CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST AREA
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Appeal Filed: 5/15/06
Substantial Issue Found: 6/13/06
Staff: Shana Gray
Staff Report: 7/20/06
Hearing Date: 8/9/06

STAFF REPORT: APPEAL DE NOVO REVIEW

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LOCAL GOVERNMENT: County of Santa Barbara

LOCAL DECISION: Approval with Conditions

APPEAL NO.: A-4-STB-06-056

APPLICANT: County of Santa Barbara, Public Works Department

APPELLANT: Commissioners Meg Caldwell and Patrick Kruer; Michael Lunsford for Gaviota Coast Conservancy; Eddie Harris for the Urban Creeks Council; and Naomi Kovaks for Citizens Planning Association

PROJECT LOCATION: Gaviota State Beach, Gaviota area, unincorporated Santa Barbara County (Assessor Parcel Nos. 081-270-002 and 083-650-011)

PROJECT DESCRIPTION: The Gaviota Beach Road and Bridge Replacement Project consists of the removal of a 782-ft long, 18-ft wide stretch of Gaviota Beach Road and 80-ft. long, 30-ft. wide bridge over Gaviota Creek, and the construction of a new 34-ft. wide road and 256-ft. long, 36.5-ft. wide bridge in approximately the same location of the existing bridge and roadway alignments. Widening the roadway approach will result in expansion/enlargement of the road to create a 12 ft. high, 70 ft. wide, 782 ft. long embankment. In addition, a temporary 1,275-ft long, 24-ft. wide paved road and creek crossing would be constructed across Gaviota Creek to provide access during construction, with removal scheduled at the end of the project. The actual footprint of the temporary road and creek crossing, encompassing the entire road prism including the embankments, would range from 35 to 65 feet in width. The project also includes desilting and reshaping of 1.5 acres of Gaviota Creek; temporary dams and dewatering; approximately 60,500 cu. yds of grading (41,500 cu. yds. for Gaviota Beach Road, 10,500 cu. yds. for temporary road, 7,500 cu. yds. for creek desilting, and 1,000 cu. yds. for habitat restoration); and rock armoring of the new road embankments, bridge abutments, and portions of the banks of Gaviota Creek to control erosion. Habitat restoration activities would be implemented after completion of the construction phase of the project.

SUMMARY OF STAFF RECOMMENDATION: On June 13, 2006 the Commission determined that a substantial issue exists with respect to the appellants' assertions that the proposed residences are not consistent with the wetlands and environmentally sensitive habitat policies of the certified Local Coastal Program (LCP).

Staff recommends **denial** of the proposed project. The project would include the removal of a majority of the existing Gaviota Beach Road and associated bridge over Gaviota Creek; approximately 60,500 cu. yds. of grading; expansion/enlargement of the road to create a 12 ft. high, 70 ft. wide, 782 ft. long embankment; construction of a new 256-ft long, 36.5-ft. wide bridge; construction of a 24-ft wide (not including slopes) , 1,275 ft. long temporary road and creek crossing; desilting and reshaping of 1.5 acres of Gaviota Creek; temporary dams and dewatering; an unspecified amount of rock armoring of creek banks and bridge abutments; and habitat restoration (Exhibits 4 and 17). There are identified alternatives in the project's Environmental Impact Report that would have fewer environmental impacts while meeting the goal of providing reliable access to Hollister Ranch and Gaviota State Park.

The proposed project requires approximately 60,500 cu. yds. of grading, a sizeable portion of which would be fill material needed to raise the Gaviota Beach Road approach to create an earth embankment up to 12 feet in height and 70 feet in width (Exhibits 7 and 8). Though roadway construction would occur within the footprint of the existing roadway, a significant portion of construction would also occur outside of the existing footprint in order to widen the road to nearly twice its existing size. As a result, this expansion of the roadway approach has direct impact to riparian habitat, wetlands and sensitive species (Exhibits 13, 18, and 19). Because of the significant expansion, both in height and width, the proposed project cannot be characterized as purely a replacement project.

The original creek crossing, access road, and campground were established prior to the Coastal Act. The establishment of these facilities resulted in the fill of floodplain in the lower portion of the Gaviota Creek Watershed (Exhibit 12). The expansion of the roadway approach would further contribute to the loss of floodplain through the addition of fill and through rock armoring of the road embankment and bridge. Additionally, the proposed project would modify the floodplain by preventing high storm flows in the creek from overtopping and traveling along the road. As proposed, flood flows would be directed into a much narrower pattern under the new bridge, translating to a 256-ft. wide and 12-ft. high opening. The County has designed some culverts to allow some flow of water and allow wildlife passage under the reconfigured roadway (Exhibit 8). However, given the significance of the modification to the 100-year and 10-year flood flow patterns, the presence of culverts represents a minor change to the proposed flow pattern.

As detailed in this staff report, the proposed project would have adverse impacts to riparian and wetland habitat, sensitive species, and the floodplain inconsistent with the resource protection policies of the LCP and the Chapter 3 policies of the Coastal Act, as incorporated in their entirety into the certified LCP. Additionally, there are known alternatives to the proposed project that would lessen these impacts. The No Project Alternative would result in the continued use of the existing road and bridge. Commission records indicate that debris removal and desilting of Gaviota Creek in the vicinity of the bridge were authorized in 1995 and 2000. Staff notes that a desilting program could be developed with more frequent maintenance of the creek under the No Project Alternative in order to reduce the periodic flood hazard. The No Project Alternative would have impacts as a result of the need for periodic desilting; however, it would not have the significant construction impacts that would occur under the proposed project.

If a bridge is necessary, the Final EIR specifically identifies the Causeway Alternative as the environmentally superior alternative. The Causeway Alternative is a bridge design that extends from bank to bank of the creek built on a series of piers/pilings (Exhibit 15). This alternative would result in the removal of the historic fill for the road approach and the opening up of the historic floodplain nearer to its original boundaries. According to the EIR, the causeway would lessen both temporary and permanent impacts to riparian and upland habitats and may lessen visual impacts. In addition, the causeway would result in a more natural floodplain condition. Even under this alternative there would be temporary and permanent impacts to sensitive species and habitats, such as red-legged frog and monarch butterfly habitat. A future causeway design would have to be sensitively designed to avoid and minimize its impacts to coastal resources and mitigation would be required. However, in comparison to the proposed project there would be fewer significant impacts as a result of the causeway.

The applicant asserts that a bridge is necessary in this location for public safety reasons. Though the proposed project is not the "environmentally superior" alternative identified in the EIR, the applicant believes that this is the only feasible project due to funding issues. The applicant asserts that if this project is not approved then no project would be attempted for many years and the flood safety hazard to residents would be perpetuated. The County submitted a Cost Comparison Summary (Exhibit 14), dated May 22, 2006 which indicates that the Causeway Alternative would cost approximately $2 million more than the proposed project. The projected construction and mitigation costs for the proposed project are approximately 6.1 million and the construction and mitigation costs for the causeway project are approximately 8.1 million.

The County has obtained $3 million from the Federal Emergency Management Agency (FEMA) to fund the proposed project. Representative Lois Capps provided a letter to the County which indicates that FEMA is not likely to provide additional funds and furthermore, previously committed funds for this project could be in jeopardy if this project does not move forward in a timely manner. Due to the time it would take for the additional cost-benefit analysis, design, environmental review, and permitting necessary to implement the causeway alternative, it is the County's understanding that the $3 million would be lost and that funding the causeway would require finding a source for the entire $8 million. Obtaining this amount of funding is thought to be infeasible by the County. However, there are other potential funding sources that have not been fully explored such as grants from the Coastal Conservancy or assessing Hollister Ranch property owners.

The Commission is respectful of such funding issues, however the ability to obtain funding for a project is not identified as a criterion for determining feasibility in the certified LCP. The standard of review for the project is the Santa Barbara County LCP and the Chapter 3 policies of the Coastal Act with respect to public access and public recreation Additionally, all Chapter 3 policies of the Coastal Act have been incorporated in their entirety in the certified LCP as guiding policies pursuant to Policy 1-1 of the LUP.

The proposed project cannot be found consistent with the applicable policies of the LCP and the Chapter Three policies of the Coastal Act. The motion and resolution to deny this project pursuant to the staff recommendation begins on **Page 6**.

Table of Contents

EXHIBITS

Exhibit 14. County Cost Analysis

Exhibit 15. Causeway Alternative

Exhibit 16. Alternative Bridge Location

Exhibit 17. Project Components (Aerial)

Exhibit 18. Floodplain Modifications

Exhibit 19. Wetlands Map

SUBSTANTIVE FILE DOCUMENTS: County of Santa Barbara Local Coastal Program; Final Environmental Impact Report, Gaviota Bridge Replacement Project (URS Corporation, September 2005); Wetland Delineation, Gaviota Bridge Replacement Project (URS Corporation, September 2005); Biological Assessment Gaviota Bridge and Road (Nationwide Infrastructure Support Technical Assistance Consultants, January 2005); Biological and Conference Opinions for the Gaviota Beach Road and Gaviota Beach Bridge Replacement Project (USFWS, June 2005); Final Environmental Assessment Gaviota Bridge Replacement (Nationwide Infrastructure Support Technical Assistance Consultants, December 2005); Draft Design Hydraulic Study for The Proposed Replacement of Gaviota Beach Road Bridge Over Gaviota Creek (WRECO, January 2003)

I. STANDARD OF REVIEW

After certification of a Local Coastal Program (LCP), Section 30603 of the Coastal Act provides for appeals to the Coastal Commission of a local government's actions on certain types of coastal development permits (including any new development which occurs between the first public road and the sea, such as the proposed project sites). In this case, the proposed development was appealed to the Commission, which found during a public hearing on June 13, 2006, that a substantial issue was raised.

As a "de novo" application, the standard of review for the proposed development is, in part, the policies and provisions of the County of Santa Barbara Local Coastal Program. In addition, pursuant to Section 30604(c) of the Coastal Act, all proposed development located between the first public road and the sea, including those areas where a certified LCP has been prepared, (such as the project sites), must also be reviewed for consistency with the Chapter 3 policies of the Coastal Act with respect to public access and public recreation. In addition, all Chapter 3 policies of the Coastal Act have been incorporated in their entirety in the certified LCP as guiding policies pursuant to Policy 1-1 of the LUP.

II. STAFF RECOMMENDATION FOR DENIAL

MOTION: ***I move that the Commission approve proposed amendment to Coastal Development Permit No. A-4-STB-06-056 for the development as proposed by the applicant.***

STAFF RECOMMENDATION OF DENIAL:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the permit amendment and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DENY THE PERMIT AMENDMENT:

The Commission hereby denies the proposed amendment to the coastal development permit on the grounds that the development as amended will not conform with the policies of the certified Local Coastal Program for the County of Santa Barbara and the public access and public recreation policies of Chapter 3 of the Coastal Act. Approval of the amendment would not comply with the California Environmental Quality Act because there are feasible mitigation measures or alternatives that would substantially lessen the significant adverse impacts of the amended development on the environment.

III. FINDINGS AND DECLARATIONS FOR DENIAL

The Commission hereby finds and declares:

A. PROJECT DESCRIPTION

On March 14, 2006, the Santa Barbara County Board of Supervisors undertook final discretionary action to approve the Gaviota Bridge Replacement Project with the following project description:

The Gaviota Beach Road and Bridge Replacement Project consists of the removal of a 782-ft long, 18-ft wide stretch of Gaviota Beach Road and 80-ft. long, 30-ft. wide bridge over Gaviota Creek, and the construction of a new 34-ft. wide road and 256-ft. long, 36.5-ft. bridge in approximately the same location of the existing bridge and roadway alignments (Exhibits 4, 5, 17). In addition, a temporary 1,275-ft long, 24-ft. wide paved road and creek crossing would be constructed across Gaviota Creek to provide access during construction and removed at the end of the project. The actual footprint of the temporary road and creek crossing, encompassing the entire road prism including the embankments, would range from 35 to 65 feet in width. The project also includes desilting and reshaping of 1.5 acres of Gaviota Creek; temporary dams and dewatering; and rock armoring of the new road embankments, bridge abutments, and portions of the banks of Gaviota Creek with an unspecified amount of rock to control erosion. Habitat

restoration activities would be implemented after completion of the construction phase of the project.

Although the County's project description includes the whole project, only a portion of the project site is within the County's jurisdiction, with the remainder of the site being within the California Coastal Commission's permit jurisdiction. Consequently, only certain project components and activities are within the County's jurisdiction. The project components and activities within the County's jurisdiction are described below.

1. Gaviota Creek Bridge

The existing 80-ft. long, 30-ft. wide bridge, consisting of four railroad flat cars placed side by side across the creek on pile foundations, would be removed. The new bridge would consist of a 256-foot long, 36.5-ft. wide span bridge that would be constructed of concrete slabs (Exhibits 4, 5). The County estimates that approximately 125 feet of the new bridge (the northern half) is within the County's jurisdiction (Exhibits 2, 3). The remainder of the proposed bridge is within the original permit jurisdiction of the California Coastal Commission and is not approved by the subject Development Plan and Conditional Use Permit. The bridge would rest on concrete abutments at either end of the bridge and two concrete piers in the middle of the bridge. All concrete portions of the bridge would be cast in place. The bottom of the bridge deck would be approximately 11-12 feet above the creek bed. The bridge would be approximately 36.3 feet in width as measured from the outside of the concrete barriers. There would be a single 12-foot wide traffic lane in each direction and two paved shoulders of 5-foot width that would also function as bicycle, pedestrian and equestrian lanes. Each side of the bridge deck would have a 4.7-foot high concrete barrier rail.

The bridge would have two concrete abutments and two piers. The concrete abutments at either end of the bridge would be armored with ungrouted rip rap (Exhibit 6). The northern abutment is within the County's jurisdiction while the southern abutment is not. The southern abutment of the proposed bridge is within the original permit jurisdiction of the California Coastal Commission and is not approved by the subject Development Plan and Conditional Use Permit. The rock layer installed to protect the new road embankment (see *Gaviota Beach Road* project description below) would be extended for a distance of approximately 175 feet around the north abutment of the new bridge and along the north bank. The approval provides a conceptual footprint for the rock placement area, but does not specify the amount of new rock that would be needed. A three foot deep layer of one-quarter ton rock would be placed along the northern bank of Gaviota Creek. The rock layer would be buried 10 feet below the surface of the creek bed and would extend approximately 6.5 feet up the bank. The exposed rock layer would be planted with willows.

2. Gaviota Beach Road

A portion of the existing Gaviota Beach Road stretching from the northern bank of Gaviota Creek approximately 782 feet northward toward Highway 101, would be removed and widened from 18 feet to approximately 34 feet in width. To construct the new road, approximately 1,500 cubic yards of cut would be required to prepare the road

corridor and approximately 40,000 cubic yards of fill would be placed to create an earth embankment up to 12 feet in height and 70 feet in width (Exhibit 7). The road would be a single 12-foot lane in each direction, with two, 5-foot wide paved shoulders which would be striped as bike lanes, and would also function for pedestrian and equestrian transit. Three square concrete box culverts measuring four feet by four feet in dimension would run under the proposed new road to provide passage for wildlife and convey flood flows (Exhibit 8).

The downstream slope of the proposed road embankment would remain earth, and would be planted with willows and other native vegetation. The upstream slope of the proposed embankment would be covered (i.e. armored) with un-grouted one-quarter ton rock (rock slope protection) to protect the new road from erosion during flood flows. To install the rock, the ground parallel to the toe of the new road embankment would be excavated to construct a roughly trapezoidal trench approximately 33 feet in width and a maximum of 10 feet in depth. A three-foot layer of rock would overlay an 18-inch layer of gravel, and would extend 60 feet up the embankment as measured from the bottom of the trench. The excavated trench and lower portion of the rock would be backfilled with soil to a maximum depth of 10 feet, while the top portion of rock armoring would be left uncovered. Both the lower covered rock layer and the exposed top rock layer would be planted with willows to provide visual screening.

Under current conditions a low-flow channel of Gaviota Creek is located adjacent to a portion of the proposed new road embankment. During construction, it will be necessary to prevent water from this channel from entering the work area. To do this, an earth berm approximately 3 feet high, 6 feet wide and 150 feet long would be constructed using materials from the dry portion of the channel. Prior to construction of the berm, mesh blocking nets (5mm mesh size) would be placed across the flow in the channel approximately 75 feet upstream and downstream of the ends of the proposed berm. Silt fencing would be installed in the non-wetted portions of the channel under direction of the biological monitor. After installation of the blocking nets and silt fencing, all tidewater gobies (*Eucyclogobius newberryi*), California red-legged frogs (CRLF, *Rana aurora draytonii*) and Southern steelhead/rainbow trout (*Oncorhyncus mykiss*) would be removed by trained personnel (biologist) approved by the United States Fish and Wildlife Service (FWS). All gobies would be captured and transported to a location downstream of the work area and blocking nets using FWS-approved protocols. All CRLF would be captured and transported to a location upstream of the work area and blocking nets using FWS-approved protocols. All steelhead and rainbow trout would be captured and transported to a location upstream of the work area and upstream blocking net using FWS-approved protocols. The blocking nets would remain in place throughout the duration of construction and removal of the temporary berm and construction of the road embankment and rock slope protection.

After removal of all species as described above, approximately 75 cubic yards of material would be moved from the dry portions of the creek bed using an excavator or rubber-tire loader operating within or adjacent to the low-flow channel. A visquine layer would be placed on the upstream portion of the berm to prevent seepage. The berm would remain in place during the construction phase of the project. At the end of the

construction phase, the berm would be removed by pushing the materials back into the dry portions of the creek bed.

In the event of flood damage, the repair or replacement of rock on the new road embankment would require application for, and approval of, a new Coastal Development Permit with Hearing or, under an emergency scenario, pursuant to an Emergency Permit and follow-on Coastal Development Permit.

3. Temporary Access Road and Creek Crossing

A temporary paved access road 24 feet wide and approximately 1,275 feet in length would be constructed east of, and parallel to, the existing Gaviota Beach Road (Exhibits 4 and 17). The actual footprint of the temporary road and creek crossing, encompassing the entire road prism including the embankments, would range from 35 to 65 feet in width. Approximately 975 feet of the proposed detour road is within the County's jurisdiction. Construction of the detour road would require clearance of the existing vegetation (including eucalyptus trees, native coastal sage scrub, and some riparian and wetland areas), leveling of the proposed corridor, and placement of fill to construct a new embankment of 30-35 foot width, varying in height from one to six feet above grade (Exhibit 9). The embankment would be compacted and leveled on top, and a new 24-foot wide paved road constructed. In order for the detour road to cross Gaviota Creek, fill would be placed in the creek to create a 65-foot wide embankment, across which the 24 foot wide paved detour road would run. Three, 36-inch diameter steel pipes of 78 foot length would be buried at the bottom of the temporary creek crossing to allow upstream and downstream flow of Gaviota Creek. Construction of the detour road would require approximately 500 cubic yards of cut to prepare the corridor and placement of approximately 10,000 cubic yards of fill to construct the temporary road and creek crossing.

4. De-silting of Gaviota Creek

Approximately 7,500 cubic yards of accumulated sediment would be removed from the bed of Gaviota Creek. De-silting would occur in a stretch of the creek from approximately 250 feet downstream to 350 feet upstream of the proposed new bridge, and would require excavation of the creek bed to depths ranging from 0.5 to 4.5 feet. In addition the creek bed and banks would be graded in order to re-shape the channel into a substantially wider trapezoidal shape than what currently exists (Exhibit 10). The new width of the channel would be approximately 260 feet from top-of-bank to top-of-bank. The approximate area of creek bed proposed for de-silting and re-shaping is 1.5 acres.

Approximately half of the proposed upstream excavation, and a much smaller proportion of the downstream excavation, is within the County's jurisdiction. The remainder of the proposed de-silting operation is within the original permit jurisdiction of the California Coastal Commission and is not approved by the subject Development Plan and Conditional Use Permit.

The de-silting would facilitate passage of flows after construction of the new bridge and would be a one-time event. Any additional or subsequent de-silting within the County's

jurisdiction would require application for, and approval of, a Coastal Development Permit with Hearing or, under an emergency scenario, pursuant to an Emergency Permit and follow-up Coastal Development Permit.

5. Temporary Dams and Dewatering

Upstream Dams and Work Area Dewatering

In order to construct the new bridge, the downstream flow of Gaviota Creek would need to be diverted around the work site. Although there is upstream tidal flow it does not extend to the project area and therefore would not need to be blocked from reaching the work site. To divert the downstream flow, temporary dams (cofferdams) would be installed within the bed of Gaviota Creek, approximately 375 feet upstream of the existing bridge. Prior to installation of the cofferdams, a mesh blocking net (5mm mesh size) would be placed across the flow in Gaviota Creek at a location approximately 75 feet upstream of the cofferdam site, (450 feet upstream of the existing bridge). Silt fencing would be installed in the non-wetted portions of the creek bed and would extend for 100 feet beyond the top of the creek bank in both directions. After installation of the blocking nets and silt fencing, all tidewater gobies (*Eucyclogobius newberryi*), California red-legged frogs (CRLF, *Rana aurora draytonii*) and Southern steelhead/rainbow trout (*Oncorhyncus mykiss*) would be removed by trained personnel (biologist) approved by the United States Fish and Wildlife Service (FWS). All gobies would be captured and transported to a location downstream of the work area and blocking nets using FWS-approved protocols. All CRLF would be captured and transported to a location upstream of the work area and blocking nets using FWS-approved protocols. All steelhead and rainbow trout would be captured and transported to a location upstream of the work area and upstream blocking net using FWS-approved protocols. The biologist would work from the upstream blocking net to the downstream limits of the work area, and then erect a second blocking net and silt fence barrier 75 feet downstream of the downstream work area limits.

After construction of the blocking nets and removal of all species as described above, a 36-inch diameter flexible High-Density Polyethylene (HDPE) culvert (temporary pipeline) would be used to by-pass the creek flows through the construction work area. The by-pass would be installed prior to the construction of the cofferdam while the creek is still flowing through the work area. The pipeline would originate below the upstream blocking net/silt fencing, but upstream of the proposed gravel bag cofferdam, and would terminate below the downstream blocking net/silt fencing. The pipeline would be placed on the dry portion of the creek bed, outside the active channel and outside any active work area. One or two vehicle crossings would be created over the pipeline by placing an earthen ramp over the pipe. The pipe segments would be fused or clamped securely to prevent leakage or accidental separation. The pipeline would be placed in a positive gradient to allow flow by gravity. A small excavator or loader would clear a 10-foot wide zone through the work area, and then grade the corridor to a smooth surface with a uniform slope. The pipeline would rest on the ground and be secured with small (i.e., 12-18 inches) earthen berms along the sides. The inlet and outlet to the pipeline would be constructed of in-stream materials to create a smooth transition for flows to pass

from the creek into the pipe (inlet side) and from the pipe to the creek (outlet side). The transition would be lined with an impermeable fabric and secured with cobbles to prevent erosion or movement of the pipeline. The intake and outlets of the by-pass pipeline would be screened with a 5 mm mesh to prevent entry by any aquatic species or wildlife.

Subsequent to placement of the temporary pipeline, a gravel bag cofferdam and an earthen berm cofferdam would be constructed. Gravel bags and a visquine layer would be placed by hand across the creek to form a pyramid sufficient to divert the creek flow into the temporary pipeline. The gravel bag cofferdam would be constructed no closer than 25 feet downstream of the blocking net and silt fencing.

After installation of the gravel bag cofferdam, the earthen berm cofferdam would be constructed 375 feet upstream of the existing bridge, and 25 feet upstream of the limits of the channel desilting area. The earthen cofferdam would be constructed of in-stream materials (i.e., sediments, gravels, cobbles). A berm at least five feet high would be constructed across the active channel, which could vary from 10 to 25 feet in width based on conditions at the time of construction. The base of the berm would be at least 15 feet wide with 2:1 (H:V) slopes, and would be compacted with an excavator shovel. The creek bed at the upstream toe of the cofferdam would be excavated at least 3 feet below the invert to install an impermeable fabric to intercept below ground seepage. This fabric would be installed across the upstream face of the earthen cofferdam and then covered with at least one foot of sediment and cobble.

The creek by-pass system would be designed to operate by gravity. However, in the event that water surface elevations above the cofferdam increased during construction such that flows could pass around the cofferdam, a sump pump would be installed in the creek between the earthen and gravel bag cofferdams. Under this condition, an electrical sump pump with a 5 mm screen surrounding the intake would pump water into the by-pass culvert. The pump would be powered by a portable generator at the site. The by-pass system would be inspected throughout the day, and prior to leaving the work site at night. It would be inspected and maintained during non-work days (i.e., Saturdays, Sundays, holidays) by the Contractor on a more frequent basis to prevent outages due to vandalism.

The creek diversion system (by-pass) would be installed in July of 2006, beginning with installation of the blocking nets and silt fencing, and would be removed on December 1, 2006. The blocking nets and silt fencing would remain in place through all work and would be the last component removed on December 1 of each year. To remove the by-pass, a low flow channel would be constructed from the upstream end of the work area to the temporary creek crossing associated with the detour road. The channel would be about 3 feet deep and 15 feet wide, and would be constructed using an excavator. Upon completion of the low flow channel, the earthen cofferdam would be removed using an excavator. The gravel bag cofferdam would then be removed by hand, allowing any flows in the creek to enter the low flow channel. The temporary pipeline would then be removed from the creek channel. The by-pass system would be re-installed in July 2007, and then removed at the end of construction in December 2007 using the same methods described above.

Bridge Site

Groundwater may be encountered during excavation for the bridge piers, abutments and associated rock slope protection. This would require additional dewatering activities as described below.

For the bridge piers and abutments, a pit of approximately eight-foot depth would be excavated in the creek bed to expose the top of the pilings. Any groundwater that flowed into the pit would be pumped out using sump pumps. The groundwater would be pumped into a settling pond. The settling pond would be approximately eight feet in diameter and four feet in depth, and would be excavated in the creek bed at the downstream end of the work area but upstream of the blocking net and silt fencing. The pond would be layered with visquine and water would decant by gravity over the lip of the pond and into the creek bed.

If groundwater is encountered, it is necessary to prevent contact of groundwater with the concrete being poured for the bridge components. According to Public Works, this will be achieved by the following construction methods. A cofferdam constructed of gravel bags and plywood backed with waterproof material (visquine) would be constructed within the pit to surround the actual concrete form. This cofferdam would isolate the plywood concrete form, and the concrete poured within the form, from contact with groundwater within the excavation. In the event that the cofferdam leaked and water contacted the concrete, this water would be removed using a portable gas-powered vacuum and stored in a portable tank for disposal at an offsite municipal sanitary sewer (with approval from the affected city).

Only one pit would be excavated for each pier or abutment. Excavation of any additional pits, dewatering sites or wells would require review and approval by the Santa Barbara County Planning and Development Department (P&D).

6. Habitat Restoration

General Requirements and Mitigation Ratios

The proposed project would occur entirely within an area designated as Environmentally Sensitive Habitat by the County of Santa Barbara. Expansion and widening of the existing road and bridge and construction of a new temporary road through this area would necessarily engender impacts to the surrounding habitat. According to the EIR and the preliminary restoration plan, the project would result in the temporary removal of 1.19 acres of riparian or wetland habitat and the permanent loss of 0.50 acres. As approved by the County, the temporary loss of habitat would be mitigated on a 3:1 ratio (3.57 acres restored) to ensure consistency with the standards of the California Department of Fish and Game (DFG). The permanent loss of habitat would be mitigated on a 5:1 ratio (2.5 acres restored) as per DFG standards. Therefore a total of 6.07 acres of riparian and/or wetland habitat would be restored.

In addition to the project's impacts on riparian and/or wetland habitat, 0.29 acres of upland habitat would be temporarily removed and 0.21 acres would be permanently lost. This upland habitat, as well as the riparian and wetland habitat, is designated as Environmentally Sensitive Habitat. Although neither the EIR nor the preliminary restoration plan specifically calls for mitigation of these impacts, both the temporary and permanent removal of upland habitat would need to be restored in order for the project to be deemed consistent with County policy. The temporary loss of upland habitat would be mitigated for on a 3:1 basis (0.87 acres restored) and permanent loss of upland habitat would be mitigated for on a 5:1 basis (1.05 acres restored). Therefore a total of 1.92 acres of upland habitat would be restored.

The total acreage that would be restored as mitigation for the project's impacts would be 8.00 acres – 6.07 acres of riparian/wetland habitat and 1.92 acres of upland habitat. The preliminary restoration plan proposes to restore or enhance a total of 8.81 acres. Of this total proposed acreage (8.81 acres), 0.43 acres is comprised of willow plantings in the rock slope protection along the new road. In its approval of the Development Plan and CUP, the County found that this 0.43 acres would not be considered suitable as mitigation, and the total acceptable acreage required for mitigation would therefore be 8.38 acres.

Proposed Restoration Plan

The proposed restoration plan would consist of work to be done outside of the creek channel. Approximately 1,000 cubic yards of grading would be required for the restoration phase of the project.

All areas of temporary impact associated with construction of the new Gaviota Beach Road and temporary detour road would be restored to riparian habitat adjacent to the new road corridor. The riparian and upland areas east of the new road would also be restored/enhanced through a mixture of clearing, weeding and/or planting as mitigation for the permanent impacts of the project. Four or more slight depressions would be created in this area to function as seasonal ponds or pools.

Native vegetation from locally occurring stock would be planted in the restoration areas and maintained and monitored for five years. The restoration plan would require that the following performance measures be met at the end of the five year period: 90% cover of native plants, less than 5% weed cover, and native plantings that had survived without supplemental watering for two years.

7. Project Components Within the Commission's Retained Jurisdiction

In addition to the components and activities described above, the project also proposes the following: a) installing rock protection on the southern bank of Gaviota Creek upstream and downstream of the new bridge; b) constructing the southern half of the new bridge; c) constructing a new spur road to connect to the existing Hollister Ranch Road; and d) constructing a new entrance kiosk, campsites, parking lot, signage and lighting for Gaviota State Beach. These proposed project components/activities are all within the permit jurisdiction of the California Coastal Commission, and are not part of,

nor permitted by Development Plan 05DVP-00000-00002 or Conditional Use Permit 05CUP-00000-00005, which are the subject of this appeal. The County's role in permitting these project components would require that the County Planning and Development Department approve and issue a Land Use Permit, with appropriate conditions, to effectuate the construction activities approved by the California Coastal Commission.

B. BACKGROUND AND PURPOSE

The Gaviota Beach Road and bridge, and the area that would be affected by the project, are located in, or directly adjacent to, the riparian corridor of Gaviota Creek within a mile of its outlet into the Pacific Ocean. The entire project is located within Gaviota State Beach property (Exhibit 1). Though there may have been modifications since the establishment of the Coastal Act, the location and development of the State campground, the access road and creek crossing area originated prior to the passage of the Coastal Act.

The existing Gaviota Beach Road and bridge provide the primary means of access to Hollister Ranch and the only means of access to Gaviota State Beach since there is no public access through Hollister Ranch. The road and bridge are currently maintained by Santa Barbara County.

In 1997, the County constructed the current bridge over Gaviota Creek because the culverts associated with the previous creek crossing were continually being plugged with sediment, causing flows to overtop the bridge and road. The 1997 replacement bridge consisted of four railroad flat cars placed side by side across the creek on pile foundations. This replacement bridge was damaged by creek flows in 1998. This bridge crossing is now almost entirely plugged with sediment and debris, and is overtopped by a 10-year storm event. Similarly, the existing Gaviota Beach road upstream of the existing bridge is overtopped by a 10-year storm event. This flooding of Gaviota Beach road results in the periodic, temporary closure of the road for varying lengths of time. During these closures, access across Gaviota Creek is reduced or eliminated. According to the EIR, this closure represents a safety hazard when, regardless of the road condition, residents of Hollister Ranch attempt to traverse the flooded roadway.

To prevent closure of the Gaviota Beach road and bridge due to flooding, the Santa Barbara County Public Works Department proposed replacing the existing road and bridge with structures that would be capable of allowing passage of a 100-year storm event. The proposed road and bridge would improve access to Hollister Ranch because road and bridge closures due to flooding would virtually be prevented. The State beach facilities downstream of the bridge site lie within the 10-year flood limit. Therefore, the probability and frequency of flooding of the State beach is the same as the probability and frequency of flooding of the existing bridge and road. According to the EIR, the proposed project would not decrease the frequency and severity of flooding in the State beach.

The County applied for, and received, funding from the Federal Emergency Management Agency (FEMA) and the California Office of Emergency Services (OES) to replace the bridge with a full span structure that provides protection from the 100-year flood event. The project was eligible for funding because the bridge and roadway were damaged during a declared federal emergency – the 1998 El Nino storms.

The proposed bridge and road, in their current design and location, were developed by the Public Works Department and submitted to FEMA and the State Office of Emergency Services on January 28, 2003. The Public Works Department received notification from FEMA and OES on June 25, 2003 that funding for the project was approved. It is the County's understanding that any difference in cost between an alternative project design and/or location could not be funded by FEMA – the difference in cost would have to be borne by the County. Approximately two years after receiving approval from FEMA for the proposed bridge and road, Public Works submitted this FEMA-approved project on February 7, 2005 as part of their application to the Santa Barbara County Planning and Development Department (P&D) for a Development Plan (DVP) and Conditional Use Permit (CUP).

The property is owned by State Parks, and the County has maintained the road and bridge since before State Parks took possession of the land in 1969. The County has taken the lead on the proposed project and was also responsible for the previous bridge replacement projects. State Parks receives only a marginal benefit as a result of the bridge replacement project, since the park facilities are closed in winter. State Parks was not a co-applicant on the subject application, and authorization for the proposed project has not been officially submitted as part of the underlying project record.

C. PERMIT HISTORY

The applicant, County of Santa Barbara Public Works Department, requested the County's approval of two items: a Minor Conditional Use Permit (CUP) and a Development Plan for the removal and replacement of Gaviota Beach Road and bridge.

On January 25, 2006, the Santa Barbara County Planning Commission approved by a 4-1 vote the Gaviota Beach Road and Bridge Replacement Project, subject to 55 conditions of approval. The project as approved consists of the removal of the existing road and bridge and their replacement with a new significantly expanded road and bridge. Other project components include the excavation and re-shaping of Gaviota Creek, a 24-ft wide temporary access road, rock armoring of the new road and creek banks, creek dewatering and flow bypass, and restoration of the construction area and adjacent sites. Approximately half of the project is located within the jurisdiction of the County of Santa Barbara and the remainder is located within the original permit jurisdiction of the California Coastal Commission. That portion of the project within the County's jurisdiction requires a Development Plan and a Minor Conditional Use Permit (CUP), as well as a follow-on Coastal Development Permit (CDP). The Planning Commission approved the required permits (05DVP-00000-00002 and 05CUP-00000-00005) at the January 25, 2006 hearing. The Planning Commission also voted at the

January 25, 2006 hearing to certify the Environmental Impact Report (05EIR-00000-00007) prepared for the project.

The Planning Commission's decision was appealed to the County of Santa Barbara Board of Supervisors by Mike Lunsford for the Gaviota Coast Conservancy on February 2, 2006, by Eddie Harris for the Santa Barbara Urban Creeks Council on February 6, 2006 and Naomi Kovacs for the Citizens Planning Association on February 6, 2006.

On March 14, 2006, the County of Santa Barbara Board of Supervisors denied the appeals and approved a Conditional Use Permit and Development Plan (Case Nos. 05CUP-00000-00005 and 05DVP-00000-00002) to replace the existing Gaviota Beach Road and bridge with a new 256-ft road and bridge across Gaviota Creek at Gaviota State Park. The Notice of Final Action for the project was received by Commission staff on May 12, 2006. A ten working day appeal period was set and notice provided beginning May 15, 2006, and extending to May 26, 2006.

An appeal of the County's action was filed by: (1) Commissioners Meg Caldwell and Patrick Kruer on May 15, 2006; and (2) Michael Lunsford for the Gaviota Coast Conservancy on May 15, 2006; (3) Eddie Harris for the Santa Barbara Urban Creeks Council on May 25, 2006; and (4) Naomi Kovaks for Citizens Planning Association on May 26, 2006 during the appeal period.

On June 13, 2006 the Commission found that the project raised substantial issue with regard to consistency of the approved projects with the wetlands and environmentally sensitive habitat standards of the certified Local Coastal Program.

D. WETLANDS, ESHA, AND WATER QUALITY

1. Relevant Coastal Act and LCP Policies

Policy 1-1:

All Chapter 3 policies of the Coastal Act have been incorporated in their entirety in the certified County LUP as guiding policies pursuant to Policy 1-1 of the LUP.

Section 30107.5 and Article II, Section 35-58 of the certified LCP state:

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

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30233 of the Coastal Act states:

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(l) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the l9 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

(d) Erosion control and flood control facilities constructed on water courses can impede the movement of sediment and nutrients which would otherwise be carried by

storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

Section 30236 of the Coastal Act states:

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (l) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Section 30240 of the Coastal Act states:

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

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

Policy 1-2 (Resource Protection):

Where policies within the land use plan overlap, the policy which is most protective of coastal resources shall take precedence.

Policy 2-11 (ESHA):

All development, including agriculture, adjacent to areas designated on the land use plan or resource maps as environmentally sensitive habitat areas, shall be regulated to avoid adverse impacts on habitat resources. Regulatory measures include, but are not limited to, setbacks, buffer zones, grading controls, noise restrictions, maintenance of natural vegetation, and control of runoff.

Policy 3-19 (Streams & Wetlands):

Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.

Policy 9-9 (Wetland Buffer):

A buffer strip, a minimum of 100 feet in width, shall be maintained in natural condition along the periphery of all wetlands. No permanent structures shall be permitted within the wetland or buffer area except structures of a minor nature, i.e., fences, or structures necessary to support the uses in Policy 9-10.

The upland limit of wetland shall be defined as: 1) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; or 2) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or 3) in the case of wetlands without vegetation

or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation and land that is not.

Where feasible, the outer boundary of the wetland buffer zone should be established at prominent and essentially permanent topographic or manmade features (such as bluffs, roads, etc.). In no case, however, shall such a boundary be closer than 100 feet from the upland extent of the wetland area, nor provide for a lesser degree of environmental protection than that otherwise required by the plan. The boundary definition shall not be construed to prohibit public trails within 100 feet of a wetland.

Policy 9-14 (Wetland):

New development adjacent to or in close proximity to wetlands shall be compatible with the continuance of the habitat area and shall not result in a reduction in the biological productivity or water quality of the wetland due to runoff (carrying additional sediment or contaminants), noise, thermal pollution, or other disturbances.

LCP Policy 9-22 (Butterfly Trees):

Butterfly trees shall not be removed except where they pose a serious threat to life or property, and shall not be pruned during roosting and nesting season.

LCP Policy 9-38 (Stream Corridors):

No structures shall be located within the stream corridor except: public trails, dams for necessary water supply projects, flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development; and other development where the primary function is for the improvement of fish and wildlife habitat. Culverts, fences, pipelines, and bridges (when support structures are located outside the critical habitat) may be permitted when no alternative route-location is feasible. All development shall incorporate the best mitigation measures feasible.

Sec. 35-97.7. (Conditions on Coastal Development Permits in ESH):

A coastal development permit may be issued subject to compliance with conditions set forth in the permit which are necessary to ensure protection of the habitat area(s). Such conditions may, among other matters, limit the size, kind, or character of the proposed work, require replacement of vegetation, establish required monitoring procedures and maintenance activity, stage the work over time, or require the alteration of the design of the development to ensure protection of the habitat. The conditions may also include deed restrictions and conservation and resource easements. Any regulation, except the permitted or conditionally permitted uses, of the base zone district may be altered in furtherance of the purpose of this overlay district by express condition in the permit.

Zoning Code 35-97.9 (Wetland Buffer):

…

4. Except for lots which abut the El Estero (Carpinteria Slough), a buffer strip, a minimum of 100 feet in width, shall be maintained in natural condition along the periphery of all wetlands. No permanent structures shall be permitted within the wetland or buffer area except structures of a minor nature, i.e., fences, or structures necessary to support the uses in paragraph 5 of this Section, below. The upland limit of a wetland shall be defined as:

a. The boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; or

b. The boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or

c. In the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation and land that is not. Where feasible, the outer boundary of the wetland buffer zone should be established at prominent and essentially permanent topographic or manmade features (such as bluffs, roads, etc.). In no case, however, shall such a boundary be closer than 100 feet from the upland extent of the wetland area, nor provide for a lesser degree of environmental protection than that otherwise required by the plan. The boundary definition shall not be construed to prohibit public trails within 100 feet of a wetland.

5. Light recreation such as bird-watching or nature study and scientific and educational uses shall be permitted with appropriate controls to prevent adverse impacts.

6. Wastewater shall not be discharged into any wetland without a permit from the California Regional Water Quality Control Board finding that such discharge improves the quality of the receiving water.

9. New development adjacent to or in close proximity to wetlands shall be compatible with the continuance of the habitat area and shall not result in a reduction in the biological productivity or water quality of the wetland due to runoff (carrying additional sediment or contaminants), noise, thermal pollution, or other disturbances.

Sec. 35-97.19. ESH Environmentally Sensitive Overlay District: Development Standards for Stream Habitats.

1. The minimum buffer strip for streams in rural areas, as defined by the Coastal Land Use Plan, shall be presumptively 100 feet, and for streams in urban areas, 50 feet. These minimum buffers may be adjusted upward or downward on a case-by-case basis. The buffer shall be established based on an investigation of the following factors and after consultation with the California Department of Fish and Game and California Regional Water Quality Control Board in order to protect the biological productivity and water quality of streams:

a. Soil type and stability of stream corridors.

b. How surface water filters into the ground.

c. Slope of land on either side of the stream.

d. Location of the 100-year flood plain boundary.

Riparian vegetation shall be protected and shall be included in the buffer. Where riparian vegetation has previously been removed, except for channelization, the buffer shall allow for the re-establishment of riparian vegetation to its prior extent to the greatest degree possible.

2. No structures shall be located within the stream corridor except: public trails, dams for necessary water supply projects; flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development; and other development where the primary function is for the improvement of fish and wildlife habitat. Culverts, fences, pipelines, and bridges (when support structures are located outside the critical habitat) may be permitted when no alternative route

location is feasible. All development shall incorporate the best mitigation measures feasible.

3. Dams or other structures that would prevent upstream migration of anadromous fish shall not be allowed in streams targeted by the California Department of Fish and Game unless other measures are used to allow fish to bypass obstacles. These streams include: San Antonio Creek (Los Alamos area), Santa Ynez River, Jalama Creek, Santa Anita Creek, Gaviota Creek, and Tecolote Creek.

4. All development, including dredging, filling, and grading within stream corridors shall be limited to activities necessary for the construction of uses specified in paragraph 2 of this Section, above. When such activities require removal of riparian plant species, re-vegetation with local native plants shall be required except where undesirable for flood control purposes. Minor clearing of vegetation for hiking, biking, and equestrian trails shall be permitted.

5. All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.

6. Other than projects that are currently approved and/or funded, no further concrete channelization or other major alterations of streams in the Coastal Zone shall be permitted unless consistent with the provisions of P.R.C. § 30236 of the Coastal Act.

2. General Discussion

The certified zoning maps designate the subject area as an Environmentally Sensitive Habitat Area (ESH or ESHA). Under the certified LCP, wetlands, butterfly trees, and riparian/stream corridors are specifically identified as unique, rare, and fragile habitats and specific policies are included in the LCP to provide protection of these resources. As provided in the EIR, the project site includes the following habitat types: riparian woodland, willow woodland, willow scrub, mulefat scrub, emergent wetland, coastal salt marsh, coastal sage scrub, coyote brush scrub, non-native grassland, eucalyptus grove, and ruderal vegetation (upland and riparian). The proposed project would almost entirely (with the exception of the existing pre-coastal road, bridge, and campground development) occur within an area determined to be Environmentally Sensitive Habitat by the County of Santa Barbara.

As shown above, the certified LCP includes policies that require development adjacent to ESHA to be regulated to avoid adverse impacts on habitat resources, including measures such as setbacks, buffers, grading and water quality controls. Additionally the LCP provides specific development standards by ESHA type. These policies limit development in and around environmentally sensitive habitat areas, stream corridors, floodplains, wetlands, and butterfly trees. They not only limit the type of development that can be permitted within these resources, but also provide that development must be sited and designed to prevent impacts to these resources such that no less environmentally damaging, feasible alternatives exist for the project and measures to mitigate potential impacts are employed to the maximum degree possible.

The certified LCP also contains policies addressing geology, hillsides, and topography intended to guide development on hillsides and within watersheds. These Hillside and Watershed Protection policies require minimizing cut and fill, fitting development to the

site's topography, soils, geology, hydrology and other natural features, and specifying techniques for minimizing the effects of necessary grading.

In addition, all Chapter 3 policies of the Coastal Act have been incorporated in their entirety in the certified LCP as guiding policies pursuant to Policy 1-1 of the LCP. Section 30240 of the Coastal Act, incorporated into the LCP, requires the protection of environmentally sensitive habitat areas against any significant disruption of habitat values, and no development may be permitted within ESHA except for uses that are dependent on the resource. Section 30240 further requires development adjacent to ESHA to be sited and designed to prevent impacts that would significantly degrade ESHA and to be compatible with the continuance of the habitat areas. Section 30240 of the Coastal Act also requires that development adjacent to parks and recreation areas to be sited and designed to prevent impacts.

In addition to protection as ESHA, streams and associated riparian habitat are protected under other policies in order to maintain the biological productivity and quality of coastal waters. Section 30231, incorporated into the LCP, requires that natural vegetation buffer areas that protect riparian habitats be maintained, and that the alteration of natural streams be minimized. Notwithstanding the stream protection provisions, it is recognized that in a few limited circumstances, it may be necessary to alter a stream. Section 30236, incorporated into the LCP, limits channelizations, dams, or other substantial alterations of rivers and streams to only three purposes: necessary water supply projects; protection of existing structures in the floodplain where there is no feasible alternative; or improvement of fish and wildlife habitat. Section 30236 outlines specific requirements for stream alteration wherein flood control projects are allowed only as necessary to protect public safety or existing development, and when such projects are the least damaging alternative.

Under the certified LCP protection of wetlands are specifically addressed. The LCP policies applied together require siting, design, and mitigation to protect wetland habitat. LCP Policies 2-11, 9-9, and 9-14; Section 30231, 30233, and 30240 as incorporated by LCP Policy 1-1; and Zoning Ordinance Sections 35-97.7, 35.97.9 and 35-97.19 necessitate measures including siting the project with setbacks and buffers to prevent impacts which would degrade the wetland resources. Specifically LCP Policy 9-14 requires new development adjacent to or in close proximity to wetlands to be compatible with the continuance of the habitat area and not result in a reduction in the biological productivity or water quality of the wetland due to runoff (carrying additional sediment or contaminants), noise, thermal pollution, or other disturbances.

Coastal Act Section 30233, which has been included in the LCP, provides for only limited development within wetlands and then only under specific environmental constraints. Section 30233 of the Coastal Act states that diking, filling, and dredging of coastal waters may be permitted for coastal-dependent industries, and for maintaining or restoring previously dredged depths where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. Section 30233 of the Coastal Act also mandates that dredging and disposal operations shall be carried-out to avoid disruption of marine and wildlife habitats, and that suitable dredge sediments shall be deposited

for beach replenishment. Section 30233(a) of the Coastal Act imposes a three-part test on dredging and filling projects (1) the allowable use test; (2) an alternatives test; and (3) a mitigation test. Section 30236 allows for alterations to streambeds when required for flood control projects where no other less damaging alternative is feasible and when necessary to protect public safety or existing development.

3. Project and Impacts

As discussed above, the Gaviota Beach Road and Bridge Replacement Project consists of the removal of an 18-ft wide stretch of Gaviota Beach Road and 80-foot long bridge over Gaviota Creek, and the construction of a new 34-ft wide road and 256-ft. long bridge in approximately the same location of the existing bridge and roadway alignments (Exhibits 4 and 17). The proposed bridge has been designed to convey the 100-year flood event (with sediment laden flows) with at least two feet of free board (Exhibit 11). Gaviota Beach Road, from near Highway 101 to the new bridge, would also be raised up to 12 feet by construction of an earthen embankment that would match the height of the new bridge. This embankment would extend anywhere from approximately 10 to 24 feet from either side of the road, creating an approximately 70-foot wide road and embankment footprint. These changes to the road and bridge are intended to provide a safe and reliable means of access to Hollister Ranch and the campground.

Additionally, a 24-ft wide, 1,275-ft long “temporary” paved access road and creek crossing would be constructed across Gaviota Creek to provide access during construction, anticipated to be in place for a period of approximately 18 months (Exhibits 4 and 17). The temporary road would involve the loss of delineated wetlands, the removal of mature eucalyptus trees, and the placement of approximately 10,000 cu. yds. of fill. Embankments would be constructed for the temporary access road that would extend anywhere from 3 to 12 feet from either side of the road, requiring an approximately 35-foot embankment corridor and 65-foot creek crossing corridor. The project also includes desilting and reshaping of 1.5 acres of Gaviota Creek; temporary dams and dewatering; and rock armoring of the new road embankments, bridge abutments, and portions of the banks of Gaviota Creek to control erosion. Habitat restoration activities would be implemented after completion of the construction phase of the project.

The proposed development will adversely impact wetlands and ESHA (riparian, butterfly, red-legged frog, and aquatic habitat) through the temporary or permanent removal of native vegetation; floodplain modification; increase of impervious surfaces; increase of runoff, erosion, and sedimentation; introduction of pollutants such as petroleum, cleaning products, pesticides, and other pollutant sources during construction.

The Gaviota Creek Watershed encompasses nearly thirteen thousand acres (Exhibit 12). Given the location of the project site in the lowermost portion of the watershed, the floodplain in the vicinity of the project site is subject to significant upstream flow. The proposed project would permanently reduce the floodplain area in the vicinity of the project by raising the Gaviota Beach Road on several feet of fill and rock armoring the road, bridge, and park area with ungrouted rock.

The proposed bridge and roadway would modify the Gaviota Creek floodplain by preventing high storm flows in the creek from overtopping and traveling along the road. All flood flows would be directed under the new bridge (Exhibit 11), which would have a 256-ft. wide and 12-ft high opening. The proposed project would not reduce the extent or depths of flooding in the State Park campground facilities downstream of the bridge (Exhibit 11).

The lower floodplain has been subject to historic modification as a result of several pre-coastal developments in the area, including the placement of fill for construction of the Gaviota Beach road, campground facilities, and the creek crossing. As proposed, the road and bridge replacement would reportedly remove approximately 4 additional acres from the floodplain (Exhibit 18). Under existing conditions, stream flow in the creek channel overtops the banks with a 10-year event. The bridge and adjacent road are currently overtopped by these moderate runoff events. As proposed there would be a slight increase (0.69 acre) in the 10-year floodplain upstream of the bridge. However, the 10- and 100-year floodplains would be reduced east and downstream of the bridge (3.93 acres). The area identified as a loss of floodplain is described in the Final EIR as containaing a mixture of native riparian plants, ornamental trees, and non-native weeds. According to the wetland delineation submitted by the applicant as part of this application, the area identified as floodplain loss would include wetlands (willow woodland) as defined by the Army Corps of Engineers (ACOE) and the California Coastal Commission.

The Final EIR identifies the support of riparian, wetland, and aquatic habitats as one of the functions of a floodplain. The EIR states that floodplains provide substrate and hydrologic conditions for floodplain riparian habitats which typically contain a variety of biomass, vegetative structure, and persistence, which in turn, support high wildlife diversity. Floodplains also provide cover near active creek channels for wildlife movement and habitat connectivity. Floodplains may contribute to base flows to the creek prolong aquatic habitats and growth periods for wetlands and may support special interest species. The EIR does not directly address the habitat implications specifically regarding the loss of hydrologic function in the approximately 4 acre area that would no longer receive flow on 10-year or larger flood event.

As reported in the project EIR, construction of the new road (and bridge abutments) would result in the ***permanent*** loss of 0.503 acres (due to the roadway approach and rock slope protection) of wetland / riparian habitat and 0.209 acres of upland habitat. The 0.503 acres of wetland / riparian habitat permanently lost would be restored on a 5:1 basis (2.515 acres restored) as proposed in the restoration plan. The 0.209 acres of upland habitat would be restored on a 5:1 basis (1.05 acres restored). Although the new rock armoring along the road embankment would be planted with willows, this was not considered in the acreage suitable as mitigation by Santa Barbara County Planning and Development due to its low value, and temporary nature, as habitat.

Construction of the new road (and bridge abutments) would also result in the "***temporary"*** loss of 0.717 acres of wetland / riparian habitat and 0.07 acres of upland habitat. The 0.717 acres of wetland / riparian habitat would be restored on a 3:1 basis

(2.151 acres restored) as proposed in restoration plan. Similarly, the 0.07 acres of upland habitat would be restored on a 3:1 basis (0.21 acres restored).

The EIR estimates that approximately 0.47 acres of wetland / riparian habitat and 0.22 acres of upland habitat would be "***temporarily" removed or disturbed*** by construction of the temporary detour road. The 0.22 acres of upland habitat would be restored on a 3:1 basis (0.66 acres restored), and the 0.47 acres of riparian habitat would be restored on a 3:1 basis (1.41 acres restored). The project restoration plan proposes mitigation at these levels.

Furthermore, aquatic habitats in Gaviota Creek would be directly impacted by the channel desilting activities, installation and removal of the temporary creek crossing, construction of the bridge, creek dewatering activities, and alteration of hydrology, sediment flow, and floodplain function. Approximately 1.20 acres of riparian and wetland habitat would be removed by the de-silting. No active restoration would occur. (According to the EIR, recovery of this habitat would be expected to occur over time with re-establishment of creek flows and therefore active restoration would not be needed.) Additionally, the project would result in the removal of eucalyptus trees observed to be used by monarch butterflies during the autumn migration.

4. Policy Consistency

As described above, the Final EIR recognizes that the project will require fill of wetlands and will result in the loss of approximately 4 acres from the existing floodplain, including loss of storm-related creek flow to an identified wetland and riparian area. Wetlands would be filled for the widening and armoring of the permanent road and the construction of the temporary road.

Section 30233 states that the fill of wetlands is limited to specific types of activities but only where there is no feasible less damaging alternative. In this case, the proposed project is not consistent with the provisions of Section 30233(a) in regard to the types of uses where fill may be allowed within wetlands.

Section 30231 of the Coastal Act (incorporated into the certified LCP) and Policies 3-19, 9-9, and 9-14 require the protection of streams, wetlands, water quality and biological productivity. Coastal Act Section 30231 specifically requires minimizing alteration of natural streams. Additionally, pursuant to these policies, new development adjacent to or in close proximity to wetlands shall be compatible with the continuance of the habitat area and shall not result in a reduction in the biological productivity. The proposed project would remove storm creek flow to approximately 4 acres of floodplain (including riparian and wetland habitat) by significantly altering the flood flows of the creek. Additionally, the project directly eliminates existing riparian and wetland habitat.

Additionally, Coastal Act Section 30236, as incorporated by reference in LCP Policy 1-1 and Policy 9-38 require substantial alteration of streams to incorporate the best mitigation measures feasible, and be limited to flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development. The Final

EIR specifically identifies an environmentally superior alternative known as the "Causeway Alternative" (Exhibit 15). The County's staff report indicates that though there are alternatives to the proposed road and bridge replacement that have fewer environmental impacts, these alternatives were not considered due to funding issues. The County did not explore alternative funding sources, but found that other alternative locations or designs were not feasible because the proposed project has been funded, alternative projects would be more expensive, and the existing identified funding sources could not be applied to an alternative (Exhibit 14).

Coastal Act Section 30240, as incorporated into the certified LCP, and Policies 2-11 and 9-22 also require the protection of environmentally sensitive habitat areas (ESHA), including sensitive species, riparian habitat, and butterfly trees. These policies require development adjacent to ESHA to be regulated to avoid adverse impacts on habitat resources, including measures such as setbacks, buffers, grading and water quality controls. Additionally the LCP provides that development must be sited and designed to prevent impacts to these resources such that no less environmentally damaging, feasible alternatives exist for the project and measures to mitigate potential impacts are employed to the maximum degree possible.

As discussed above, the proposed project will result in significant direct impacts to wetland and riparian habitats as well as upland habitats. The project includes: an extensive desilting area which will modify the stream corridor, removal of butterfly trees observed to be used by monarch butterflies, removal of ESHA to place the temporary detour road, and requires dewatering of the creek in order to construct the project. The dewatering and bypass includes the relocation of sensitive species.

Specifically, the project would result in the removal of eucalyptus trees observed to be used by monarch butterflies during the autumn migration. In its analysis, the Final EIR asserted that the trees should not be considered significant because the "grove along the road corridor does not represent a recognized roost, nor does it support a large or persistent population." However, LCP Policy 9-22 specifically provides that butterfly trees shall not be removed except where they pose a serious threat to life or property. LCP Policy 9-22 does not state that a qualifying butterfly tree must be used as overwintering habitat in order for such trees to be protected.

Furthermore, Figure 3-13 of the EIR identifies an area west of the existing Gaviota Beach Road as "high density red-legged frog" habitat. However, though the EIR addresses the temporary displacement of approximately 600 feet of creek habitat, the EIR does not address the permanent rock armoring that would replace the high-density red-legged frog habitat.

In conjunction with the requirements of wetland and ESHA protection as described above, there is a substantial question as to whether the project is sited and designed to protect wetlands to the maximum extent feasible. Funding and cost constraints are not specified in the LCP policies as allowable reasons to fill wetlands or remove ESHA..

As described above, the project would have numerous significant impacts to environmentally sensitive habitat areas, wetlands, riparian areas, stream corridors, red-

legged frog habitat and monarch butterfly trees inconsistent with the policies and provisions of the LCP. The project includes riparian and wetland restoration and enhancement projects throughout the park as mitigation for these impacts. However, there appear to be opportunities to reduce the impacts, either through alternative siting or design.

Therefore, for the reasons discussed above, the Commission finds that the proposed development is not consistent with Policies 2-11, 3-19, 9-9, 9-14, 9-22, 9-38, and Coastal Act Sections 30231, 30233, 30236, and 30240, as incorporated into the certified LCP. Furthermore, the Commission finds that the adverse effects of the proposed project could be significantly reduced under an alternative design or by the No Project alternative (periodic desilting).

As described in more detail below, there are potential alternatives (the causeway alternative was deemed the environmentally superior alternative in the EIR) that would substantially reduce the impacts of the project on biological resources and still achieve the project objective.

E. ALTERNATIVES

Although the Commission is denying a coastal development permit for the road and bridge project as proposed, the Commission notes that the applicant is not barred from applying for a permit or pursuing an alternative proposal that minimizes the impact to wetlands and environmentally sensitive habitat areas. As described in more detail below, if a bridge is necessary, changes in the design have been identified that would lessen both temporary and permanent impacts to riparian and upland habitats and may lessen visual impacts.

The final EIR for the project included a number of alternatives including, alternative road and bridge alignments, an alternative bridge site, a causeway bridge, alternative construction methods to avoid noise impacts, and the no project alternative.

1. County Considered Alternatives Analysis

To ensure protection of ESHA and wetlands consistent with the certified LCP, development must be sited and designed to ensure the protection and preservation of sensitive resources. There may be alternatives to the siting and design of the proposed project which would further reduce the impact of the project on the site, consistent with the maximum feasible protection of wetlands and ESHA.

The County identified several alternatives for the proposed project:

Alternative Road and Bridge Alignments
The proposed alternative alignments would locate the new road and bridge immediately upstream or downstream of, and parallel to, the existing road and bridge. No temporary detour road would be required since the existing road would serve this function. Based on the EIR, the alternative alignment would result in a permanent loss of more riparian

habitat and would generate more construction traffic and construction-related emissions than the proposed project. Conversely, this alternative would lessen temporary impacts to the surrounding habitat since the proposed temporary detour road would not be required. This alternative was deemed by the County to be infeasible because it would not significantly lessen any environmental impacts and would increase others.

Alternative Bridge Site

The proposed alternative bridge site (Exhibit 16) would locate the new bridge approximately 2,500 feet north of the existing bridge. A shorter bridge (100 feet) would be required since the creek and associated floodplain is narrower at this location. The bridge would connect to an existing narrow dirt road (Road 28) that currently provides access for maintenance of the All-American Pipeline and doubles as a hiking trail. A new paved road of 34 foot width would be constructed in its place. The construction of the bridge in the proposed alternative site would, according to the EIR, result in a greater permanent loss of upland habitat, greater amounts of grading and associated potential impacts, and greater construction traffic and construction-related emissions. The EIR also concludes that construction of the new road required under this alternative would result in three new significant impacts in comparison to the proposed project: geologic hazards, visual resources and visitor experience (recreation). Construction of the new road would require several new cut and fill slopes and retaining walls. The decreased stability of these slopes would constitute a geologic hazard and thus a new significant impact. In contrast to the existing dirt road, the new road would be of a much greater size and higher visibility, resulting in new significant impacts to visual resources and visitor experience. In addition to these impacts, construction of the bridge in this alternative location would require a new intersection with Highway 101. This intersection would have a left turn pocket lane for northbound traffic, a merging lane northbound traffic and a right turn lane for southbound traffic.

The County determined in its alternative analysis that the alternative bridge site was infeasible based on: its higher cost; information from Public Works that FEMA would not pay any additional costs associated with a project alternative (Exhibit 14); and the conclusion that the California Department of Transportation (CalTrans) would likely not approve a new at-grade intersection for the road due to safety issues.

Causeway Alternative

A causeway is an extended bridge structure, built on a series of piers/pilings, that provides a continuous span across a given area. The causeway alternative (Exhibit 15) proposed for this project is an elevated road and bridge within the same corridor as the existing road and bridge. The causeway span would be constructed entirely on piers/pilings with concrete abutments at either end. A temporary detour road would be required during construction of the causeway. According to the EIR, the causeway would lessen both temporary and permanent impacts to the riparian and upland habitat, would lessen impacts to wildlife movement, and may lessen visual impacts. In addition, the causeway would result in more natural floodplain conditions as the creek would be able to meander freely across the entire floodplain. This alternative would not avoid the only identified significant, unmitigable (Class I) impact of the project as proposed – construction noise.

Overall, this alternative would lessen the magnitude of several environmental impacts of the proposed project, would not create any new significant impacts and would not increase the magnitude of the other impacts associated with the proposed project. For these reasons the causeway alternative was identified in the EIR as the environmentally superior alternative. However, the County determined in its approval of the subject Development Plan and CUP, that the causeway alternative was infeasible based on: information provided by Public Works that FEMA would not pay any additional costs associated with a project alternative (Exhibit 14) and the inability of Public Works to bear the additional costs associated with the Causeway Alternative. These additional costs have been estimated at approximately $2,000,000 (see Exhibit 14).

Alternative Construction Methods to Avoid Noise Impacts

The only significant, unmitigable impact (Class I) identified by the EIR is construction-related noise impacting users of Gaviota State Beach. The EIR addresses whether there are any feasible or reasonable alternative construction methods or mitigation measures that would reduce the noise impacts. The EIR concludes that given the type of construction equipment (i.e. pile driver) and the size and topography of the project area, there are no feasible or reasonable alternatives that would lessen the noise impact of the project. Accordingly this alternative was dismissed without a detailed analysis.

No Project Alternative

Pursuant to CEQA requirements, the EIR evaluated the impacts of not implementing the proposed project and leaving in place the existing road and bridge. According to the EIR, the existing bridge/road would continue to be overtopped by a 10-year storm event. This would potentially result in road closures of unknown duration. Such closures of Gaviota Beach Road would temporarily reduce or eliminate the ability of the residents of Hollister Ranch to access the private road (Hollister Ranch Road) that provides the primary access route to the ranch. The actual or attempted use of the existing bridge and road by Hollister Ranch residents during flood and closure events would constitute a hazard to public safety.

The No Project Alternative provides that once the flooding has ended, the County would determine if the creek upstream and downstream of the bridge would require desilting to improve conveyance for the next storm season. This would be accomplished through the standard permitting procedures through California Department of Fish and Game, Army Corps of Engineers, California Coastal Commission, and Regional Water Quality Control Board.

The EIR also analyzed potential impacts to habitat and/or wildlife resultant from the “no project” alternative. If the existing bridge were to remain in place, it would continue to function as a barrier to fish passage in general and to steelhead specifically. In addition, according to the EIR, impacts to riparian habitat and aquatic wildlife could be greater than under the proposed project because the County Public Works Department

might need to conduct de-silting or maintenance activities on an emergency basis during which environmental protective measures might be relaxed.

2. Alternatives Analysis

The LCP policies require implementation of alternatives that would avoid adverse impacts to coastal resources, including siting alternatives and/or design alternatives. The Final EIR identifies alternatives to the proposed project that would lessen the impacts to coastal resources identified above. The No Project Alternative would result in the continued use of the existing road and bridge with the potential for periodic flooding. The No Project Alternative would have impacts as a result of the need for periodic desilting; however, it would not have the significant construction impacts that would occur under the proposed project.

If a bridge is necessary, the Final EIR specifically identifies the Causeway Alternative as the environmentally superior alternative. This alternative would significantly reduce impacts to environmentally sensitive habitat areas, wetlands, riparian areas, and stream corridors. The Causeway Alternative is a bridge design that extends from bank to bank of the creek built on a series of piers/pilings (Exhibit 15). This alternative would result in the removal of the historic fill for the road approach and the opening up of the historic floodplain nearer to its original boundaries. According to the EIR, the causeway would lessen both temporary and permanent impacts to riparian and upland habitats and may lessen visual impacts. In addition, the causeway would result in a more natural floodplain condition. Even under this alternative there would be temporary and permanent impacts to sensitive species and habitats, such as red-legged frog and monarch butterfly habitat. A future causeway design would have to be sensitively designed to avoid and minimize its impacts to coastal resources and mitigation would be required. However, in comparison to the proposed project there would be fewer impacts as a result of the causeway.

The applicant asserts that a bridge is necessary in this location for public safety reasons. Though the proposed project is not the “environmentally superior” alternative identified in the EIR, the applicant believes that this is the only feasible project due to funding issues. The applicant asserts that if this project is not approved then no project would be attempted for many years and the flood safety hazard to residents would be perpetuated. The County submitted a Cost Comparison Summary (Exhibit 14), dated May 22, 2006 which indicates that the Causeway Alternative would cost approximately $2 million more than the proposed project. The projected construction and mitigation costs for the proposed project are approximately 6.1 million and the construction and mitigation costs for the causeway project are approximately 8.1 million. The County has obtained $3 million from the Federal Emergency Management Agency (FEMA) to fund the proposed project. Representative Lois Capps provided a letter to the County which indicates that FEMA is not likely to provide additional funds and furthermore, previously committed funds for this project could be in jeopardy if this project does not move forward in a timely manner. Due to the time it would take for the additional cost-benefit analysis, design, environmental review, and permitting necessary to implement the causeway alternative, it is the County’s understanding that the $3 million would be lost and that funding the causeway would require finding a source for the entire $8 million. Obtaining this amount of funding is thought to be infeasible by the County. However, there are other potential funding sources

that have not been fully explored such as grants from the Coastal Conservancy or assessing Hollister Ranch property owners.

The causeway alternative was eliminated from consideration due to funding and cost constraints. However, funding and cost constraints are not specified in the LCP policies as allowable reasons to fill wetlands or remove ESHA. Therefore, alternative project designs warrant further consideration for their potential to significantly reduce impacts on coastal resources.

The Causeway Alternative is not the only potential alternative. Another alternative considered in the EIR was an upstream location for the road and bridge. The "Alternative Bridge Site" was deemed infeasible by the County because Caltrans would be unlikely to approve a new at-grade intersection on a state highway due to safety concerns. The underlying factors that indicate that Caltrans would not approve an alternate location were not provided. The Alternative Bridge Site would require a substantial amount of grading to create an access road that would continue to allow for all types of vehicles to travel to the campground (e.g., width and turning radius needed for RV's). The additional grading would result in more overall impacts to habitat, but the majority of impacted habitat would be upland rather than wetland or riparian habitats. In addition to the specific alignment considered in the EIR, there may be other alternative locations for a causeway-type bridge upstream of the existing bridge. The alternatives analysis did not examine a bridge upstream that would tie into the existing Highway 101 off- and on-ramp.

In addition to these major siting and design alternatives, there may be other project modifications that could be implemented to further reduce impacts to coastal resources. Other alternatives that should be considered would include smaller road and/or bridge widths, alternative bank stabilization methods, alternative locations (or elimination) of the temporary road, timing and design of the project so that existing road infrastructure could be used to the extent feasible, and/or construction of a narrower temporary road.

In summary, the proposed project would result in direct and indirect impacts to environmentally sensitive habitat areas, wetlands, riparian areas, stream corridors, red-legged frog habitat and monarch butterfly trees inconsistent with Sections 30231, 30233, 30236 and 30240 of the Coastal Act as incorporated by reference in the certified LCP; LCP Policies 2-11, 3-19, 9-9, 9-14, 9-22 and 9-38; and the corresponding Zoning Ordinance (Article II) Sections 35-97.7 and 35-97.9, and 35-97.19. The County approved the development under the assumption that the benefits of a bridge replacement project would be lost due to funding, cost, and time constraints. Though the Commission is respectful of these critical issues, the ability to obtain funding for a project is not identified as a criterion for determining feasibility in the certified LCP.

For the above mentioned reasons, the Commission finds that the proposed project is not consistent with the certified LCP and it is feasible to substantially reduce the adverse effects on coastal resources by modifying the design.

F. CEQA

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect that the activity may have on the environment.

The Commission finds that the proposed project would result in significant adverse effects on the environment, within the meaning of the California Environmental Quality Act of 1970 and that there are feasible alternatives which would substantially reduce the project's adverse impacts on wetland and environmentally sensitive habitat areas. Therefore, the proposed project is determined to be inconsistent with CEQA, the LCP, and the policies of the Coastal Act.

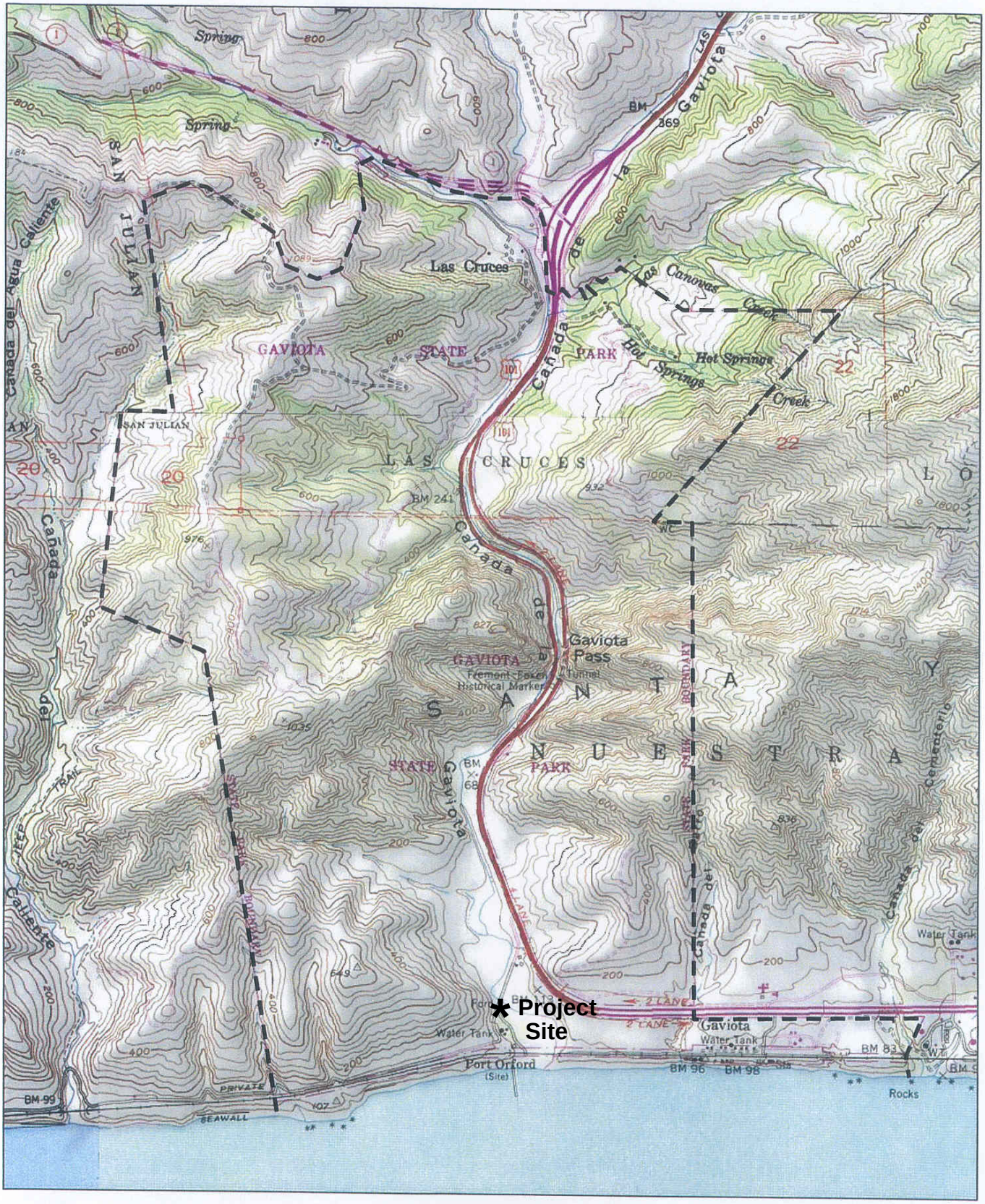
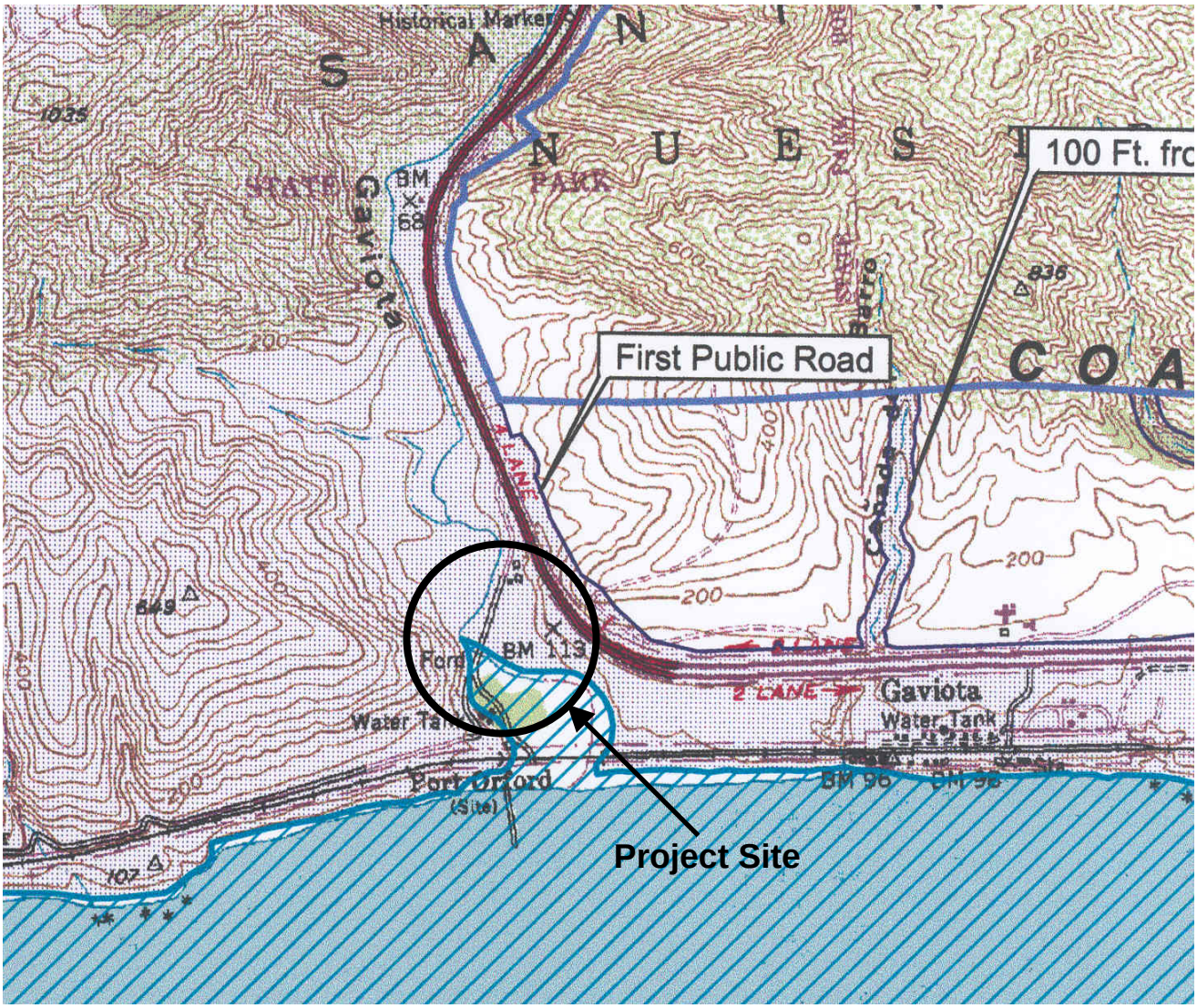


Figure 3-15. Gaviota State Park

Exhibit 1
A-4-STB-06-056
Vicinity Map

Post-LCP Certification
Permit and Appeal Jurisdiction

County of Santa Barbara



Permit Jurisdiction
This area includes only lands below the mean high tide line and lands where the public trust may exist.

Appeal Jurisdiction
This area includes lands between the sea and the designated first public road paralleling the sea or 300 ft from the inland extent of any beach or of the mean high tide line if there is no beach, whichever is the greater distance. Also included are lands within 100 ft of streams and wetlands and lands within 300 ft of the top of the seaward face of any coastal bluff.

Coastal Zone Boundary

Exhibit 2
A-4-STB-06-056
Jurisdiction Map

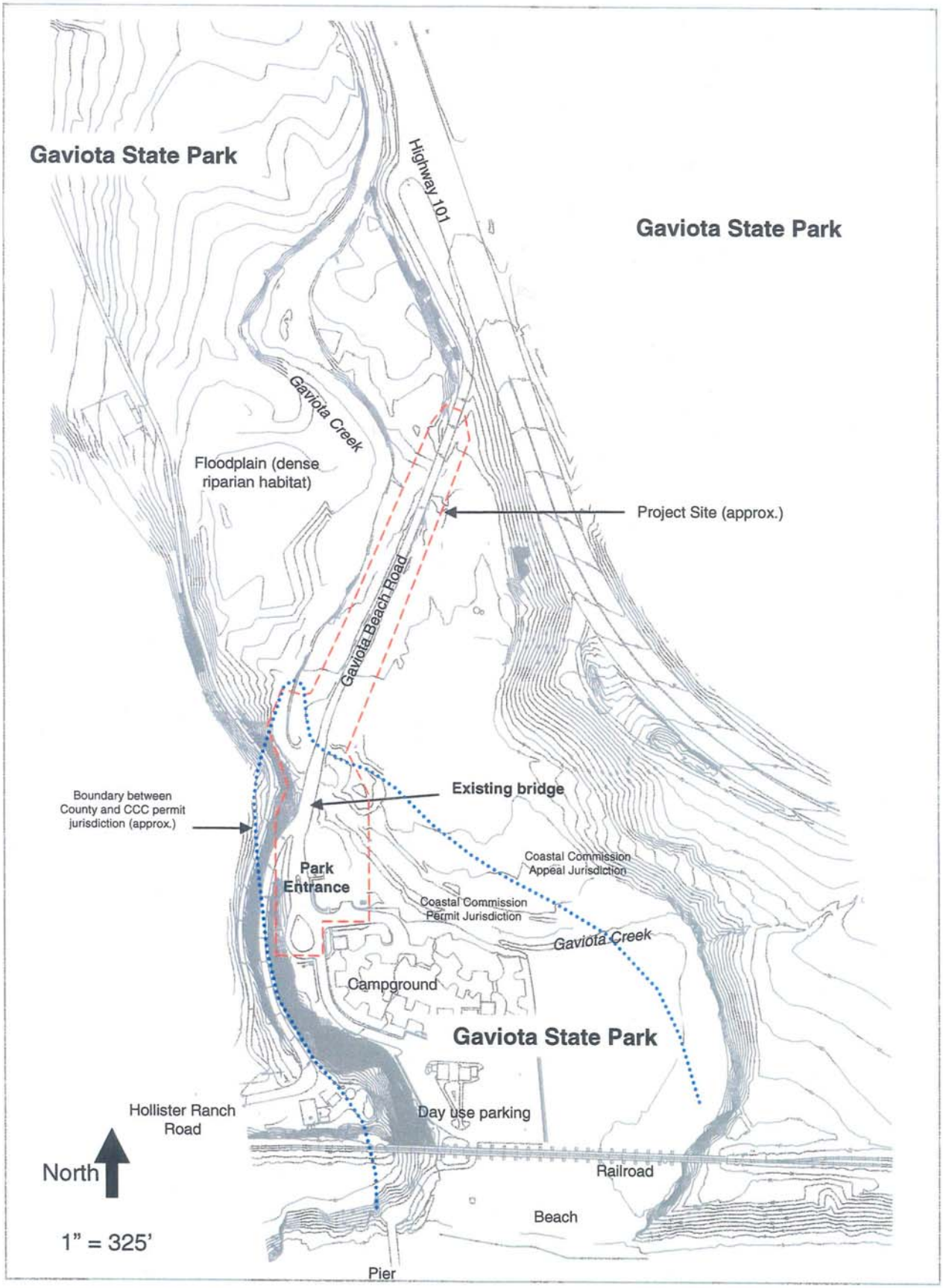


Exhibit 3
A-4-STB-06-056
Project Site

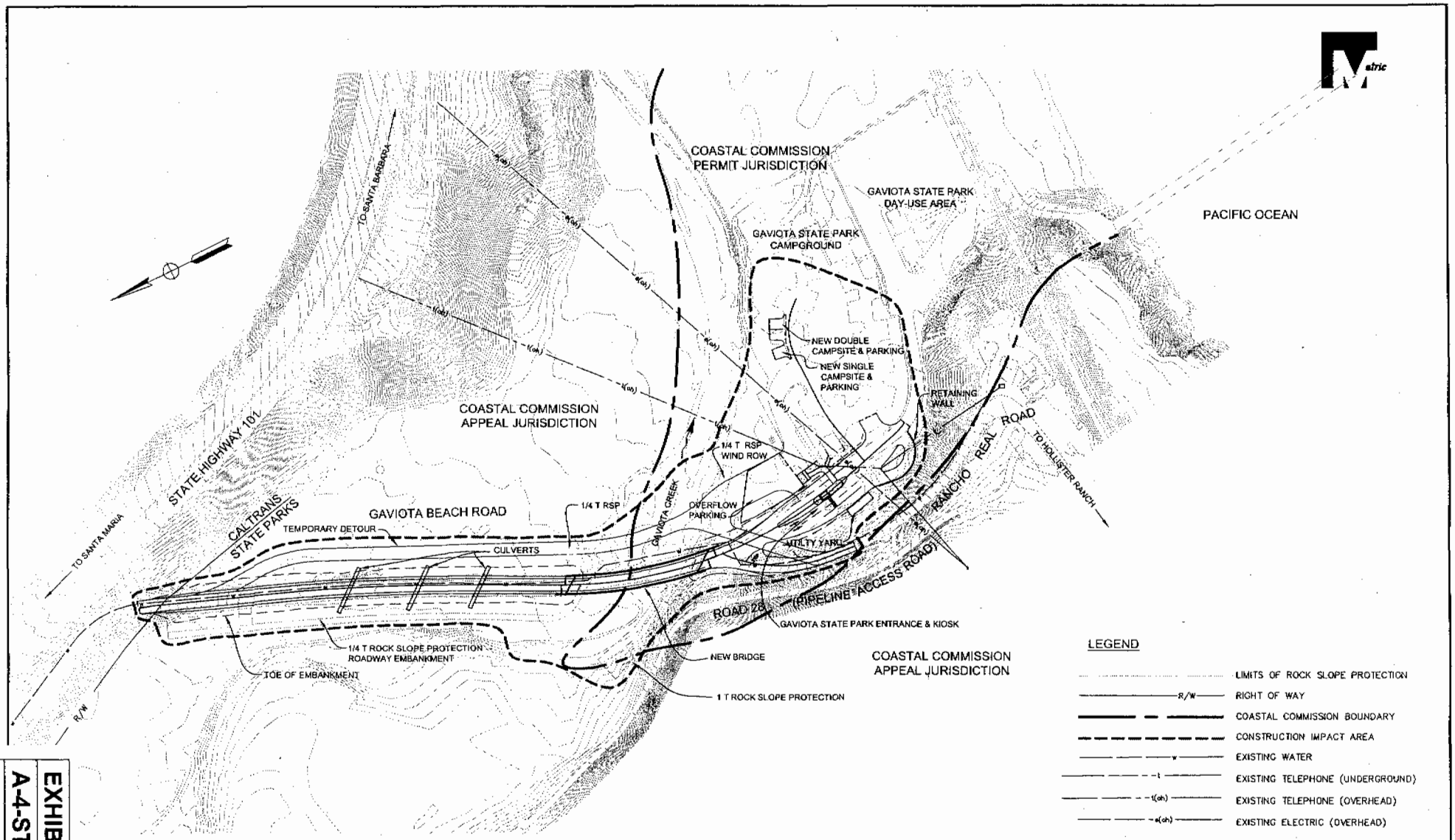


EXHIBIT 4
A-4-STB-06-056
Site Plan

ineering, Inc.
s Circle
o, CA 95827

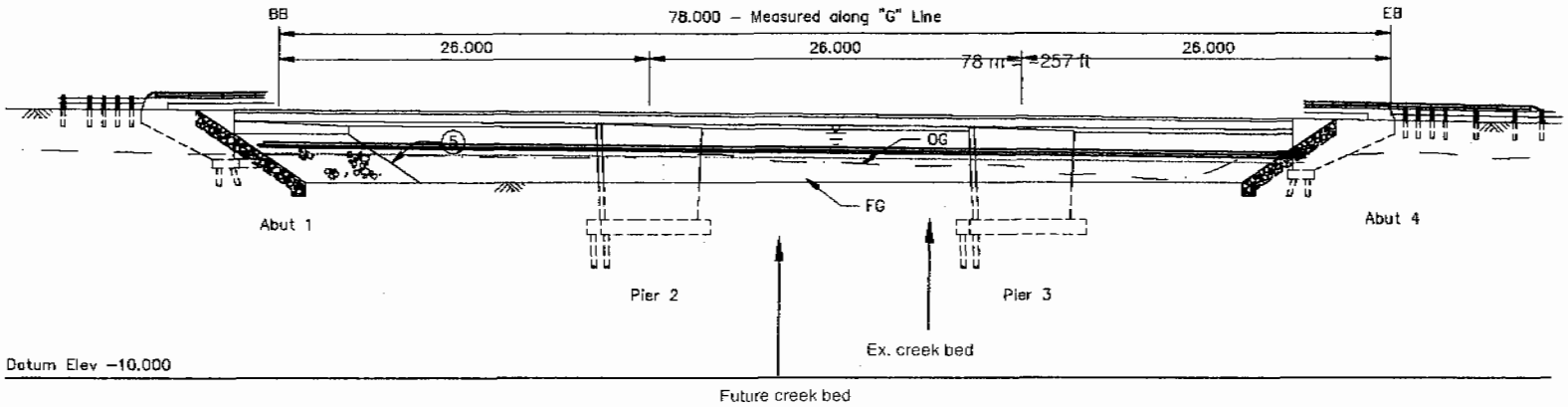
SITE PLAN

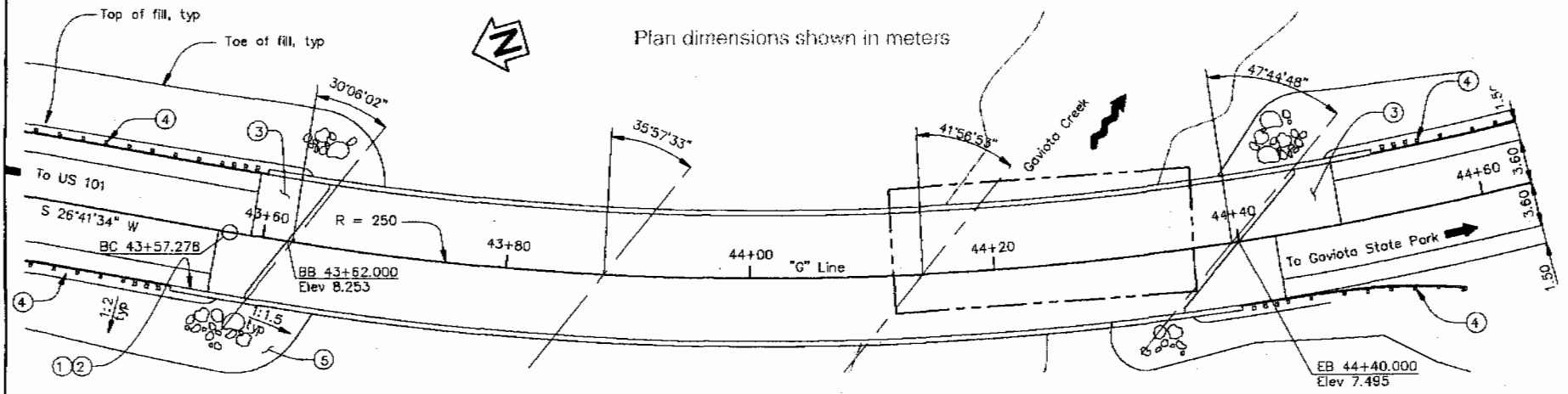
COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS

11/15/2005

GAVIOTA BEACH ROAD BRIDGE REPLACEMENT PROJECT

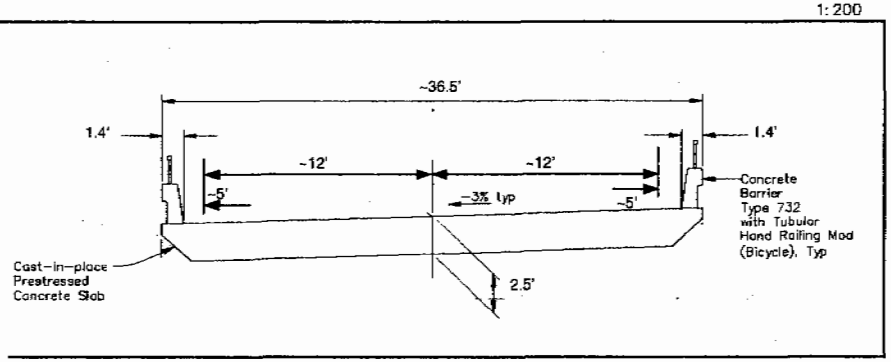
SCALE: 1:1000





PLAN
1: 200

Source: Quincy Engineering

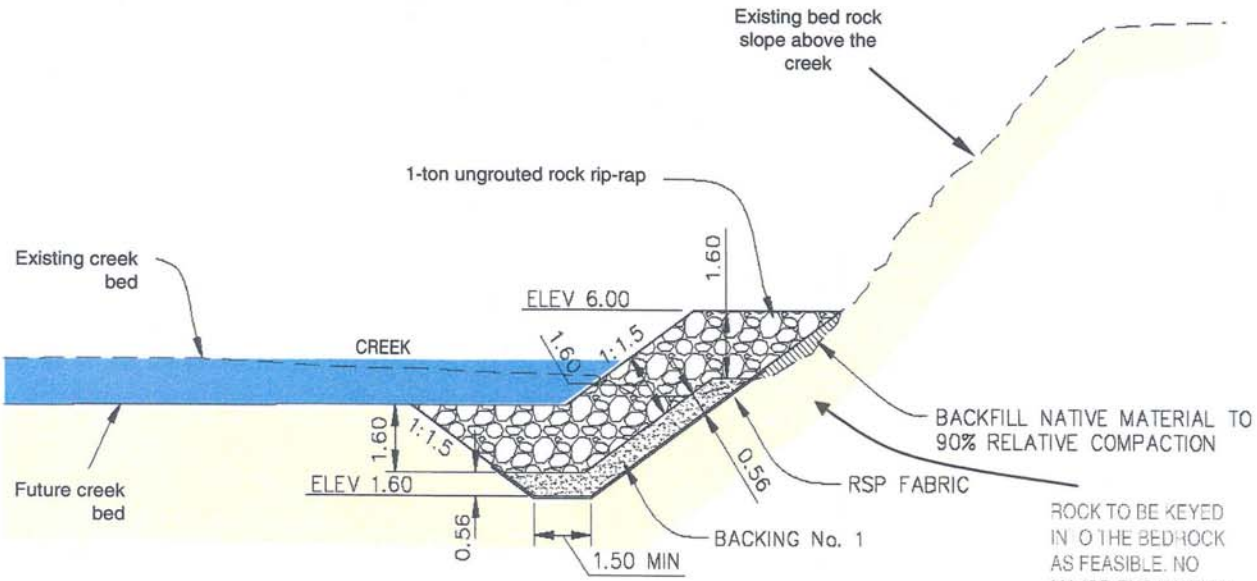


Typical Cross Section

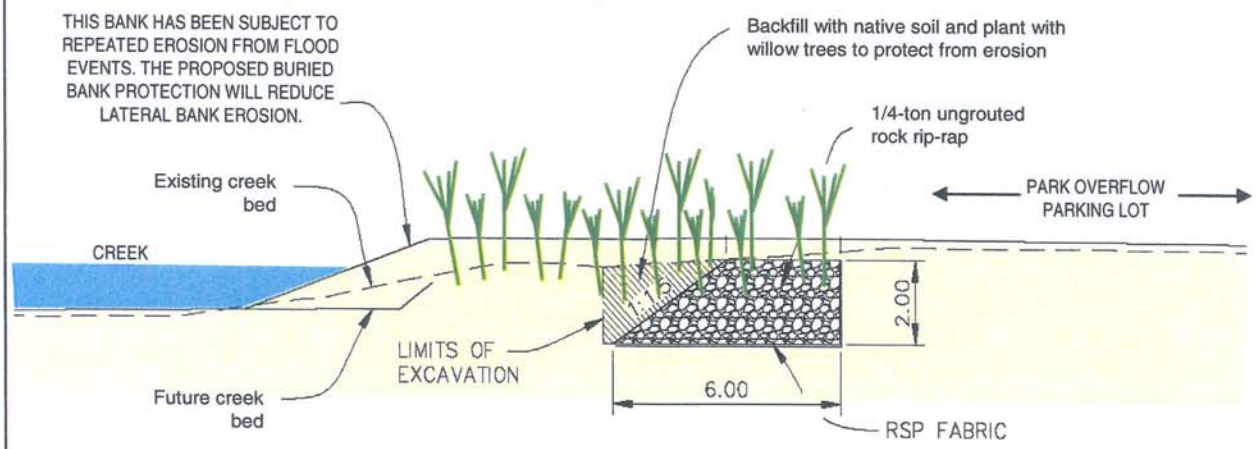
Dimensions shown in feet

EXHIBIT 5
A-4-STB-06-056
Bridge Plans

Figure 2-5. Bridge Plans



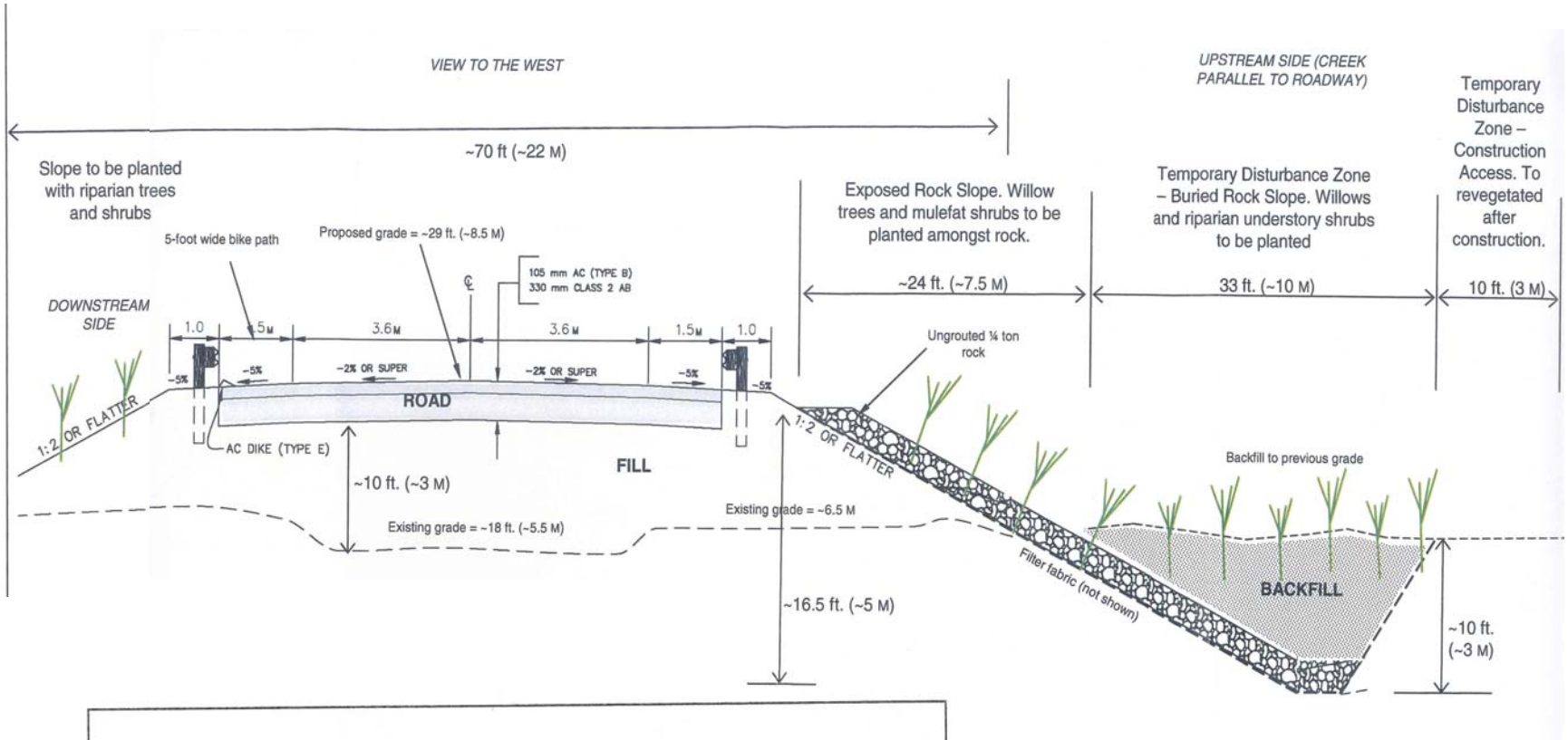
Rock slope protection on the west side of the creek, upstream of the new bridge. View downstream. No willow plantings. Elevations and dimensions in meters.



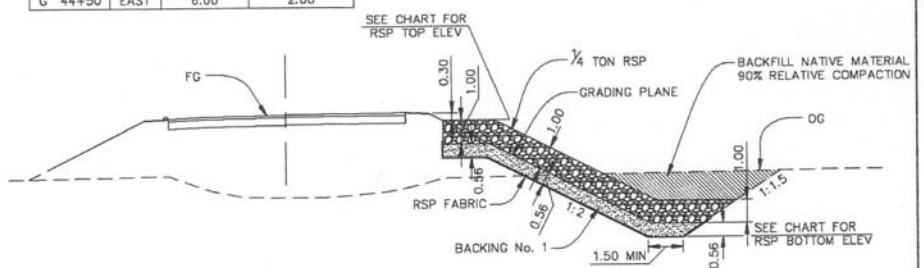
Buried rock slope protection on the west side of the creek, downstream of the new bridge, adjacent to Park overflow parking area. View downstream. Dimension in meters.

Figure 2-12. Rock Slope Protection at the Bridge

Exhibit 6
A-4-STB-06-056
Bridge Armouring



STATION	SIDE	RSP TOP ELEV	RSP BOTTOM ELEV
"G" 41+30	WEST	10.89	3.10
"G" 42+60	WEST	8.17	2.90
"G" 43+60	WEST	8.04	2.30
"G" 43+60	EAST	6.00	2.00
"G" 44+50	EAST	6.00	2.00



ROCK SLOPE PROTECTION
ROADWAY EMBANKMENT

"G" 41+30 TO 43+60 WEST SIDE
"G" 43+60 TO 43+70 EAST SIDE
"G" 44+50 TO 44+70 EAST SIDE

Exhibit 7
A-4-STB-06-056
Permanent Road Cross-Section

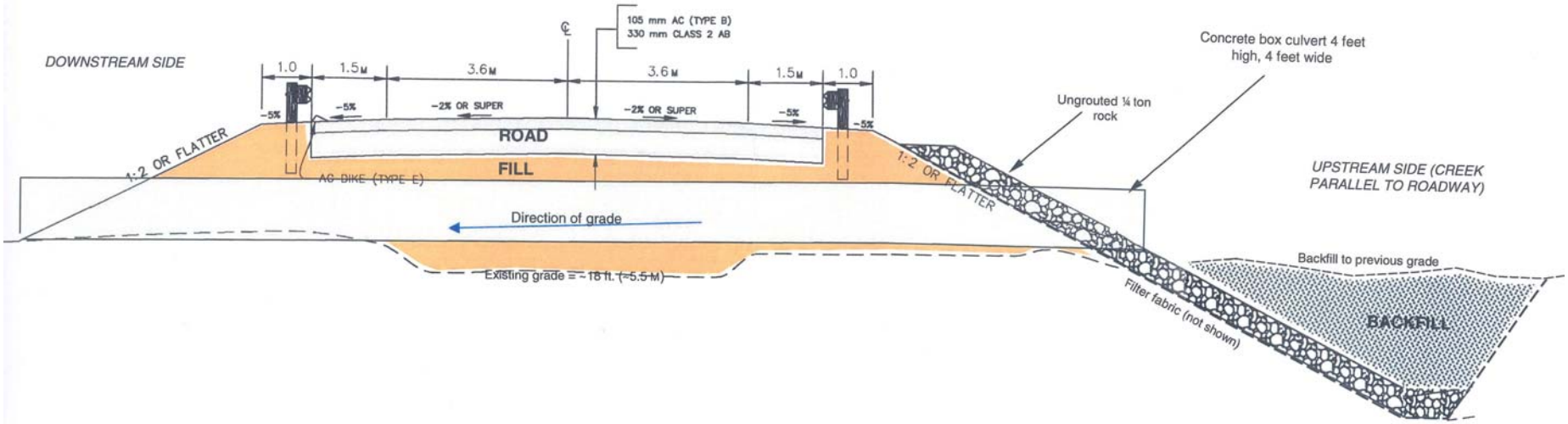


Exhibit 8
A-4-STB-06-056
Permanent Road Culverts

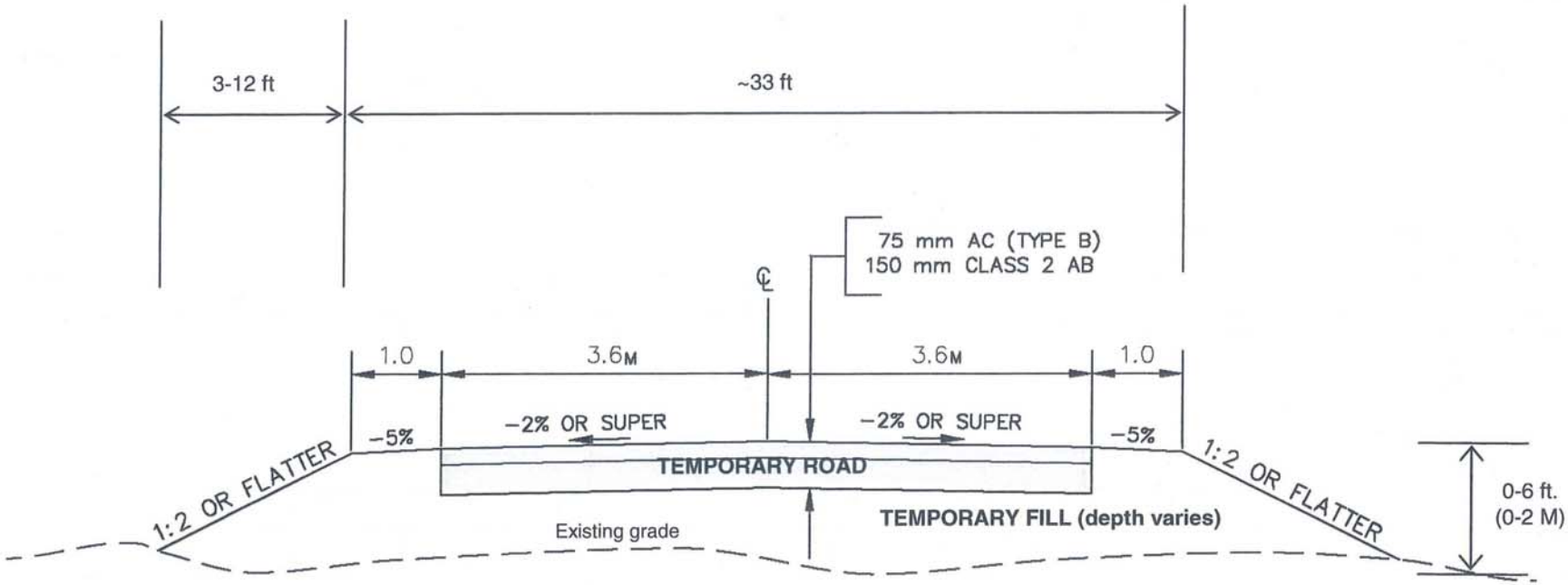
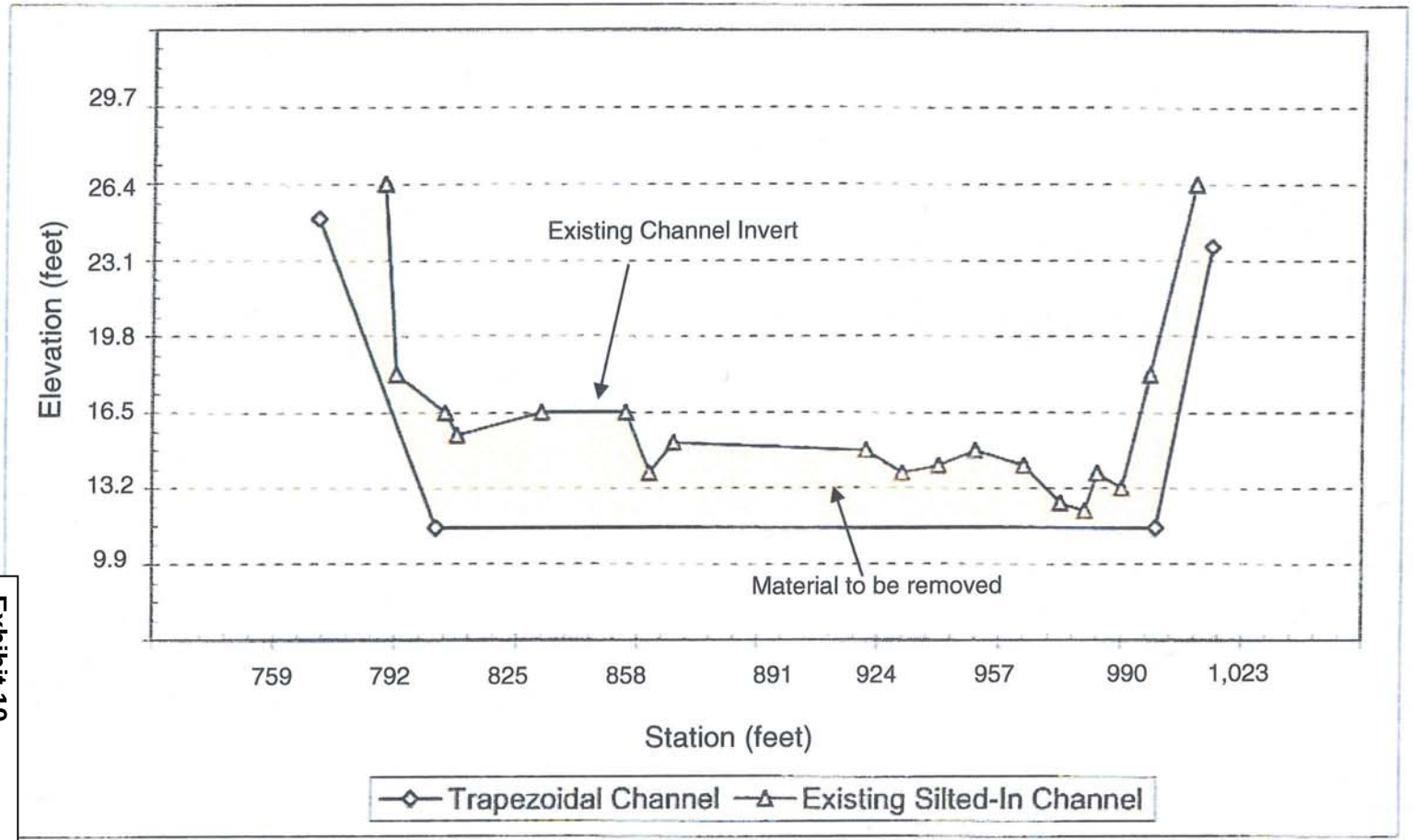


Figure 2-20. Cross Section of Temporary Detour Road

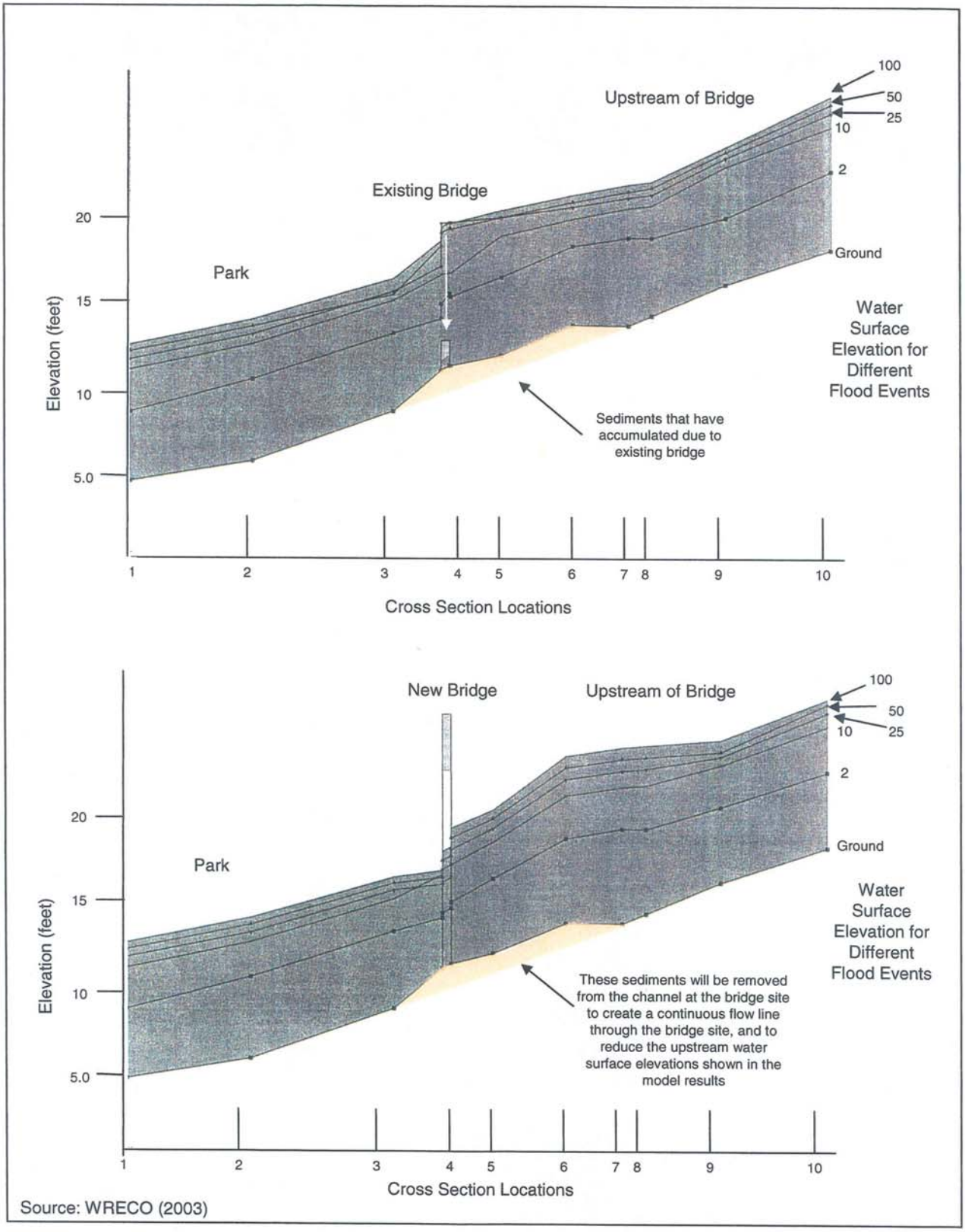
Exhibit 9
A-4-STB-06-056
Temporary Road Cross-Section



Cross Section Located Immediately Upstream of New Bridge

Figure 3-7. Cross Section of Channel Desilting Area

Exhibit 10
A-4-STB-06-056
Channel Desilting Cross-Section



Source: WRECO (2003)

Figure 3-6. Profile of Water Surface Elevations

Exhibit 11

A-4-STB-06-056

Bridge Height & Flood Events

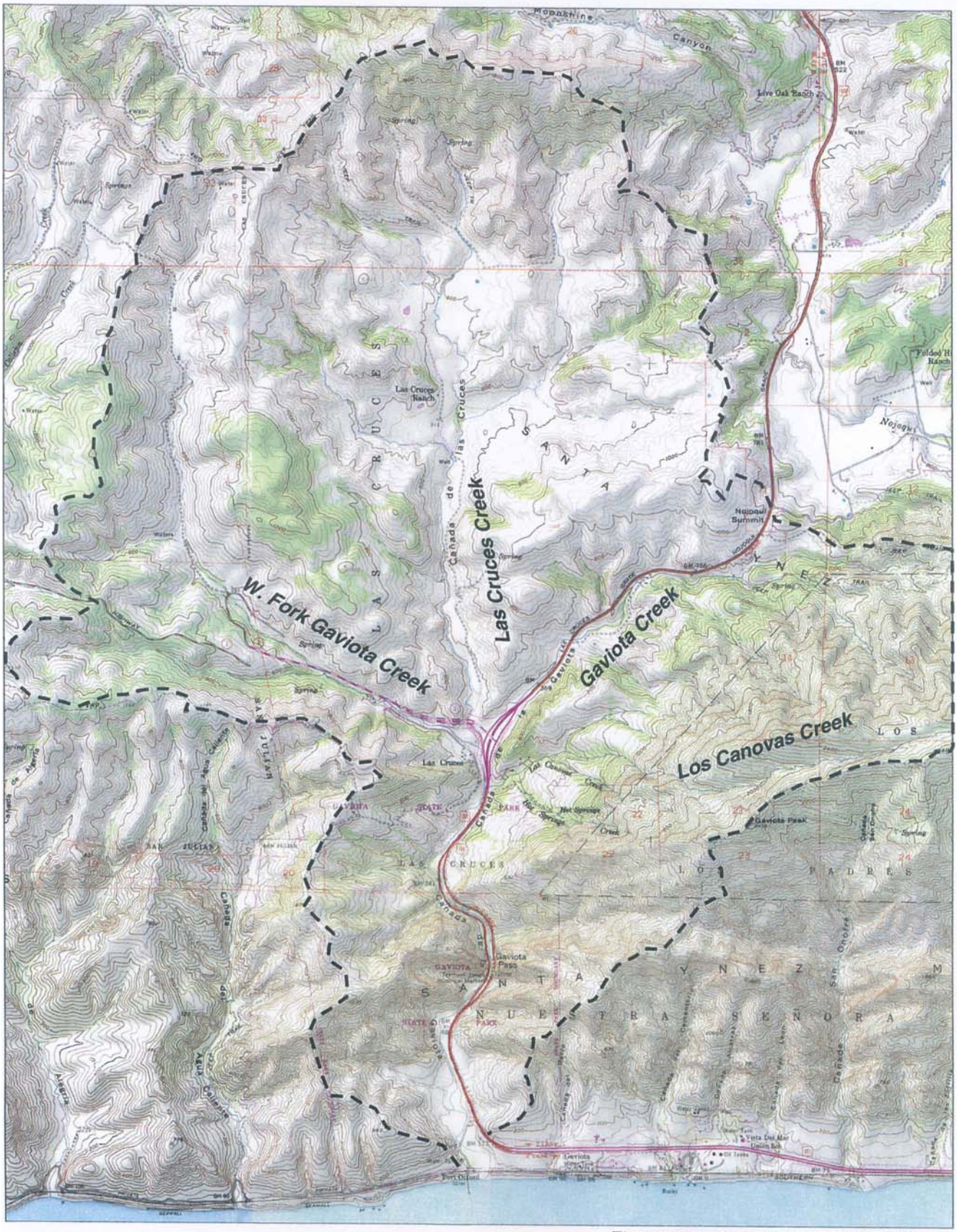
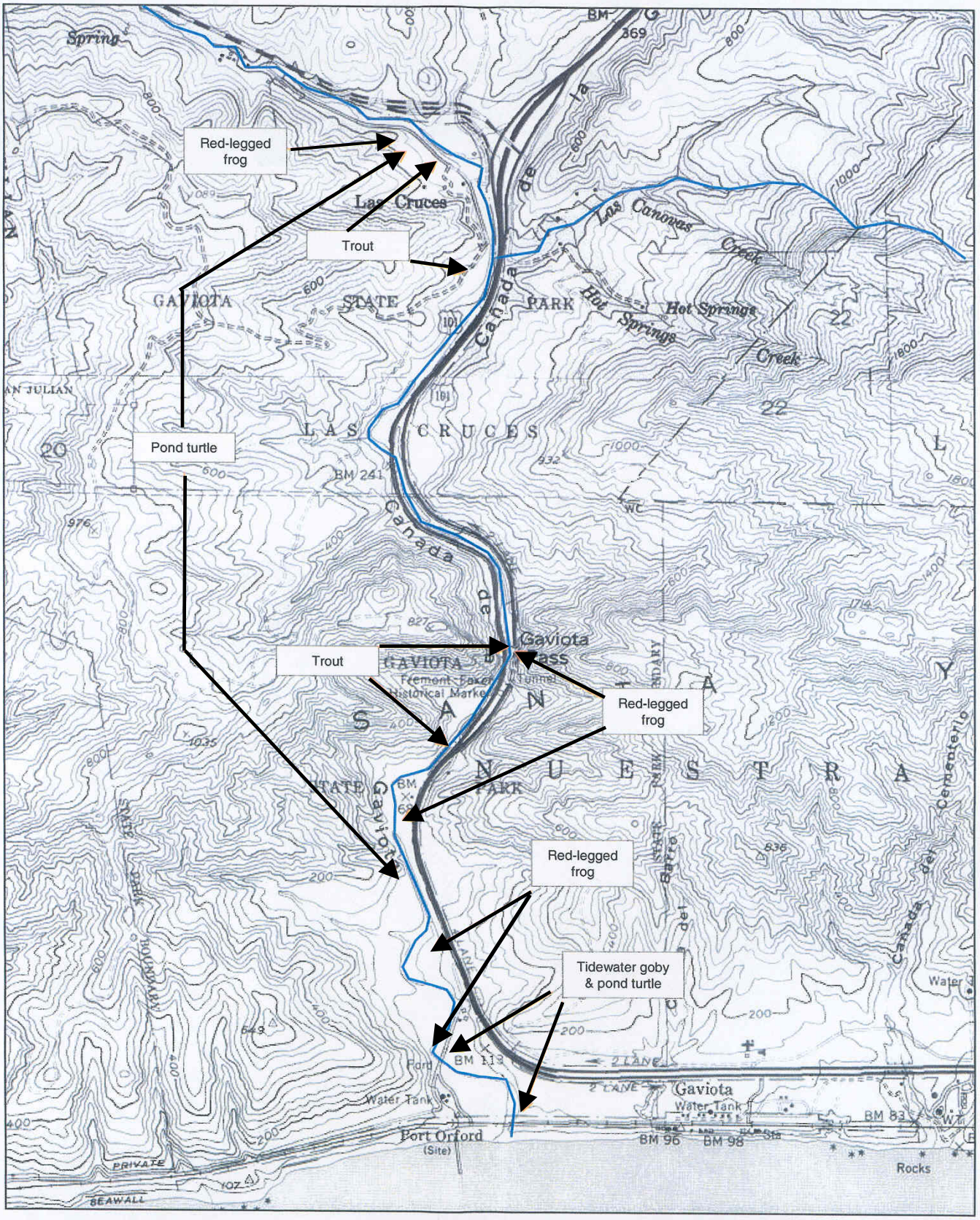


Figure 3-1. Gaviota Creek Watershed

Exhibit 12
A-4-STB-06-056
Watershed Map



Source: State Parks.

Figure 3-12. Locations of Special Interest Species in the Lower Watershed

Exhibit 13
A-4-STB-06-056
Special Interest Species

Memorandum

Date: December 20, 2005

To **Mark Walter Ph.D. – Planning and Development**

From: Dave Rickard – PM Disaster Recovery

Subject: Gaviota Beach Road Bridge Funding Guidelines for FEMA and State OES Eligibility. County ID No. 862231

CC: Phillip M. Demery, Director Public Works
Scott McGolpin, Deputy Director – Transportation
Dace Morgan, Supervising Manager Transportation Design Section Public Works
Joy Hufschmid, Environmental Planner/Project Manager, Transportation Public Works
Nancy Ward, FEMA-Region IX Director of Response and Recovery
Peter Crase, Governors Office of Emergency Services (OES) Public Assistance Branch, Sacramento

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Position Summary:
The Gaviota Beach Road Bridge as currently proposed, designed and aligned and for which both NEPA and CEQA compliance has been completed is the *only* project that will be funded by the Federal Emergency Management Agency (FEMA) and the Governors Office of Emergency Services (OES). Any additional cost associated with an "Improved" project would not be eligible for federal funding. Any change from the original Hazard Mitigation Funding Benefit Cost 406 Analysis would require a new cost benefit analysis, additional environmental review and another time extension which can only be granted for anything beyond the control of the County. Such a request by the County would jeopardize the entire FEMA funding package and could cause FEMA to deobligate all the federal funding received and spent to date. I strongly recommend against such action.

Brief History:
During the winter of 1998 Gaviota Beach Road Bridge was inundated by flood waters which nearly cost several Hollister Ranch residents their lives while trying to cross by vehicle using the flooded Gaviota Bridge. In February of 1998 President Clinton

declared Santa Barbara County a Federal Disaster area, paving the way for FEMA reimbursement. The declaration number is FEMA-1203-DR-CA.

Damage Survey Report (DSR) No. 52007 was initially written for bridge repair and to clear the mud and debris away from the bridge structure on 6/2/98. Several attempts were made covering 3 years by county transportation environmental personnel to get the necessary environmental permits for the bridge repair and debris removal. During the "2001 Winter Storms", which was a declared State disaster, lives were nearly lost again as Hollister Ranch residents tried to cross the creek by vehicle in addition to crossing above the creek via the train trestle. I, as Disaster Recovery Manager for Public Works, conferred with Scott McGolpin (Deputy Director Transportation), Jeff Flynn (Inspector with FEMA Region IX) and Neil England (the Public Assistance Officer for Region IX, FEMA-1203) and decided we could no longer wait for the environmental permits. Therefore, FEMA's Environmental Officer was consulted along with the Director of Response and Recovery for FEMA Region IX.

It was at this juncture that Sandro Amaglio, FEMA Regional Environmental Officer, decided elevating the bridge above the flood plain was the only solution. On 6/13/02 a meeting was held at Gaviota Beach Road Bridge with twenty-two County, State and Federal stakeholders who all agreed to implement the "Gaviota Beach Road Bridge" replacement. The "idea" met some financial resistance from unnamed Federal and State individuals, however, Senator Diane Feinstein along with Representative Lois Capps cleared up any financial issues with FEMA to get the project funded. On May 29, 2003 funding for DSR No. 94671 was approved for further plans, specifications, engineering and environmental studies including permitting for a grand total amount of $741,037. DSR No. 05099 was approved for $3,000,000. Eight-hundred nineteen thousand two hundred and fifty nine dollars ($819,259) is the estimate approved by FEMA from the Quincy Engineering Final Project Report to replace the existing bridge and mitigation funding for two million one hundred and eighty thousand seven hundred and forty one dollars ($2,180,741) to elevate the bridge above the base flood elevation.

Nancy Ward, in her May 29, 2003 letter to Mr. D.A. Christian, State Public Assistance Officer from the Governors Office of Emergency Services, clearly states "FEMA has performed a Benefit and Cost Analysis (BCA) for the Gaviota Bridge Replacement project. This was done to determine if mitigation funding was cost effective for the elevation of the bridge. At the time the analysis was performed, the estimated cost of restoration of the existing facility was $819,259 and the estimate to replace the facility was $1,200,000. The bridge replacement cost of $1,200,000 was determined to be cost effective. Additionally information provided by Subgrantee for BCA verifies that even at the increased construction estimate of $3,000,000 (when compared to the repair cost) the project remains cost effective."

FEMA approved DSR 05099 because (1) the BCA was prepared and proved to be cost effective (2) the bridge replacement of $819,259 was considered reasonable by FEMA and (3) there was Congressional, County (including Supervisor Marshall's Office), Hollister Ranch and State Parks support for the project.

Funding an Alternative Project:

Recently, your office has inquired about project funding "with respect to the causeway alternative which was designated as the environmentally superior alternative." At this time, it would be impossible to resubmit new plans and specifications for any alternative project. This would result in a new design, which would require reevaluation of the cost of the bridge from the approved $819,259 to $4,100,000. FEMA would not pay for that additional cost because FEMA would consider this an "improved project" and all improved projects must be reevaluated for NEPA codes and standards. In any event, the improvement wouldn't be funded by FEMA because according to *44 CFR 206.203 (d (1) Improved projects* "If a subgrantee desires to make improvement, but still restore the predisaster function of a damaged facility, the Grantee's approval must be obtained. Federal funding for such improved projects shall be limited to the Federal share of the approved estimate of eligible cost."

Additionally, this would take an undetermined amount of time which can only be granted by FEMA. The county has had three time extensions and is currently waiting for the fourth time extension approval from Director Ward's FEMA Region office. Even in the unlikely event that additional funding could be obtained from County funds or other outside sources, FEMA time constraints do not allow for a change in design.

Any additional scope outside of what FEMA has reviewed and approved would result in significant further delays, which are in the County control. According to *44 CFR 206.204 Project Performance (ii)* "Based on extenuating circumstances or unusual project requirements beyond the control of the subgrantee, the Grantee may extend the deadlines under paragraph (c) (1) of this section for an additional 6 months for debris clearance and emergency work and an additional 30 months, on a project by project basis for permanent work."
The County's current time extensions have been "based on extenuating circumstances or unusual project requirements beyond the control of the County" because of environmental delays, fires, and floods. Now that NEPA is nearly completed by FEMA, strict time lines for completion will be mandated by FEMA and State OES for completion. Inquiring about additional time would, in my strongest opinion, jeopardize the entire FEMA funding package and could cause FEMA to deobligate all the federal funding received and spent to date.

Any new project idea introduced to the Gaviota Beach Road Bridge replacement needed to be submitted to FEMA back in January of 2003. There have been 14 project development team meetings since 2003 with the current stakeholders. It simply is not feasible to introduce a new alternative which would change the scope of work and would require additional time extensions and environmental reviews which, in the end would not be funded by FEMA or OES and, ultimately jeopardize the entire Gaviota project funding.

If I can elaborate further, I can be reached at 739-8761.

COUNTY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT
123 East Anapamu Street
Santa Barbara, California 93101
805\568-3000 FAX 805\568-3019
Engineering FAX 805\884-8081

May 22, 2006

PHILLIP M. DEMERY
Director

Shanna Gray
California Coastal Commission
89 South California St., Suite 200
Ventura, CA 93001

RE: CDP Application 4-05-074 (Santa Barbara County Public Works)

Dear Ms. Gray:

Per our telephone conversation on Tuesday, May 16, 2005, I am enclosing detail cost estimates for the Preferred Project and the Causeway Alternative with mitigation costs included, a letter from Congresswoman Capps stating that the federal funds cannot be increased for this project, and a layout prepared by URS Corp for the alternative alignment Urban Creeks Council has described in their public testimony and correspondence.

The detail cost estimates have been updated to reflect current construction prices, so the overall cost of the Preferred Project is higher than shown in the FEIR. In order to develop a true comparison between the two projects, we have also included the cost of mitigation for both projects. The mitigation cost for the Causeway Alternative includes the removal of 10,000 cubic meters of sediment that has been deposited over time along both sides of the existing roadway. This cost is included because one of the reasons why the Causeway is the environmentally superior alternative is that it allows flow to reach the other side of the existing roadway. Without the inclusion of the removal of this sediment the Causeway would not achieve the desired effect. A cost escalation of 10% was also included in the Causeway Alternative. The reason for this escalation is due to the fact that the timing of the construction for the Causeway would lag the Preferred Project by one year due to the time required to design and permit the Causeway Alternative. The County has seen construction costs increase between 30% and 45% in the last two years, so we believe the 10% figure we used is a fair assessment.

As you can see from the "Cost Comparison Summary" the difference between the two alternatives is approximately $2 million. This is a significant gap in costs. During our April 14, 2006 meeting with the concerned Federal Agencies; FEMA was very clear that no additional funds beyond the committed $3 million will be available for this project. I have also attached a letter from Congresswoman Lois Capps indicating that no additional funds are available for this project.

Urban Creeks Council has mentioned an alternative bridge site project during their public testimony as well as in their correspondence. We have never received a pictorial layout of this alternative from Urban Creeks; however, URS Corp has prepared their interpretation of the layout, and it is attached herein. This alternative requires an approximately 750 foot long bridge structure, significant improvements to Road 28 to bring it up to standard and to stabilize the necessary cut slopes, and improvements to the intersections of Road 28 and Hollister Ranch Road and Hollister Ranch Road and Gaviota Beach Road at the entrance to the State Park. The intersection improvements would be required to accommodate the recreational vehicles that use the State Park. We have not prepared an estimate of this alternative; however, given that the Causeway Alternative contains a 950 foot long bridge structure and it is $2 million more than the Preferred Project, it is obvious that the costs associated with the Urban Creeks alternative with a 750 foot long structure and all of the improvements and stabilization required to Road 28 would be significantly higher than the Preferred Project.

I am available to meet and discuss this information with you at your convenience. Please do not hesitate to contact me at 568-3047 or dmorgan@cosbpw.net if you have any questions.

Sincerely,

Dace Morgan, P.E.
Engineering Section Manager

Cc: Scott D. McGolpin, Deputy Direction, Transportation Division
Jeff Olson, Quincy Engineering
Johanna LaClaire, URS Corp
File 862231 - Permits

Enclosures

Gaviota Beach Road Bridge Replacement Project
Cost Comparison

Preferred Project - Construction Cost		$5,540,000
Preferred Project - Mitigation Cost		$541,950
	Total	**$6,081,950**

Causeway Project - Construction Cost		$6,967,400
Causeway Project - Mitigation Cost		$582,200
Causeway Project - Engineering and Env		$500,000
	Total	**$8,049,600**

Planning Level Cost Estimate for Riparian Habitat Restortation
Gaviota Bridge Replacement Project
16-Apr-06

Restoration Requirements:	Acres
Weed the channel desilting area for 5 years	1.3
Create riparian habitat for perm impacts	2.5
Retore/enhance riparian for temp impacts	3.57
Total restoration (not including weeding)	6.07

Estimated costs (implementation & maintenance)	Unit costs	Acres	Total
Weeding of channel desilting area	4,000/a/yr	1.3	26,000
Restoration	85,000/a	6.07	515,950
		Total	**$541,950**

Basis for Restoration Cost Estimate	Cost per acre
Clear & grub	3000
Grading	5000
Irrigation	5000
Site prep	3000
Planting	50000
Erosion control, addl weeding, etc	3000
5 years of main/monitoring	12500
5% contingency	4075
Total=	$ 85,575

Causeway Alternative*	Riparian Impacts (acres)		Restoration Acres (3:1)	Total Rest. Costs @ $85K/a
Temporary detour road	0.47		1.41	119,850
Two 15' temp const. roads on each side of bridge	0.64		1.91	162,350
Restoration Total=	1.11		3.32	$282,200
Sediment Removal (berms)	10000	m^3	$30.00	$300,000
			Total	**$582,200**

** Assume no restoration of area under the bridge where the piles will be placed*

QUINCY ENGINEERING, INC.

QUANTITY AND MARGINAL ESTIMATE

(•) Metric
( ) English

Preferred Project

PROJECT DESCRIPTION			DATE	REVISED BY	DATE
Gaviota Beach Road and Bridge Replacement Project			7/11/05	JWO	Apr-06
PROJECT NO.	BRIDGE NAME		SPAN	LONG SPAN (M)	
S10-700	Gaviota Creek Bridge			#REF!	#REF!
CODE	CONTRACT ITEMS	UNIT	TOTALS	PRICE	AMOUNT
			USE		
070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	5,000.00	5,000.00	
074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	5,000.00	5,000.00	
074020	WATER POLLUTION CONTROL	LS	LUMP SUM	15,000.00	15,000.00	
120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	10,000.00	10,000.00	
120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	15,000.00	15,000.00	
150789	REMOVE ASPHALT CONCRETE	M2	19	70.00	1,330.00	
153218	REMOVE CONCRETE SIDEWALK	M2	22	80.00	1,760.00	
160101	CLEARING AND GRUBBING	LS	LUMP SUM	20,000.00	20,000.00	
190101	ROADWAY EXCAVATION	M3	1372	35.00	48,020.00	
190139	ROADWAY EXCAVATION (UNSUITABLE MATERIAL)	M3	60	80.00	4,800.00	
193008	STRUCTURE BACKFILL (SLURRY CEMENT)	M3	23	350.00	8,050.00	
197003	CONTOUR GRADING	M3	4849	40.00	193,960.00	
198001	IMPORTED BORROW	M3	10125	30.00	303,750.00	
203011	EROSION CONTROL (TYPE C)	M2	4000	10.00	40,000.00	
208291	75 MM PLASTIC PIPE (PR 315) (SUPPLY LINE)	M	410	25.00	10,250.00	
260201	CLASS 2 AGGREGATE BASE	M3	2478	60.00	148,680.00	
390103	ASPHALT CONCRETE (TYPE B)	TONNE	2169	75.00	162,675.00	
394002	PLACE ASPHALT CONCRETE (MISCELLANEOUS AREA)	M2	33	85.00	2,805.00	
394044	PLACE ASPHALT CONCRETE DIKE (TYPE C)	M	42	25.00	1,050.00	
394049	PLACE ASPHALT CONCRETE DIKE (TYPE F)	M	363	25.00	9,075.00	
510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	2	2,000.00	4,000.00	
510512	MINOR CONCRETE (BOX CULVERT)	M3	62	1,750.00	108,500.00	
566011	ROADSIDE SIGN - ONE POST	EA	10	500.00	5,000.00	
650075	600 MM REINFORCED CONCRETE PIPE	M	48	400.00	19,200.00	
721008	ROCK SLOPE PROTECTION (LIGHT, METHOD B)	M3	266	125.00	33,250.00	
721009	ROCK SLOPE PROTECTION (FACING, METHOD B)	M3	2203	100.00	220,300.00	
721022	ROCK SLOPE PROTECTION (1T, METHOD B)	M3	811	125.00	101,375.00	
721024	ROCK SLOPE PROTECTION (1/4T, METHOD B)	M3	4163	125.00	520,375.00	
729010	ROCK SLOPE PROTECTION FABRIC	M2	5004	3.00	15,012.00	
731501	MINOR CONCRETE (CURB)	M3	7	800.00	5,600.00	
731521	MINOR CONCRETE (SIDEWALK)	M3	4	700.00	2,800.00	
750001	MISCELLANEOUS IRON AND STEEL	KG	216	7.00	1,512.00	
800300	CHAIN LINK FENCE	M	28	80.00	2,240.00	
800701	WOOD FENCE	M	54	100.00	5,400.00	
801900	CHAIN LINK GATE	EA	2	600.00	1,200.00	
820134	OBJECT MARKER (TYPE P)	EA	4	80.00	320.00	
832003	METAL BEAM GUARD RAILING (WOOD POST)	M	417	100.00	41,700.00	
839528	BURIED POST ANCHOR	EA	1	2,000.00	2,000.00	
839553	END SECTION	EA	4	1,000.00	4,000.00	
839559	TERMINAL SYSTEM (TYPE ET)	EA	2	4,000.00	8,000.00	
839565	TERMINAL SYSTEM (TYPE SRT)	EA	1	3,500.00	3,500.00	
840656	PAINT TRAFFIC STRIPE (2-COAT)	M	2615	2.50	6,537.50	
840665	PAINT PAVEMENT MARKING (2-COAT)	M	49	4.50	220.50	
842000	PARKING BUMPER (PRECAST CONCRETE)	EA	6	250.00	1,500.00	
850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	197	5.00	985.00	
150605A	RELOCATE FLAG POLE	LS	LUMP SUM	3,750.00	3,750.00	
208291A	TEMPORARY 75 MM PLASTIC PIPE (PR 315) (SUPPLY LINE	M	127	25.00	3,175.00	
731521A	MINOR CONCRETE (PAD)	M3	7	800.00	5,600.00	
801340A	METAL BARRIER SWING GATE	EA	6	1,000.00	6,000.00	
	TEMPORARY BRIDGE	LS	LUMP SUM	100,000.00	100,000.00	
	CONSTRUCT NEW PARK KIOSK	LS	LUMP SUM	40,000.00	40,000.00	Road, Park
	PARK AMENITIES	LS	LUMP SUM	30,000.00	30,000.00	& Detour
	TEMPORARY PARK KIOSK	LS	LUMP SUM	20,000.00	20,000.00	$2,329,257
192001	STRUCTURE EXCAVATION	M3	180	100.00	18,000.00	
197060	SOIL NAIL ASSEMBLY	M	281	230.00	64,630.00	
530100	SHOTCRETE	M3	36	1,625.00	58,500.00	Ret Wall
511035	ARCHITECTURAL TREATMENT	M2	95	200.00	19,000.00	$160,130
192003	STRUCTURE EXCAVATION (BRIDGE)	M3	153	150.00	22,950.00	
192020	STRUCTURE EXCAVATION (TYPE D)	M3	186	250.00	46,500.00	
193003	STRUCTURE BACKFILL (BRIDGE)	M3	48	250.00	12,000.00	
490772	FURNISH PILING (CLASS 625) (ALTERNATIVE W)	M	1020	125.00	127,500.00	
490773	DRIVE PILE (CLASS 625) (ALTERNATIVE W)	EA	51	1,800.00	91,800.00	
500001	PRESTRESSING CAST-IN-PLACE CONCRETE	KG	22019	3.00	66,057.00	
510051	STRUCTURAL CONCRETE, BRIDGE FOOTING	M3	225	700.00	157,500.00	
510053	STRUCTURAL CONCRETE, BRIDGE	M3	811	1,500.00	1,216,500.00	
510085	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE EQ)	M3	24	1,000.00	24,000.00	
519123	JOINT SEAL (TYPE B - MR 50 MM)	M	30	250.00	7,500.00	
520101	BAR REINFORCING STEEL	KG	59197	2.25	133,193.25	
833090	TUBULAR HANDRAILING (MODIFIED)	M	180	250.00	45,000.00	
839720	CONCRETE BARRIER (TYPE 732)	M	180	300.00	54,000.00	Bridge
	REMOVE EXISTING STRUCTURE	LS	LUMP SUM	60,000.00	60,000.00	$2,064,500
999990	MOBILIZATION	LS	LUMP SUM	10.0%	455,388.73	
				SUBTOTAL	$5,009,275.98	
					$5,009,275.98	
				10.0%	$500,724.03	
					$5,510,000.00	
			COST PER M2			

066178	SUPPLEMENTAL WORK (ADDITIONAL EXCAVATION AND B	LS	LUMP SUM	10,000.00	10,000.00
066596	SUPPLEMENTAL WORK (ADDITIONAL WATER POLLUTION	LS	LUMP SUM	15,000.00	15,000.00
966060	SUPPLEMENTAL WORK (PARTNERING)	LS	LUMP SUM	5,000.00	5,000.00
			SUBTOTAL SUPPLEMENTAL WORK		$30,000.00

GRAND TOTAL $5,540,000.00

Gaviota Beach Road Bridge Replacement Project
Causeway Alternative

QUINCY ENGINEERING, INC.

(◉) Metric ( ) English

QUANTITY AND MARGINAL ESTIMATE

Causeway Alternative

PROJECT DESCRIPTION			DATE	REVISED BY	DATE
Gaviola Beach Road and Bridge Replacement Project			7/11/05	JWO	Apr-06
PROJECT NO.	BRIDGE NAME		SPAN	LONG SPAN (M)	
S10-700	Gaviota Creek Bridge			#REF!	#REF!
CODE	CONTRACT ITEMS	UNIT	TOTALS USE	PRICE	AMOUNT
070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	5,000.00	5,000.00
074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	5,000.00	5,000.00
074020	WATER POLLUTION CONTROL	LS	LUMP SUM	15,000.00	15,000.00
120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	10,000.00	10,000.00
120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	15,000.00	15,000.00
150769	REMOVE ASPHALT CONCRETE	M2	19	70.00	1,330.00
153218	REMOVE CONCRETE SIDEWALK	M2	22	80.00	1,760.00
160101	CLEARING AND GRUBBING	LS	LUMP SUM	20,000.00	20,000.00
190101	ROADWAY EXCAVATION	M3	1384	35.00	47,740.00
190139	ROADWAY EXCAVATION (UNSUITABLE MATERIAL)	M3	0	80.00	0.00
193006	STRUCTURE BACKFILL (SLURRY CEMENT)	M3	0	350.00	0.00
197003	CONTOUR GRADING	M3	0	40.00	0.00
198001	IMPORTED BORROW	M3	2500	40.00	100,000.00
203011	EROSION CONTROL (TYPE C)	M2	1000	10.00	10,000.00
208291	75 MM PLASTIC PIPE (PR 315) (SUPPLY LINE)	M	410	25.00	10,250.00
260201	CLASS 2 AGGREGATE BASE	M3	1780	60.00	106,800.00
390103	ASPHALT CONCRETE (TYPE B)	TONNE	1615	75.00	121,125.00
394002	PLACE ASPHALT CONCRETE (MISCELLANEOUS AREA)	M2	33	85.00	2,805.00
394044	PLACE ASPHALT CONCRETE DIKE (TYPE C)	M	42	25.00	1,050.00
394049	PLACE ASPHALT CONCRETE DIKE (TYPE F)	M	16	25.00	400.00
510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	2	2,000.00	4,000.00
510512	MINOR CONCRETE (BOX CULVERT)	M3	0	1,750.00	0.00
566011	ROADSIDE SIGN - ONE POST	EA	10	450.00	4,500.00
650075	600 MM REINFORCED CONCRETE PIPE	M	48	400.00	19,200.00
721006	ROCK SLOPE PROTECTION (LIGHT, METHOD B)	M3	75	200.00	15,000.00
721009	ROCK SLOPE PROTECTION (FACING, METHOD B)	M3	140	200.00	28,000.00
721022	ROCK SLOPE PROTECTION (1T, METHOD B)	M3	0	100.00	0.00
721024	ROCK SLOPE PROTECTION (1/4T, METHOD B)	M3	340	200.00	68,000.00
729010	ROCK SLOPE PROTECTION FABRIC	M2	525	3.00	1,575.00
731501	MINOR CONCRETE (CURB)	M3	7	800.00	5,600.00
731521	MINOR CONCRETE (SIDEWALK)	M3	4	700.00	2,800.00
750001	MISCELLANEOUS IRON AND STEEL	KG	216	7.00	1,512.00
800300	CHAIN LINK FENCE	M	28	80.00	2,240.00
800701	WOOD FENCE	M	54	100.00	5,400.00
801900	CHAIN LINK GATE	EA	2	600.00	1,200.00
820134	OBJECT MARKER (TYPE P)	EA	4	80.00	320.00
832003	METAL BEAM GUARD RAILING (WOOD POST)	M	65	100.00	6,500.00
839526	BURIED POST ANCHOR	EA	1	2,000.00	2,000.00
839553	END SECTION	EA	4	1,000.00	4,000.00
839559	TERMINAL SYSTEM (TYPE ET)	EA	2	4,000.00	8,000.00
839585	TERMINAL SYSTEM (TYPE SRT)	EA	1	3,500.00	3,500.00
840656	PAINT TRAFFIC STRIPE (2-COAT)	M	2600	2.50	6,500.00
840666	PAINT PAVEMENT MARKING (2-COAT)	M	48	4.50	216.00
842000	PARKING BUMPER (PRECAST CONCRETE)	EA	6	250.00	1,500.00
850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	198	5.00	990.00
150605A	RELOCATE FLAG POLE	LS	LUMP SUM	3,750.00	3,750.00
208291A	TEMPORARY 75 MM PLASTIC PIPE (PR 315) (SUPPLY LINE	M	127	25.00	3,175.00
731521A	MINOR CONCRETE (PAD)	M3	7	800.00	5,600.00
801340A	METAL BARRIER SWING GATE	EA	6	1,000.00	6,000.00
	TEMPORARY BRIDGE	LS	LUMP SUM	100,000.00	100,000.00
	CONSTRUCT NEW PARK KIOSK	LS	LUMP SUM	40,000.00	40,000.00
	PARK AMENITIES	LS	LUMP SUM	30,000.00	30,000.00
	TEMPORARY PARK KIOSK	LS	LUMP SUM	20,000.00	20,000.00
192001	STRUCTURE EXCAVATION	M3	180	100.00	18,000.00
197060	SOIL NAIL ASSEMBLY	M	281	230.00	64,630.00
530100	SHOTCRETE	M3	36	1,625.00	58,500.00
511035	ARCHITECTURAL TREATMENT	M2	95	200.00	19,000.00
192003	STRUCTURE EXCAVATION (BRIDGE)	M3	200	150.00	30,000.00
192020	STRUCTURE EXCAVATION (TYPE D)	M3	0	250.00	0.00
193003	STRUCTURE BACKFILL (BRIDGE)	M3	150	250.00	37,500.00
490772	FURNISH PILING (CLASS 625) (ALTERNATIVE W)	M	4800	125.00	600,000.00
490773	DRIVE PILE (CLASS 625) (ALTERNATIVE W)	EA	184	1,800.00	331,200.00
500001	PRESTRESSING CAST-IN-PLACE CONCRETE	KG	0	3.00	0.00
510051	STRUCTURAL CONCRETE, BRIDGE FOOTING	M3	40	700.00	28,000.00
510053	STRUCTURAL CONCRETE, BRIDGE	M3	1750	1,300.00	2,275,000.00
510085	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE EQ)	M3	20	1,000.00	20,000.00
519123	JOINT SEAL (TYPE B - MR 50 MM)	M	100	250.00	25,000.00
520101	BAR REINFORCING STEEL	KG	200000	2.25	450,000.00
833090	TUBULAR HANDRAILING (MODIFIED)	M	580	250.00	145,000.00
839720	CONCRETE BARRIER (TYPE 732)	M	580	300.00	174,000.00
	REMOVE EXISTING STRUCTURE	LS	LUMP SUM	60,000.00	60,000.00
999990	MOBILIZATION	LS	LUMP SUM	10.0%	521,016.80
				SUBTOTAL	$5,731,184.80
					$5,731,184.80
				10.0%	$572,815.20
					$6,304,000.00
			COST PER M2		#REF!

066178	SUPPLEMENTAL WORK (ADDITIONAL EXCAVATION AND H	LS	LUMP SUM	10,000.00	10,000.00
066596	SUPPLEMENTAL WORK (ADDITIONAL WATER POLLUTION	LS	LUMP SUM	15,000.00	15,000.00
066060	SUPPLEMENTAL WORK (PARTNERING)	LS	LUMP SUM	5,000.00	5,000.00
				SUBTOTAL SUPPLEMENTAL WORK	$30,000.00
					$6,334,000.00
				GRAND TOTAL	$6,967,400.00

Road, Park & Detour $874,338

Ret Wall $160,130

Bridge $4,175,700

4/20/2006

LOIS CAPPS
23RD DISTRICT, CALIFORNIA

1707 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515–0522
(202) 225–3601

COMMITTEE ON
ENERGY AND COMMERCE

COMMITTEE ON THE BUDGET

Congress of the United States
House of Representatives

DISTRICT OFFICES:
☐ 1411 MARSH STREET, SUITE 205
SAN LUIS OBISPO, CA 93401
(805) 546–8348
☐ 1216 STATE STREET, SUITE 403
SANTA BARBARA, CA 93101
(805) 730–1710
☐ 141 SOUTH A STREET, SUITE 204
OXNARD, CA 93030
(805) 385–3440

January 10, 2006

County of Santa Barbara Public Works
C/o Phillip Demery, Director
123 East Anapamu Street
Santa Barbara, CA 93101

Mr. Demery,

I am writing in response to your inquiry about the status of federal funding for the Gaviota Bridge Replacement Project. As you know, The Federal Emergency Management Agency (FEMA) has approved approximately $3 million for construction of this project.

In response to your inquiry into the possibility of Santa Barbara County acquiring additional federal funding, I have been advised by FEMA that additional money may not be available for this project. FEMA has also advised me that previously committed funds for this project could be in jeopardy if this project does not move forward in a timely manner. Therefore, any cost above current estimates for construction would not be reimbursed by FEMA and would be the responsibility of Santa Barbara County.

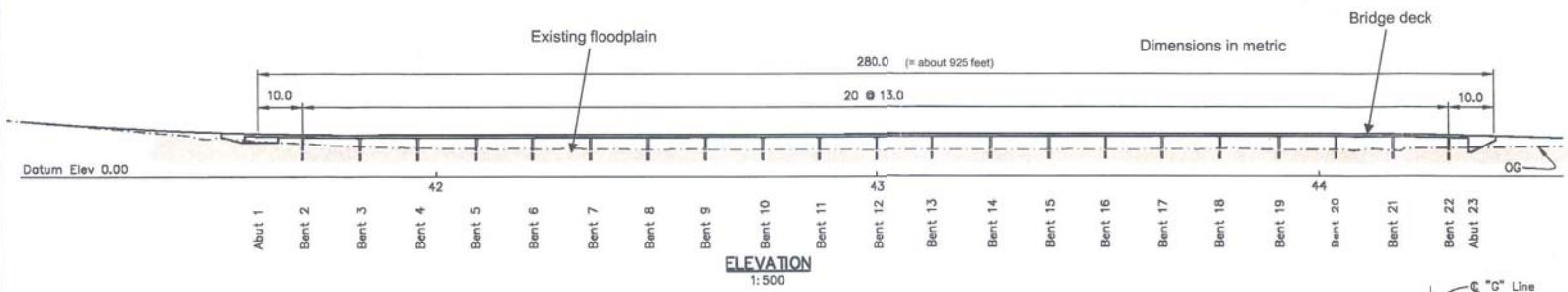
If I can provide you with any additional information, please feel free to contact my Santa Barbara office.

Respectfully,

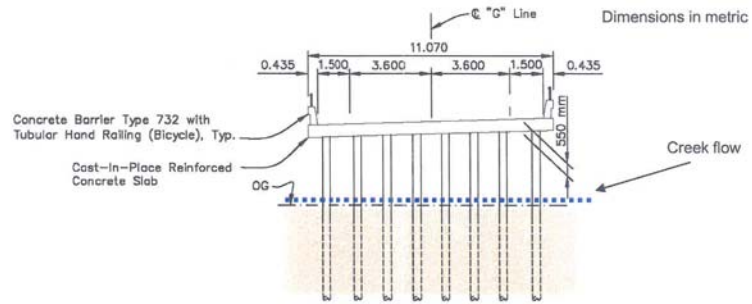
Lois Capps

LOIS CAPPS
Member of Congress

Quincy Engineering, Inc.
3247 Ramos Circle
Sacramento, CA 95827

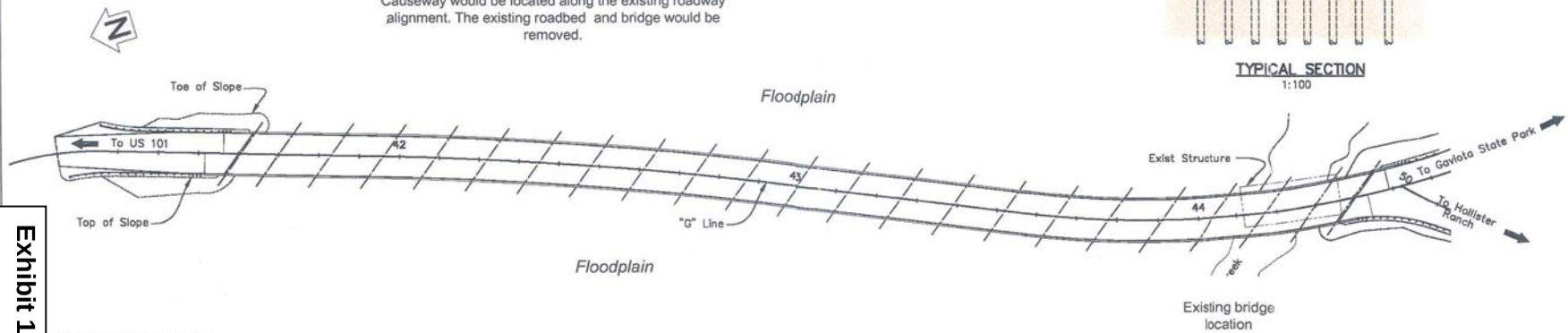


ELEVATION
1:500



TYPICAL SECTION
1:100

Causeway would be located along the existing roadway alignment. The existing roadbed and bridge would be removed.



Source: Quincy Engineering

Exhibit 15
A-4-STB-06-056
Causeway Alternative

Exhibit 16
A-4-STB-06-056
Alternative Bridge Location

Exhibit 17
A-4-STB-06-056
Project Components

Figure 3-9. Site Conditions in Floodplain Impact Areas

Exhibit 18
A-4-STB-06-056
Floodplain Modifications

Figure 7. Hydrophytic Vegetation (Coas

Exhibit 19
A-4-STB-06-056
Wetlands Map