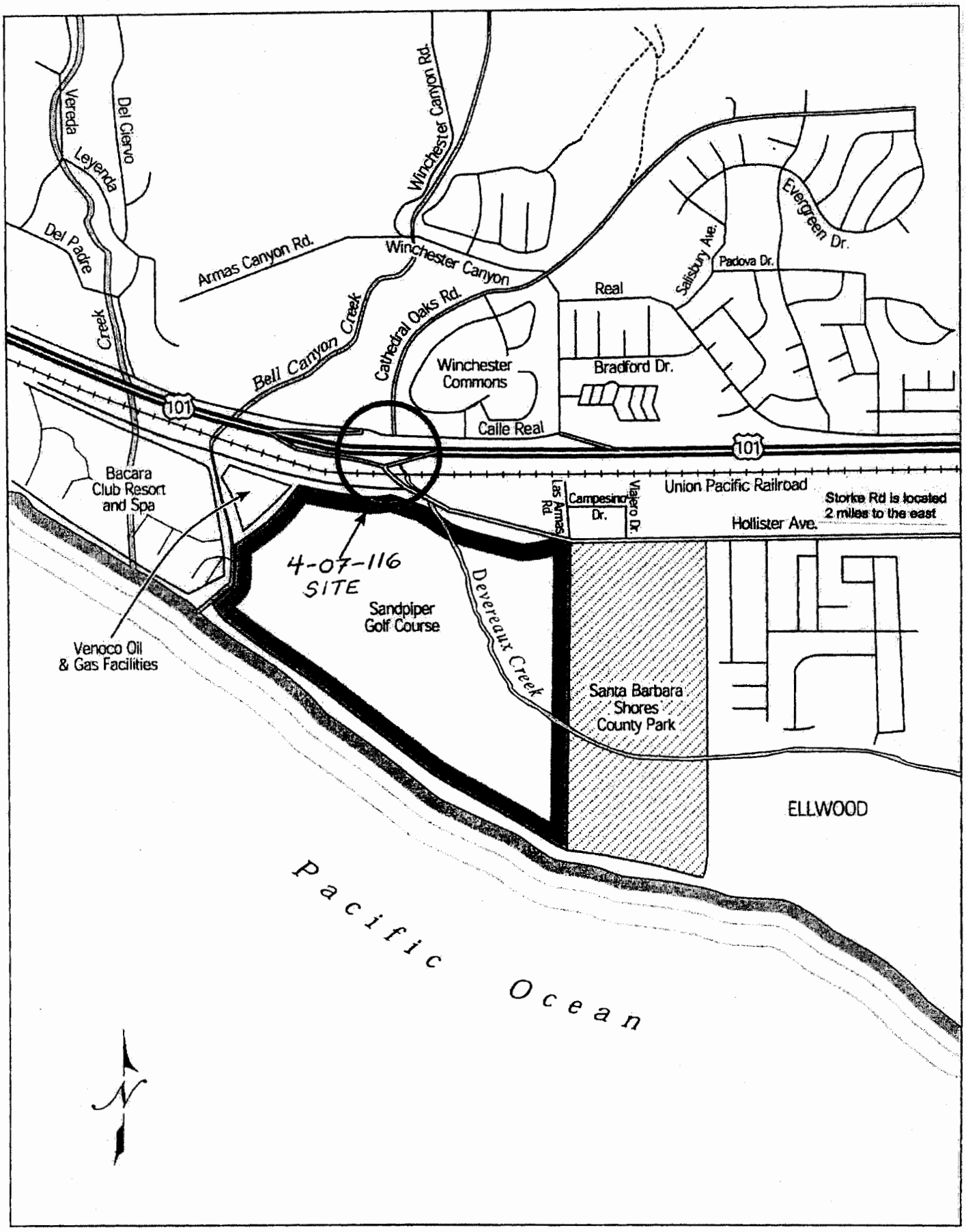
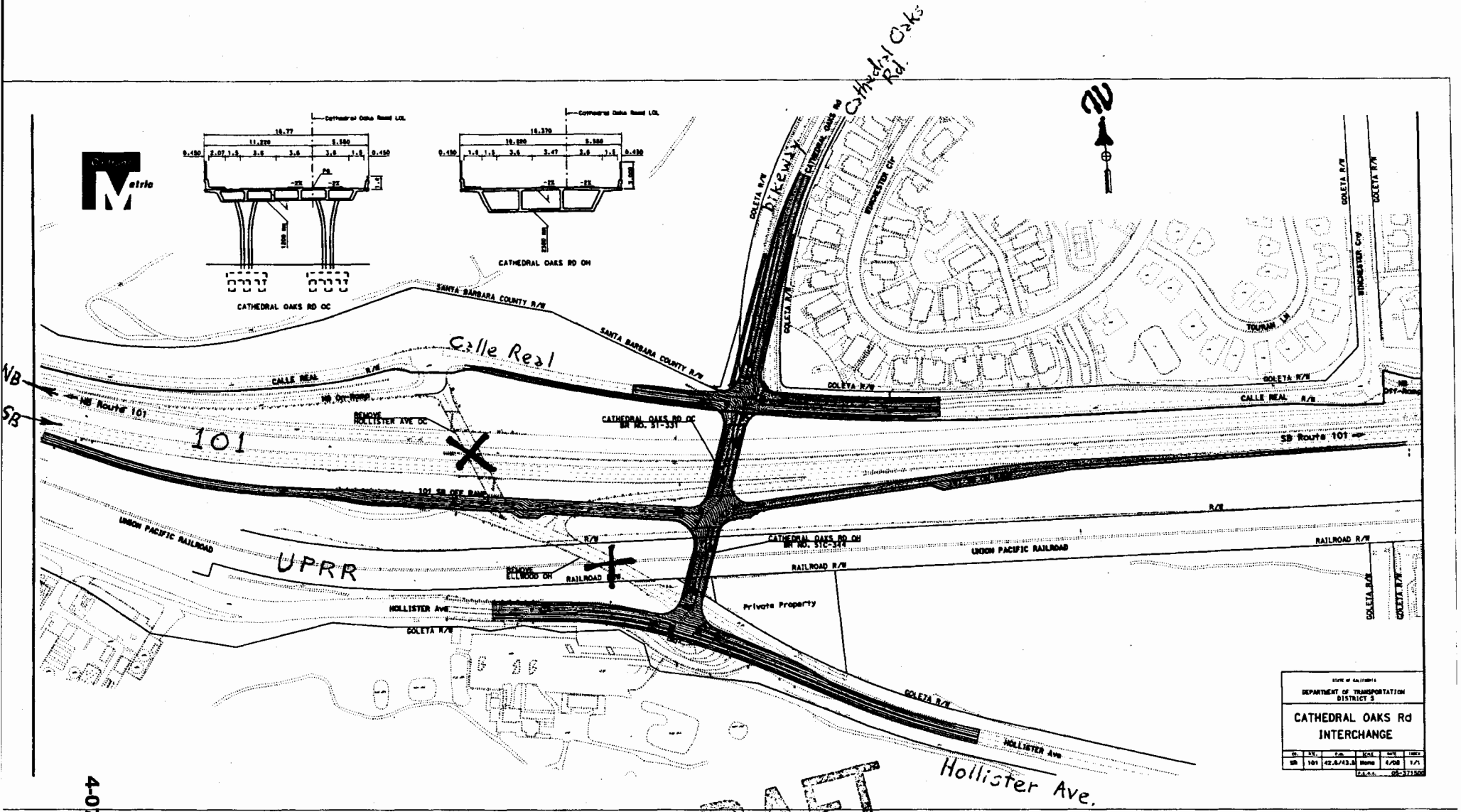


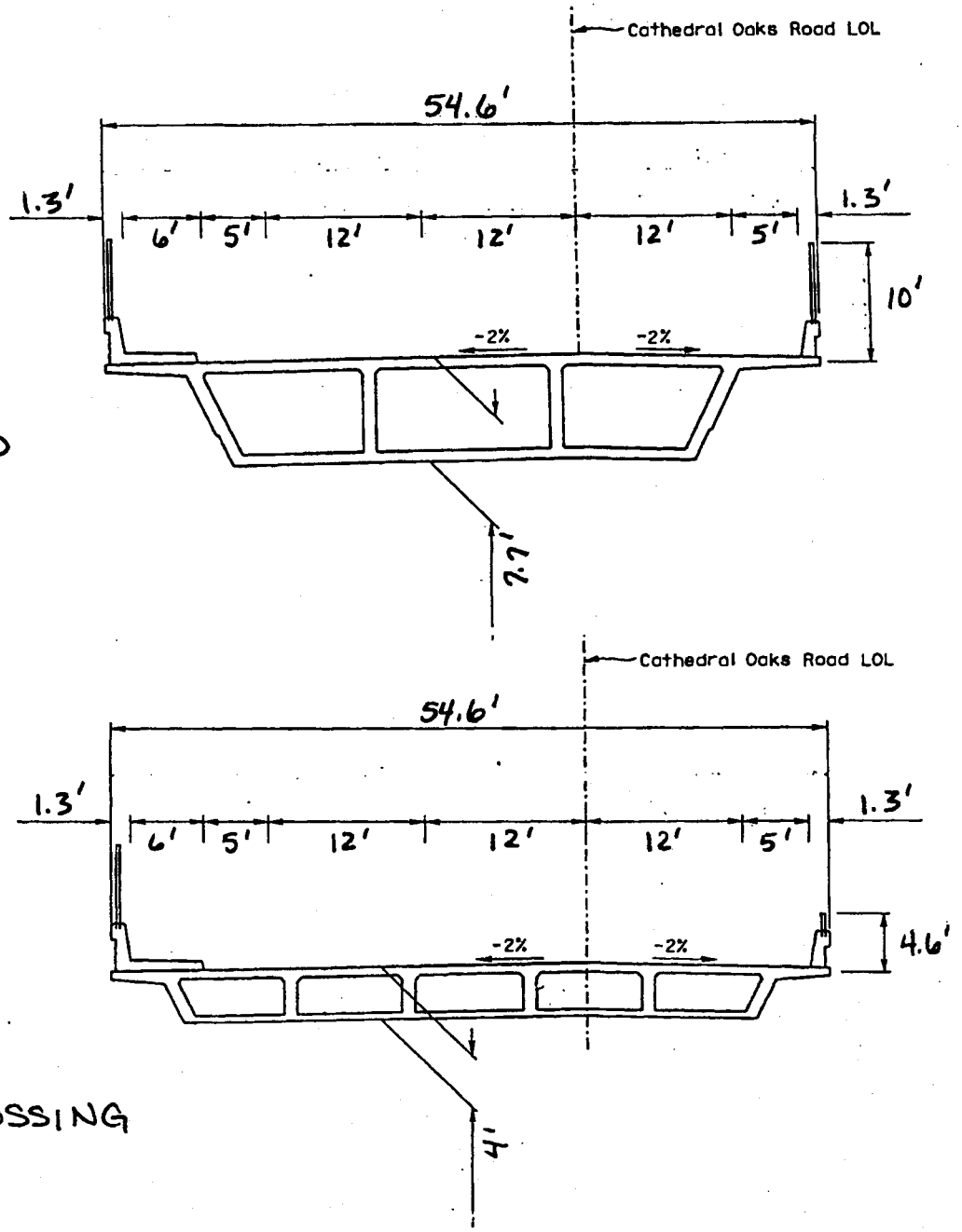
Figure 1. Location of Project Site

4-07-116 Exhibit 1
Location Map: City of Goleta
Page 1 of 1



DRAFT
JUL 10 2006

4-07-116 Exhibit 2
Site Map
Page 1 of 1



RR OVERHEAD

101 OVERCROSSING

CATHEDRAL OAKS RD

DRAFT

JUL 10 2008

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

DATE	REVISED BY	DATE REVISED

CALCULATED/DESIGNED BY

CHECKED BY

PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

RELATIVE BORDER SCALE 0 20 40 60 80

4-07-116 EXHIBIT 3

TYP. CROSS-SECTIONS

4-07-116 - Exhibit 4
Conceptual 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

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

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.

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----------

County of Santa Barbara
Planning and Development

John Baker, Director
Dianne Black, Director Development Services
John McInnes, Director Long Range Planning

October 29, 2008

Lee Otter
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060-4508

RE: Consolidated CDP for roadwork at Cathedral Oaks and Calle Real in Santa Barbara County

Dear Mr. Otter,

We received a letter from Paula Huddleston of Caltrans District 5 requesting consideration of a proposed project within Santa Barbara County's jurisdiction at the intersection of Cathedral Oaks and Calle Real. The project involves replacement of the Hollister Avenue Overcrossing (over the highway) and Ellwood Overhead (over the railroad) on a new alignment that projects Cathedral Oaks Road over Highway 101 to intersect with Hollister Avenue. As stated in the letter (attached), the majority of the project is located within the City of Goleta's jurisdiction and the Coastal Development Permit for that portion is being processed by the Coastal Commission since the City of Goleta does not have an adopted Local Coastal Plan. We understand that the project is scheduled for a hearing November 12-14, 2008 in Long Beach.

We have reviewed the project (see attached materials), including a site plan depicting that portion of the project within the County's jurisdiction. Given the scope of the project, we support processing of a Consolidated CDP, to be processed and acted upon by the Coastal Commission. We understand that the Coastal Commission would consider policies of the County's LCP, including those related to visual resource protection and trail access, in processing the CDP to ensure consistency with County policies. In addition, we expect that appropriate conditions of approval will be incorporated into the permit to address construction-related traffic and other impacts, such as the implementation of a Traffic Management Program.

Please contact Dave Ward, Development Review Deputy Director, at (805) 568-2520 if you have any questions or wish to discuss this process further.

Sincerely,

John Baker, Director

cc: Paula Huddleston, Caltrans, 50 Higuera St., San Luis Obispo, CA 93401
Bret Stewart, SB County Public Works
Dave Ward, SB County Planning and Development
Brooks Firestone, 3rd District Supervisor

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Development Review
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Santa Maria, CA 93455
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DEPARTMENT OF TRANSPORTATION
50 Higuera Street
SAN LUIS OBISPO, CA 93401-5415
TELEPHONE: (805) 549-3111
TDD (805) 549-3259

October 15, 2008

Dave Ward
Deputy Director of Development Review
COUNTY OF SANTA BARBARA
123 E Anapamu Street
Santa Barbara, CA 93101

Re: Requirement for Coastal Zone Development Permit for roadwork at Cathedral Oaks and Calle Real within Santa Barbara County jurisdiction

Dear Mr. Ward:

Per our conversation last week, I am enclosing information on the above listed project as it relates to a potential Coastal Zone Development Permit (CDP).

The proposed project is to replace the Hollister Avenue Overcrossing (over the highway) and Ellwood Overhead (over the railroad) on a new alignment that projects Cathedral Oaks Road over Highway 101 to a "T" intersection with Hollister Avenue. The existing freeway overcrossing suffers from concrete deterioration caused by reactive aggregate; the railroad overhead is deteriorated due to age. The bridges are being relocated to align with Cathedral Oaks Road in order to improve local circulation, as suggested by the County of Santa Barbara (prior to incorporation of the City of Goleta.) A Mitigated Negative Declaration was approved in March 2006 (SCH #2005121129).

The majority of the project lies within the City of Goleta. Because the City does not have an approved Local Coastal Plan, the CDP for the portion within the City is being issued by the Coastal Commission. The permit application is scheduled for a hearing November 12-14, 2008 in Long Beach. The staff recommendation is a **YES** vote, with conditions.

At the time the coastal permit application was submitted, I did not realize the entire project would not be covered by the Coastal Commission's permit. A small portion of the project, in the northwest quadrant, falls outside of the City limits and is within County jurisdiction. It is comprised of both County property and private property. (A portion of the private parcel has been purchased by Caltrans for this project.) This portion of the project would not be covered by the Coastal Commission's permit. This area is highlighted on the enclosed map.

Work within the County limits includes:

- Straightening the existing terminus of Cathedral Oaks Road to form a "T" intersection at Calle Real. This would involve shifting the road to the west approximately 80 feet and placing fill at a 2:1 slope on the down slope (as shown on the plans by a dashed line and an "F" for fill.).
- Adding 4' shoulders to the northern side of Calle Real for about 230 feet west of the new Cathedral Oaks intersection. This would also require placing fill at a 2:1 slope on the down slope to accommodate the widening.

- Adding 6' shoulders to the southern side of Calle Real, from the new Cathedral Oaks intersection to the northbound highway on-ramp, and installing guard railing. Shoulders are being widened to provide safe access for equestrians.

In order to maintain the project schedule, Caltrans must receive all permits by December of this year. Therefore, Caltrans is requesting that the County take one of two actions:

1) The County could grant an exemption from a coastal development permit under Division 11, Sec. 35-169.2, item 1a, repair and maintenance activities. Appendix C, section IIA of the provisions exempts from a permit the "repair and maintenance of existing public roads" and the "restoration, repair and modifying for public safety bridges and other highway structures...." However, this activity includes a caveat that a permit is required for excavation or disposal of fill outside of the roadway prism; a determination would have to be made as to whether the shoulder-widening fill would fit this description.

2) Under Section 30601.3 of the Coastal Act, the entire project could be permitted via a consolidated permit, processed and acted upon by the Coastal Commission, as long as the applicant (Caltrans), the local government (the County) and the Commission consent to the consolidated permit and public participation is not substantially impaired.

Lee Otter, of the Coastal Commission, has tentatively agreed to the consolidated permit. As part of the Coastal Commission's permitting process, the project will be heard at the November Commission hearings. Property owners and occupants within 100' of the project, along with other interested parties, will be mailed hearing notices. In addition, notices of the pending hearing were also placed at the project site. These efforts should satisfy public participation requirements.

If the County agrees to a consolidated permit, the Commission would need a written statement, either by letter or e-mail, stating such. The statement should be sent to Mr. Lee Otter, California Coastal Commission, 725 Front Street, Ste 300, Santa Cruz 95060-4508 or lotter@coastal.ca.gov, **no later than November 5, 2008**.

If you have any questions or need additional information, please contact me at 549-3063 or Paula_Huddleston@dot.ca.gov.

Sincerely,

Paula Huddleston
Environmental Planning

Encls.

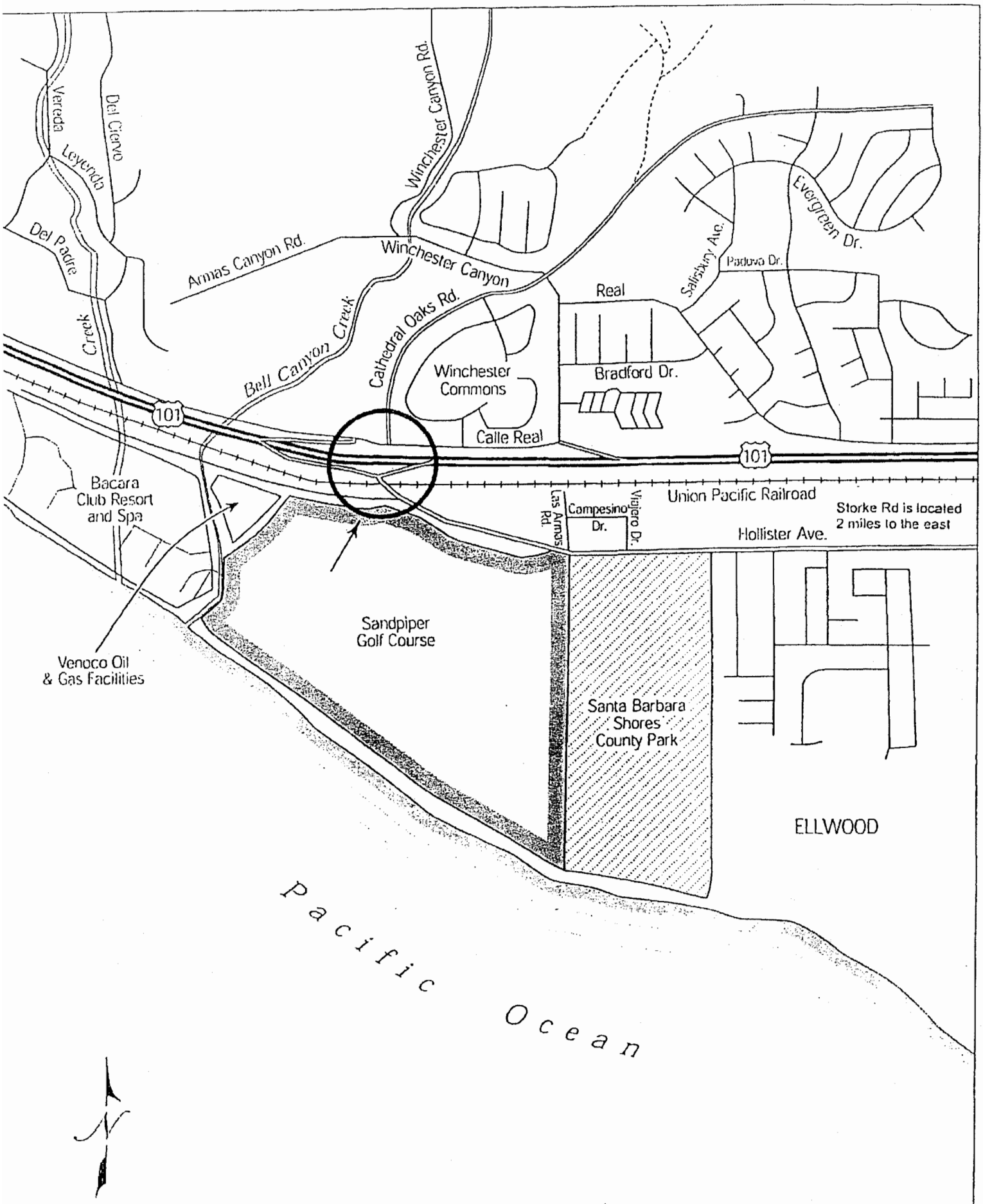


Figure 1. Location of Project Site

CALLE REAL LAYOUT
SCALE 1:1000
REVISED 10-15-08
Goleta
area Purchased by Caltrans
COUNTY JURISDICTION
SB COUNTY JURISDICTION
COUNTY JURISDICTION PORTION OF PROJECT
CITY OF GOLETA
HWY. 101
HWY. 101
existing
SB ROUTE 101
NB ROUTE 101
ALL DIMENSIONS ARE METRIC

EXHIBIT 6 (con't)

SANTA BARBARA COUNTY LCP

As provided by Coastal Act section 30601.3, the Coastal Act Chapter 3 policies serve as the standard of review for consolidated coastal development permit applications. The certified local coastal program (LCP) is to be consulted for guidance in applying this standard of review. The LCP provisions applicable to the Hwy.101/Hollister Ave. intersection rebuild project are as follows[1]:

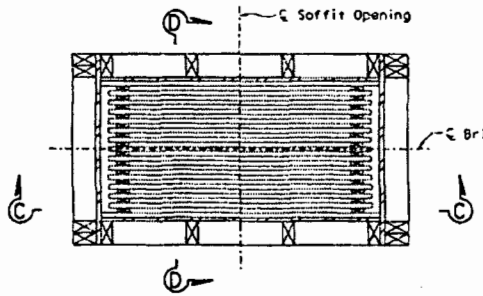
COUNTY LCP POLICY REQUIREMENT	DISCUSSION
Coastal Land Use Designation and Zoning A narrow strip of right-of-way (ROW) along Calle Real, west of Cathedral Oaks Road, and along the west side of Cathedral Oaks, north of Calle Real, is located within the County of Santa Barbara. This County ROW is adjacent to property zoned AG-II-100 (APN 029-09-020) in the County's coastal zoning ordinance, and is located within the Rural Area of the County's Land Use Element map.	The portion of the project site within Santa Barbara County is undeveloped and partially public right of way along Calle Real and Cathedral Oaks Road. The County of Santa Barbara has assigned permit authority for this portion of the project to the California Coastal Commission. A discussion of the County policies affecting this local ROW is provided below as a basis for the Commission's action on the remaining Coastal Development Permit.
UTILITY SERVICE AVAILABILITY **Coastal Plan Policy #2-6:** *Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e. water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions and improvements that are required as a result of the proposed project. Lack of available public and private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.*	Consistent: The Cathedral Oaks Overcrossing project will not demand public resources following its construction, and will improve roadway operations through the relocation and reconstruction of the Cathedral Oaks overcrossing. Therefore, the project can be found consistent with this County policy.

[1] Policy identification and discussion provided by Laura Bridley, AICP, contract planning consultant for the City of Goleta. Summary table incorporates results of review by Alex Tuttle, representing the County of Santa Barbara planning department.

LANDFORM ALTERATION & SITE SUITABILITY **Coastal Plan Policy 3-13:** *Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.* **Coastal Plan Policy 3-14:** *All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.*	Consistent, Policies 3-13 and 3-14: Within the adjusted County ROW at the Calle Real and Cathedral Oaks intersection, grading is proposed with a 2:1 fill involved with the shoulder widening on Calle Real and alignment adjustment on Cathedral Oaks. This grading would occur for a width of approximately 33 feet west of the existing Cathedral Oaks Road in order for this roadway to transition appropriately to the relocated overcrossing and on toward Hollister Avenue. This grading is required due to the slopes of the adjoining parcel, and would remove a small area of vegetation within the slope, but no trees. All grading will be completed within publicly held ROW as part of the project construction. All such grading is the minimum disturbance necessary to accomplish the project objectives of completing the overcrossing and realigning to current geometric standards the northwest quadrant of the Cathedral Oaks and Calle Real intersection. Therefore, the project would be consistent with this policy.
WATER QUALITY **Coastal Plan Policy 3-16:** *Sediment basin (including debris basins, desilting basins, or silt traps) shall be installed on the project site in conjunction with the initial grading operations and maintained throughout the development process to remove sediment from runoff waters. All sediment shall be retained onsite unless removed to an appropriate dumping location.*	Consistent: Conditions of approval within the local permits and Coastal Development Permit, to be incorporated into project specifications for construction, include erosion control methods and water retention methods to minimize off site runoff of waters, as it may be required for the overlay work on Calle Real, within the County ROW. Therefore, upon implementation of standard construction specifications, the project would be consistent with this local policy.

VISUAL RESOURCES **Coastal Plan Policy 4-3:** *In area designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen form public viewing places.*	Consistent: The project related work within the County ROW will not alter or heighten the road elevation noticeable from its existing location. Therefore, these portions of Calle Real and Cathedral Oaks Road would remain subordinate to the surrounding landforms north of U.S. Highway 101. Further, the work in County ROW along the local roads connecting to the proposed relocation of the Cathedral Oaks bridge would be consistent with the bridge's overall design to also be non-intrusive to natural landforms and not intrude into the skyline.
ACCESS & RECREATION **Coastal Plan Policy 7-18:** *Expanded opportunities for access and recreation shall be provided in the Gaviota Coast planning area.*	Consistent: The Cathedral Oaks overcrossing project will incorporate a 2.1 meter (6.9 foot) extended shoulder along the south side of Calle Real, adjacent to U.S. Highway 101 and the County ROW. This shoulder extension will improve this section of Calle Real, allowing non-vehicular users better clearance along Calle Real. Similarly, this multi-use paved area along the south side of Calle Real would be consistent with the Goleta Community Plan's vision for a bike path along Calle Real, as well as the parks and recreation trail recommended in the Goleta Trails Implementation Study, (Santa Barbara County, May 1995). The Calle Real and Cathedral Oaks approaches to this slightly realigned intersection will enhance the project's improvement of pedestrian and bikeway access from the north part of Cathedral Oaks to a more direct connection to Hollister Avenue and other routes to the coastal recreation areas.

4-07-116
EXHIBIT 7
Plans for Replacement
Bat Habitat



PLAN A-A
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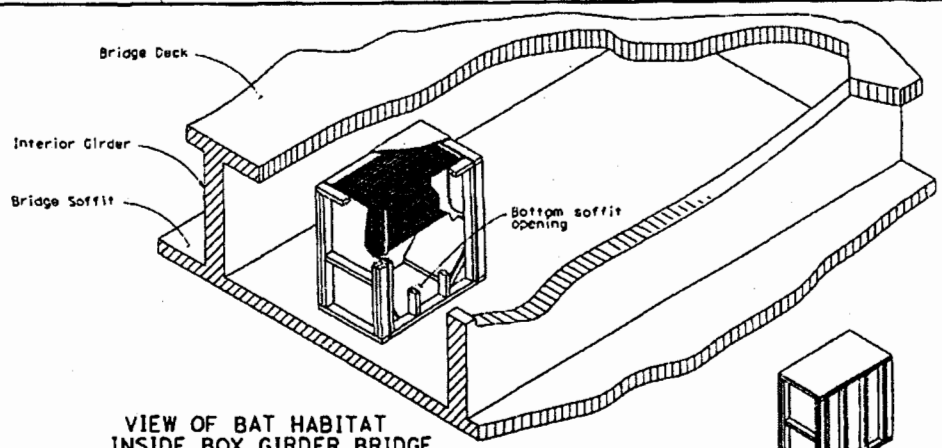

VIEW OF BAT HABITAT
INSIDE BOX GIRDER BRIDGE
No Scale

BAT HABITAT
No Scale

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
05					

REGISTERED CIVIL ENGINEER J. David Grenley 12316 Exp. 12-31-06 CIVIL — DATE

PLANS APPROVAL DATE

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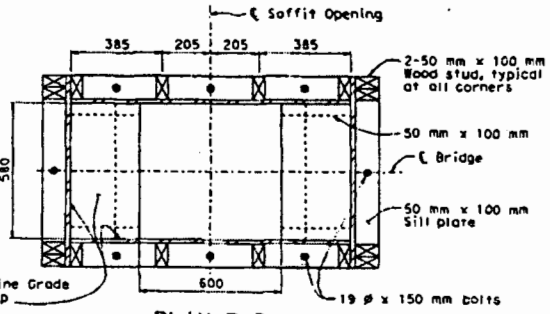
Notes:

1. 50 mm x 100 mm size corresponds to (2x4) nominal wood studs.
2. All non-plywood lumber shall be redwood.
3. Use 8d nails at 300 mm OC for all wood studs to plywood nailing.
4. All hardware shall be exterior-grade.
5. Caulk all box seams.



PLAN B-B
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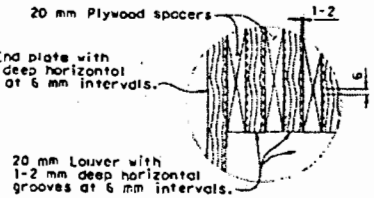

DETAIL A
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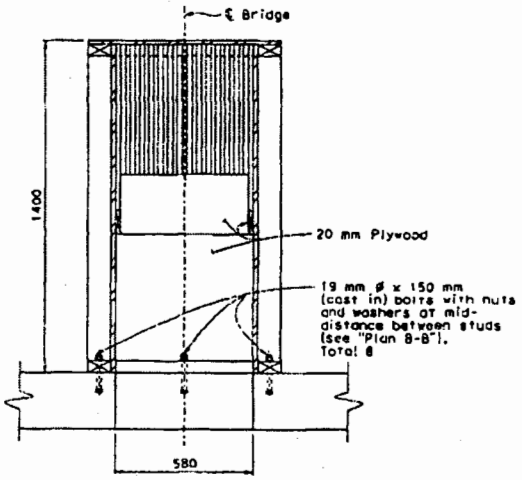
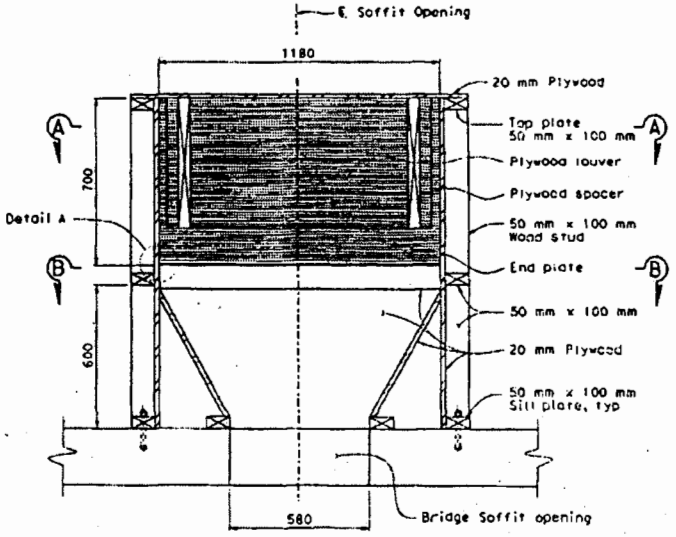


SECTION D-D
1:10



SECTION C-C
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Caltrans Metric

DESIGN	J. David Grenley		
DETAILS	Sandra McNealy		
QUANTITIES			

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 7

CU 05
EA 0M1401

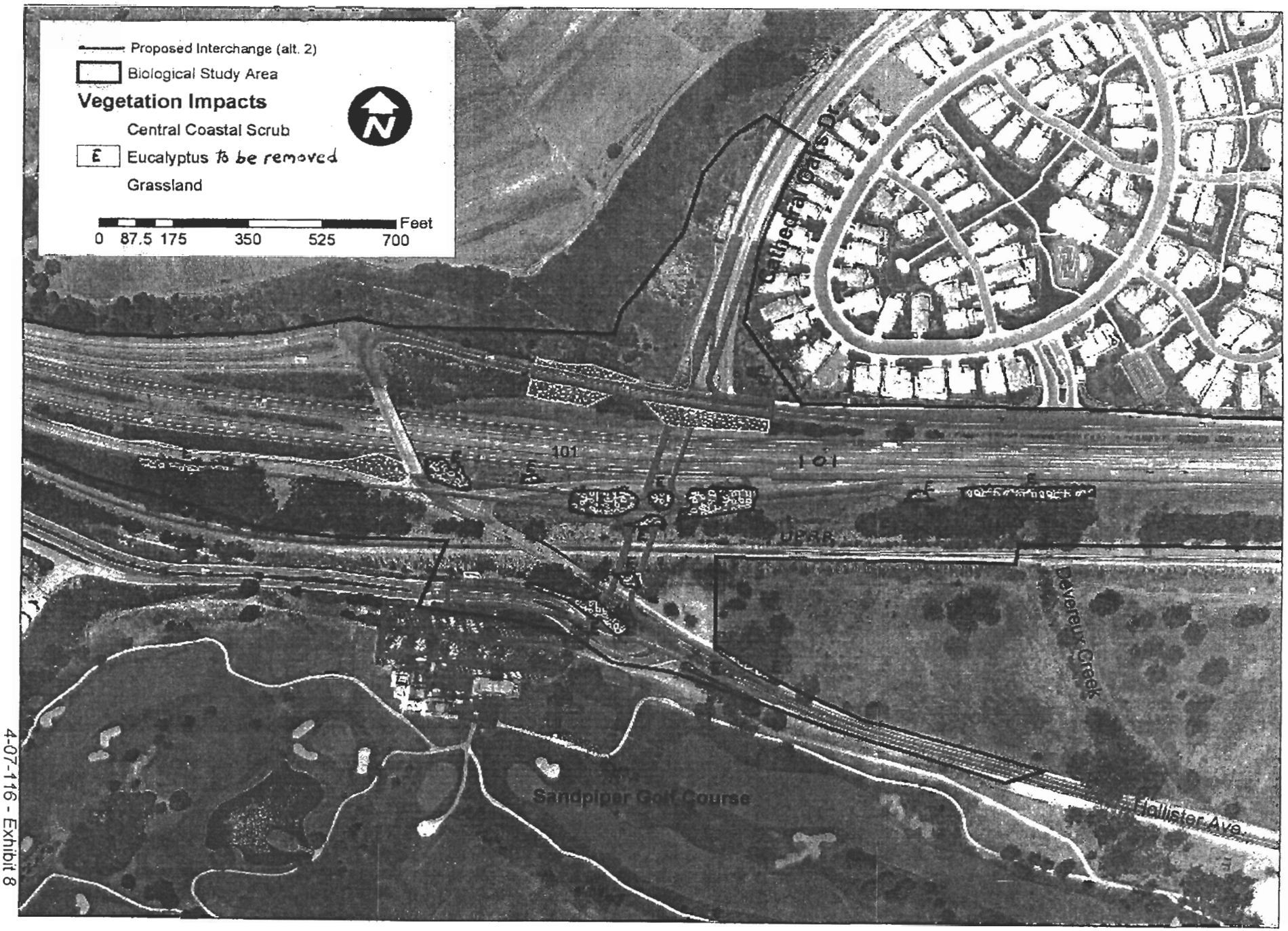
BRIDGE NO. 51C0344

CATHEDRAL OAKS ROAD OVERHEAD

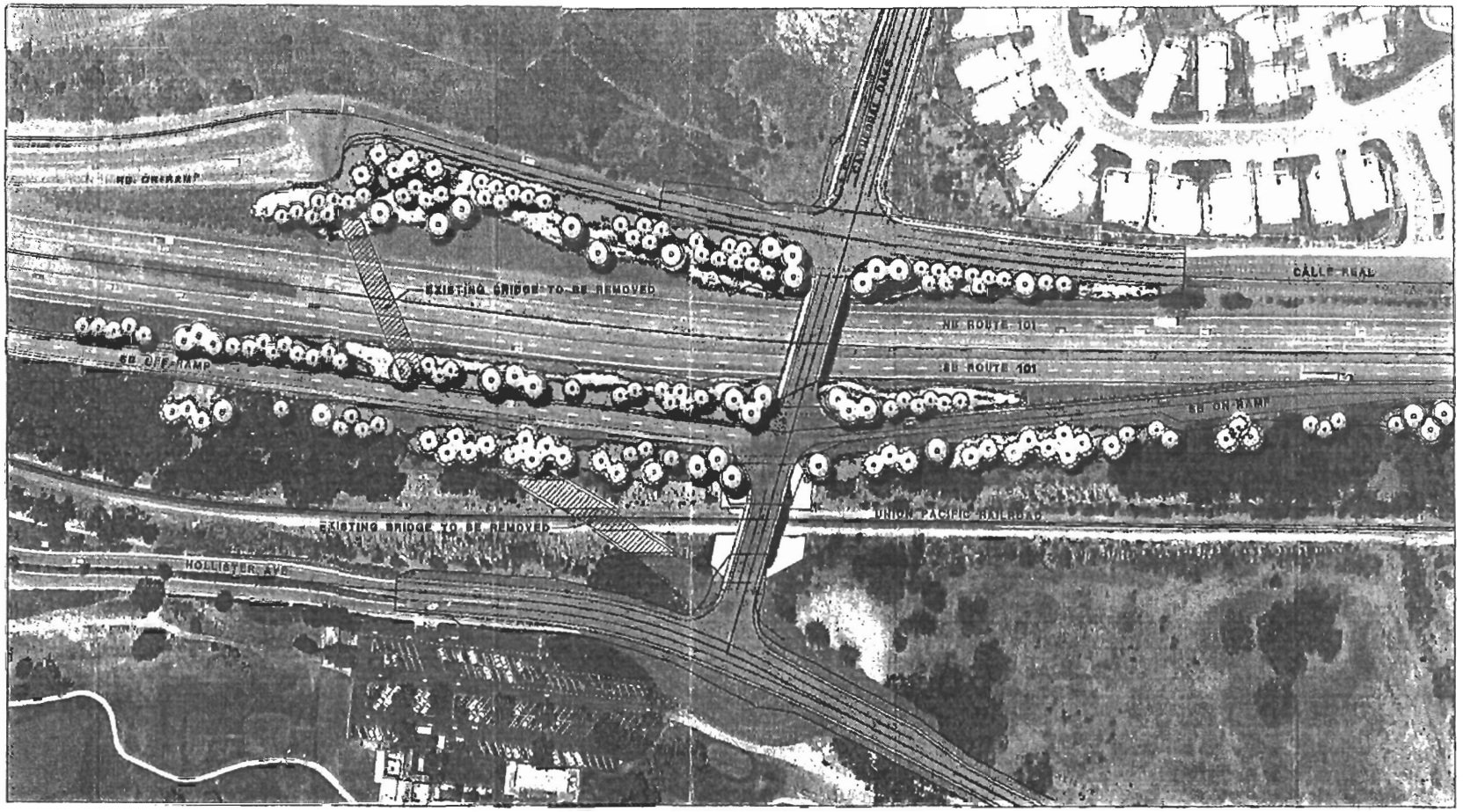
BAT HABITAT TYPE 1 DETAILS NO.1

FILE =: STD0344-U-DOT-typ1-1.dgn

STRUCTURES DESIGN DETAIL SHEET (METRIC) (REV. 02-11-04)



4-07-116 - Exhibit 8
Vegetation Impacts



CONCEPTUAL PLANTING PALETTE

PLATANUS RACEMOSA
/CALIFORNIA SYCAMORE

QUERCUS AGRIFOLIA
/COAST LIVE OAK

EUCALYPTUS CLADOCALYX
/SUGAR GUM EUCALYPTUS
(or Monterey cypress)

TYPE 'D' PERMAMENT EROSION CONTROL
(NATIVE GRASSES, FORBS AND WILDFLOWERS)

LARGE SCALE SHRUBS
(RHAMNUS ALTERNUS, CEANOTHUS 'RAY HARTMAN', ROSMARINUS OFFICINALIS, PINUS MUGO MUGO)

LOW SHRUBS AND GROUNDCOVER
(ACACIA REDOLENS, ARCTOSTAPHYLOS SPP., CEANOTHUS 'YANKEE POINT'

ROCK SLOPE PROTECTION (RSP)

CATHEDRAL OAKS OVERCROSSING

CONCEPTUAL PLANTING PLAN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
LANDSCAPE ARCHITECTURE
DAVID EMERSON
Caltrans

4-07-116
Exhibit 9 - Prelim. Landscape Plan

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT
05	SB	101	

REGISTERED CIVIL ENGINEER — DATE 9-19-08

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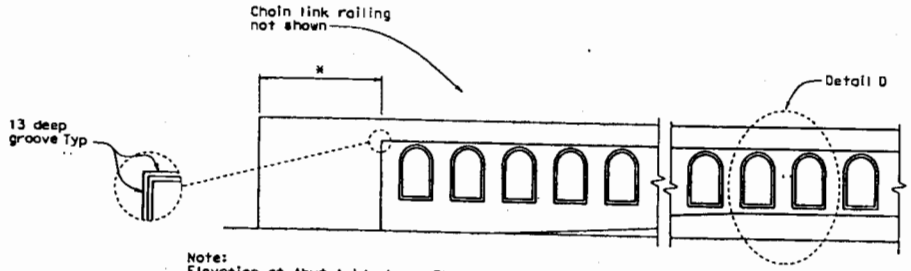
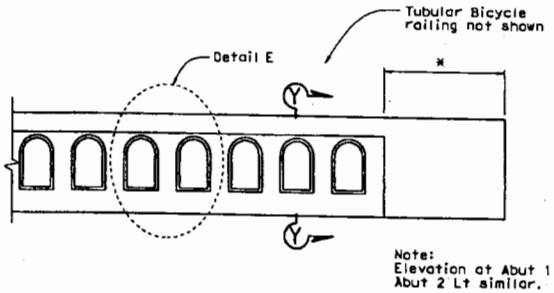
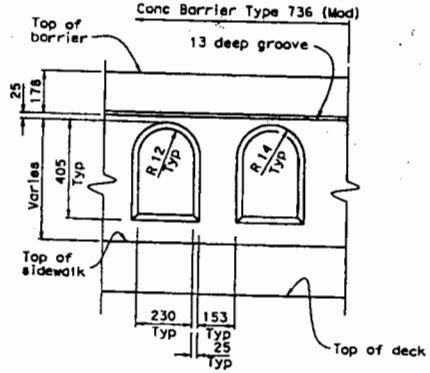


ELEVATION CONCRETE BARRIER TYPE 736 (Mod) WITH ADJACENT SIDEWALK
1:20

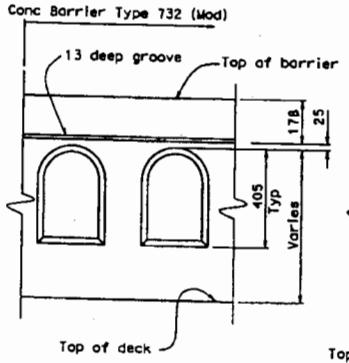
* Approx 3140 - left barrier
Approx 3060 - right barrier



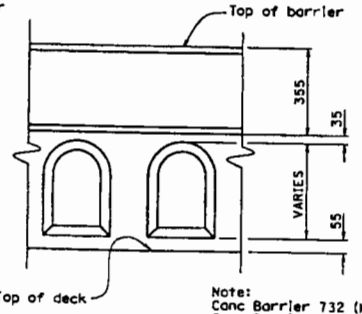
ELEVATION CONCRETE BARRIER TYPE 732 (Mod)
1:20



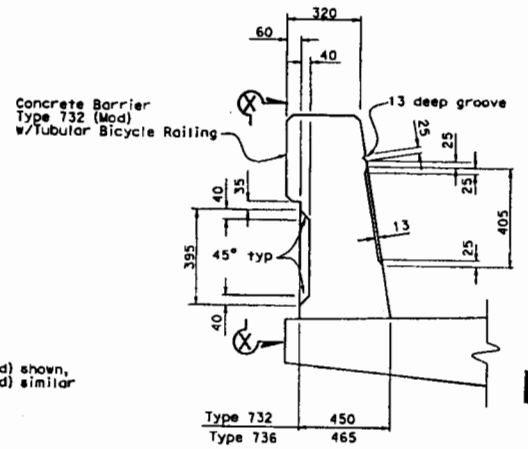
DETAIL D
1:10



DETAIL E
1:10



VIEW X-X
1:10



SECTION Y-Y
1:10

RECEIVED
DEC 09 2008
CALIFORNIA COASTAL COMMISSION CENTRAL COAST AREA

Caltrans Metric

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS 0 10 20 30 40 50 60 70 80 90 100

	BY	CHECKED
DESIGN	E. Ortega / V. Moore	Lilibeth Purta
DETAILS	Bruno Jenko	Lilibeth Purta
QUANTITIES		

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 7

CU 05
EA 0M14U1
FILE = 51-0331-r-arch-detl.dgn

BRIDGE NO.	CATHEDRAL OAKS ROAD OVERCROS
51-0331	ARCHITECTURAL DETAILS
KILOMETER POST 42.3	

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES

STRUCTURES DESIGN DETAIL SHEET (METRIC) (REV. 03-17-04)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No.
05	SB	101		

REGISTERED CIVIL ENGINEER 10-7-08 DATE

PLANS APPROVAL DATE

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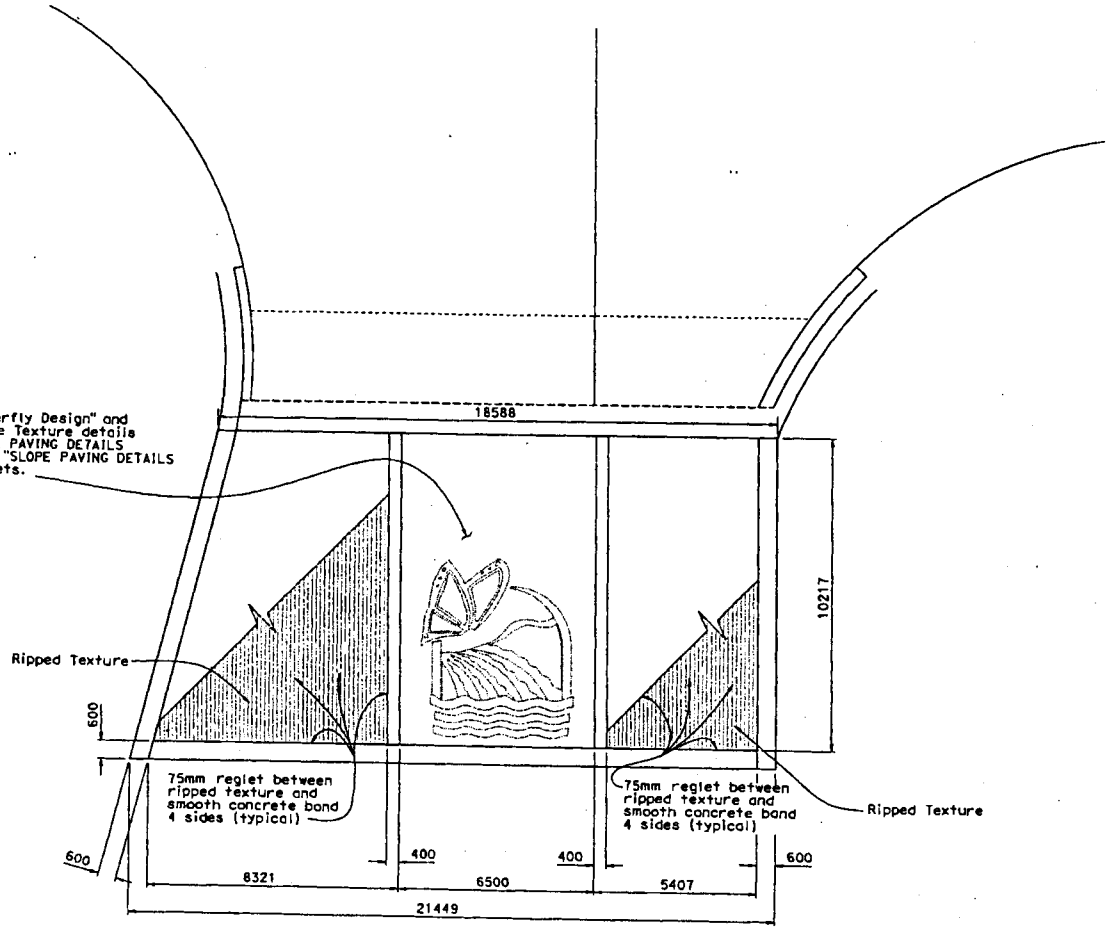
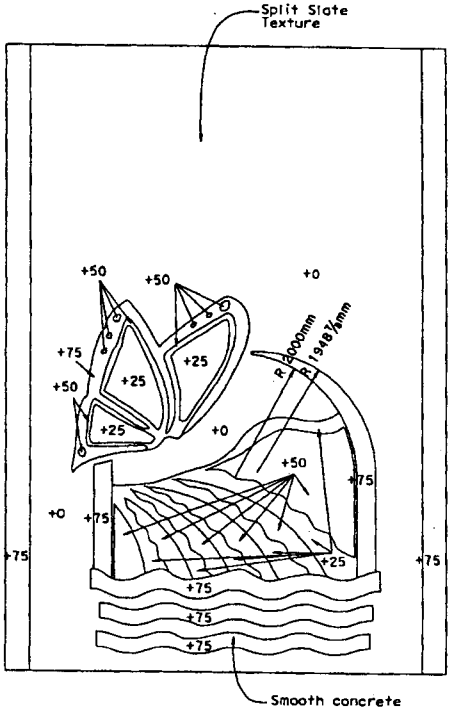


ABUTMENT 3

1:80

Note :
For "Ripped Texture" details, see "SLOPE PAVING DETAILS NO. 1" sheet.



BUTTERFLY DESIGN DETAIL

1:40

Note :
For additional "Butterfly Design" details, see "SLOPE PAVING DETAILS NO.3 sheet.

Caltrans Metric

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS 0 10 20 30 40 50 60 70 80 90 100

	BY	CHECKED
DESIGN	J. David Grenley	X
DETAILS	G. Dickerson	X
QUANTITIES	K	X

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 7

CU 05
EA 0M14U1

FILE => 51-0331-u-s1-det02.dgn

BRIDGE NO.	CATHEDRAL OAKS ROAD OVERCROSSING
51-0331	
KILOMETER POST 42.3	SLOPE PAVING DETAILS NO. 2

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES

SHEET 24 OF 27

STRUCTURES DESIGN DETAIL SHEET (METRIC) (REV.03-17-04)

USERNAME => s1346181 DATE PLOTTED => 09-OCT-2008 TIME PLOTTED => 16:14

4-07-116 - Exhibit 10 - Architectural Details (Illustrative)
Page 2 of 2

4-07-116 - Exhibit 11 - Raptor Nest Location

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
LANDSCAPE ARCHITECTURE

PROJECT LANDSCAPE ARCHITECT: DAVID EMERSON

CALCULATED/DESIGNED BY

CHECKED BY

DATE REVISED BY

DATE REVISED

LEGEND

LOCATION OF TREE CONTAINING RAPTOR NEST

RAPTOR NEST LOCATION

RELATIVE BORDER SCALE IS IN MILLIMETERS

CU 06-341

EA 0M1403

Supplemental Greenhouse Gas Analysis
for the Caltrans Coastal Development Permit — Hollister Avenue Overcrossing and Overhead Replacements in the City of Goleta

December 2008

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas[1] (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations will apply to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80% below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. However, California, in conjunction with several environmental organizations and several other states, sued to force the U.S.

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[1] Greenhouse gases related to human activity, as identified in AB 32, include: Carbon dioxide, Methane, Nitrous oxide, Tetrafluoromethane, Hexafluoroethane, Sulfur hexafluoride, HFC-23, HFC-134a, and HFC-152a.

Environmental Protection Agency (EPA) to regulate GHGs as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.,* U.S. Supreme Court No. 05–1120. 549 U.S. _____. Argued November 29, 2006—Decided April 2, 2007). The court ruled that GHGs do fit within the Clean Air Act's definition of a pollutant, and that EPA does have the authority to regulate GHGS. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting greenhouse gas emissions. The USEPA is currently determining the implications to national policies and programs as a result of the Supreme Court decision.

According to a recent white paper by the Association of Environmental Professionals[2], "[a]n individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases."

The Department and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98% of California's GHG emissions are from the burning of fossil fuels and 40% of all human-made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans (December 2006). Transportation's contribution to GHG emissions is dependent on three factors: the types of vehicles on the road, the type of fuel the vehicles use, and the time/distance the vehicles travel.

Current and Forecasted Traffic

Since the interchange was completed in 1961, the Winchester Common, Mountain View, and Towbes residential projects have been completed. Commercial developments completed in the project vicinity include the Bacara Spa and Resort, Sandpiper Golf Club, and the Camino Real Market Place. There is additional residential and commercial development forecasted for western Goleta in the near future. The increase in traffic resulting from the development will necessitate improvements to be made to the interchange to improve local traffic circulation.

The following traffic volumes apply to the segment of Route 101 between Glen Annie/Storke Roads and Hollister Avenue. The source for vehicular count volumes is the Caltrans Traffic and Vehicle Data Systems Unit website. These volumes were grown at an average annual rate derived from the Santa Barbara Council of Area Governments model.

[2] Hendrix, Micheal and Wilson, Cori. Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents (March 5, 2007), p. 2.

Table 1 Route 101 Area Traffic Volumes

Design Year	AADT (vehicle)	Percent Trucks	Peak Hour (vehicle)	Peak Hour Directional Split
Current (2004)	35,000	7%	3,650	60%
Forecast (2029)	79,000	7%	7,340	60%

The current peak hour demand on the interchange occurs during the morning commute. During the peak hour 220 vehicles exit southbound Route 101, 494 vehicles enter southbound Route 101, and 83 enter northbound Route 101. Additionally, 612 vehicles travel south along Hollister Avenue over Route 101 while 118 vehicles travel north along Hollister Avenue over Route 101.

The selected alternative proved to be superior in improving local circulation, traffic safety, non-motorized methods of travel, and the southbound ramps intersection geometrics.

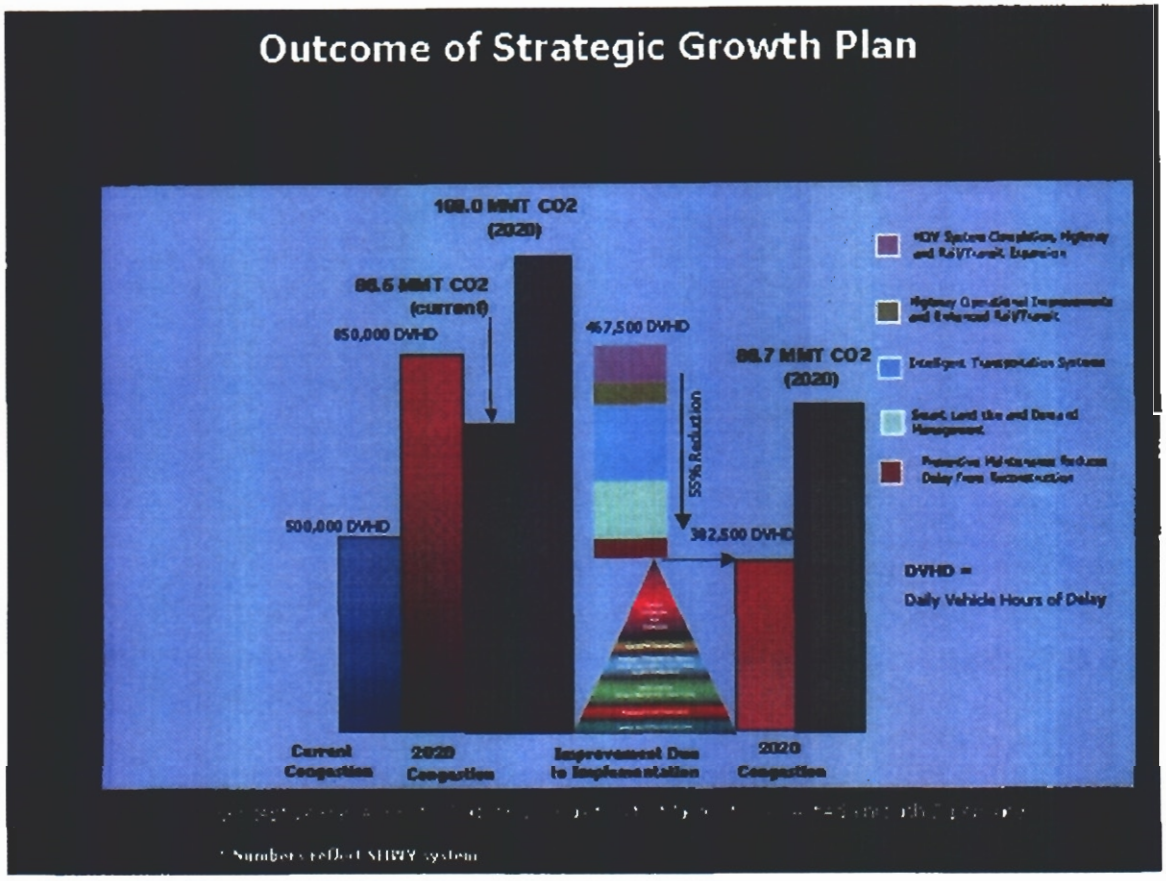
Air Quality Conformity

The project will not cause significant long-term traffic emissions, and therefore would not have an impact on climate change. It is consistent with the Santa Barbara County Air Pollution Control District Clean Air Plan (2002), which is the State Implementation Plan for Santa Barbara County. The project was identified and determined to be in conformance with the Regional Transportation Plan and the Federal Regional Transportation Improvement Plan.

AB 32 Compliance

The Department continues to be actively involved on the Governor's Climate Action Team as ARB works to implement AB 1493 and help achieve the targets set forth in AB 32. Many of the strategies the Department is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Governor Arnold Schwarzenegger's Strategic Growth Plan (SGP) calls for a $222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including $107 in transportation funding during the next decade. As shown on the figure below, the SGP targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The SGP proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together yield the promised reduction in congestion. The SGP relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements. The proposed project would by part of a more efficient transportation system by improving the

operational efficiency of the existing transportation system and consequently the movement of people, goods and services.



As part of the Climate Action Program at Caltrans (December 2006), the Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. The Department is working closely with local jurisdictions on planning activities; however, the Department does not have local land use planning authority. The Department is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. However it is important to note that the control of the fuel economy standards is held by the United States Environmental Protection Agency and ARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the University of California Davis. Table 2 summarizes the Department and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. For more detailed information about each strategy, please see Climate Action Program at Caltrans (December 2006); it is available at:

http://www.dot.ca.gov/docs/ClimateReport.pdf

Table 2 – Improving Transportation System Efficiency

Strategy	Program	Partnership	Method/Process	Estimated CO2 Savings (MMT) 2010	2020
Smart Land Use	IGR	Lead: Caltrans Partner: Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Lead: Caltrans Partner: Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Lead: Regional Agencies Partner: Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements and Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Lead: Caltrans Partner: Regions	State ITS; Congestion Management Plan	.007	2.17
Mainstream Energy and GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Env. Analysis	Interdepartmental effort	Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational and Information Program	Office of Policy Analysis & Research	Partner: Interdepartmental, CalEPA, CARB, CEC	Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening and Fuel Diversification	Division of Equipment	Department of General Services	Fleet Replacement B20 B100	0.0045	0.0065 0.45 .0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team	Energy Conservation Opportunities	0.117	.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries	2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 0.36 Not Estimated	4.2 3.6 Not Estimated
Goods Movement	Office of Goods Movement	CalEPA, CARB, BT&H, MPOs	Goods Movement Action Plan	Not Estimated	Not Estimated
Total				2.72	18.67

Measures for Reducing Potential Climate Change Impacts

The following measures will be included in the project to reduce the GHG emissions and potential climate change impacts:

1. Use of reclaimed water—currently 30% of the electricity used in California is used for the treatment and delivery of water. Use of reclaimed water helps conserve this energy, which reduces GHG emissions from electricity production.
2. Landscaping—reduces surface warming and through photosynthesis decreases CO2
3. Portland cement—use of lighter color surfaces such as Portland cement helps to reduce the albedo effect and cool the surface; in addition, the Department has been a leader in the effort to add fly ash to Portland cement mixes. Adding fly ash reduces the GHG emissions associated with cement production—it also can make the pavement stronger.
4. Energy efficient lighting—LED traffic signals could be installed. This would be an action taken by Southern California Edison.

October 10, 2008

10-15-08
FAX TO LEE OTTER (CCC)
831-427-4877
FAX TO PAULA HUDDLESTON-
CALTRANS
805. 549. 3233

California Coastal Commission
C/o Shana Gray
Supervisor Planning & Regulation
89 S. California St., Ste. 200
Ventura, CA 93001-2801

Re: Application No. 4-07-116
Agenda Item No. Th 31d

Dear Coastal Commission Members,

We wish to express our opposition to this project in its entirety for the following reasons:

1. Cathedral Oaks Rd. was never intended to be or designed to be a major thoroughfare between the 101 and Highway 154 and beyond into the City of Santa Barbara.

2. An extension of Cathedral Oaks across the 101 will make the road a major thoroughfare through these neighborhoods: Winchester Commons, Santa Barbara West, Mountain View, and the Condos on Cathedral Oaks, Crown Collection and Dos Pueblos High School.

3. Currently, southbound tractor trailer traffic is unable to exit at Hollister/Winchester Canyon and cross the 101 to Calle Real.

4. A new bridge will allow southbound tractor trailer traffic to exit the 101 and drive through the neighborhoods along Cathedral Oaks, Calle Real and Winchester Canyon Rd.

5. There is significant northbound tractor trailer traffic exiting the 101 at the Winchester Canyon exit to obtain fuel. There is an abundance of traffic, noise; soot and fuel exhaust pollution emanating from the existing vehicles.

6. A potential doubling of the amount of truck traffic would make the neighborhoods surrounding the Union 76 gas station intolerable from a health perspective.

7. To our knowledge the Goleta City Council and the Goleta Planning Commission do not understand the magnitude of this project or are aware of the negative impact not only on the environment but on the people who reside in the area.

8. Notice of this Hearing scheduled for October 16th was received October 6, '08, not enough time for residents in the Winchester Commons community to rearrange schedules to be able to attend, much less review all the documents and make comments.

9. To our knowledge there has been no such communication to people in the neighborhoods mentioned above including Winchester Commons which will be adversely impacted on all four sides of the development. As a minimum courtesy, all of the people in these affected neighborhoods should be notified of this proposal by a direct mailer and given access to appropriate information before any action is taken by the Coastal Commission.

10. The existing bridge over the 101 was recently retrofitted. There is no need for two new bridges. For Caltrans and the City of Goleta to continue to push forward with this as a needed project may be a misrepresentation.

11. The $10MM for this unneeded project might well be better spent on road and traffic projects that will benefit a majority of the citizens of the City of Goleta. E.g. Improvement of the Hollister/Storke road interchange, improved City streets, curb cuts, sidewalk repairs, synchronized traffic lights, etc.

12. In the interests of full disclosure we ask that Caltrans and the City of Goleta make the Coastal Commission members aware of the alternative Caltrans plan for a less costly bridge parallel to the existing bridge. That would be less intrusive, less disruptive and less costly than an extension of Cathedral Oaks as currently proposed.

13. It is fiscally irresponsible for the State and Goleta to proceed with this project. If some money is "earmarked" for this project, let's sever the "ear" and "mark" it for operating expenses or for other infrastructure improvements such as those mentioned in # 11 above.

14. Thank you for your time and consideration.

Sincerely,

Richard & Janet Danehy

Richard & Janet Danehy
7922 Winchester Circle
Goleta, CA 93117-1067
805.685.6764

Via fax 641.1732 to Ms. Gray

CITY OF GOLETA

November 10, 2008

Ms. Shana Gray, Supervisor, Planning & Regulation
Mr. Lee Otter, Transportation and Public Access Liaison
California Coastal Commission
89 South California Street
Ventura, CA 93001

RE: Application No. 4-07-116 – Cathedral Oaks Overcrossing at U.S. 101

Dear Mr. Otter and Ms. Gray,

The City would like to respond to points raised in the letter to the Commission dated October 10, 2008 from Richard & Janet Danehy. I have included the Danehy's concerns (in italics), and the City's responses below:

1. Cathedral Oaks Rd. was never intended to be or designed to be a major thoroughfare between the 101 and Highway 154 and beyond into the City of Santa Barbara.

Response: Cathedral Oaks Road was designated as a P-2 (Primary 2) roadway in the Goleta Community Plan, adopted by Santa Barbara County in 1993. The map of this designation and definition of P-2 roadways is attached, noting that such streets serve a "high proportion of non-residential development with some residential lots and few or no driveway curb cuts. ..." (see Figure 29, and pp 153 and 155).

Following the City of Goleta's incorporation in 2001, and after an extensive public hearing process, the City adopted it first General Plan /Coastal Land Use Plan in 2006. In this document, Cathedral Oaks is again categorized as a "major arterial," consistent with the County's prior designation (see Figure 7-2 and related pages 7-12 and 7-13).

The purpose of the public transportation infrastructure is to connect, via a system of roads and bridges, residential areas with retail and commercial areas and resources such as coastal access and vice versa. These roadways also allow for efficient response by police, fire and medical personnel to provide for the safety of all of the public.

The 2006 Transportation Element of the Goleta General Plan/Local Coastal Land Use Plan included the relocation of the Cathedral Oaks overcrossing to align with the northerly segment of Cathedral Oaks as a high priority (see Figure 7-3 and page 7-19, Table 7-4).

There is no data to substantiate the notion that this project would increase traffic on Cathedral Oaks by making it a more attractive alterative to HWY 101.

2. An extension of Cathedral Oaks across the 101 will make the road a major thoroughfare through these neighborhoods: Winchester Commons, Santa Barbara West, Mountain View, and the Condos on Cathedral Oaks, Crown Collection and Dos Pueblos High School.

Response: The realignment of the Cathedral Oaks Overcrossing will not add capacity to this roadway north of Calle Real, or create any traffic inducements. By relocating this overcrossing, the project would instead create a safer crossing of Cathedral Oaks over HWY 101 for vehicles and for pedestrian and bicycle traffic.

There are no design elements that would create an additional "draw" to Cathedral Oaks Road or make it an attractive alternative to HWY 101. This project merely relocates an existing crossing.

3. Currently, southbound tractor trailer traffic is unable to exit at Hollister/Winchester Canyon and cross the 101 to Calle Real.

Response: There is nothing to prevent southbound tractor trailers from exiting at this location now. There is however, no "draw" for these trucks. It is not convenient to the major commercial center at Storke and Hollister, therefore these trucks are likely to continue to get off of the highway at Storke Road rather than negotiate Hollister Avenue. Professional truck drivers are not going to waste fuel in stop and go traffic when they can remain on the freeway.

4. A new bridge will allow southbound tractor trailer traffic to exit the 101 and drive through the neighborhoods along Cathedral Oaks, Calle Real and Winchester Canyon Rd.

Response: Tractor trailer traffic can drive through the neighborhoods along Cathedral Oaks now, but once again, what is the "draw?" There is no reason for this behavior. Professional truck drivers prefer routes where they can maintain a constant speed, as they can on the freeway. Professional truck drivers do not want to drive through neighborhoods, add additional miles to their trip, negotiate curves, watch out for pedestrians or deal with STOP signs. This wastes time, wastes fuel and increases driver fatigue, all of which are negatives in the business of commercial transport.

5. There is significant northbound tractor trailer traffic exiting the 101 at the Winchester Canyon exit to obtain fuel. There is an abundance of traffic, noise; soot and fuel exhaust pollution emanating from the existing vehicles.

Response: The relocation of the overcrossing is not expected to alter the volume of traffic using this local access to U.S. 101, particularly due to the limited commercial facilities on nearby Calle Real and Hollister Avenue. Once again, this project is not adding any generators/attractors for such traffic. The private gas station already exists and will not be expanding.

6. A potential doubling of the amount of truck traffic would make the neighborhoods surrounding the Union 76 gas station intolerable from a health perspective.

Response: Again, the realignment of the Cathedral Oaks overcrossing will not increase capacity or do anything other than provide a safer geometry for all motorists to access and cross U.S. 101. This project is not adding any traffic generators/attractors.

7. To our knowledge the Goleta City Council and the Goleta Planning Commission do not understand the magnitude of this project or are aware of the negative impact not only on the environment but on the people who reside in the area.

Response: The Danehy family has been mailed notices for the following public hearings held by the City of Goleta:

March 15, 2005:	Design Review Board meeting
July 17, 2007:	Design Review Board meeting
September 10, 2007:	Planning Commission hearing
July 22, 2008:	Design Review Board meeting

The City Council, the Planning Commission and the Design Review Board have all reviewed all of the materials pertinent to this project. There have been numerous public hearings. They have all approved of the project; without their approval, the City could not be participating. Without adequate information, these decision makers would not have voted their approval to move forward with the project.

Mr. Danehy made these same comments at several of these meetings, providing nearly the same letter as was provided to the Coastal Commission (see enclosed letter dated September 4, 2007). Prior to the September 10, 2007 meeting Mr. Danehy met with me in my office to discuss the project. I shared the plans, latest information, and answered all of his questions.

8. Notice of this Hearing scheduled for October 16th was received October 6, '08, not enough time for residents in the Winchester Commons community to rearrange schedules to be able to attend, much less review all the documents and make comments.

Response: The Coastal Commission met the required advance noticing time period, and while the item was continued to resolve minor local permitting issues, this postponement should have provided additional time for public review of the staff report. Since Mr. Danehy has received four prior notices and responded to all of them by letter, e-mail and/or his physical presence it would seem that he has had adequate time to review all of the documents related to the project; the project is unchanged since the time of his other comments. In fact, the comments in his letter are the same comments he has submitted in the past. Mr. Danehy also met with me in my office to discuss the project and his concerns prior to the September 10, 2007 hearing.

9. To our knowledge there has been no such communication to people in the neighborhoods mentioned above including Winchester Commons which will be adversely impacted on all four sides of the development. As a minimum courtesy, all of the people in these affected neighborhoods should be notified of this proposal by a direct mailer and given access to appropriate information before any action is taken by the Coastal Commission.

Response: All of the people who were noticed in the past and either watched the hearings on television or attended the hearings would have knowledge of the eventual Coastal Commission hearing. The fact that Mr. Danehy was noticed for the Coastal Commission hearing is evidence that notices went out. The City of Goleta does not anticipate any adverse impacts form this project, other than temporary inconvenience during construction.

10. The existing bridge over the 101 was recently retrofitted. There is no need for two new bridges. For Caltrans and the City of Goleta to continue to push forward with this as a needed project may be a misrepresentation.

Response: As has been explained to Mr. Danehy (see attached e-mail) the existing bridge columns were reinforced (not retrofitted) because at the rate the structure is deteriorating, it would not have remained stable enough to use until the new bridge is built. The repairs were an emergency measure to temporarily shore up failing columns. The reactive aggregate is causing the structure to deteriorate from the inside out. I liken it to wood rot; there is no reversing the process and the only solution is to remove all of the rotting material. Unfortunately, in this case the entire structure was constructed with the same material and must be replaced.

11. The $10MM for this unneeded project might well be better spent on road and traffic projects that will benefit a majority of the citizens of the City of Goleta. E.g. Improvement of the Hollister/Storke Road Interchange, improved City streets, curb cuts, sidewalk repairs, synchronized traffic lights, etc.

Response: First, this is not an "unneeded project." Second, the funding for the replacement of these structures is being provided by the State of California and the Federal Government for the sole purpose of replacing these structures. The City of Goleta has no ability to elect to use that money anywhere else for anything else. If the City and Caltrans opted to not replace the overcrossing, it would eventually have to be demolished for public safety reasons. The City would have one less crossing over HWY 101 and would not be able to receive any benefit from the State and Federal money that was not spent on this project. The loss of this overcrossing would not only be inconvenient, it would significantly increase the response time for police, fire and ambulance service.

12. In the interests of full disclosure we ask that Caltrans and the City of Goleta make the Coastal Commission members aware of the alternative Caltrans plan for a less costly bridge parallel to the existing bridge. That would be less intrusive, less disruptive and less costly than an extension of Cathedral Oaks as currently proposed.

Response: A new bridge on the current alignment would not look like the existing bridge. The current interchange configuration could not be built today because the geometrics are not up to current standards. Building the new bridge perpendicular to the highway will result in a shorter bridge than the current skewed alignment. The new bridge would have to include sidewalk and bike lanes and be built to current standards.

The intersection configurations at the current structure are confusing and would not be allowed to be built today. An intersection is confusing if the driver has to work to figure out how to navigate the intersection. When an agency does any sort of transportation improvement project, all of the elements of the project must be brought up to present day standards. If an agency does not do that, it will not have design immunity on the older, non-standard design.

A substandard layout from the past is one thing; at the time it was designed and built the traffic patterns, types and speeds of vehicles and our knowledge of best traffic management practices were different than they are today. The interchange layout met the needs and standards of the time. If that layout were perpetuated in a new design, it would leave Caltrans and the City open to liability in the event of a collision.

The new bridge alignment is more efficient and cost effective. This new alignment will allow residents of those neighborhoods north of the highway to safely walk or bicycle over HWY 101 to the coast and to school. If the new bridge were built on the old alignment, it most likely would have required the significant widening of Calle Real from Winchester Commons to the interchange to provide for optimum pedestrian and bicyclist safety. This would be expensive and disruptive.

13. It is fiscally irresponsible for the State and Goleta to proceed with this project. If some money is "earmarked" for this project, let's sever the "ear" and "mark" it for Goleta operating expenses or for other infrastructure improvements such as those mentioned in # 11 above.

Response: On the contrary, replacement of bridges such as the Cathedral Oaks overcrossing have been a high priority Statewide due to the reactive aggregate problems discovered after the Loma Prieto earthquake. Caltrans has already programmed funding for this improvement because of its high priority in the states infrastructure maintenance program.

The City of Goleta has no ability to "sever" the link between the funds and the project. If this project were not constructed, the State would take the money and spend it on another bridge project. These are not discretionary funds.

It would be irresponsible for Caltrans and the City of Goleta to allow the existing bridge to continue to fail with no replacement. We all watched in horror as the images of the collapsed bridge in Minnesota claimed all those innocent lives. If this bridge is not replaced, it will eventually have to be torn down, because it will eventually fall down.

Given the current economic outlook, if we do not replace this structure now while the funding is available, in the near future we may be left with no other option that to hang a "CLOSED" sign on it which would significantly impact the already limited number of overcrossings in the City. The nearest interchange is the Storke/Glenn Annie Road Interchange, which is already congested without adding the traffic that now uses the existing interchange at Winchester Canyon/Cathedral Oaks.

Sincerely,

Rosemarie Gaglione,
Capital Improvement Program Manager

Enclosures

cc: Paul Martinez, Caltrans
Paula Huddleston, Caltrans
Laura Bridley, Contract Planner, City of Goleta