CALIFORNIA COASTAL COMMISSION
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Staff:	L. Otter
Staff Report:	10/2/08
Hearing Date:	10/16/08

STAFF REPORT: REGULAR CALENDAR

APPLICATION No.: 4-07-116

APPLICANT: California Dept. of Transportation (Caltrans) & City of Goleta, co-applicants

PROJECT LOCATION: Highway 101, at Hollister Avenue and Cathedral Oaks Road, City of Goleta (includes portion of APN 079-090-020; no APN for balance in city), Santa Barbara County.

PROJECT DESCRIPTION: Reconstruct the existing Hollister Avenue/Highway 101 intersection, including replacement of the existing overpass structures over the highway and UPRR, and realignment with Cathedral Oaks Road.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends **approval of CDP 4-07-116** with **eight (8) special conditions**. The project will replace two outmoded concrete spans with a more efficient alignment of the roadway intersection, including two new spans that will provide for bicycle and pedestrian access. The recommended special conditions provide for coastal permit coordination with the County of Santa Barbara for a small portion of the project outside the City of Goleta; implementation of recommended habitat protection & mitigation measures; environmental monitoring reports to be submitted during the construction phase; final design treatment and landscaping plans; and, submittal of a supplemental greenhouse gas (GHG) analysis, in recognition of the new OPR Technical Advisory guidelines. The City of Goleta does not have a certified Local Coastal Program. Therefore, the Chapter 3 policies of the Coastal Act comprise the standard of review for the project. As conditioned, the proposed project will be consistent with the applicable policies of the Coastal Act. The motion and resolution are on **page 3** of this report.

LOCAL APPROVALS RECEIVED: Goleta Planning Commission Resolutions 07-03 & 07-05 (inc. 32 conditions of approval), 9/10/07; Advisory Design Review (Design Review Board Permit No. 05-037-DRB), City of Goleta, 7/22/08.

SUBSTANTIVE FILE DOCUMENTS: Natural Environment Study (NES) report, Caltrans, May 2005; Hollister Avenue Overcrossing Replacement—Initial Study with Mitigated Negative Declaration, Caltrans, March 2006; Addendum to Mitigated Negative Declaration, 9/4/07; project application; project plans, received 6/26/08 & 7/11/08.

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EXHIBITS

I. STAFF RECOMMENDATION ON CDP APPLICATION

The staff recommends that the Commission, after public hearing, **approve** a coastal development permit for the proposed development subject to the standard and special conditions below.

APPROVAL WITH CONDITIONS

MOTION: ***I move that the Commission approve Coastal Development Permit No. 4-07-116 pursuant to the staff recommendation.***

STAFF RECOMMENDATION OF APPROVAL:

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

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

1. Coordination with Santa Barbara County.

This coastal development permit (CDP) does not apply to the small portion of the project located outside of the City of Goleta, at the northwesterly corner of Cathedral Oaks Road and Calle Real. Permittee shall, prior to undertaking any development work in this area, provide evidence to the Executive Director that the proposed work does not require a CDP, or that the project has been modified so that this work is not included, or that a CDP has been issued by the County of Santa Barbara.

2. Environmental avoidance & mitigation requirements.

Environmental avoidance, minimization, and mitigation measures are identified in the project *Natural Environment Study* (*NES*), Caltrans District 5, May 2005. Implementation of these measures is required as a condition of the City of Goleta's approval (Conditions of Approval attached, as Exhibit 5). By reference, conformance with these conditions is required as a condition of this permit as well, subject to the refinements identified below regarding bat habitat.

The identified measures provide for exclusion of construction impacts to nearby environmentally sensitive habitat areas, including upland habitat for Santa Barbara honeysuckle and a culvert outlet scour pool that may periodically function as California red-legged frog (CLRF) habitat. Ecologically sensitive area (ESA) designations, excluding all construction equipment and personnel, will be established around each.

Direct impacts to aquatic habitat are neither proposed nor authorized. To minimize upland disturbances, the ESA will be applied within 300 ft. perpendicularly of the scour pool, as delineated in the above-referenced *NES* report. The *NES* report also lists 18 additional specific measures for CRLF protection, replacement of bat roosting habitat found within the existing overhead structures, and avoidance of disturbance of nesting raptors during nesting season (Aug.15-Feb.15).

The proposed railroad overcrossing shall be designed with crevices on the underside of the bridge to accommodate the bat population(s) from the existing railroad overcrossing. The crevices shall be of a number and size to provide for

peak populations and approximately replicate the conditions of the existing bat roost area. Alternate bat roost devices may be used, subject to approval of the Executive Director, only where it is proven to provide the same level of suitable roosting environment required by these species of bats.

3. Environmental monitoring reports required.

Informal environmental monitoring reports, documenting installation and effectiveness of the avoidance, minimization, and mitigation measures identified in the above-referenced *NES* report, shall be periodically submitted to the Commission's South Central District office, as follows:

a. commencing with a baseline conditions report prior to commencement of site clearing work, documenting any changed conditions since May 2005;

b. after installation of sediment containment measures and equipment exclusion barriers near drainageways, prior to commencement of grading in these areas;

c. while construction is in progress, prior to the onset of the wet season (Oct. 1 of each year, unless another date is specified by the Executive Director);

d. while construction is in progress, following the end of the wet season (May 1 of each year, unless another date is specified by the Executive Director);

e. after bat habitat mitigation measures are in place, but prior to demolition of either existing overhead structure;

f. upon completion of project; and,

g. each year, at the height of bat roosting activity, for purposes of determining the effectiveness of the installed mitigation measures (for three years following installation of the measures).

The submitted informal reports shall also identify any adjustments needed to effectively achieve the adopted mitigation objectives. Any substantive modifications of the mitigation program shall be subject to prior review and approval by the Executive Director. Any such adjustment requiring modification of project design will potentially necessitate amendment of this permit.

4. Final aesthetic design.

Prior to issuance of permit, final construction plans, showing proposed aesthetic treatment of the permitted Highway 101 overpass structure, shall be submitted for review and approval by the Executive Director. As a symbolic regional gateway, the colors, textures and detailing of the structure should be evocative of the Santa Barbara County coast aesthetic. The submitted final plans shall be accompanied by evidence of review by the City of Goleta, and incorporation of feasible aesthetic treatment measures recommended by the City through such review.

5. Final plans for landscaping & minimizing water use.

Within one year of issuance of permit, final landscaping plans, including any permanent irrigation installations, shall be submitted for review and approval by the Executive Director. Such plans shall provide for replanting of all exposed natural soil areas remaining after construction. Selection of species and varieties of plantings shall emphasize drought tolerance and compatibility with native plant habitats nearby, and should complement the aesthetic treatment approved for the Highway 101 overpass structure.

Except for tree replacement intended to supplement or provide monarch butterfly habitat, landscaping shall consist primarily of native plant species that are appropriate to the surrounding region and shall be of local genetic stock. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or by the State of California shall be employed or allowed to naturalize or persist on the landscaped areas of the site.

6. Supplemental GHG analysis & mitigation offsets.

Prior to commencement of construction work, permittee shall submit, for review and approval by the Executive Director, a brief supplemental analysis of the potential of the project to generate atmospheric greenhouse gases. The submitted report shall include a summary of all feasible measures that will be undertaken to avoid, minimize and mitigate such impacts. Methodology and determination of significance shall be consistent with California Department of Transportation directives for implementing current guidance from the Governor's Office of Planning and Research (i.e., OPR Technical Advisory, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, June 19, 2008, as may be updated from time to time).

In event the recommended additional mitigation measures (if any) require modification of the development approved by this permit, or modification of the mitigation measures required under the terms of this permit, permittee shall submit a timely request for Executive Director review of materiality, as provided by Commission Regulations (Section 13166(b)). If the change is determined to be material, then it shall be reviewed in accordance with the process prescribed for amendments of coastal development permits, as detailed in Commission Regulations, Sections 13164 & 13166.

7. Conformance with Plans

The Permittee shall undertake development in accordance with the final approved plans. Any proposed changes to the approved final plans as a result of the above measures shall be reported to the Executive Director. No revisions to the approved final plans shall occur without a Coastal Commission - approved amendment to the coastal development permit, unless the Executive Director determines that no amendment is legally required.

8. Required Agency Approvals

By acceptance of this permit, the applicant agrees to obtain all other necessary State or Federal permits that may be necessary for all aspects of the proposed project (including the California Department of Fish and Game, Regional Water Quality Control Board and the U.S. Army Corps of Engineers).

IV. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares as follows:

A. PROJECT DESCRIPTION AND BACKGROUND

1. Project Location & Land Use Context

The project location is the existing Cathedral Oaks Road/Hollister Avenue/U.S. Highway 101 freeway intersection, at the upcoast (northwesterly) edge of the City of Goleta, in Santa Barbara County. The project site encompasses both the existing Hollister Avenue overpass bridge over U.S. Highway 101 and the overhead bridge over the parallel Union Pacific Railroad (UPRR) tracks--as well as the seaward extension of Cathedral Oaks Road. The project limits range from PM 26.2 to PM 27.4 along Highway 101.

This segment of Highway 101 comprises a 4-lane freeway that is the main motorized transportation corridor along this part of the California Coast. It generally lies well back from the shoreline, on the broad, partially urbanized coastal terrace that supports the cities of Goleta, Santa Barbara, and Carpinteria. The intersection itself marks the beginning of this urbanized corridor, and is located about 0.4 mile from the shoreline.

Between the project site and the bluff edge is the gently rolling green expanse of the Sandpiper Golf Course. To the southeast, extensive visitor services are located along Hollister Avenue, which provides one of several access routes to the University of California Santa Barbara campus, the Goleta Amtrak station and the Santa Barbara Municipal Airport. And, to the southwest is the Bacara Resort development. Inland, to the northeast, are a few visitor services along the Calle Real frontage road, backed by an extensive area of residential development within the City of Goleta.

2. Project Description

The proposed project includes:

- the removal of the existing, outmoded Highway 101 overpass and railroad overhead bridges;
- construction of new bridges to align with the existing terminus of Cathedral Oaks Road; and,

- revision of connecting streets, on-ramps, off-ramps and freeway landscaping to accommodate these improvements.

The proposed overpass (U.S. Highway 101) and overhead (UPRR) bridges include a 12-foot vehicle lane in each direction, one 12-foot center left turn pocket lane/median, 5-foot shoulders/bike lanes in each direction, and a 6-foot raised sidewalk located along the westerly (upcoast) side of the replacement bridge structures.

The project site comprises about 14.4 acres. About 5.2 acres of pavement and structures will be removed. Upon completion, 5.6 acres will be paved and 8.8 acres will be landscaped. Also, about 114 non-native trees of various sizes—mostly eucalyptus saplings--will be removed, and replaced with about 161 selected landscape trees. Estimated earthwork volumes are approximately 18,800 cubic yards of cut, and 34,800 cubic yards of fill. The additional fill will be obtained from an existing on-site quarry.

The project application was filed by the California Department of Transportation (Caltrans), with the City of Goleta joining as co-applicant. The project is designed to substantially improve traffic movements, safety and structural longevity. No additional through lane capacity is being added.

The Caltrans need and purpose statement explains that the original project impetus was seismic safety, as the existing overcrossing structures are deteriorated due to age and [chemically] reactive concrete. Subsequently, realignment of the intersection to Cathedral Oaks Road was suggested by the County of Santa Barbara, to improve local circulation.

3. Local Coastal Program jurisdictions & standards of review

Except for a nearly-inconsequential area on the inland side of Highway 101 and the Calle Real frontage road, at the corner of Cathedral Oaks Road, the entire project is within the City of Goleta. Because the city is relatively new, there is no certified Local Coastal Program (LCP). Therefore, the standard of review is the California Coastal Act, particularly the Policies contained in Chapter 3 of the Act.

The non-City fraction of the project falls within the scope of the certified Santa Barbara County LCP. The coastal development permit authority for this unincorporated area has been delegated to the County, and the LCP is the standard of review. The sliver of project area outside the City of Goleta should be reviewed with the County, for a determination of applicable coastal development permit requirements (if any). To insure proper coordination of coastal permitting functions, this permit is conditioned accordingly **(Special Condition No.1)**.

B. PUBLIC ACCESS

The protection and provision of public access is a cornerstone purpose of the California Coastal Act. This policy priority is reflected in the Coastal Act's requirements for new

development. For example, Coastal Act Section 30604(c) requires that every coastal development permit issued for any development between the nearest public road and the sea "shall include a specific finding that the development is in conformity with the public access and public recreation policies of [Coastal Act] Chapter 3."

The proposed project comprises an improvement to an existing intersection on Highway 101. At this point, that portion of the highway westerly of the existing Hollister Ave. intersection represents the through public road nearest the sea. Once the existing Highway 101 overpass is demolished, the extended Cathedral Oaks Road will become, for a very short distance, the through public road nearest the sea. Therefore, many of the improvements associated with this project are already or will be seaward of the first through public road, and are subject to the Coastal Act's mandatory public access provisions.

Coastal Act Sections 30210 through 30214 and 30220 through 30224, together with Section 30240(b), specifically protect public access and recreation. In particular, the following apply to this project:

Section 30210:

> ***In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.***

Section 30212(a):

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

1. Context

Highway 101 as a regional public access corridor.

For southbound travelers on Highway 101, Goleta is the gateway city for the Southern California Coast and all its shoreline recreational destinations. The existing Hollister Ave. intersection is where the southbound motorist first encounters the urbanized Santa Barbara area.

For the northbound traveler, Highway 101 is the only highway access to the northern Channel Coast beaches. These include State Park System units at El Capitan, Refugio, and Gaviota. The Hollister Ave. intersection represents the last opportunity to access gasoline, overnight lodgings and other visitor services before proceeding northward.

Beach access "footprint" signs are posted for both directions on Highway 101. Several shoreline public accessways are available in Goleta—the nearest to the intersection being about 0.7 mile distant, off of Hollister Ave., adjacent to the Bacara Resort

complex. At that location, a wheelchair-accessible public beach access path leads from the parking lot to Haskell's Beach.

Coastal rail line as a regional public access corridor.

Northwards from Goleta, the highly scenic Union Pacific (formerly Southern Pacific) rail line hugs the rugged shoreline for many miles, continuing around Pt. Conception and through Vandenberg AFB. This segment of the UPRR system is generally considered the scenic highlight of Amtrak's daily northbound and southbound Coast Starlight service. Amtrak also operates the twice-daily (in each direction) Pacific Surfliner service between San Diego and San Luis Obispo, with a stop in Goleta.

Seating on the seaward side of the train is never vacant. Many hundreds of passengers every day enjoy views that can not be seen by any road-bound traveler. And, due to private land holdings in the Hollister Ranch area and security restrictions in Vandenberg AFB, there is no through coastal trail access north of Gaviota State Park. For a distance of approximately 50 miles, these passenger rail services comprise the only through public access mode parallel to--and within sight of--the sea.

Bicycle access to and along the coast

Hollister Ave. is the primary bicycle route connecting shoreline access points and visitor services located along the Goleta coastal terrace. The avenue runs parallel to the coast, but is separated from the shoreline by intervening developed uses. In the vicinity of the Hwy.101 intersection, it supports significant bicycle use on paved shoulders, and is designated as a "Class II" bikeway.

On the north (inland) side of Highway 101, a separate Class I bikeway parallels Cathedral Oaks Road, providing access from inland neighborhoods in the City of Goleta. The coastal access function of this facility, however, is impaired by the lack of a safe connection across the 101 freeway and UPRR tracks. Because the existing overcrossings lack safe shoulder width, bicycles must share the roadway with fairly heavy motor vehicle traffic.

Pedestrian access to and along the coast

At the seaward edge of the project, substantial numbers of hikers and joggers can be seen along the wide shoulders of Hollister Ave. Pedestrians can take advantage of the local bus transit service as part of their experience: an existing stop is already available at the intersection. On the inland side of the 101 freeway, good quality sidewalks and a universal access-standard bikeway provide pedestrian access along Cathedral Oaks Road.

However, the existing freeway and UPRR overcrossing structures lack sidewalks. Pedestrians are forced to closely share space with motor traffic. There are no other alternatives in the western part of the city for getting across the freeway and fenced

railroad right of way. Coastal access from the inland half of Goleta is therefore a dicey proposition.

Relationship to the California Coastal Trail

An important Coastal Commission goal is to create a continuous trail along the length of the California Coast. The actions needed to implement this vision are outlined in the 2003 Coastal Conservancy report, *Completing the California Coastal Trail*. An important alignment principle expressed in the report is that the California Coastal Trail (CCT) should be located wherever possible within sight and sound of the sea, well-separated from motor traffic.

However, it is not always feasible to achieve such separation. In variety of locations there is no walkable beach or blufftop trail, or the way is blocked by existing development or other obstacles. In such cases, the right of way of the public road nearest the coast will need to be considered for CCT purposes. An additional consideration is the need for access from inland areas *to* the CCT and shoreline destination points.

Therefore, provision of hiking and walking opportunities will be an increasingly important consideration in the review of new transportation projects along the coast. Unless it is evident that a better trail route is (or will be) available off-roadway, new projects will need to incorporate separated pedestrian walkways or otherwise provide CCT accommodation.

The existing intersection provides access to beach access trailheads via Hollister Ave. All likely CCT alignments would be along, or seaward of the Hollister Avenue corridor. South of the project site, a walkable beach route and bluff trails provide access along the Goleta shoreline. North of the Bacara Resort, the future alignment of the CCT is not clear. In any case, access across the freeway and UPRR tracks to the future CCT is impaired by the existing deficient overcrossing structures, as identified above.

2. Issue Analysis

Highway 101 coastal access corridor: The project is designed to replace an existing but deficient overpass that carries Hollister Ave. over Highway 101. The replacement structure will facilitate entry to Goleta from the 101 corridor, by eliminating a “dogleg” movement now required via the Calle Real frontage road. This will improve access from the highway to the shoreline and visitor services in Goleta, and to this extent will benefit the recreational motorist.

As designed to replace the existing, outmoded overpass structure, the project will maintain the functionality of Highway 101 for reaching public access opportunities along the Santa Barbara County coast.

Scenic rail corridor: The project includes replacement of the overhead crossing structure that bridges the Union Pacific Railroad (UPRR) tracks. Safe grade separation of motor traffic and rail traffic will be maintained, without impairment of the unique recreational experience available by rail travel along the northern Santa Barbara County coast.

Bikeway access: A key benefit of the project will be the provision of new overcrossing structures with adequate shoulder width for bicycle use (5 ft. in each direction). Via the Cathedral Oaks bikeway, the inland areas of Goleta will become connected to the Hollister Ave. bike route. The outcome will be a significant enhancement of opportunities for bicycle access within the western part of the city.

Pedestrian access: Another key benefit of the project will be the provision of a raised sidewalk, 6 ft. in width, on the two new overcrossing structures. This will allow direct, safe pedestrian access across the freeway and railroad to Hollister Avenue. This will significantly enhance the opportunity to walk or jog from inland parts of the city to shoreline destinations.

Coastal Trail considerations: All likely CCT alignments are seaward of Highway 101 and the UPRR tracks at this location. Therefore, the project will not prejudice the ability to complete the CCT on a preferred alignment. And, by design, the project would facilitate the use of the CCT by providing a safe route for pedestrians and bicyclists to reach the CCT from the inland parts of Goleta.

3. Conclusion

The project will replace existing, degraded overcrossing structures. Reconstruction of this intersection will assure that Highway 101 will continue its essential function as a corridor for access along the California Coast and its shoreline recreational destinations. Similarly, replacement of the railroad overhead crossing structure will insure that this mode of recreational access will not be impaired by future structural failure.

The project has been designed to accommodate both bicyclists and pedestrians in the reconstructed interchange. For non-automotive users, this feature will provide the vital “missing link” between the inland parts of Goleta and coastal access routes (including the future likely CCT alignment). Therefore, the proposed development is in conformity with, and will serve to carry out the applicable public access and public recreation policies of Coastal Act Chapter 3.

C. ENVIRONMENTALLY SENSITIVE HABITAT AREAS

Section 30240 of the Coastal Act protects environmentally sensitive habitat areas (ESHAs) from disruption and degradation, as follows:

(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.

Section 30107.5 of the Coastal Act, defines an environmentally sensitive area:

"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.

1. Context

Project Description and Site Specific Biological Resource Information

The approximately 14-acre development site is an existing freeway intersection and railroad corridor, located within a substantially urbanized coastal terrace area. Nonetheless, several sensitive biologic features were identified in proximity to the project site. As identified in the project Natural Environment Study (NES), these include:

- A seasonal bat roost, comprised of crevices in the existing overhead structure above the railroad;
- The nearby Devereux Creek drainageway, where a single red-legged frog was spotted in the scour pool at a freeway culvert outlet in September 2001;
- An adjacent undeveloped chaparral and grassland area along Calle Real, outside the City limit, where about two dozen specimens of the CNPS 1B-listed Santa Barbara honeysuckle were found;
- Nesting habitat used by red-tailed hawks, in dense eucalyptus thickets along the UPRR right of way; and,
- The major migratory Monarch butterfly roost sites in mature eucalyptus trees at Ellwood Grove, about 0.7 mile distant along lower Devereux Creek.

Bat habitat in the railroad overhead structure

Two bat species are known to be present: the pallid bat, and Mexican free-tailed bat. Under the California Fish & Game Code rules for non-game mammals, both species are protected from taking without permit. The pallid bat also is listed by the California Dept. of Fish & Game (CDFG) as a Special Concern species.

Site-specific bat survey results. A substantial number of roosting individuals were discovered in the crevices beneath the existing railroad overhead structure, which was

constructed in 1934 and is in need of replacement. These winter-dispersing species find day-roosts in sheltered locales such as abandoned buildings, dead trees, and under bridges. They apparently are present in greatest numbers under this bridge during the spring-summer season. The NES report estimates that as many as 1500-2000 bats may occupy the bridge during the peak period.

Replacement of the existing structure is essential for seismic safety purposes, because the aged concrete in the structure is breaking apart as the internal rebar oxidizes. But, demolition will eliminate a locally important roost favored by both bat species, and displace a Mexican free-tailed bat maternity colony. The NES posits that the roost may also have regional significance for migrating bats enroute from colder areas.

Alternatives considered. The NES observes that "…the best option would be to leave the bridge in place." However, this may not be an option in the long run, due to the continuing and unrepairable decay of the internal bridge structure, and the danger that falling concrete presents to trains running beneath. Over extended time, loss of the bat roost will likely be unavoidable.

Nearby wetland features and California red-legged frog habitat

The California red-legged frog is a Federally-designated threatened species. A breeding population is found in the Bell Canyon riparian corridor, approximately 0.3 mile upcoast from the project. According to the NES, this species is capable of overland movements of up to 2 miles.

Adjacent to the southwesterly limit of the project, a headwater branch of a different coastal terrace drainage, Devereux Creek, emerges from beneath the freeway. A small scour pool, about 10 ft. in width, has formed at the culvert outlet. The drainageway appears to be fed by urban runoff from the Winchester Commons neighborhood on the inland side of the freeway. A single red-legged frog was spotted here in September 2001.

This location was not listed on the California Natural Diversity Database (Oct.2004 data set), nor is it within the area proposed by the U.S. Fish & Wildlife Service as critical habitat for the species. No other red-legged frogs have been found in the historic Devereux Creek watershed. Nonetheless, a Federal Endangered Species Act Section 7 consultation was conducted, and a wetland delineation completed.

A number of follow-up frog surveys have been conducted by qualified Caltrans biologists, including structured protocol surveys in August and September 2004. However, no California red-legged frogs have been found at the scour pond, nor elsewhere within the project limits.

Commission staff also surveyed the scour pool to confirm these findings[1]. The pool was observed to be entirely under the cover of surrounding blue gum eucalyptus saplings. It contained standing water, nearly black in color and acidic (as sampled with pH test strips). The margin was almost completely barren. No frogs or other vertebrate life forms could be seen. It appeared that the degraded state of the pool was the result of either contaminants in the urban runoff, or tannic acid leachate from the eucalyptus trees, or likely both.

Based on comparison to more intact red-legged frog habitat observed elsewhere in the Coastal Zone, this site offers only minimal habitat value for California red-legged frogs.

Santa Barbara honeysuckle habitat

The NES reported the discovery of habitat for a CNPS 1B-listed plant, the Santa Barbara honeysuckle (*Lonicera subspicata* var. *subspicata*), on an undeveloped parcel at the northwesterly extremity of the project limits. According to the California Native Plant Society, this endemic plant variety is actually on List 1B.2, meaning that it is "fairly endangered in California." Therefore, its habitat would appear to meet the definition for "environmentally sensitive area" within the meaning of Coastal Act Section 30107.5.

Habitat mapping revealed the presence of 25 Santa Barbara honeysuckle plants on this corner parcel. This location, near the intersection of Cathedral Oaks Road and the Calle Real frontage road, is characterized as part of a much more extensive chaparral and grassland area, to the north and west of Goleta.

The mapped habitat site lies within the Coastal Zone but outside the City limit. Accordingly, it falls within the area covered by the certified Santa Barbara County Local Coastal Program (LCP). The policies of this LCP protect environmentally sensitive habitat areas (ESHAs) in a manner parallel to the Coastal Act sections cited above.

The project includes a modest realignment of Cathedral Oaks Road and the existing bikeway that runs along its westerly margin. Project plans show that the right of way needed to realign the road and bikeway would encroach into this undeveloped corner parcel. Project plans were modified to steepen the adjoining fill slopes, to avoid the mapped rare plant locations. Therefore, no part of the project would actually extend into the portions of the parcel where the listed honeysuckle plants were found.

Raptor nesting in the eucalyptus thickets

A strip of ruderal land, between the 101 freeway and the UPRR right of way, is dominated by a very dense thicket of eucalyptus saplings. The total number of these saplings numbers in the thousands. Virtually no other plant life can be seen, except for few struggling strands of poison oak. But, as reported by the NES, the thicket does seasonally function as a nesting area for raptors, in particular, red-tailed hawks.

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[1] L. Otter, Coastal Program Analyst, August 8, 2008.

Nesting season for these raptors falls between August 15 and February 15. The proposed development would clear a corridor through the eucalyptus thicket, to make way for the extension of Cathedral Oaks Road. According to the NES, about 21% of the 6.62 acres of eucalyptus on the site would be removed. Nests could be located within the 1.36 acres of eucalyptus slated for removal. The California Fish & Game Code prohibits taking of occupied nests. In addition, earthwork in the quarry area adjacent to the thicket could potentially disturb nesting birds.

Monarch butterfly habitat

Goleta's Sperling Preserve features one of California's largest Monarch butterfly overwintering sites. This migratory species aggregates in large numbers in favored, sheltered trees, locally known as "butterfly trees." These are often, but not necessarily, mature eucalyptus trees. Good examples can be seen in the Ellwood Mesa complex, approximately 0.7 mile distant along lower Devereux Creek. Such trees are generally considered to be ESHAs within the meaning of Coastal Act Section 30240.

Because of the presence of eucalyptus trees, and its proximity to known butterfly trees, the project site was surveyed for Monarch aggregations in 1998, 1999, 2004 and 2005, at the appropriate times of the year. None were found.

2. Issue Analysis

Bat roost: impacts and proposed mitigation

Loss of the existing special status bat habitat appears unavoidable, as explained above. Project plans call for the new railroad overhead to be constructed about 260 ft. distant. The existing, degraded structure will not be demolished until mitigation measures to relocate the bat colony can be implemented. Prior to demolition of the existing bridge, during the bat "off season" period, any returning bats would be excluded from their original location by filling their crevices with a foam sealant.

Replacement roosts would be created by using a bridge construction technique that leaves crevices of the desired dimension on the underside of the bridge, and/or by leaving suitable voids within the new bridge's box girders.

These measures, described and illustrated in greater detail in the referenced NES report, are essential to offset the effect of demolishing the existing, degraded railroad overhead. Implementation will protect the special-status pallid bat by providing replacement roosting habitat. It is expected that disruption of sensitive bat habitat will therefore be reduced sufficiently to avoid significant disruption, within the meaning of Coastal Act Section 30240. As provided by **Special Condition 2**, implementation of these measures is required by this permit, by reference to the City of Goleta's Conditions of Approval (attached as Exhibit 5).

Further biological surveys will be done to monitor the bat population. Additional special-status bat species could be discovered. In any case, the ongoing surveys will recommend any needed adjustments to the proposed mitigation measures. So that Coastal Commission staff may stay abreast of these ongoing studies, **Special Condition 3** provides for submittal of periodic informal environmental monitoring reports to the Commission's local office.

Wetland delineation & avoidance of potential California red-legged frog habitat

The degraded conditions of the culvert outlet scour pool, and the absence of red-legged frogs since the September 2001 sighting, are not favorable indicators. Nonetheless, it is the sole aquatic habitat in the immediate vicinity of the development site, and is close enough to the Bell Canyon breeding population to be potentially recolonized in the future. Therefore, as *potential* habitat for this Threatened species, it constitutes an ESHA within the meaning of Coastal Act Section 30240.

The project itself would not directly alter the culvert outlet scour pool. But, indirect impacts could result from excavation in the nearby quarry site and construction activity to relocate the adjacent southbound on-ramp (to within 40 ft. of the scour pool culvert outlet). Specifically, if by chance red-legged frogs are present during construction, they could be disturbed and would possibly vacate the scour pool.

The project plans have already been modified to eliminate a culvert extension that would have intruded into the scour pool. The NES identifies a substantial number of additional avoidance and minimization measures that will be undertaken to protect this ESHA fragment. These measures include:

- designation of an Environmentally Sensitive Area (ESA) around the entire scour pond and outlet channel;
- erection of exclusionary fencing to keep construction vehicles and personnel out of the ESA;
- implementation of water quality best management practices (BMPs) to preclude the indirect impacts of sediment entering the scour pool;
- rescue of any red-legged frogs that may be encountered at the work site, and relocation to suitable habitat at Bell Canyon; and,
- 18 additional measures detailed through the USF&WS Section 7 consultation.

These additional measures include, for example, a mandatory training session for all construction personnel prior to commencement of construction activities, ongoing monitoring by a USF&WS-approved biologist, authority to halt work that could adversely affect any red-legged frogs that are encountered, equipment fueling restrictions to prevent contamination by accidental spills, revegetation with locally-collected native riparian and upland plants, elimination of any exotic aquatic predators such as bullfrogs, and avoiding work to the maximum extent practicable during the seasons when the frogs would most likely be present.

The avoidance and minimization measures identified above will assure that any environmentally sensitive habitat values at the culvert outlet scour pool will be protected from significant disruption. Implementation of these measures is a requirement of this permit, as provided in **Special Condition 2**. And, to confirm that the protective measures are taken at the appropriate times and in the appropriate ways, periodic informal monitoring reports will be forwarded to Coastal Commission staff, as specified by **Special Condition 3**. Accordingly, ESHA for the California red-legged frog will be protected in conformance with the requirements of Coastal Act Section 30240.

ESA designation & avoidance of Santa Barbara honeysuckle habitat

Chaparral habitat supporting the CNPS 1B-listed Santa Barbara honeysuckle is located on an undeveloped corner adjacent to the area to be disturbed by the proposed development. But, the project "footprint" will not extend into the mapped locations of the 25 plants recorded by the NES. Nonetheless, disruption of this environmentally sensitive area *could* result if construction activities were to inadvertently stray beyond project limits.

Caltrans proposes to *avoid* impacts to this ESHA by applying their Environmentally Sensitive Area (ESA) designation. Applicable ESA protection measures include erection of exclusionary fencing before construction starts; employment of erosion control best management practices (BMPs) to prevent sediments from reaching the mapped rare plant locations downslope; and regular monitoring, inspection and maintenance of these measures. The ESA will be off-limits to all construction equipment and personnel. While all of the mapped rare plants are outside the city limit line (and therefore outside the scope of this permit), some parts of the above-identified preventative measures will be located approximately astride the city limit line.

The avoidance measures identified by the NES are appropriate, and are necessary to protect the adjacent ESHA from disruption—irrespective of jurisdictional boundaries. Therefore, implementation of these measures, and concurrent monitoring, are required as conditions of this permit **(Special Conditions 2 and 3)**. And, **Special Condition 1** requires coastal permit coordination with Santa Barbara County. Together, these measures will assure conformance with Coastal Act Section 30240.

Red-tailed hawk nesting habitat

Despite its location, sandwiched between heavy freeway traffic and the mainline railroad tracks, the existing eucalyptus thicket provides observed nesting habitat. It is estimated that the project would eliminate more than an acre of these blue gum saplings, as well as several larger sugar gums planted adjacent to the existing southbound on-ramp.

The NES provides no assessment of the significance of this impact. However, the main eucalyptus thickets, comprising thousands of individual trees, would remain on site. And, tens of thousands more can be seen within a one mile radius.

The NES recommends that site clearing be avoided during the August 15-February 15 nesting season. For visual resource reasons, replacement tree and understory plantings are proposed as well. The abandoned alignment of the existing overcrossings will be restored and replanted. Preliminary landscaping plans show about 161 new trees, including California sycamore, Coast live oak and (in accord with City recommendations) Monterey cypress. Total tree cover will be equal to or greater than the existing situation. Red-tailed hawk nesting is not limited to eucalyptus species.

Overall, in the context of abundant potential nesting habitat nearby, and as conditioned to include these nesting season avoidance and tree replacement measures **(Special Conditions 2 and 5)**, any disruption of nesting habitat for Red-tailed hawks is not likely to be significant. Therefore, the project will conform to the provisions of Coastal Act Section 30240.

Monarch butterfly roosts
Appropriate biologic surveys have been conducted, as reported by the NES. No Monarch butterfly aggregations ("butterfly trees") were found. Therefore, with respect to this category of ESHA, the project raises no issue of conformance with Coastal Act Section 30240.

3. Conclusion

The project as proposed includes a variety of measures to protect biologic resources, including existing overcrossing structures that harbor a seasonally-fluctuating bat population and nearby environmentally sensitive habitat areas. Appropriate avoidance, minimization and mitigation measures are detailed in the project's environmental document. **Special Condition 2**, above, requires conformance with these biological resource protection measures, through reference to the City of Goleta Conditions of Approval (attached as Exhibit 5). And, **Special Condition 3** requires that the site be monitored during and after construction, with reporting to Coastal Commission staff so that they may confirm that the proposed measures are having their intended effect.

In summary, the proposed development will avoid construction within environmentally sensitive natural habitat areas; will protect against significant disruption of other sensitive habitat values in man-made structures and exotic landscape plantings; and, through additional measures including designation of ESAs, exclusionary fencing during construction, and installation of water quality best management practices, will prevent impacts that would otherwise degrade nearby environmentally sensitive habitat areas. Therefore, as conditioned, the proposed intersection reconstruction will be in conformance with Section 30240 of the Coastal Act.

D. VISUAL RESOURCES

Section 30251 of the Coastal Act states:

> ***The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be***

> ***sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. …***

Section 30251 of the Coastal Act requires scenic and visual qualities to be considered and preserved. Section 30251 also requires that development be sited and designed to protect views of scenic areas, minimize alteration of landforms, and be visually compatible with the surrounding area.

1. Context

Overall, Highway 101 represents the primary scenic highway experience along the Santa Barbara County coast. The Hollister Avenue intersection marks the point at which southbound motorists depart the open expanses of the Gaviota coast and enter the urbanized environment of Goleta, Santa Barbara and Carpinteria. Nonetheless, because of careful attention to landscaping and highway aesthetics over the years, this urban corridor presents an attractive, parkway-like appearance.

The existing overcrossing structures are nondescript concrete bridge structures that attract little notice from passing motorists and rail passengers. These are proposed for replacement by new concrete bridging structures, on an alignment several hundred feet to the south (downcoast) of the existing Highway 101 intersection.

Existing plant cover around the intersection is dominated by two different eucalyptus species, and several shrub varieties. These plantings soften the view from the highway, and provide substantial screening of the developed landscape nearby.

The blue gum eucalyptus in this location exhibit an extremely invasive habit, and the number of individual sapling-sized trees in the right of way between the freeway and the UPRR tracks probably numbers in the thousands. To accommodate the project, more than an acre of these existing small-diameter eucalyptus trees will be removed. However, most of the large, specimen-sized eucalypts (*not* blue gum) planted in the highway right of way will be saved.

Provisional landscaping plans show replacement with 161 new trees, and associated landscaping. The City's advisory design review specifies that Monterey cypress trees be substituted for the proposed Sugar gum eucalyptus plantings. Neither kind of tree is indigenous to the Goleta area. Thousands of eucalyptus trees will remain, consistent with the U.S. Highway 101 Design Guidelines. According to information recorded in the minutes of the City's Design Review Board approval, these guidelines refer to "…the preservation of specimen Eucalyptus trees for thematic and historical consistency."

2. Issue Analysis

In recognition of the intersection's contribution to the visual quality of the Highway 101 corridor, Caltrans and the City of Goleta are collaborating to insure that the appearance

of the new overcrossing structures (and their landscaped context) will do justice to this "gateway" location. However, pending final advisory design review by the City, the treatment details for color, surface texture, and architectural ornamentation details are not entirely finalized.

Similarly, the final landscaping plans should complement the selected aesthetic treatment of the reconstructed intersection. The project's provisional landscaping plans show that the replacement plantings will complement and enhance the setting, and offset entirely the trees that must be removed.

The City's conditions of approval provide for submittal and review of the final landscape plans. It is necessary to verify that the selected landscape treatment will be compatible with the visual qualities of the Highway 101 coastal corridor. Therefore, it is appropriate to condition this permit to require that the final design treatment and landscaping plans be submitted for Executive Director review and approval **(Special Conditions 4 & 5)**.

3. Conclusion

The proposed project, as conditioned for review of final plans, will reflect the existing visual qualities that contribute to the pleasing aesthetic character of the urbanized Highway 101 corridor in Goleta. The surface treatment of the replacement overcrossing structures, and the proposed enhanced landscape plantings will together protect the scenic qualities of the area.

In particular, the massed existing and additional tree plantings will function as landscape screening along the highway corridor. Accordingly, these plantings will protect views from the highway and insure that the highway improvements will be visually compatible with the character of surrounding areas. Therefore, the Commission finds that the proposed project, as conditioned, is consistent with Section 30251 of the Coastal Act.

E. ENERGY CONSERVATION, MINIMIZING VEHICLE MILES TRAVELED AND AIR RESOURCES

New guidance from the Governor's Office of Planning and Research (OPR) is now available as an OPR Technical Advisory[2]. The Technical Advisory addresses the growing concern about the emission of greenhouse gases, and their effect on global climate change. This interim guidance applies to the CEQA review process, and complements existing air quality standards set by the California Air Resources Board. It also provides additional context for applying the related policies of the California Coastal Act.

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[2] OPR Technical Advisory, CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review, June 19, 2008.

These Coastal Act policies include, but are not limited to, requirements to:

- Discourage urban sprawl, by designing and locating most new development in or adjacent to existing developed areas that can accommodate such growth (Public Resources Code Section 30250);
- Maintain and enhance public access by providing or extending transit service (PRC 30252(1);
- Providing for nonautomobile circulation (PRC 30252(3));
- Providing adequate public transportation facilities and assuring that higher intensity uses can be served by public transit (PRC 30252(4&5));
- Be consistent with air quality standards (PRC 30253(3));
- Minimize energy consumption and vehicle miles traveled (PRC 30253(4)).

1. Context

a. Existing conditions: Some measures that help to reduce vehicle miles traveled and support air resource protection are already in place. A bus transit stop is already located on Hollister Ave., at the approximate new intersection of Cathedral Oaks Road. Paved shoulders along Hollister Ave. already accommodate bicyclists, joggers and the occasional pedestrian. Excellent sidewalks and a Class I bike lane parallel Cathedral Oaks Road.

However, the existing Highway 101 and UPRR bridges have narrow shoulders and no sidewalks. Pedestrians and bicyclists must share the roadway with fairly heavy motor traffic. Motor traffic at this point is engaged in leaving or entering the freeway, and may not be attentive to the presence of non-motorized users. The net effect is that there is no safe connection across the freeway for non-motorized users, and alternative transportation modes are thus discouraged.

Also, the current configuration of the intersection forces southbound traffic coming from Cathedral Oaks Road to detour via a short segment of the Calle Real frontage road. A similar detour is required for northbound motorists coming from Hollister Ave. While this "detour" is short (approx. 0.18 mile), it can be readily observed that there are cumulative impacts from unnecessary extra vehicle miles traveled and energy wasted. For example, at only an (illustrative) 1700 vehicles per day, more than 300 extra vehicle-miles per day would result. Actual traffic, and therefore actual impacts, will likely be greater.

b. Proposed improvements: The project will create a direct connection from Cathedral Oaks Road, across the Highway 101 freeway and UPRR tracks, to Hollister Ave. This efficiency will eliminate the existing circuitous connection via Calle Real, potentially saving upwards of 100,000 or more miles of vehicle travel per year.

In addition, the project as designed features bicycle-friendly shoulders, and a raised sidewalk that will allow safe passage over the Highway 101 freeway and the UPRR

tracks. Realignment of the intersection to meet Cathedral Oaks Road will eliminate difficult turning movements, and therefore facilitate existing bus transit operations.

c. Air quality standards: The project's CEQA environmental document[3] addresses the prevailing air quality standards applicable to the project area. These standards, established through the Santa Barbara County Air Pollution Control District (APCD), include thresholds for ozone, inhalable particulates and hydrogen sulfide.

The analysis evaluated long-term traffic impacts as well as impacts that could result from the construction phase. Detailed impact minimization measures are identified for equipment operations and dust control, consistent with the recommendations of the APCD's CEQA Guidelines. The report determined that the impacts of the project "…will not create a net increase in regional construction emissions…" nor will it "...cause any new significant long-term traffic emissions." It concludes that the project will conform to the 2001 Clean Air Plan for Santa Barbara County.

d. Assessment of greenhouse gas impacts: The project's environmental document was completed well before the new OPR Technical Advisory (concerning climate change and atmospheric greenhouse gases), became available. As a result, there is insufficient information to evaluate project impacts with respect to this topic.

For example, the report includes no analysis of the project's potential to increase, or decrease carbon dioxide, the most common atmospheric greenhouse gas[4] (GHG). Air quality standards are in the process of being developed, and OPR's Technical Advisory provides interim guidance.

The OPR Technical Advisory states:

> ***Senate Bill 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directs OPR to develop draft CEQA Guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions" by July 1, 2009…***
>
> ***Each public agency that is a lead agency for complying with CEQA needs to develop its own approach to performing a climate change analysis for projects that generate GHG emissions. A consistent approach should be applied for the analysis of all such projects, and the analysis must be based on best available information.***

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[3] Hollister Avenue Overcrossing Replacement—Initial Study with Mitigated Negative Declaration, Caltrans, March 2006; Addendum to Mitigated Negative Declaration, 9/4/07.

[4] State law defines GHG to include the following: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (Health and Safety Code, section 38505(g)). The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide.

> ***For these projects, compliance with CEQA entails three basic steps: identify and quantify the GHG emissions; assess the significance of the impact on climate change; and if the impact is found to be significant, identify alternatives and/or mitigation measures that will reduce the impact below significance.***
>
> ***Lead agencies should determine whether greenhouse gases may be generated by a proposed project, and if so, quantify or estimate the GHG emissions by type and source. Second, the lead agency must assess whether those emissions are individually or cumulatively significant. …Finally, if the lead agency determines that the GHG emissions from the project as proposed are potentially significant, it must investigate and implement ways to avoid, reduce, or otherwise mitigate the impacts of those emissions.***

2. Issue Analysis

a. Project design will reduce vehicle miles traveled. The proposed more-direct connection between Cathedral Oaks Road and Hollister Avenue will improve local motor vehicle circulation patterns, and cumulatively yield a reduction in vehicle miles traveled. There are no added through motor traffic lanes, so the net effect will be to better accommodate existing demand rather than induce new growth.

As designed, the project will also encourage nonautomobile circulation in an existing developed area. It will facilitate bus transit service, and greatly improve the cross-freeway connection for pedestrians and bicyclists. It will replace an outmoded railroad overhead crossing, without impairment to existing rail service.

By enhancing the opportunity for nonautomotive travel in the City of Goleta, the project will encourage responsible travel choices and help minimize vehicle miles traveled. This in turn will have benefits in terms of energy conservation and protection of air quality—in particular, by minimizing the output of atmospheric greenhouse gases from mobile sources (i.e., motor vehicles).

b. Additional GHG minimization or mitigation measures may be needed. The proposed intersection project will probably still be under construction as the new standards and CEQA guidelines are being promulgated.

Available measures, including use of equipment powered by federally-mandated clean diesel technology, are already prescribed to minimize air quality impacts from the project's construction activities. Project design features, including a more efficient alignment of the intersection and provision for non-automotive mobility modes, will help minimize vehicle miles traveled and associated CO2 emissions. The project tree removal measures and landscape plantings (including 161 trees) will both release and capture CO2.

While the project environmental review addressed existing air quality standards, the project's design features and minimization measures are not analyzed in terms of their

benefit, or impacts, with respect to the GHG issue. If the project's air quality analysis had also addressed the GHG topic, it could have affected how the project will be constructed, or the minimization or mitigation measures that will be needed.

Accordingly, in an abundance of caution, it is appropriate to condition this permit to require a supplemental GHG analysis. Such analysis would need to be consistent with the recommendations of the OPR Technical Advisory, and specify implementation of any additional mitigation measures that may result **(Special Condition 6)**.

3. Conclusion

Replacement of these overcrossing structures will avert their continued decay and eventual failure. The project environmental document demonstrates conformance with existing air quality standards, consistent with Coastal Act policy 30253(3). It is expected that the new facilities will, by design, reduce vehicle miles traveled and energy consumption (consistent with Coastal Act policy 30253(4)), and provide for improved non-automotive circulation options (consistent with Coastal Act policy 30252).

New air quality standards are likely to come into effect during the construction of this project. Therefore, as conditioned to require a supplemental analysis consistent with the current OPR guidance for CEQA analysis of greenhouse gas (GHG) impacts, the project will be consistent with the above-cited Coastal Act policies that require new development to be designed to conserve energy, minimize vehicle miles traveled, and protect air resources.

F. LOCAL COASTAL PROGRAM

Section 30604 of the Coastal Act states:

> ***a) Prior to certification of the local coastal program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a local program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).***

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Development Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program, which conforms to Chapter 3 policies of the Coastal Act. The preceding sections provide findings that the proposed project will be in conformity with the provisions of Chapter 3 if certain conditions are incorporated into the project and are accepted by the applicant. As conditioned, the proposed development will not create adverse impacts and is found to be consistent with the applicable policies contained in Chapter 3.

Therefore, the Commission finds that approval of the proposed development, as conditioned, will not prejudice the City of Goleta's ability to prepare a Local Coastal Program for this area which is also consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096 of the California Code of Regulations requires that a specific finding be made in conjunction with coastal development permit applications showing the application to be consistent with any applicable requirements of 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 which the activity may have on the environment.

The Coastal Commission's review and analysis of land use proposals has been certified by the Secretary of Resources as being the functional equivalent of environmental review under CEQA. This staff report has discussed the relevant coastal resource issues with the proposal, and has recommended appropriate mitigations to address adverse impacts to said resources. Accordingly, the project is being approved subject to conditions which implement the mitigating actions required of the Applicant by the Commission (see Special Conditions). As such, the Commission finds that only as modified and conditioned by this permit will the proposed project not have any significant adverse effects on the environment within the meaning of CEQA.

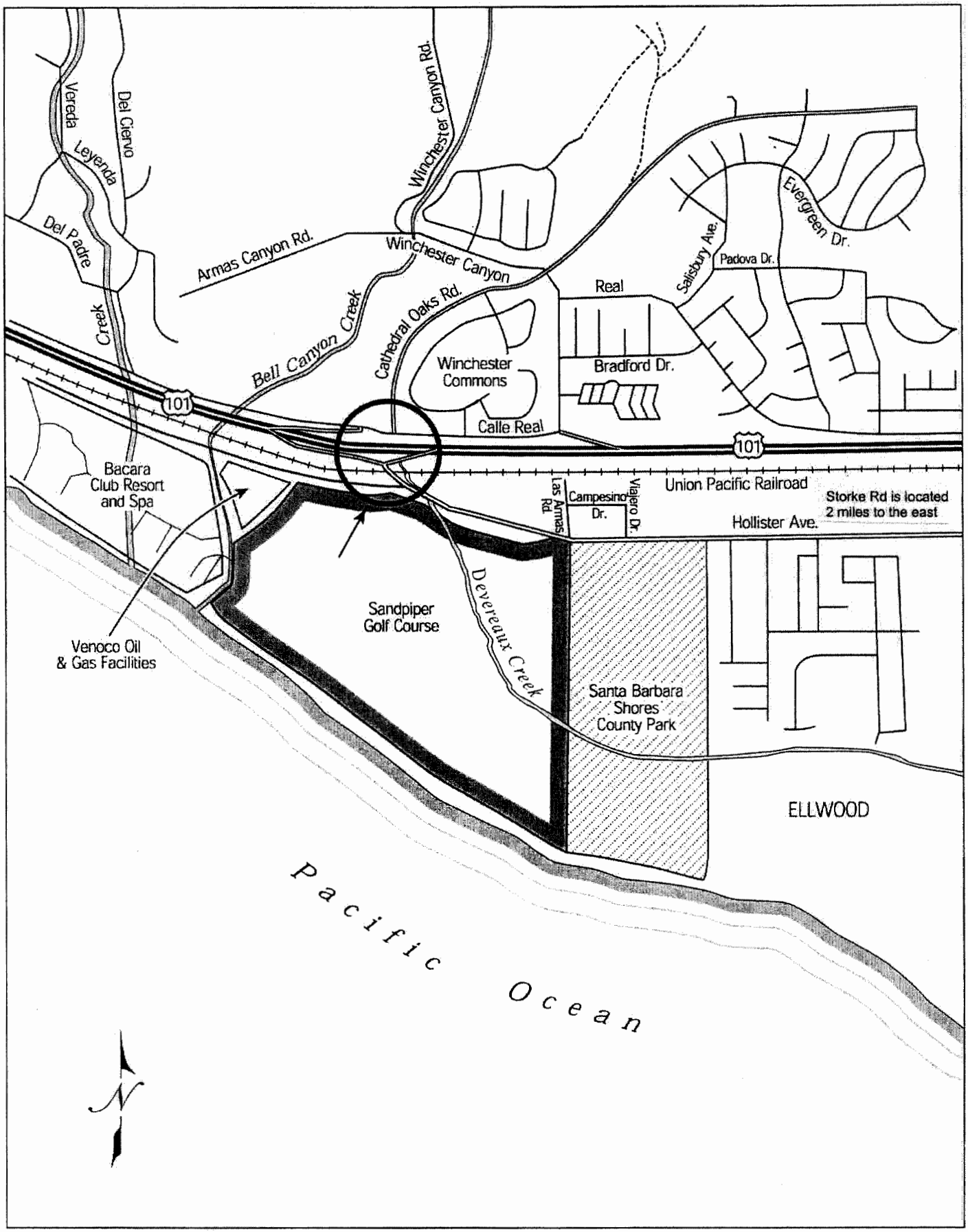


Figure 1. Location of Project Site

EXHIBIT 1
LOCATION MAP: CITY OF GOLETA

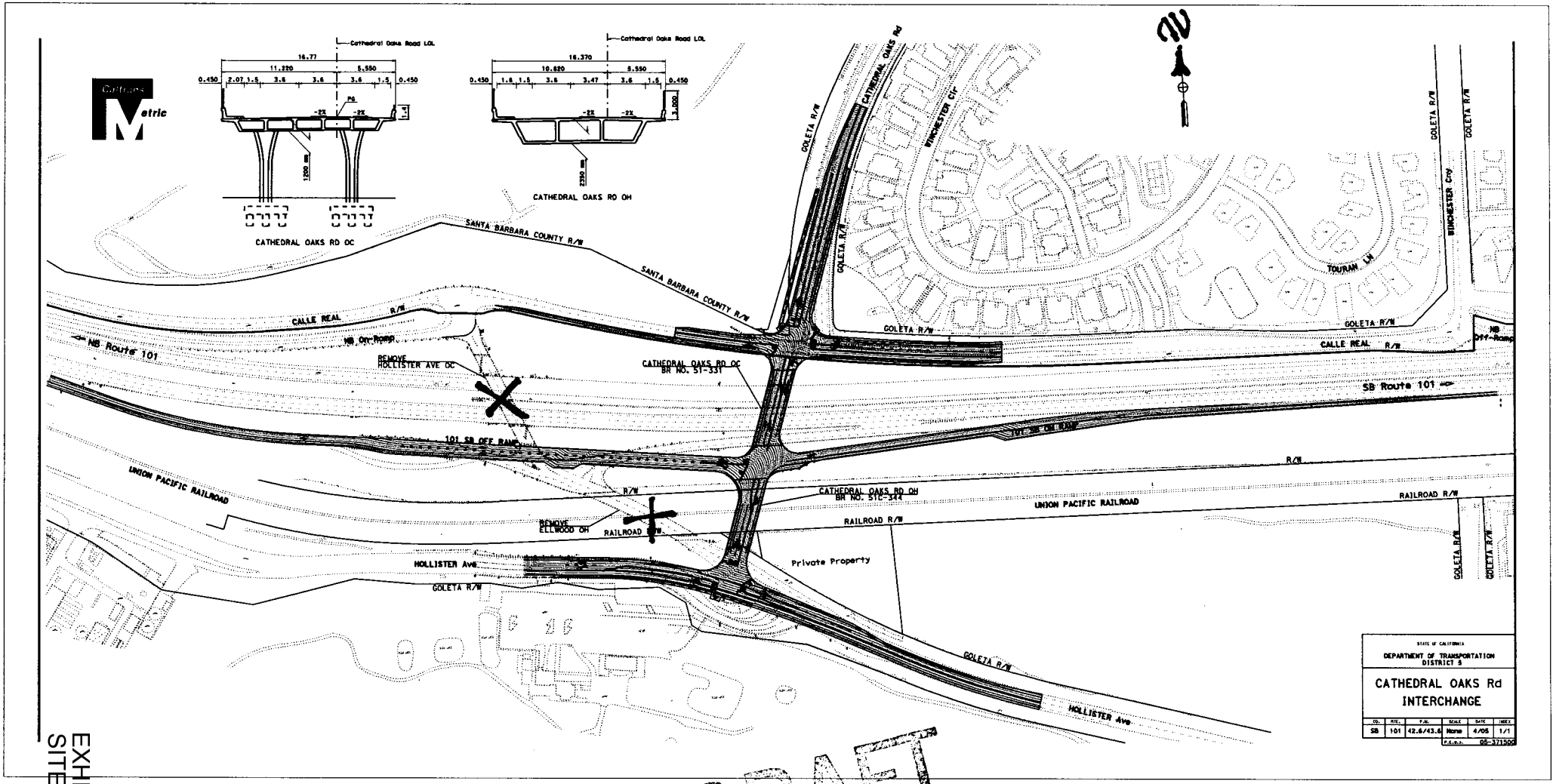


EXHIBIT 2
SITE MAP

DRAFT
JUL 10 2008

EXHIBIT 3
TYP. CROSS-SECTIONS

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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

To get to the Caltrans web site, go to http://www.dot.ca.gov

REGISTERED PROFESSIONAL ENGINEER — CIVIL — STATE OF CALIFORNIA

DATE REVISED BY / DATE REVISED

CALCULATED/ DESIGNED BY

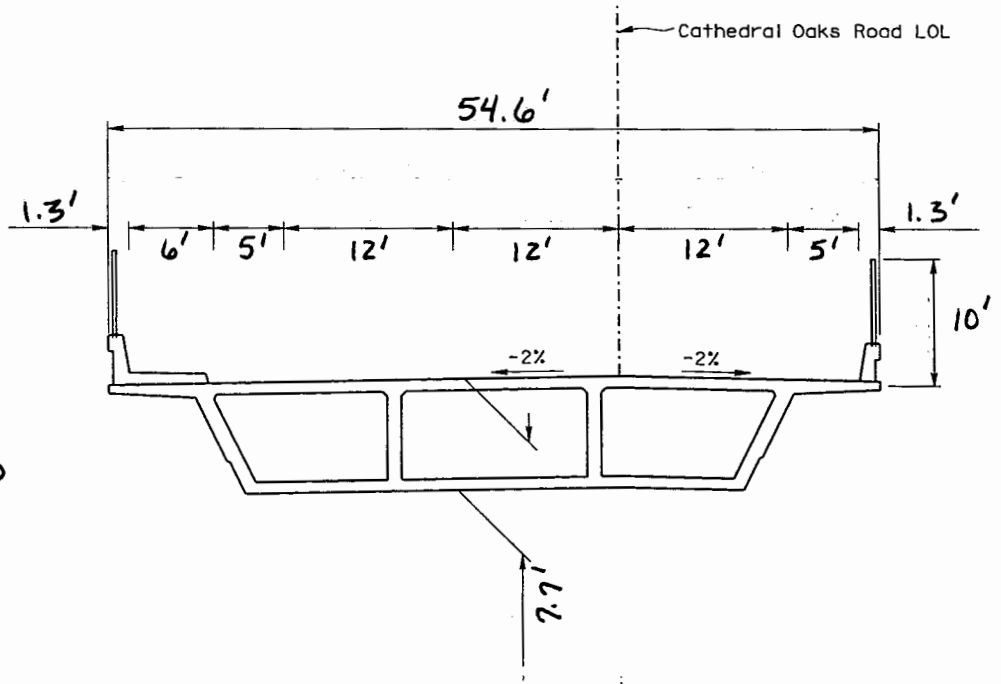
CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

RR OVERHEAD



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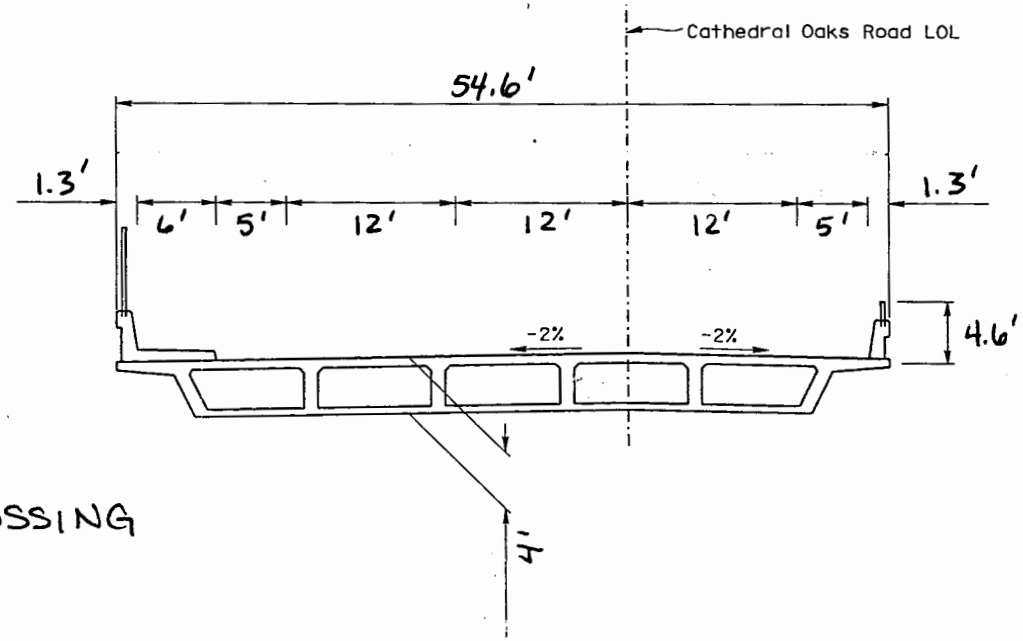
JUL 10 2003

101 OVERCROSSING



CATHEDRAL OAKS RD

LAST REVISED: DATE PLOTTED => 01-JUL-2008
00-00-00 TIME PLOTTED => 2:28:08

RELATIVE BORDER SCALE IS IN MILLIMETERS 0 20 40 60 80

USERNAME => s112628
DGN FILE => typ_bg_sec.dgn

CU 00000

EA 000000

CATHEDRAL OAKS OVERCROSSING

CONCEPTUAL VIEW FROM EXISTING BRIDGE LOCATION

RELATIVE BORDER SCALE IS IN MILLIMETERS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

LANDSCAPE ARCHITECTURE

DAVID EMERSON

EXHIBIT 4
PHOTOSIMULATION: PROPOSED
HWY. 101 OVERPASS

(CITY'S) EXHIBIT 2
CONDITIONS OF APPROVAL
CATHEDRAL OAKS ROAD/HOLLISTER AVENUE/US HIGHWAY 101 REPLACEMENT PROJECT DEVELOPMENT PLAN
INTERSECTIONS OF CATHEDRAL OAKS ROAD, CALLE REAL, AND HOLLISTER AVENUE, OVER US HIGHWAY 101
APN's 079-210-048 and 079-010-005
CASE 05-037-DP

1. **AUTHORIZATION:**

This Final Development Plan and the conditions set forth below authorize development proposed in Case No. 05-037-DP marked "Officially Accepted, September 10, 2007, Planning Commission Exhibit A. Any deviations from the exhibits, project description, or conditions must be reviewed and approved by the City of Goleta for conformity with this approval. Deviations without the above-described approval will constitute a violation of the permit approval. The exhibits associated with this permit include:

05-037-DP: Development Plan

- Preliminary Plans – California Department of Transportation Project Plans for Construction on STATE HIGHWAY - Hollister Avenue Overcrossing (dated 2-9-07)

2. **AUTHORIZED DEVELOPMENT:**

FINAL DEVELOPMENT PLAN (05-037-DP)

The proposed project includes a request for a Final Development Plan to reconstruct the Hollister Avenue Overcrossing and the Ellwood Overhead in a new location, on the northwest side of Goleta. The proposed conceptually includes the following elements:

- The existing railroad overcrossing and overhead bridge would be removed and reconstructed to align with the existing terminus of Cathedral Oaks Road, approximately 600 feet eastward from the existing bridges. (Caltrans, and City of Goleta at intersection of Cathedral Oaks/Calle Real).
- The proposed overcrossing and overhead bridges would include a typical cross section of a 12-foot vehicle lane in each direction, one 12-foot center left turn pocket lane, 5-foot shoulders/bike lanes in each direction, and a 6-foot sidewalk located on the west side. (Caltrans)
- Vertical clearances of the proposed structures would be 19.6 feet for the Highway 101 overcrossing, and 29.2 feet for the railroad overhead. (Caltrans).
- The existing US Highway 101 southbound ramps would be removed and reconstructed to conform to the new overcrossing realignment. This would include reconstruction of the off-ramp to extend and intersect with Cathedral Oaks Road and the southbound Highway 101 on-ramp realignment. (Caltrans).

- A new "T" intersection would be constructed to connect Cathedral Oaks Road to Hollister Avenue in line with the new alignment. (City of Goleta).
- The existing intersection of Calle Real and Cathedral Oaks Road would be modified to raise Calle Real approximately 2 feet to intersect with the new Cathedral Oaks Road. Calle Real would consist of a 12-foot lane and 5-foot shoulder in each direction, and a 12-foot left turn lane for westbound traffic east of the Cathedral Oaks Road intersection. (City of Goleta).
- The intersection of Hollister Avenue and Bacara Drive would be realigned slightly to accommodate the new design, and include a 3-way stop intersection. Hollister Avenue would have 12-foot lanes and 5-foot shoulders in each direction, with a 12-foot right turn lane for westbound traffic onto Cathedral Oaks Road. (City of Goleta)
- Stop Signs would be installed at the revised Calle Real/Cathedral Oaks intersection (4-way), Cathedral Oaks Road/US Highway 101 southbound ramps, and the new Cathedral Oaks Road/Hollister Avenue intersection (3-way). (City of Goleta at Calle Real and Hollister, and Caltrans at ramps).
- The majority of the project would be constructed within existing rights-of-way held by Caltrans, the City of Goleta, and Union Pacific Railroad (UPRR). A small amount of right-of-way would be obtained on the northwesterly corner of APN 079-210-048), as well as a section of land along the southwest corner of Cathedral Oaks Road at Calle Real, on a portion of APN 079-020-020). These two portions require a Government Code 65402 finding of consistency with the City's General Plan/Coastal Land Use Plan. (Right of Way to be obtained by City of Goleta).
- An existing overhead easement over the Union Pacific Railroad would be abandoned by the City of Goleta, while a new overhead easement would be obtained by the City and Caltrans over the newly aligned overcrossing, above the UPRR right of way.

Estimated earthwork volumes include approximately 18,800 cubic yards of cut, 34,800 cubic yards of fill, with 16,000 cubic yards of imported material, based on 2007 plans.

Construction vehicle access would be provided along US Highway 101, and the adjoining local streets of Calle Real, Hollister Avenue, Bacara Drive, and Cathedral Oaks Road.

In addition to the structural roadway sections, a landscape plan will be installed by Caltrans, including planting of 89 coast live oak trees, 36 sycamores and 36 eucalyptus trees.

Construction is scheduled to begin in the Fall of 2009, contingent on all follow up permitting being completed by Caltrans with state and federal agencies. Construction is anticipated to be completed within three years, including time for landscaping establishment.

The grading, development, use and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas and the protection and preservation of resources shall conform to the project description in the staff report and the conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the City of Goleta.

MITIGATION MEASURES FROM CALTRANS MND AND COG ADDENDUM:

Aesthetics

3. Existing eucalyptus and other trees shall be preserved to the greatest extent possible.

   Plan Requirements and Timing: Construction drawings shall minimize the removal of trees and shall also identify trees to be preserved and trees to be removed. Trees to be removed shall be marked in the field. Construction drawings shall be reviewed and approved prior to issuance of a Land Use Permit. This requirement can be coordinated with the required Tree Protection and Replacement Plan and can be developed as a component of the Final Landscape Plan.

   Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. City of Goleta shall also field check to verify compliance.

4. Where existing roads are realigned or abandoned, the old road shall be completely removed, including asphalt, road base and sub-base. The old road bed shall be scarified.

   Plan Requirements and Timing: Construction drawings shall indicate appropriate treatment (scarification and revegetation) of the old road bed. Construction drawings shall be reviewed and approved prior to issuance of a Land Use Permit.

   Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. City of Goleta shall also field check to verify compliance.

5. Reconstruction of local streets and roadways shall include the planting of street trees, if supported by the local jurisdiction.

   Plan Requirements and Timing: The Final Landscape Plan shall identify new trees. The Design Review Board shall complete advisory review of the Final Landscape Plan prior to issuance of a Land Use Permit.

   Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. City of Goleta shall also field check to verify compliance.

6. Replacement planting shall be designed and located to include visual benefits for the highway traveler as well as the local road user.

   Plan Requirements and Timing: The Final Landscape Plan shall identify new trees. The Design Review Board shall complete advisory review of the Final Landscape Plan prior to issuance of a Land Use Permit.

   Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. City of Goleta shall also field check to verify compliance.

7. Replacement planting shall be planted from minimum 15-gallon container size, and shall include tree stakes.

   Plan Requirements and Timing: The Final Landscape Plan shall identify new trees, shall indicate a minimum size of 15 gallon containers, and shall note that all trees

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shall be staked. The Design Review Board shall complete advisory review of the Final Landscape Plan prior to issuance of a Land Use Permit.

Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. City of Goleta shall also field check to verify compliance.

8. All replacement landscaping shall include a defined and funded plant establishment and maintenance period, which will ensure the long-term success of the planting.

Plan Requirements and Timing: The Final Landscape Plan shall include performance standards for installation and maintenance of plantings. The Design Review Board shall complete advisory review of the Final Landscape Plan prior to issuance of a Land Use Permit.

Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. City of Goleta shall also field check to verify compliance.

9. The landform of the removed or realigned ramps, local roads and intersections shall be recontoured as necessary to blend with the adjacent topography.

Plan Requirements and Timing: Construction drawings shall indicate appropriate treatment of areas where improvements are removed. Construction drawings shall be reviewed and approved prior to issuance of a Land Use Permit.

Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. City of Goleta shall also field check to verify compliance.

10. The proposed highway overcrossing bridge and railroad overcrossing structure shall be designed with an aesthetic character compatible to one another.

Plan Requirements and Timing: Construction drawings shall be consistent with this requirement and shall be submitted to the Design Review Board for completion of advisory review, including compliance with this condition, prior to issuance of a Land Use Permit.

Monitoring: The project shall be constructed consistent with final construction drawings. Compliance will be a condition placed on the contractor selected to implement the project. City of Goleta shall also field check to verify compliance.

11. Construction drawings for the bridge and related structure, as well as the landscaping plan, shall be reviewed on an advisory basis by the City of Goleta DRB. This review shall include a final landscape plan and lighting plan. Any new lighting fixtures shall be hooded and shielded to the extent feasible.

Plan Requirements and Timing: Prior to issuance of a Land Use Permit, the project shall receive its last advisory review from the City of Goleta DRB.

Monitoring: The Caltrans/City of Goleta shall ensure construction according to plan.

Air Quality

12. To minimize NOx emissions, the following measures shall be implemented as necessary for each price of heavy-duty diesel construction equipment:

a. The engine size of construction equipment shall be the minimum practical size.
b. Heavy-duty diesel-power construction equipment manufactured after 1996 (with federally mandated clean diesel engines) should be utilized wherever feasible.
c. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the small number is operating.
d. Construction equipment operating onsite shall be equipped with two- to four-degree engine timing retard or pre-combustion chamber engines.
e. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
f. Diesel catalytic converters shall be installed, if available.

Plan Requirements and Timing: This requirement shall be included in the construction specifications or as an appendix to such specifications and implemented during all grading and construction activities.

Monitoring: Compliance will be a condition placed on the contractor selected to implement the project.

13. To minimize dust/PM_{10} emissions:

a. After clearing, grading, earth moving or excavating is complete, the disturbed area must be treated with watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will occur.

b. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this shall include wetting down such areas in the late morning and after work is complete for the day. Increased watering frequency shall be used whenever possible.

c. Minimize the amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

d. Gravel pads should be installed at all access points to prevent tracking of mud onto public roads.

e. If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

f. Trucks transporting fill material to and from the site shall be tarped.

g. Dust control requirements shall be shown on all grading plans.

h. The Resident Engineer shall designate a person to monitor dust control and to order increased watering, as necessary, to prevent transport of dust offsite. Duties shall include holiday and weekend periods when work may not be in progress. The

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name and telephone number of such person shall be provided to the APCD prior to construction.

Plan Requirements and Timing: This requirement shall be included in the construction specifications or as an appendix to such specifications and implemented during all grading and construction activites.

Monitoring: Compliance will be a condition placed on the contractor selected to implement the project.

Biological Resources

14. Biological resources shall be avoided or impacts to these resources shall be minimized consistent with the protocol identified in the "Natural Environment Study" (NES) for the Hollister Interchange, prepared by Caltrans (May 2005).

Plan Requirements and Timing: Implementation of the project shall follow the protocol outlined in the NES. These requirements shall be included on construction plans and/or provided as a separate document to the contractor selected to implement the project.

Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. Caltrans/City of Goleta will coordinate compliance inspections.

15. Disturbed areas and areas where pavement will be permanently removed shall be replanted in accordance with the approved Landscape Plan.

Plan Requirements and Timing: The construction plans shall include the final Landscape Plan, which shall include provisions for proper treatment of temporarily disturbed areas and areas where pavement will be permanently removed. Restoration of these areas shall be completed as soon as construction of the project is completed.

Monitoring: The success and growth performance of plants shall be monitored by City Community Services staff for three years following installation. Annual monitoring reports by City Community Services staff shall be prepared.

16. An environmentally sensitive area (ESA) shall be established to protect the aquatic habitat of California Red-legged frogs and minimize disturbance to uplands within 300 feet. The ESA would be off-limits to all construction equipment and personnel. In addition to the ESA, avoidance and minimizing efforts will be incorporated into the project, as an outline in the Natural environment study.

Plan Requirements: The boundary of the ESA shall be placed on the construction plans, which will note that activities in the ESA are prohibited. Timing: The ESA fencing shall be placed prior to any ground disturbing activities and prior to the introduction of any motorized equipment or materiel stores onto the project site.
Monitoring: The integrity of the ESA fence and the prohibition on construction activities in the ESA shall be monitored by the construction liaison or the U.S. Fish & Wildlife Service-approved biologist.

17. The Caltrans biologist shall conduct a thorough search of the UPRR railroad right-of-way prior to construction to determine if California red-legged frogs are present within the work limits of the existing and new railroad overheads. If frogs are detected, the biologist shall contact U.S. Fish & Wildlife Service to arrange for relocation of the frogs to Bell Canyon.

Plan Requirements: The construction plans shall include a note concerning the pre-construction frog survey. Timing: Survey and relocation shall occur prior to the arrival of any equipment or materiel, and prior to any ground disturbing activities.

Monitoring: None required.

18. Eucalyptus trees shall be removed from the project site between August 15th and February 15th in order to avoid disturbance to nesting raptors. If this avoidance is not desirable due to construction scheduling constraints, then a biologist shall conduct a survey to determine if nesting is occurring at the project site. If nesting is not present at the project site, or would not be disturbed by tree removal, then removal of the eucalyptus trees can proceed during the nesting season after consultation with California Department of Fish and Game.

Plan Requirements: The location of eucalyptus trees to be removed shall be placed on the construction plans, which will note that tree removal is seasonally restricted. Timing: Tree removal shall be limited to August 15th through February 15th.

Monitoring: The Caltrans biologist shall record the timing of tree removal.

19. The new Hollister Avenue railroad overhead shall incorporate bat habitat with crevice and capacity space equal to that being removed. Bridge designers will work in cooperation with the District biologist to develop an appropriate design. Prior to removing the existing bridge, the crevices on the existing bridge shall be filled with expandable foam or otherwise made bat-proof during October and November, at night, when bats have left the bridge.

Plan Requirements: Plans shall include details on the special design requirements for bat habitat. Timing: Crevices shall be filled at night during October and November.

Monitoring: The Caltrans biologist shall record the completion of the bat-proofing.

20. An environmentally sensitive area (ESA) shall be established to protect Santa Barbara honeysuckle, coastal sage scrub, and native grassland areas. The ESA would be off-limits to all construction equipment and personnel.

Plan Requirements: The boundary of the ESA shall be placed on the construction plans, which will note that activities in the ESA are prohibited. Timing: The ESA fencing shall be placed prior to any ground disturbing activities and prior to the introduction of any motorized equipment or materiel stores onto the project site.

Monitoring: The integrity of the ESA fence and the prohibition on construction activities in the ESA shall be monitored by the construction liaison or the district biologist.

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21. A Tree Removal and Protection Plan shall be prepared. This Plan can be developed as a component of the Final Landscape Plan.

Plan Requirements and Timing: The plan shall identify trees to be preserved and trees to be removed, including details on size. Trees to be removed shall be marked and verified in the field. The Landscaping Plan shall also identify replacement trees, their location, size, and any planting specifications. The Landscaping Plan shall also provide for protection of trees that are intended to be preserved that are located near areas of disturbance and construction. The Plan shall also include performance standards for installation and maintenance of plantings. The Tree Removal and Protection Plan shall be submitted for advisory review by the Design Review Board in conjunction with the Final Landscape Plan. The DRB advisory review shall be completed prior to issuance of a Land Use Permit.

Monitoring: The success and growth performance of plants shall be monitored by City Community Services staff for three years following installation. Annual monitoring reports by City Community Services staff shall be prepared.

Noise

22. Construction activity for site preparation and major structural work within the City right of ways shall be limited to the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. No construction work shall occur on state holidays. Non-noise generating construction activates are not subject to these restrictions. It is understood that some night time construction will be necessary to demolish and remove the existing structure, and to construct portions of the new structure.

Plan Requirements and Timing: This requirement shall be printed on the grading and construction plans and implemented during all grading and construction activities. Signs stating these restrictions shall be posted onsite and shall remain in place throughout grading and construction activities.

Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. The contractor, Caltrans, and the City of Goleta shall respond to complaints.

23. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.

Plan Requirements and Timing: This requirement shall be printed on the grading and construction plans and implemented during all grading and construction activities.

Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. The contractor, Caltrans, and the City of Goleta shall respond to complaints.

24. The contractor shall be required to equip all construction vehicles and equipment with functioning and properly maintained muffler systems, including intake silencers where necessary.

Plan Requirements and Timing: This requirement shall be printed on the grading and construction plans and implemented during all grading and construction activities.

Monitoring: Compliance will be a condition placed on the contractor selected to implement the project. The contractor, Caltrans, and the City of Goleta shall respond to complaints.

25. Additional reductions in noise impacts shall be provided for by performing noisy operations, such as stockpiling and/or vehicle storage onsite, as far away as practicable from the residences along the western and southwestern boundary of Winchester Commons.

Plan Requirements: Plans shall indicate the above restrictions. Timing: These restrictions shall apply during the duration of construction.

Monitoring: The onsite foreman shall enforce the restrictions on a daily basis and document compliance on a weekly basis.

Water Resources/Flooding

26. The Storm Water Pollution Prevention Plan (SWPPP) to be prepared under the provisions of Construction General Storm Water Permit should specifically include measures to: (1) prevent erosion from the construction site and from the post-construction site that could cause sedimentation into Bell Canyon and Devereaux creeks; and (2) prevent discharge of construction materials, contaminants, washings, concrete, fuels, and oils into Bell Canyon and Devereaux creeks. These measures shall include, at a minimum, physical devices to prevent sedimentation and discharges (e.g., silt fencing, straw bales), and routine monitoring of these device and the conditions of Bell Canyon and Devereaux creeks downstream of the project site. BMP's should be developed based on the following guidance manuals: California Storm Water Best Management Practice Handbook (Stormwater Quality Task Force 1993) and Caltrans Storm Water Quality Handbook – Construction Contractor's Guide and Specifications (Caltrans 1997).

Types of BMPs would include:

Stockpile Management BMPs

- Provide silt fencing, straw logs, or straw bales around the base of the stockpiles to intercept sediment and inhibit the flow of sediment-laden runoff from the stockpiles.

- Construct diversions, containment berms or dikes around stockpiles to divert runoff around the stockpiles and to prevent sedimentation of downslope areas.

- Hydroseed stockpiles with native grasses to provide a grass cover throughout the year to prevent wind and water erosion if the stockpiles will be inactive for more than 60 days.

- Use soil binders or other cover on stockpiles to reduce runoff of sediments.

Grading and Filling BMPs

- Place silt fences, straw logs, or straw bales around areas to be graded, especially cut and fill slopes, to intercept any loose material that could erode and enter onto City roads during construction.

- Place silt fences, straw logs, or straw bales around the drain inlet to Bell Canyon Creek on the north side of Highway 101 and on the east bank of Bell Canyon Creek south of the highway to prevent erodible material from entering the creek.

- Use soil binders, temporary mulches, or erosion control blankets or hydroseeding for temporary slopes that would be exposed to wind and water erosion prior to beginning work.

- Convey drainage from equipment laydown and parking areas through a sediment basin where sediments and contaminants can be trapped and water quality can be monitored.

- Stabilize construction entrances to the project site with gravel. This will help prevent sediment tracking from the construction area to paved roads.

- Install diversion dikes or ditches to divert runoff around active graded areas.

Dewatering BMPs

- Install sediment controls (either a sediment trap or sediment basin) to collect water from any dewatering operations. Filter out sediment from the sediment trap or sediment basin using a sump pit and perforated or silt standpipe with holes and wrapped in filter.

Waste Management BMPs

- All construction vehicles and equipment that enter the construction and grading areas will be properly maintained (off-site) to prevent leaks of fuel, oil, and other vehicle fluids.

- Conduct equipment and vehicle fueling off-site. If refueling is required at the project site, it will be done within a bermed area with an impervious surface to collect spilled fluids.

- Prepare a spill prevention/spill response plan for the project site that includes training, equipment, and procedures to address spills from equipment, stored fluids, and other materials.

- Place all stored fuel, lubricants, paints, and other construction liquids in secured and covered containers within a bermed area.

- Conduct any mixing and storage of concrete and mortar in contained areas.

- Ensure that all equipment washing and major maintenance is prohibited at the project site, except for washdown of vehicles to remove dirt, which must only occur in a bermed area.

- Remove all refuse and excess material from the site as soon as possible.

Plan Requirements: The construction plans and specifications shall incorporate the Storm Water Pollution Prevention Plan. Timing: A SWPPP shall be completed as part of final plans and specifications. The project-specific SWPPP shall be reviewed and approved by the City of Goleta or their designated representative prior to submittal to the Regional Water Quality Control Board. A Notice of Intent shall be submitted to the State Water Resources Control Board prior to construction. All BMPs shall be installed one month prior to anticipated winter rains, and maintained throughout the construction period.

Monitoring: An on-site control manager shall perform daily inspections during the winter, and document compliance with the SWPPP on a weekly basis.

27. The proposed roadways and ramps should include current Caltrans design features to reduce pollutant loads in stormwater runoff, such as vegetated drainage channels or grassy areas. Stormwater from new ramps and roadways should not be discharged directly into Bell Canyon Creek.

Plan Requirements: The construction plans and specifications shall incorporate vegetated grassy swales that will assist in percolation of runoff and removal of roadway pollution. Timing: The plans for the swales shall be completed as part of the final plans and specifications.

Monitoring: Successful installation of these features shall be documented during final inspection.

28. Reclaimed water shall be used for all dust suppression activities during grading and construction, if such water can be feasible obtained.

Plan Requirements and Timing: The construction plans and specifications shall note this requirement and to the extent feasible shall be implemented during grading and construction activities.

Monitoring: Use of reclaimed water shall be verified in the field.

Transportation/Circulation

29. A traffic management plan shall be prepared that defines how traffic operations will be managed and maintained on roadways during each phase of construction, including detours and signage and public notification regarding this work. A traffic control plan shall be prepared by a traffic engineer that includes specific details for traffic control within construction zones (i.e. lane closures, utility relocation work, etc.).

Plan Requirements and Timing: Engineering plans depicting traffic control measures during construction on City right of way shall be prepared. These plans shall depict necessary lane closures, detours, any signage/lighting, flaggers, and other traffic control measures needed to avoid accidents and provide access to property and emergency response vehicles during construction. Said engineering plans shall be submitted for review and approval by City Community Services staff prior to construction.

Monitoring: The Caltrans resident engineer shall ensure compliance with the traffic management plan for the project. City Community Services staff shall periodically monitor in the field to verify compliance throughout all construction activities.

Solid Waste

30. Demolition and/or excess construction materials shall be separated onsite or offsite for reuse/recycling or proper disposal (e.g., concrete, asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite or separated offsite.

Plan Requirements and Timing: This requirement shall be printed on the grading and construction plans. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

Monitoring: Compliance with construction waste recycling requirements will be a condition placed on the contractor selected to perform any construction activities for the project.

GENERAL CONDITIONS:

31. Approval of the Final Development Plan shall expire five (5) years after approval or conditional approval by the final decision maker, unless prior to the expiration date, substantial physical construction has been completed on the development or a time extension has been applied for by the applicant. The decision maker with jurisdiction over the project may, upon good cause shown, grant a time extension for one year.

32. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, demolition, enlarging, or rebuilding of any building, structure, or improvement, the applicant shall obtain a Land Use Permit from the City of Goleta for the portions of the project located within the City right of way within the Coastal zone. This permit is required by ordinance and is necessary to ensure implementation of the conditions required by the decision makers. Before any permit will be issued by the City of Goleta, the applicant must obtain written clearance from all departments having conditions. Such clearance shall indicate that the applicant has satisfied all pre-construction conditions. A form for such clearance is available from Planning and Environmental Services. The following Land Use Permits are required:

- Land Use Permit for grading and installation of roadway improvements within City right of way including Cathedral Oaks Road, Hollister Avenue and Calle Real, per the Final Development Plan (05-037-DP)

----------End of Conditions----------