high tide, a working bench will be established that will allow for access to the project site above the tides. The total length of the revetment will span approximately 1,995 feet and will cover approximately 2.3 acres of the beach. The current condition of the existing beach through the northern half of the revetment area is primarily residual cobbles and rocks from landslide debris.

### **Timing of Work**

This emergency project has been ongoing and the revetment is one component of three arms of this project to further protect the roadway from failure. Construction is anticipated to begin April 15, 2025, and will require an estimated 306 working days. The tentative schedule does not account for excessive weather delays or other unanticipated conditions that may prevent access to the revetment and the associated construction. Construction is anticipated to conclude by October 15, 2026.

## **Avoidance, Minimization and Mitigation Measures**

- A qualified Contractor Supplied Biologist (CSB) will monitor all active construction activities directed.
- A qualified Contractor Supplied Tribal and Archaeological Monitor will be onsite for all construction activities as directed.
- Installation of k-rail barrier to prevent access to environmentally sensitive areas.
- Implementation of Caltrans Standard Best Management Practices (BMP's) and Storm Water Pollution Prevention Plan (SWPPP).
- Avoid impacts to Chadbourne Gulch and its riparian area to the maximum extent practicable and maintain access as a migratory stream for anadromous fish.
- After construction, remove all temporary impacts and restore to their pre-project contours.
- Maintain public access to Blues Beach to the maximum extent practicable.
- Mitigate for temporary and permanent impacts to Blues Beach due to coastal rock revetment construction. The current proposed mitigation is to restore coastal bluffs within the Westport-Union Landing State Beach by removing approximately 4.3 acres or 6,230 feet of decommissioned asphalt road (figure 4, Attachment 3 Photos). Work would also include a revegetation effort, and coastal trail improvements.
- Other measures may be incorporated throughout project construction as adaptive management strategies.

## **Alternatives Analysis**

A formal Alternatives Analysis is not required under CEQA Cal. Code Tit. 14 15269 or NEPA 23 U.S.C. 125 for this emergency project, however many alternatives have been considered for the Westport Landslide. A Permanent Restoration Project (EA 01-0B480) was programmed in 2011 and the alternatives evaluated included a tunnel, inland full retreat, viaduct(s), drainage wells, and a partial retreat. In 2015, the alternatives of the Permanent Restoration Project were determined to be infeasible in coordination with Federal Highways Administration (FHWA), and the project was de-obligated. Another permanent Restoration Project was programmed in 2016 (EA 01-0G421) that involved further geotechnical exploration, but due to the substantial damage and loss of roadway during the 2016/2017, winter emergency opening repairs began immediately, and emergency repairs have been ongoing. Another permanent restoration project was programmed in Spring of 2023 01-0M290 that included a slope dewatering system, RSP revetment and two additional SPGA walls but that was canceled due to the extent of sustained damage from the storms associated with Governors Proclamation 23-3.

A coastal revetment is the minimum necessary to mitigate and protect the site from further coastal erosion given that coastal erosion and coastal retreat are one of multiple issues impacting this site. Due to the measured depths(s) of the intermediate failure surface of the global landslide and landslide activity below the highway, alternatives such as stabilization of the upper bluff is not feasible. Constructing structures on the eroding coastal bluff outboard of the existing SPGA walls is not feasible given the difficult access, slope instability due to global and nested landslide movement, and concerns over worker safety.

Initial calculations of beach revetment included approximately 3-4 acres of rock placement; however, this number is being reduced to the maximum extent possible, currently estimated to be approximately 2.33 acres. Analysis into further reducing the beach footprint is ongoing pending constructability and worker safety considerations. The proposed revetment was developed after a study of multiple alternatives developed by a collaborative partnership between Caltrans and the Michael Baker International (MBI) team. Various shore protection alternatives were assessed such as seawalls and Dolos-based revetments. A seawall design was ruled out for this site because the landslide push would topple any potential seawall design. The self-locking characteristics of concrete Dolos blocks restrict the flexibility necessary for the revetment to sufficiently adjust shape and move seaward in response to landslide push. Therefore, rock revetments are the shore protection structure best suited to the constraints and demands of the Emergency Westport Landslide Repair Project. Three separate rock revetment alternatives of various lengths and slopes were studied using wave refraction/diffraction total water level modeling and Vortex-Lattice scour modeling.

### **FESA / Biological Compliance**

Anticipated No Effect on NMFS and USFWS regulated species, however will employ a biological monitor to any potential impacts to Chadbourne Gulch and Marine Mammals. Caltrans met with NMFS, Elena Meza, on 12/30/24 to discuss potential after the-fact-consultation in the unlikely event the project encounters salmonids within Chadbourne Gulch

No state listed species or species of special concern are anticipated to be impacted, however in the unlikely event the project encounters these species, CDFW will be promptly notified and adaptive management strategies will be employed.

### **Section 106 Compliance**

Caltrans District 1 has notified the State Historic Preservation Officer (SHPO) of the intent to use the Emergency Procedures under Stipulation XVI of the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California* (2024 Section 106 PA) for emergency opening work on SR 1 in Mendocino County at PM 75.0-76.5. SHPO acknowledged the notification of use of Emergency Procedures on March 5, 2024.

## Attachment 1. Vicinity map

### EA 01-0N440 Emergency Westport Landslide Repair



Figure 1. Westport Landslide vicinity map, Westport CA, Mendocino County



Attachment 2. Site Plan





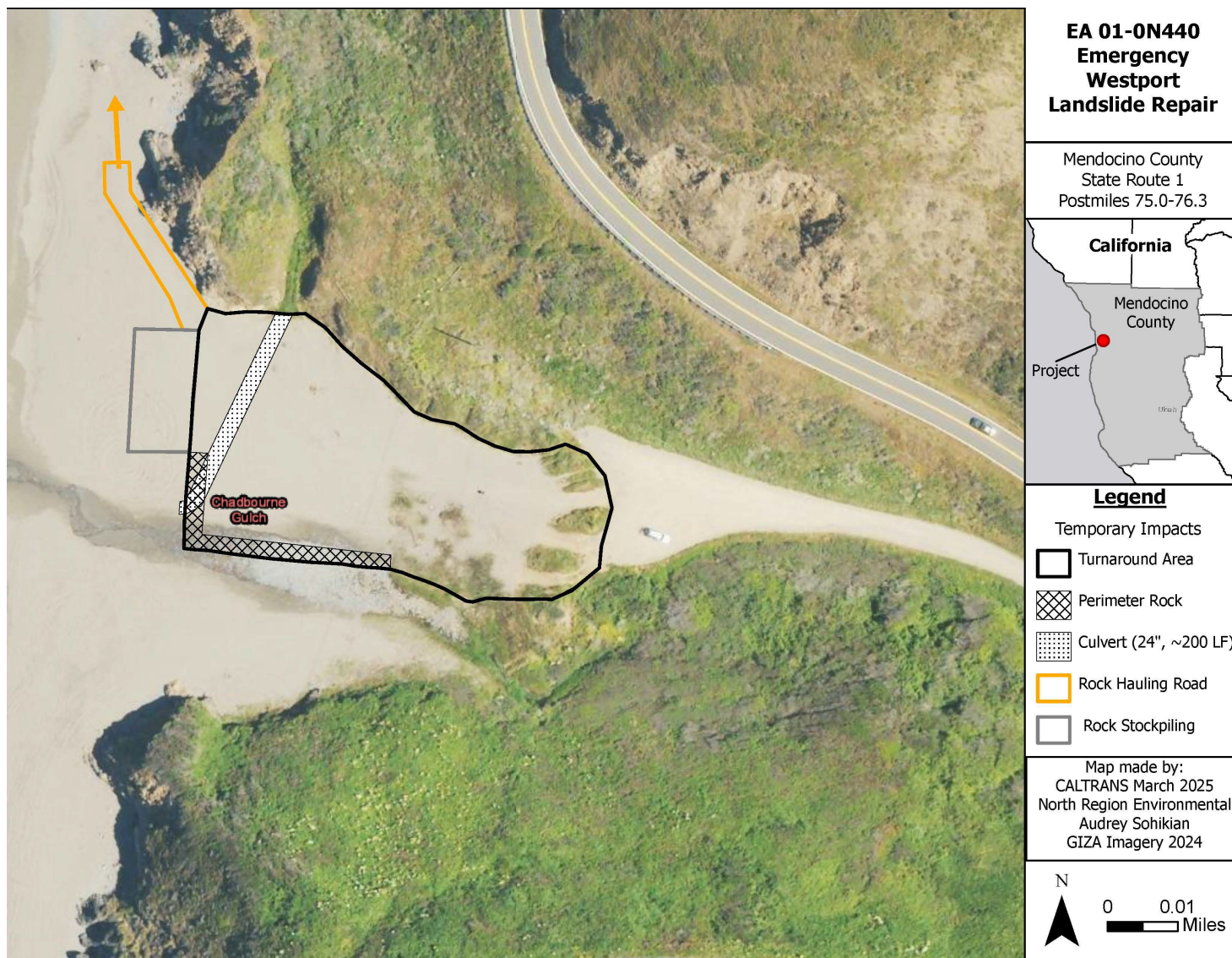


Figure 3. Turnaround area



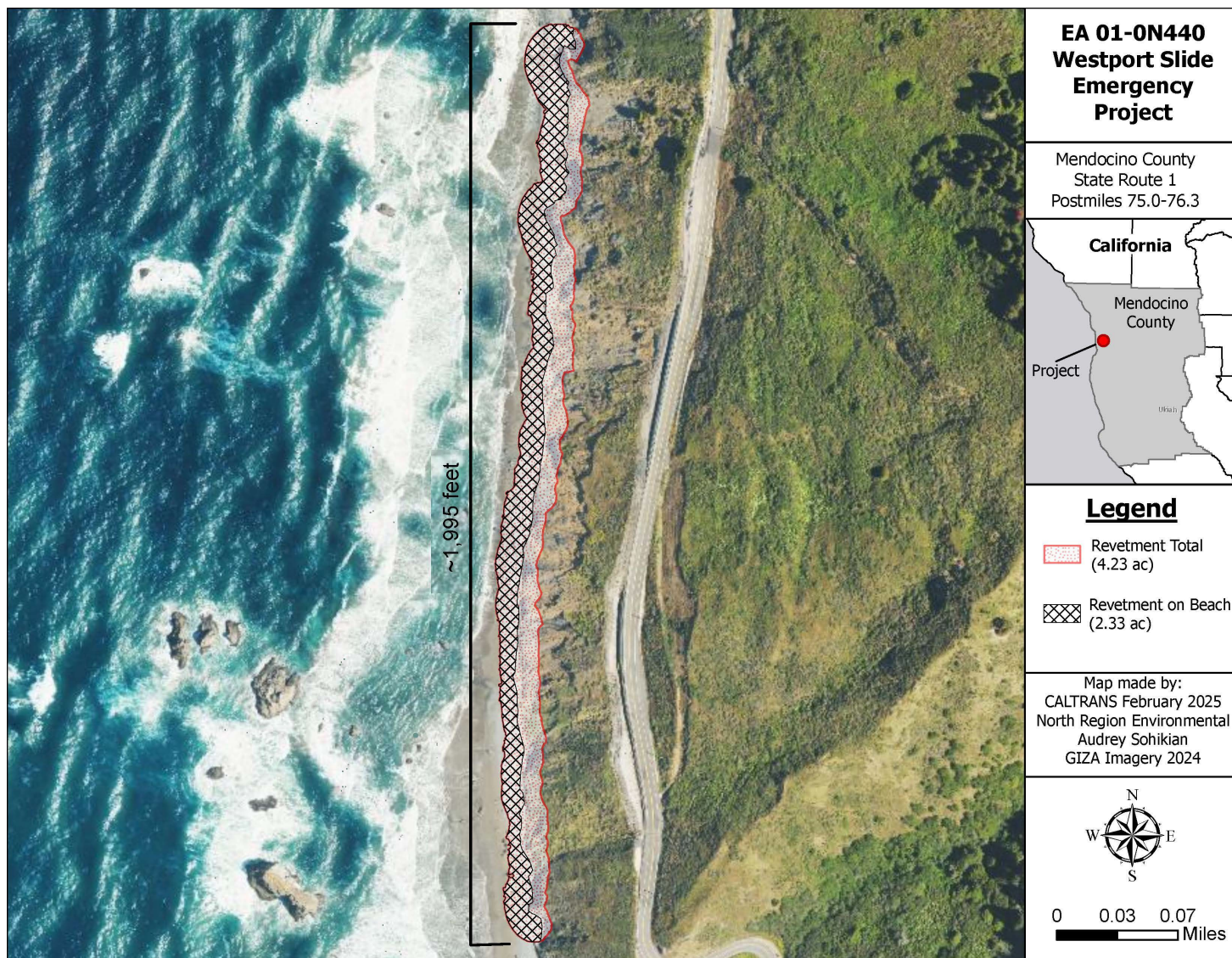


Figure 4. Revetment



Figure 5. Temporary K-rail placement to protect environmentally sensitive areas.



### Attachment 3. Photographs



*Photo taken 10.24.24*



*Photo taken 2-26-25*





*Photo taken 3/5/25 showing stress cracks in newly installed whaler*





*Drone photos of Westport Slide*



# North West Elevation

☉ 143°SE (T) ● 39.615807°N, 123.782711°W ±13ft ▲ -11ft



*Toe of slope at Blues Beach*

## Attachment 4. Proposed Mitigation Site

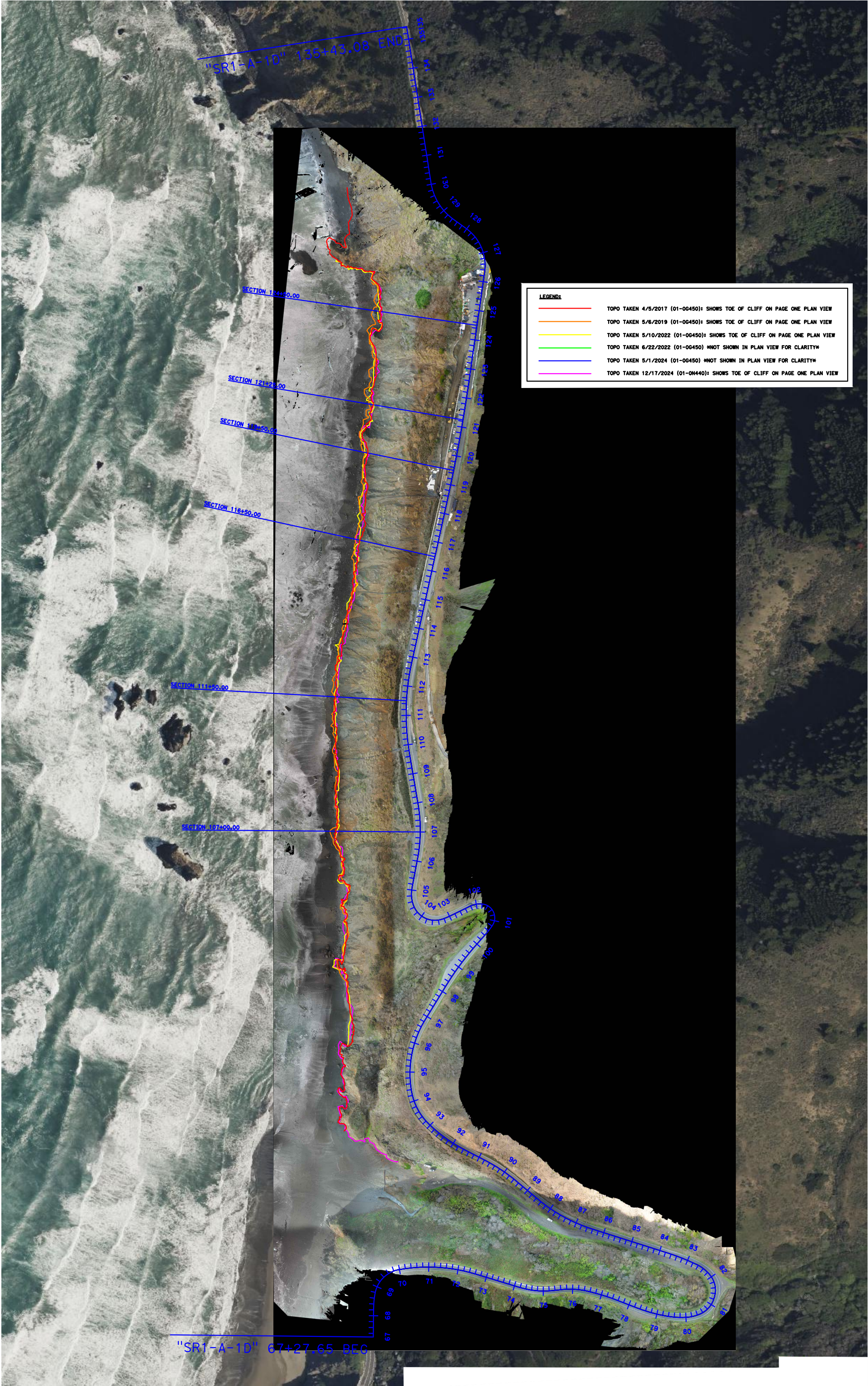
### Westport Union Landing Road Removal







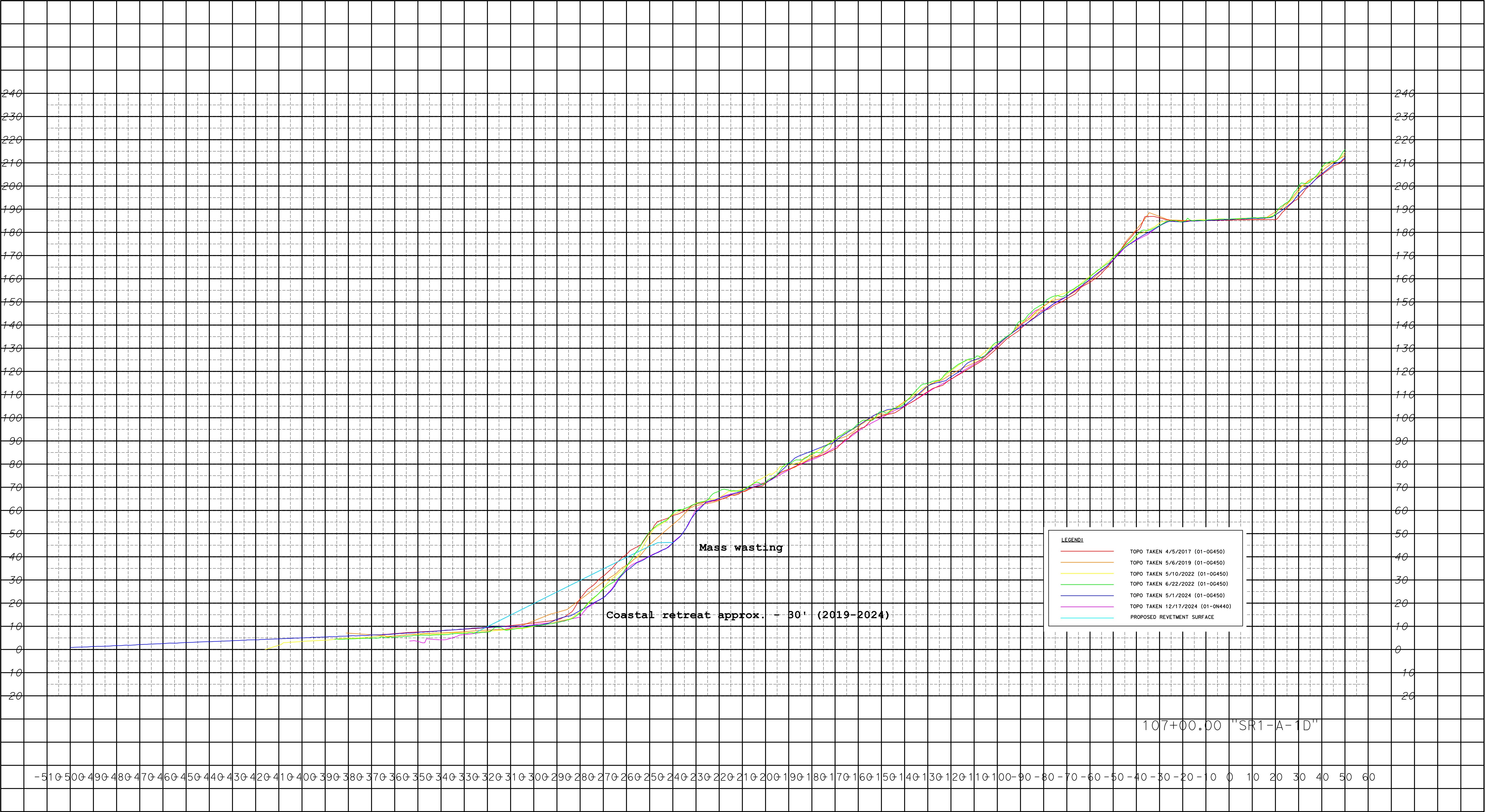






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All Dimensions are U.S. Survey Feet



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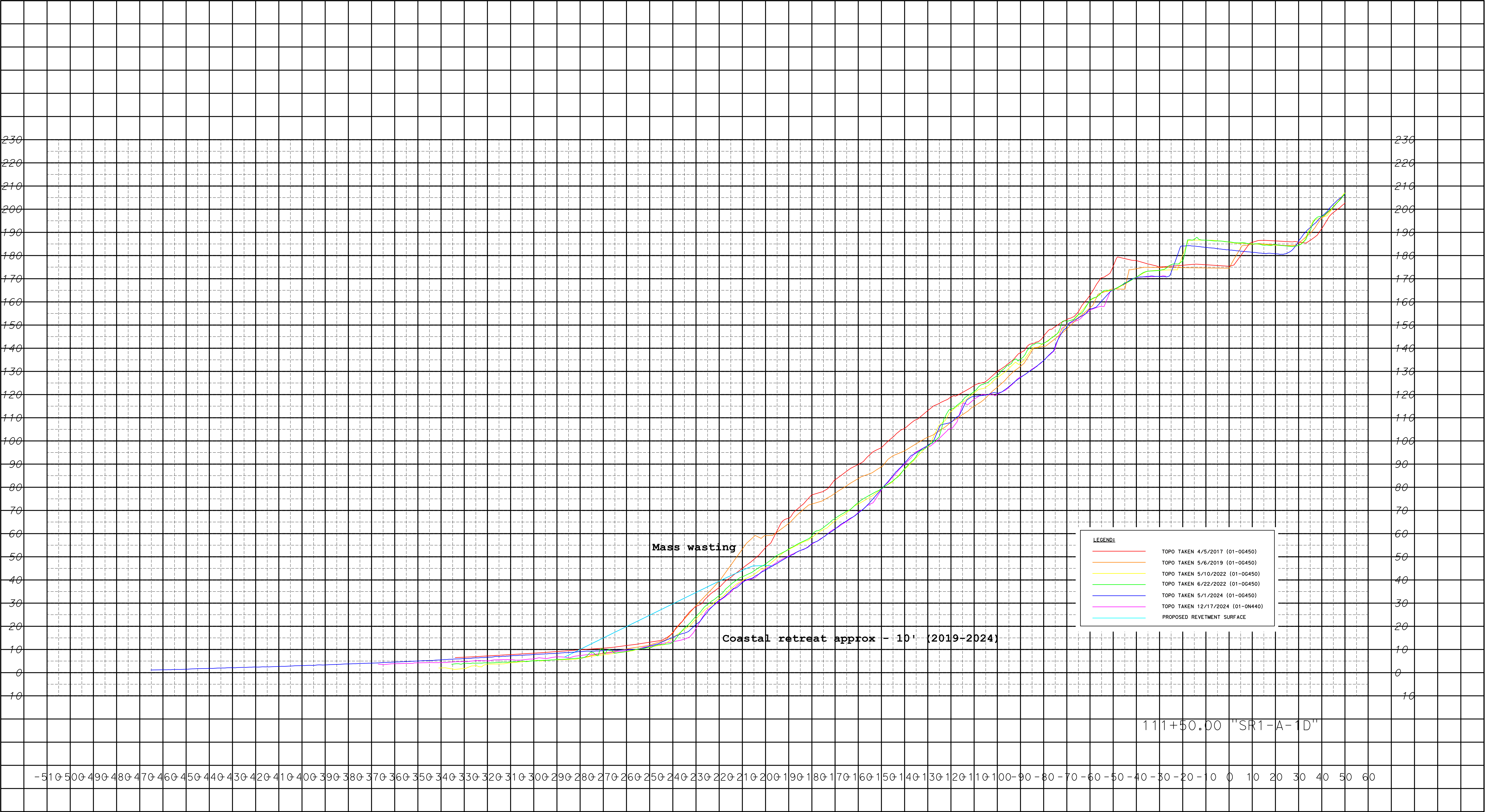
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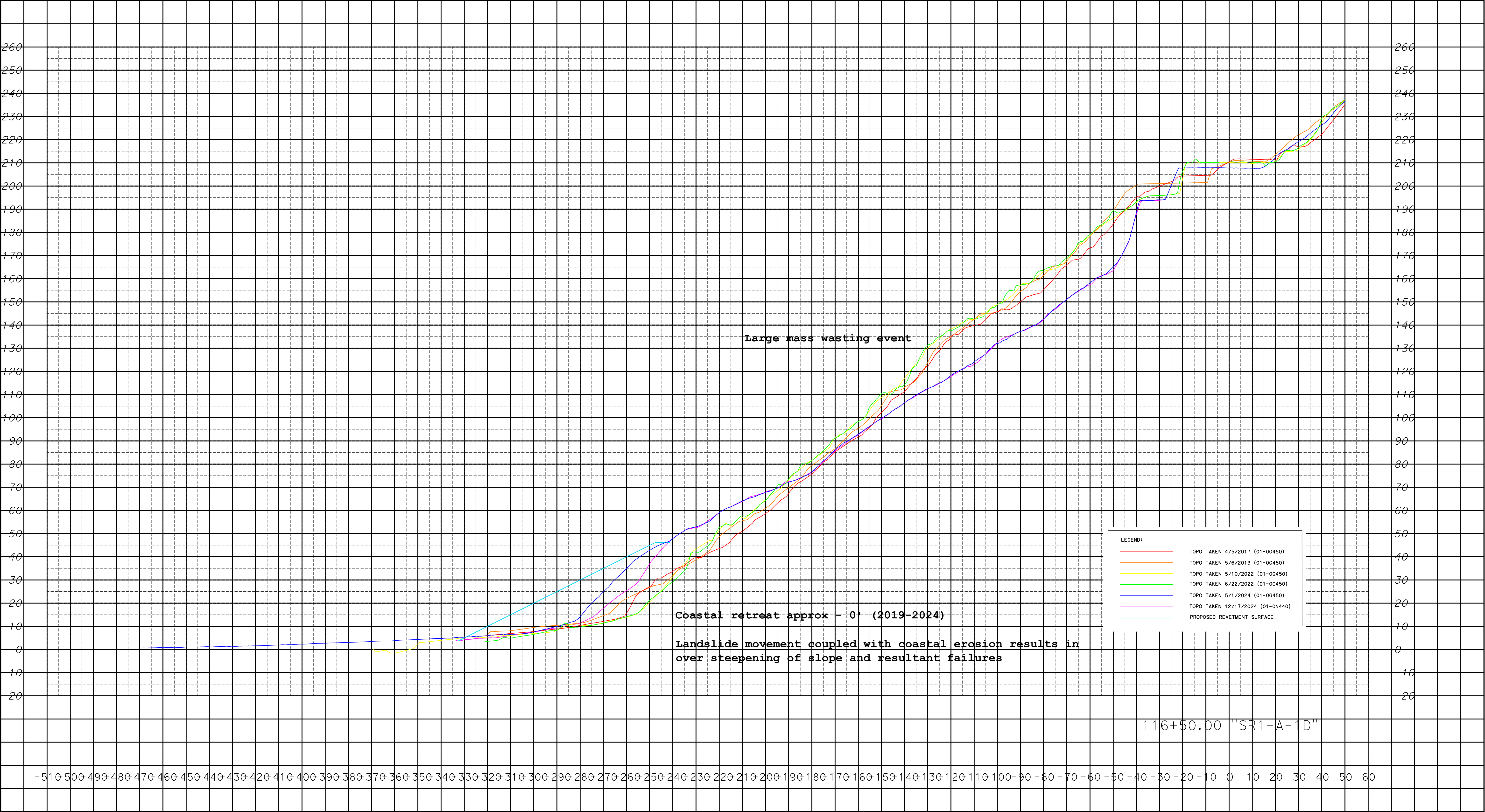
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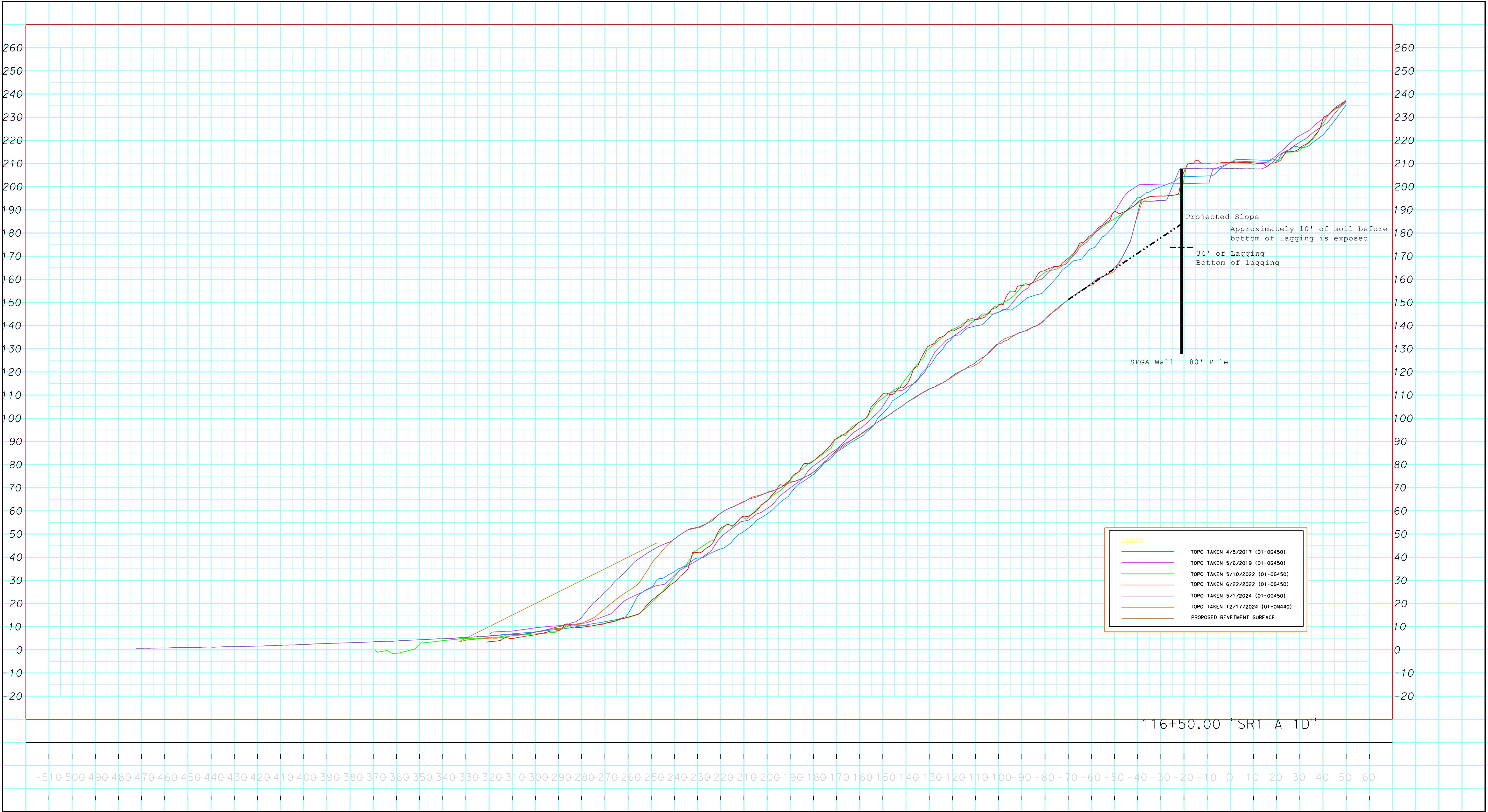
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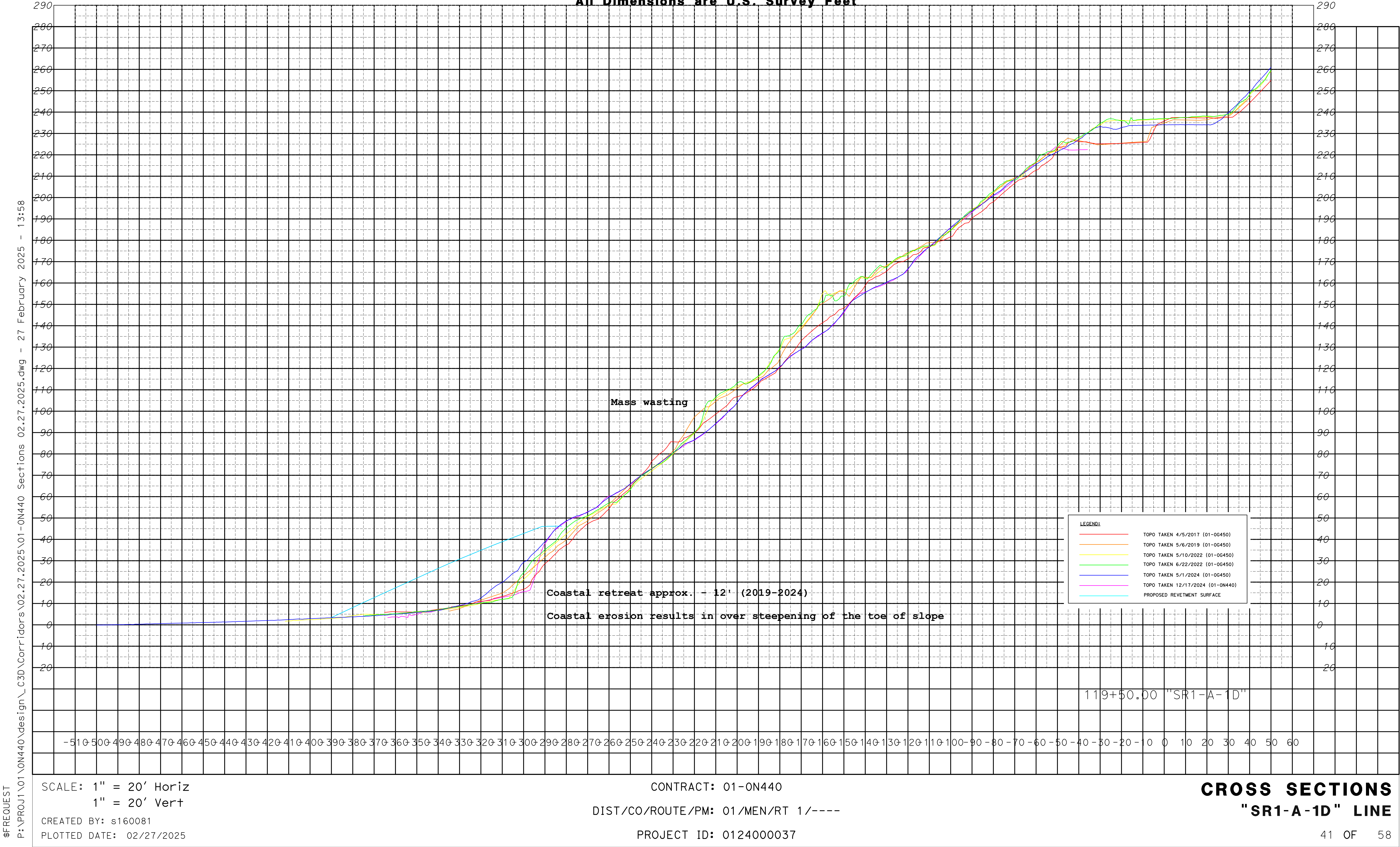
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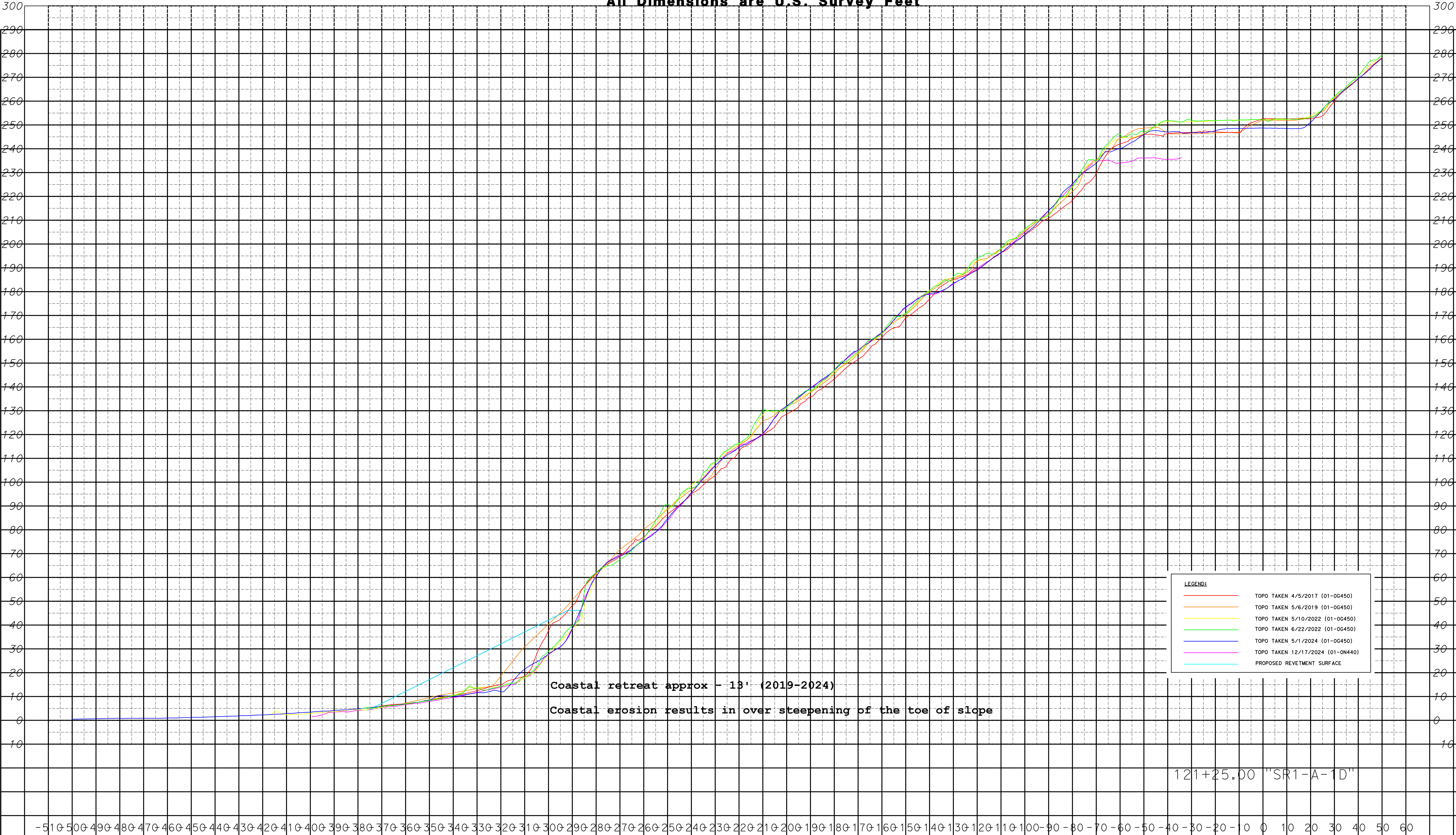
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