

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 585-1800



Tu9a

DATE: September 24, 2015

TO: Commissioners and Interested Persons

FROM: Steve Hudson, Deputy Director
Barbara Carey, District Manager
Jacqueline Phelps, Coastal Program Analyst

SUBJECT: City of Carpinteria Local Coastal Program Amendment No. LCP-4-CPN-15-0018-1 for Public Hearing and Commission Action at the October 6, 2015 Commission Meeting at the Long Beach Convention and Entertainment Center.

DESCRIPTION OF THE SUBMITTAL

The City of Carpinteria ("City") is requesting an amendment to the Land Use Plan (LUP) and Implementation Plan (IP) components of its certified Local Coastal Program (LCP) with regard to wetland, water quality, agriculture, and access policies and provisions to allow for the development of a transportation improvement project, which includes the Linden Avenue and Casitas Road interchange, Via Real extension, South Coast HOV lanes, and the Coast Route bike path. Specifically, the City is requesting to add a new zoning overlay district (Whitney Site Agriculture Overlay District) and amend text of the LUP relating to agriculture specifically on the Whitney Site; add a new zoning overlay district (Transportation Corridor Wetland Overlay District) and amend the text of the LUP and IP relating to the wetland and water quality provisions; and amend the text of the LUP and IP relating to the construction of public access project components. Additionally, the City is requesting to modify both the land use and zoning designation of the Whitney Site property.

The City of Carpinteria submitted Local Coastal Program Amendment LCP-4-CPN-15-0018-1 to the Commission on July 3, 2015. After the submittal of additional information requested by Commission staff, the amendment proposal was deemed complete and filed on September 1, 2015. Pursuant to Section 30512 of the Coastal Act and California Code of Regulations, Title 14, Section 13522, an amendment to the certified LCP that combines changes to the LUP and IP must be scheduled for a public hearing and the Commission must take action within 90 days of a complete submittal. In the subject case, the 90th day will be November 30, 2015.

SUMMARY OF STAFF RECOMMENDATION

Commission staff recommends that the Commission **deny** the proposed City of Carpinteria LCP Amendment No. LCP-4-CPN-15-0018-1 as submitted, and **approve** the proposed amendment with three suggested modifications (two to the LUP and one to the IP). The modifications are necessary because the proposed amendment to the LUP, as submitted, is not adequate to ensure consistency with the Chapter Three policies of the Coastal Act, the proposed IP amendment, as submitted, does not conform with and is inadequate to carry out the provisions of the Land Use Plan, as amended. The motions to accomplish this recommendation are found on **Page 4** of this staff report.

As mentioned above, the subject LCP amendment is project-specific, and has been requested by the City in order to allow for a transportation improvement project along the US 101 corridor, which includes the Linden Avenue and Casitas Road interchange, Via Real extension, South Coast HOV lanes, and the Coast Route Bike Path. The project objectives are to improve access and operations at the two interchanges, improve operations on the US 101, and improve vehicular, transit, bicycle, and pedestrian access and circulation locally and regionally.

Approval of the subject LCP amendment and implementation of the allowable transportation project will have impacts on agriculture and biological resources (wetland and riparian ESHA) located in the project area. Although these impacts are proposed to be minimized in many significant ways, the LCP amendment would allow for the approval of a project that is fundamentally inconsistent with Coastal Act policies that do not allow transportation uses in agriculture, wetlands, or ESHA. As described in Section E of this report, the project can be approved under the conflict resolution provisions of the Coastal Act. However, measures must be taken to minimize impacts to the maximum extent feasible, to mitigate the project's impacts, and to structure the LCP so that it requires a project that comes as close to compliance with the Chapter 3 policies as possible. As proposed to be amended, the LCP requires significant on and off-site habitat restoration, as well as a comprehensive agricultural mitigation program to offset the impacts of the project. These measures adequately mitigate for agricultural and biological resource impacts, and would result in a project that comes as close to compliance with the Chapter 3 policies as possible.

The proposed LCP amendment would allow for the construction of several components of the subject transportation improvement project that would serve to enhance recreation and access opportunities for both local residents and visitors to this coastal area, including the construction and opening of two bike paths. As proposed, construction of both paths would be completed no later than the completion of the adjacent Highway 101 improvement project, and opening of the pathways would be contingent upon the development of a permanent maintenance plan. Construction of these public access paths would occur concurrent with the other components of the transportation improvement project, however the timeframe for opening them for use by the public is uncertain, as a maintenance plan might never be completed. As such, Suggested Modifications One (1) and Three (3), require that the access pathways are not only constructed but also opened by the time of the completion of highway improvements construction, in order to ensure that the public realizes the benefits of this component of the transportation improvement project concurrently with the other components.

Additional Information: For further information, please contact Jacqueline Phelps at the South Central Coast District Office of the Coastal Commission at (805) 585-1800. The proposed amendment to the City of Carpinteria Local Coastal Program (LCP) is available for review at the Ventura Office of the Coastal Commission.

TABLE OF CONTENTS

I. PROCEDURAL ISSUES.....	4
A. STANDARD OF REVIEW	4
B. PUBLIC PARTICIPATION	4
C. PROCEDURAL REQUIREMENTS	5
II. STAFF RECOMMENDATION, MOTIONS, & RESOLUTIONS ON THE LAND USE PLAN AMENDMENT.....	5
A. DENIAL OF THE LAND USE PLAN AMENDMENT AS SUBMITTED	5
B. CERTIFICATION OF THE LAND USE PLAN AMENDMENT WITH SUGGESTED MODIFICATIONS	6
III. STAFF RECOMMENDATION, MOTIONS, & RESOLUTIONS ON THE IMPLEMENTATION PLAN AMENDMENT	6
A. DENIAL OF THE IMPLEMENTATION PLAN AMENDMENT AS SUBMITTED	6
B. CERTIFICATION OF THE IMPLEMENTATION PLAN AMENDMENT WITH SUGGESTED MODIFICATIONS	7
IV. SUGGESTED MODIFICATIONS.....	8
A. SUGGESTED MODIFICATIONS TO THE LAND USE PLAN	8
1. <i>Suggested Modification Number One</i>	8
2. <i>Suggested Modification Number Two</i>	8
B. SUGGESTED MODIFICATION TO THE IMPLEMENTATION PLAN	8
3. <i>Suggested Modification Number Three</i>	8
V. FINDINGS FOR DENIAL OF THE LUP/IP AMENDMENT AS SUBMITTED, AND APPROVAL OF THE LUP/IP AMENDMENT, IF MODIFIED AS SUGGESTED.....	9
A. AMENDMENT DESCRIPTION AND BACKGROUND	9
B. PUBLIC ACCESS AND RECREATION	12
C. BIOLOGICAL RESOURCES AND WATER QUALITY	17
D. AGRICULTURE	26
E. CONFLICT RESOLUTION	32
F. CALIFORNIA ENVIRONMENTAL QUALITY ACT	36

EXHIBITS

Exhibit 1.	<u>City of Carpinteria City Council Staff Report and Resolution No. 5623</u>
Exhibit 2.	<u>City of Carpinteria City Staff Report and Ordinance No. 703</u>
Exhibit 3.	<u>Modifications to Land Use Plan Map</u>
Exhibit 4.	<u>Modifications to Zoning Map</u>
Exhibit 5.	<u>Council Agenda Staff Report for Project 09-1522-CUP/CDP</u>

I. PROCEDURAL ISSUES

A. STANDARD OF REVIEW

The Coastal Act provides:

The commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200)...” (Section 30512(c))

The Coastal Act further provides:

The local government shall submit to the Commission the zoning ordinances, zoning district maps, and, where necessary, other implementing actions that are required pursuant to this chapter.

...The Commission may only reject ordinances, zoning district maps, or other implementing action on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. If the Commission rejects the zoning ordinances, zoning district maps, or other implementing actions, it shall give written notice of the rejection, specifying the provisions of the land use plan with which the rejected zoning ordinances do not conform, or which it finds will not be adequately carried out, together with its reasons for the action taken. (Section 30513)

The Commission may suggest modifications... (Section 30513)

The standard of review that the Commission uses in reviewing the adequacy of the Land Use Plan, as the City is proposing to amend it, is whether the Land Use Plan, as amended, would remain consistent with, and meet the requirements of, the policies of Chapter 3 of the Coastal Act. The standard of review for the proposed amendment to the Implementation Plan of the certified Local Coastal Program, pursuant to Section 30513 and 30514 (regarding amendments) of the Coastal Act, is whether the Implementation Plan, with the proposed amendment, would be in conformance with, and adequate to carry out, the provisions of the Land Use Plan (LUP) portion of the City of Carpinteria’s certified Local Coastal Program, as amended.

B. PUBLIC PARTICIPATION

Section 30503 of the Coastal Act requires public input in preparation, approval, certification and amendment of any LCP. The City held public hearings on the subject amendment request on May 18, 2015, June 22, 2015, and July 27, 2015. The hearings were noticed to the public consistent with Sections 13551 and 13552 of Title 14 of the California Code of Regulations. Notice of the subject amendment has been distributed to all known interested parties.

C. PROCEDURAL REQUIREMENTS

Pursuant to Section 13551 (b) of Title 14 of the California Code of Regulations, the City resolution for submittal may specify that a Local Coastal Program Amendment will either require formal local government adoption after the Commission approval, or that it is an amendment that will take effect automatically upon the Commission's approval pursuant to Public Resources Code Sections 30512, 30513, and 30519. In this case, because this approval is subject to suggested modifications by the Commission, if the Commission approves the proposed amendment pursuant to the staff recommendation, the City must act to accept the certified suggested modifications within six months from the date of Commission action in order for the amendment to become effective (California Code of Regulations, Title 14, Sections 13544 & 13544.5; and Sections 13542(b) and 13537(b)). If the Commission certifies the proposed LCP Amendment with suggested modifications and the City acts on those suggested modifications, then pursuant to Section 13544 of the Code of Regulations, the Executive Director shall determine whether the City's action is adequate to satisfy all requirements of the Commission's certification order and report on such adequacy to the Commission. Should the Commission deny the LCP Amendment, as submitted, without suggested modifications, no further action is required by either the Commission or the City, and the LCP amendment is not effective.

II. STAFF RECOMMENDATION, MOTIONS, & RESOLUTIONS ON THE LAND USE PLAN AMENDMENT

Following public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation is provided prior to each resolution.

A. DENIAL OF THE LAND USE PLAN AMENDMENT AS SUBMITTED

Motion:

*I move that the Commission **certify** City of Carpinteria Land Use Plan Amendment LCP-4-CPN-15-0018-1 as submitted.*

Staff recommends a **NO** vote. Following the staff recommendation on this motion will result in denial of Land Use Plan Amendment LCP-4-CPN-15-0018-1 as submitted and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

Resolution:

The Commission hereby **denies** certification of Land Use Plan Amendment LCP-4-CPN-15-0018-1, as submitted by the City of Carpinteria, and adopts the findings set forth below on the grounds that the Land Use Plan amendment, as submitted, does not meet the requirements of and is not in conformity with the policies of Chapter Three of the Coastal Act.

Certification of the Land Use Plan amendment would not meet the requirements of the California Environmental Quality Act because there are feasible alternatives and/or mitigation measures that could substantially lessen any significant adverse impacts that the Land Use Plan amendment may have on the environment.

B. CERTIFICATION OF THE LAND USE PLAN AMENDMENT WITH SUGGESTED MODIFICATIONS

Motion:

*I move that the Commission **certify** City of Carpinteria Land Use Plan Amendment LCP-4-CPN-15-0018-1, if it is modified as suggested by staff.*

Staff recommends a **YES** vote. Passage of this motion will result in certification of Land Use Plan Amendment LCP-4-CPN-15-0018-1 with suggested modifications and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

Resolution:

The Commission hereby **certifies** Amendment LCP-4-CPN-15-0018-1 to the City of Carpinteria Land Use Plan if modified as suggested and adopts the findings set forth below on the grounds that the Land Use Plan amendment, with suggested modifications, will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan amendment, if modified as suggested, 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 Land Use Plan amendment on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the Land Use Plan if modified.

III. STAFF RECOMMENDATION, MOTIONS, & RESOLUTIONS ON THE IMPLEMENTATION PLAN AMENDMENT

Following public hearing, staff recommends the Commission adopt the following resolution and findings. The appropriate motion to introduce the resolution and a staff recommendation is provided prior to each resolution.

A. DENIAL OF THE IMPLEMENTATION PLAN AMENDMENT AS SUBMITTED

Motion:

*I move that the Commission **reject** City of Carpinteria Implementation Plan Amendment LCP-4-CPN-15-0018-1 as submitted.*

Staff recommends a **YES** vote. Passage of this motion will result in rejection of the Implementation Plan Amendment LCP-4-CPN-15-0018-1 and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby *denies* certification of City of Carpinteria Implementation Plan Amendment LCP-4-CPN-15-0018-1, as submitted, and adopts the findings set forth below on grounds that the Implementation Plan amendment, as submitted, does not conform with and is inadequate to carry out, the provisions of the certified Land Use Plan, as amended. Certification of the Implementation Plan amendment would not meet the requirements of the California Environmental Quality Act as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Plan amendment as submitted.

B. CERTIFICATION OF THE IMPLEMENTATION PLAN AMENDMENT WITH SUGGESTED MODIFICATIONS

Motion:

*I move that the Commission **certify** City of Carpinteria Implementation Plan Amendment LCP-4-CPN-15-0018-1 if it is modified as suggested by staff.*

Staff recommends a **YES** vote. Passage of this motion will result in certification of the Implementation Plan amendment LCP-4-CPN-15-0018-1 with suggested modifications and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby *certifies* the City of Carpinteria Implementation Plan Amendment LCP-4-CPN-15-0018-1, if modified as suggested, and adopts the findings set forth below on grounds that the Implementation Plan amendment with the suggested modifications conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan, as amended. Certification of the Implementation Plan amendment if modified as suggested 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 Implementation Plan Amendment on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment.

IV. SUGGESTED MODIFICATIONS

The staff recommends the Commission certify the proposed LUP/IP amendment, with three modifications as shown below. Language presently contained within the certified LCP is shown in straight type. Language proposed to be added by the City of Carpinteria in this amendment is shown underlined. Language recommended by Commission staff to be inserted is shown double underlined. Language proposed to be added by the City of Carpinteria, but required to not be added by the Commission is shown in ~~Underline with Double Strikethrough~~. Other instructional suggested modifications to revise maps or figures are shown in *italics*.

A. SUGGESTED MODIFICATIONS TO THE LAND USE PLAN

1. Suggested Modification Number One

Land Use Plan Policy OSC-15e shall be modified as follows:

...

- a. Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) - a Class I bike path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Development of this path will close a gap in the coastal bike trail through Santa Barbara County. The Coast Route Bike Path shall be completed and open to the public no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes. ~~The opening of this path to the public will be contingent upon the development of a permanent maintenance plan.~~
- b. Rincon Coastal Trail (SR 150/Carpinteria Avenue to Rincon County Park) - a Class I bike path/trail from the eastern terminus of Carpinteria Avenue (at State Route 150) to Rincon County Park. Construction of this path will close a gap between Carpinteria Avenue and the new Class I trail along US 101 which has a northern terminus at Bates Road. The Rincon Trail shall be completed and open to the public no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension construction. ~~The opening of this bike path/trail to the public will be contingent upon the development of a permanent maintenance plan.~~

2. Suggested Modification Number Two

If and when the Local Agency Formation Commission approves the removal of APN 001-080-033 and APN 001-180-026 from the City's sphere of influence, the City shall revise the certified Land Use Plan Map to reflect the revised sphere of influence boundary.

B. SUGGESTED MODIFICATION TO THE IMPLEMENTATION PLAN

3. Suggested Modification Number Three

Part 7a and 7b of Section 14.45.030- Development Standards, of Chapter 14.45- Transportation Corridor Wetland Overlay District shall be modified as follows:

...

- a. Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) - a Class I bike path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Construction of this path will close a gap in the coastal bike trail through Santa Barbara County. The Coast Route Bike Path shall be completed and open to the public no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes. ~~The opening of this path to the public will be contingent upon the development of a permanent maintenance plan.~~
- b. Rincon Coastal Trail (SR 150/Carpinteria Avenue to Rincon County Park) - a Class I bike path/trail from the eastern terminus of Carpinteria Avenue (at State Route 150) to Rincon County Park. Construction of this path will close a gap between Carpinteria Avenue and the new Class I trail along US 101 which has a northern terminus at Bates Road. The Rincon Coastal Trail shall be completed and open to the public no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension construction. ~~The opening of this bike path/trail to the public will be contingent upon the development of a permanent maintenance plan.~~

V. FINDINGS FOR DENIAL OF THE LUP/IP AMENDMENT AS SUBMITTED, AND APPROVAL OF THE LUP/IP AMENDMENT, IF MODIFIED AS SUGGESTED

The following findings support the Commission's denial of the proposed Land Use Plan and Implementation Plan Amendment as submitted, and approval of the Land Use Plan and Implementation Plan Amendment if modified as indicated in Section IV (Suggested Modifications) above. The Commission hereby finds and declares as follows:

A. AMENDMENT DESCRIPTION AND BACKGROUND

The City of Carpinteria ("City") is requesting an amendment to the Land Use Plan (LUP) and Implementation Plan (IP) components of its certified Local Coastal Program (LCP) with regard to wetland, water quality, agriculture, and access policies and provisions to allow for the development of a transportation improvement project, which includes the Linden Avenue and Casitas Road interchange, Via Real extension, South Coast HOV lanes, and the Coast Route Bike Path. As described in further detail below, the City is requesting to add a new zoning overlay district (Whitney Site Agriculture Overlay District) and amend text of the LUP relating to agriculture; add a new zoning overlay district (Transportation Corridor Wetland Overlay District) and amend the text of the LUP and IP relating to wetland and water quality; amend the text of the LUP and IP relating to the construction of two bike path/trail segments; and modify both the land use and zoning designation of the Whitney Site property.

Whitney Site Agricultural Overlay District

The City proposes to amend the IP to include a new zoning overlay district (Chapter 14.41) that would apply to the portion (approximately 4-acres) of the approximately 9-acre Whitney Site (APN 001-070-012) that is not dedicated to roadway improvements to ensure that this remaining

portion is preserved for agricultural use through the recordation of an agricultural easement, as depicted on Figure 1 of Exhibit 1. Additionally, the subject overlay provides for the establishment and maintenance of agricultural programs to be implemented in the City, including community garden and garden education programs. The overlay also requires that the City apply to the Local Agency Formation Commission (LAFCO) to remove two agricultural parcels from the City's Sphere of Influence.

Land Use Plan Agricultural Text Modifications

The proposed LUP agricultural text amendment consists of the addition of a new policy, OSC-9m, to protect agriculture and agricultural education opportunities on the Whitney site, consistent with the provisions of the Overlay District described above.

Transportation Corridor Wetland Overlay District

The City proposes to amend the IP to include a new zoning overlay district (Chapter 14.45) that would apply to the Linden Avenue and Casitas Pass Road Interchanges and via Real Extension, South Coast High Occupancy Vehicle (HOV) lanes, and Coast Route bike path project area, as depicted on Figure 2 of Exhibit 1. This overlay establishes standards related to fill or other impacts to wetland, mitigation measures, and drainage and stormwater management. Specifically, development standards include replacement ratios for direct and indirect wetland impacts; best management practices to reduce water quality impacts to wetland from impervious surfaces; incorporation of pervious surfaces and maximization of infiltration opportunities; and technical specifications for wetland enhancement, restoration, and creation plans. This overlay also requires the construction of two bike path/trail segments as well as the installation of educational displays which explain the importance of Carpinteria Creek, Salt Marsh, and seal rookery.

Implementation Plan Wetland Text Modification

The City proposes to modify the text of existing IP Section 14.42.040 to allow a reduced wetland buffer, consistent with the provisions of IP Section 14.45 described above, for the Linden Avenue and Casitas Pass Road Interchanges and via Real Extension, South Coast High Occupancy Vehicle (HOV) lanes, and Coast Route bike path project.

Land Use Plan Wetland Text Modifications

1. The proposed LUP wetland text modifications include the addition of a new policy, OSC-3e, which allows for development within wetland and a reduced wetland buffer for the Linden Avenue and Casitas Pass Road Interchanges and via Real Extension, South Coast High Occupancy Vehicle (HOV) lanes, and Coast Route Bike Path project. This policy also requires the protection of water quality through the implementation of best management practices.
2. The proposed LUP wetland text modifications also include additions to existing Implementation Policy 12, to also allow a reduced buffer for the above mentioned transportation improvement project.

Land Use Plan Public Access and Recreation Text Modification

The proposed LUP public access and recreation text modification consists of the addition of a new policy, OSC-15e, to ensure that construction of the Coast Route Bike Path (which extends from Santa Claus Lane to Carpinteria Avenue) and the Rincon Trail (which extends from State Route 150 to Rincon County Park) shall be completed no later than the completion of the construction of the South Coast HOV Lanes and Linden Avenue and Casitas Road Interchanges and Via Real extension.

Land Use and Zoning Designation Modifications

As a portion of the existing Whitney Site would be utilized for construction of transportation improvements, including public roadway, sidewalk, and bikeway, the City has proposed to modify the land use of that approximately 5-acre portion from AG (Agriculture) to TC (Transportation Corridor) and remove the A-5 (Agriculture-5-acre minimum parcel size) zoning designation.

As mentioned above, the subject LCP amendment is project-specific, and has been requested by the City in order to allow for a transportation improvement project along the US 101 corridor. The project objectives are to improve access and operations at the two interchanges, improve operations on the US 101, and improve vehicular, bicycle, transit, and pedestrian access and circulation from areas north of the 101 to areas south of the 101, including the downtown and coastal areas.

On June 22, 2015, the Carpinteria City Council conceptually approved a CDP/CUP (Proj-09-1522) for the above mentioned transportation improvement project. However, as the Council approval was conceptual (final action cannot occur unless and until the Commission acts on the subject LCP amendment), the City has not submitted the notice of final action for the CDP/CUP to the Commission; thus, the 10-day appeal period has not yet commenced. Specifically, the subject CDP/CUP conceptually approved the following development:

- Replace, widen, lengthen, and raise the northbound and southbound Highway 101 bridges over Carpinteria Creek.
- Extend Via Real from the cul de sac at the San Roque Mobile Home Park over Carpinteria Creek to Linden Avenue, by building a new bridge over Carpinteria Creek, which will include one Class II bike path in each direction, and a five-foot wide sidewalk on the north side.
- Widen a 535 linear foot portion of Carpinteria Creek, including excavation of approximately 5,000 cubic yards of material from the creek channel, and placement of approximately 4,850 cubic yards of rock slope protection.
- Construct a Class I bike path between Casitas Pass Road and the existing Carpinteria Creek Class I bike lane adjacent to Carpinteria Creek and remove the existing bike path that crosses Carpinteria Creek.

- Reconstruct the Casitas Pass Road southbound on and offramps, remove the existing northbound on and offramp and rebuild to connect to the Via Real extension.
- Replace Casitas Pass overcrossing with a five-lane structure including bike paths and sidewalks.
- Remove the existing southbound offramp and build a new offramp at Linden Avenue. Remove the existing northbound Linden Avenue onramp and build a new roundabout and reconfigure Ogden Road.
- Replace Linden Avenue overcrossing with a three-lane structure, including bike lanes and sidewalks.
- Relocate above-ground sewer line at Carpinteria Creek to 20 feet below the creek utilizing directional drilling techniques.
- Construct four new soundwalls between the highway and existing development.

In July 2010 a Final Environmental Impact Report/ Finding of No Significant Impact was prepared for the subject project, and in March of 2015 an addendum was completed. The EIR found the potential for significant impacts in the areas of Land Use, Parks and Recreation, Water Quality/ Stormwater Runoff, Noise, Biological Resources, Aesthetics, Paleontology, Cultural Resources, Traffic, and Air Quality. The EIR identified mitigation measures that would reduce all of these impacts to a less than significant level.

B. PUBLIC ACCESS AND RECREATION

The proposed amendment raises issues with the following Coastal Act policies:

Section 30210 of the Coastal Act states:

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 30213 of the Coastal Act states (in relevant part):

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30214 of the Coastal Act states:

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

(1) Topographic and geologic site characteristics.

(2) The capacity of the site to sustain use and at what level of intensity.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. ...

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222 of the Coastal Act states:

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30253 of the Coastal Act states, in relevant part:

New development shall:

... (4) Minimize energy consumption and vehicle miles traveled.

Additionally, the certified Land Use Plan (LUP) for the City of Carpinteria outlines policies for the protection and enhancement of public access and recreation.

Policy C-1b of the LUP states:

The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity.

Policy C-3f of the LUP states:

Improve travel characteristics of the city's circulation plan by:

- *planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years]*
- *considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden;*
- *prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.*

Objective C-8 of the LUP states:

Support and develop safe, direct and well-maintained bicycle and pedestrian systems and recreational boating facilities that serve all segments of the public

Policy C-8a of the LUP states:

Integrate the development of bicycle routes and pedestrian pathways in additional areas of the city, and encourage the utilization of such routes for commuting as well as recreational purposes.

Policy C-8h of the LUP states:

Encourage a bike trail link from Carpinteria to Summerland along the railroad right of way and a coastal link to Ventura paralleling U.S. 101.

The protection, enhancement, and provision of public access and recreation is one of the strongest mandates of the Coastal Act. The above referenced Coastal Act sections mandate that maximum public access and recreational opportunities be provided. Additionally, although not part of the standard of review for the LUP amendment, the certified Land Use Plan (LUP) for the City of Carpinteria outlines policies for the protection and enhancement of public access and recreation.

The subject LCP amendment is project-specific, and has been requested by the City in order to allow for a transportation improvement project along the US 101 corridor. The project objectives are to improve access and operations at two interchanges, improve operations on the US 101, and improve vehicular, transit, bicycle, and pedestrian access and circulation locally (from areas

north of the 101 to areas south of the 101, including the downtown and coastal areas) and regionally. Highway 101 comprises the key transportation corridor along the subject portion of coast for both local residents and visitors to the area.

In the early 1990's Caltrans began discussions regarding the expansion of Highway 101 from Santa Barbara to Ventura. The "101 In Motion" Study was the completed and developed recommendations for improvements to the 101 corridor including transit, carpool, commuter, interchange, and freeway lane modifications. Throughout the 2000s the City, Caltrans, and other partners worked together to examine numerous alternatives.

As described below, the proposed LCP amendment would allow for the construction of several components of the subject transportation improvement project that would serve to enhance recreation and access opportunities for both local residents and visitors to this coastal area. The subject access improvements consist of:

- The Linden Avenue and Casitas Pass Interchanges: This portion of the project would increase the number of travel lanes on the overcrossings, thus increasing the capacity of these structures. Additionally, the extension of a frontage road called Via Real between the interchanges would eliminate the inadequate separation between the Casitas Pass and Linden Avenue on-ramps. Furthermore, the extension of Via Real would enhance circulation along the landward side of the highway for vehicles, cyclists, and pedestrians, as well as reduce the use of the highway for local trips.
- The South Coast High Occupancy Vehicle Lane (HOV): This portion of the subject transportation project would increase the vehicle capacity of Highway 101 within the City, thereby increasing the capacity for public access to the coast, as this portion of the highway is a key access corridor not only for local travelers, but also regional, statewide, and interstate travelers. Furthermore, it would provide an incentive for commuters to travel via carpool, vanpool, or bus. It is anticipated that overall travel time along this portion of the highway would decrease upon construction of the project. This portion of the HOV lane will connect to the recently constructed HOV project in Ventura County.
- Replacement of the bike path adjacent to Carpinteria Creek: This portion of the project would improve cyclist and pedestrian access from residential neighborhoods east and west of Carpinteria Creek to the seaward side of the Highway, which would serve to enhance access to coastal resources for local residents.
- The Coast Route Path: This would be a Class I path that would extend from the southern terminus of Santa Claus Lane to the northern terminus of Carpinteria Avenue for a length of approximately 0.38 miles. Construction of this bike path would close an existing gap in the California Coastal Trail. Currently, cyclists must travel on the landward side of Highway 101. However, the subject bike path would allow cyclists to travel from the University of California Santa Barbara, through Santa Barbara and Summerland, and into Carpinteria on a system of interconnected bike paths, completely avoiding travel on

highway road shoulders. As the subject path would be a Class I facility, it would be physically separate from travel lanes for motor vehicles.

- The Carpinteria Rincon Trail: This would be both a bike path and pedestrian trail that would complete a link between the City of Carpinteria and the City of Ventura (a 14-mile distance). This trail would connect to the recently constructed trail in Ventura County. Construction of this bike path would close an existing gap in the California Coastal Trail. Specifically, this trail would extend from the eastern terminus of Carpinteria Avenue at State Route 150 to Rincon County Park. Currently, in order to travel from Rincon County Park to the City of Carpinteria, one must travel on the shoulder of Highway 101, however after construction, the path would be physically separate from travel lanes for motor vehicles. Construction of this portion of the transportation project would reduce vehicle trips between the two cities and would greatly enhance regional coastal access for cyclists and pedestrians.

Specifically, as part of the subject LCP amendment, the City has proposed to modify both the Land Use Plan policies and Implementation Plan provisions to accommodate the above described transportation project. The LCP amendment would provide for transportation improvements that would improve public access. First, the highway would have an increased capacity, including the addition of an extra lane for high occupancy vehicles which promotes carpooling. Additionally, the existing on-ramps, off-ramps, and overpasses at Linden Drive and Casitas Pass Road are currently inefficient and result in congestion and delays to motorists, including those seeking access to the coast. For instance, Linden Avenue provides direct access to Carpinteria City and State Beaches. The redesigned overpasses, ramps, and the proposed Via Real frontage road will provide improved flow of traffic entering, exiting, and traveling on Highway 101 as well as provide improved bike and pedestrian access through the City and over the highway. Finally, the project would include construction of two separated bike and pedestrian trails, which would provide improved public access to and along the coast, as well as an enhanced public recreational experience, as compared to the current bike and pedestrian access.

The proposed Transportation Corridor Wetland Overlay District (which would be a new overlay in the Implementation Plan) and Land Use Plan Policy OSC-15e, require the construction and opening of the Coast Route Bike Path and the Carpinteria Rincon Trail. As proposed, construction of both trails would be completed no later than the completion of the adjacent Highway 101 improvement project, and opening of the pathways would be contingent upon the development of a permanent maintenance plan. As described above, construction of these public access pathways would occur concurrent with the other components of the transportation improvement project, however the timeframe for opening them for use by the public is uncertain, as a maintenance plan might never be completed. As such, **Suggested Modifications One (1) and Three (3)**, require that the access pathways are not only constructed but also opened by the time of the completion of highway improvements construction, in order to ensure that the public realizes the benefits of this component of the transportation improvement project concurrently with the other components.

In conclusion, the LUP amendment will allow for transportation improvements that will enhance public access to and along the coast. However, as proposed, the timing of the opening of the trail and bikeway improvements are not adequately assured to maximize access consistent with Section 30210 of the Coastal Act. However, with Suggested Modification One, the LUP amendment will be adequate to carry out the provisions of the Coastal Act. Similarly, the proposed amendment to the IP does not assure the timing of the opening of the trail and bikeway improvements and so is not fully adequate to carry out the certified LUP, and incorporated Coastal Act policies, for the above-stated reasons. With Suggested Modification Three, however, the proposed IP amendment will be consistent with and adequate to carry out the certified land use plan.

C. BIOLOGICAL RESOURCES AND WATER QUALITY

Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreation, scientific, and educational purposes.

Section 30231 of the Coastal Act states:

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

Section 30233 of the Coastal Act states (in relevant part):

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

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

- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
- (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*
- (4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.*
- (5) Mineral extraction, including sand for beaches, except in environmentally sensitive areas.*
- (6) Restoration purposes.*
- (7) Nature study, aquaculture, or similar resource dependent activities.*
-*

Section 30240 of the Coastal Act states:

- (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those 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 those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Section 13577(b) of the Commission's regulations defines a wetland as follows:

- (b) Wetlands.*
- (1) Wetland shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or*

adjacent to, vegetated wetlands or deep-water habitats. For purposes of this section, the upland limit of a wetland shall be defined as:

- (A) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover;*
 - (B) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or*
 - (C) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation, and land that is not.*
- (2) For the purposes of this section, the term "wetland" shall not include wetland habitat created by the presence of and associated with agricultural ponds and reservoirs where:*
- (A) the pond or reservoir was in fact constructed by a farmer or rancher for agricultural purposes; and*
 - (B) there is no evidence (e.g., aerial photographs, historical survey, etc.) showing that wetland habitat pre-dated the existence of the pond or reservoir. Areas with drained hydric soils that are no longer capable of supporting hydrophytes shall not be considered wetlands.*

Additionally, the certified Land Use Plan (LUP) for the City of Carpinteria outlines policies for the protection of biological resources and water quality.

Objective LU-2 of the LUP states:

Protect the natural environment within and surrounding Carpinteria.

Objective OSC-1 of the LUP states:

Protect, preserve and enhance local natural resources and habitats.

Policy OSC-1a of the LUP states:

Protect Environmentally Sensitive Habitat Area(s) (ESHA) from development and maintain them as natural open space or passive recreational areas.

Policy OSC-1b of the LUP states:

Prohibit activities, including development, that could damage or destroy ESHA.

Policy OSC-1f of the LUP states:

Protect and restore degraded wetlands, butterfly habitat, native plant communities, and sensitive, rare, threatened or endangered species habitat on City-owned land to the maximum extent feasible.

Objective OSC-10 of the LUP states:

Conserve all water resources, and protect the quality of water.

Objective OSC-3 of the LUP states:

Preserve and restore wetlands such as the Carpinteria Salt Marsh.

Policy OSC-3a of the LUP states:

Wetland delineations shall be based on the definitions contained in Section 13577 (b) of Title 14 of the California Code of Regulations.

Policy OSC-3c of the LUP states:

Development adjacent to the required buffer around wetlands should not result in adverse impacts including but not limited to sediment, runoff, chemical and fertilizer contamination, noise, light pollution and other disturbances.

Objective OSC-6 of the LUP states:

Preserve the natural environmental qualities of creekways and protect riparian habitat.

Policy OSC-6a of the LUP states:

Support the preservation of creeks and their corridors as open space, and maintain and restore riparian habitat to protect the community's water quality, wildlife diversity, aesthetic values, and recreation opportunities.

Policy OSC-6b of the LUP states:

Protect and restore degraded creeks on City-owned land where protection and restoration does not interfere with good flood control practices.

Policy OSC-6f of the LUP states:

All development shall be evaluated for potential adverse impacts to water quality and shall consider Site Design, Source Control and Treatment Control BMPs in order to

minimize polluted runoff and water quality impacts resulting from the development. In order to maximize the reduction of water quality impacts, BMPs should be incorporated into the project design in the following progression: (1) Site Design BMPs, (2) Source Control BMPs, and (3) Treatment Control BMPs.

Implementation Policy 32 of the LUP states in part:

In order to protect watersheds in the City, all construction related activities shall minimize water quality impacts, particularly due to sediments that are eroded from project sites and are conveyed to receiving waters...

Implementation Policy 33 of the LUP states in part:

In order to protect watersheds in the City, all development shall minimize water quality impacts, particularly due to storm water discharges from existing, new and redeveloped sites...

Coastal Act Section 30240(a) includes strong protections for environmentally sensitive habitat areas (ESHA) and limits uses in such areas to resource-dependent uses. Coastal Act Section 30230 requires that uses of the marine environment be carried out in a manner that will sustain the biological productivity of coastal waters for long-term commercial, recreational, scientific, and educational purposes. Additionally, Section 30231 of the Coastal Act requires that the biological productivity and quality of coastal waters be maintained. Further, Section 30233 of the Coastal Act limits the fill of wetlands to specific, enumerated uses and also requires that any project that results in fill of wetland provide adequate mitigation, and that the project be the least environmentally damaging alternative. The LCP contains similar resource protection policies.

Wetland and Riparian Habitats

The proposed LCP amendment would allow for the construction of a highway improvement project [through the proposed LUP text modifications and the addition of the Transportation Corridor Wetland Overlay (TCWO) District to the certified IP] that may result in adverse impacts to both wetland and riparian habitats. The TCWO specifically identifies the following project components that may result in both temporary and permanent adverse impacts to sensitive habitats within the overlay area:

1. For the Linden Avenue and Casitas Pass Interchanges and Via Real Extension:
 - Carpinteria Bridge foundation components;
 - Slope retaining elements for Southbound US 101, northbound US 101, northbound Casitas Pass offramp and the Via Real extension;
 - Fill and retaining structures for the Via Real extension travel lanes, sidewalks, and bike path;
 - Drainage improvements;

- Soundwalls;
 - Fill and retaining structures for the Carpinteria Creek bike trail; and
 - Structural foundation elements, travel lane, sidewalk and bikeway, shoulder, fill and retaining structures for the northern end of the Linden Avenue overcrossing.
2. For the South Coast HOV Lanes:
- Drainage improvements and soundwall along the northern shoulder of northbound 101 immediately east (south) of Santa Ynez Avenue;
 - Drainage improvements, soundwall, roadway, shoulder and fill in the immediate vicinity of Santa Monica Road onramp/offramp;
 - Drainage improvements and soundwall along the northern shoulder of northbound 101 in the vicinity of Taranto Circle; and
 - Drainage Improvements and soundwall along the southern shoulder of southbound 101 immediately west (north) of Plum Street to just east of the western terminus of Carpinteria Avenue.
3. For the Coast Route Bike Path:
- Fill;
 - Retaining structures;
 - Bike path; and
 - Drainage improvements

1. Wetland Habitat

As described above, several project components (which would be allowable upon approval of the subject LCP amendment) would result in temporary and permanent adverse impacts to wetland habitat located within the designated TCWO area as depicted on Figure 2 of Exhibit 1. Pursuant to Section 30233, fill of wetlands may only be allowed for a very limited number of uses, such as coastal-dependent facilities, incidental public services, restoration and nature study. The subject transportation project is not an allowed use under Section 30233, and therefore, approval of the subject LCP amendment to allow for this project is inconsistent with the Coastal Act in this regard. However, as described further in Section E of this report, the subject LCP amendment may be approved under the conflict resolution provision of the Coastal Act.

Although the proposed LCP amendment would allow for a project that cannot meet the allowable use test in Section 30233, if it may be approved under the conflict resolution provision, it must still meet the requirements of Section 30233 to limit fill to cases where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. With regard to the subject transportation project, Caltrans reviewed a number of alternatives, including design alternatives, through the

EIR process and determined that there was no alternative that meets the purpose and objectives of the project without requiring wetland fill. It is anticipated that construction of the transportation project components would result in approximately 0.43-acres of permanent and approximately 1.5-acres of temporary impacts to wetlands.

As proposed, the TCWO contains several standards that require comprehensive mitigation for adverse temporary and permanent impacts to wetland habitat areas. Two categories of wetland areas have been identified within the TCWO area, natural and created wetlands. Natural wetlands include areas near Carpinteria Marsh and wetlands associated with creeks, and created wetlands are low functioning wetlands that are associated with highway infrastructure. As outlined within the TCWO, direct adverse impacts to natural wetlands would be mitigated at a 4:1 ratio, and direct adverse impacts to created wetlands would be mitigated at a 3:1 ratio. Indirect impacts to wetlands, such as development in wetland buffer areas, would be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, water quality improvements, and sound reduction. Lastly, temporary impacts to both natural and created wetlands would be mitigated at a 1:1 ratio. Any required mitigation measures would be implemented pursuant to a wetland enhancement, restoration, and/or creation plan prepared by a qualified biologist, and would include specific goals, and success criteria, as outlined within the TCWO.

2. Riparian Habitat

Carpinteria Creek drains a watershed of about 38.9 square kilometers (15 square miles) and has two major tributaries: upper Carpinteria Creek and Gobernador Creek. The peak elevation in the watershed is 4,690 feet. Carpinteria Creek passes through agricultural and urban areas before it empties into the ocean at Carpinteria State Beach. Carpinteria Creek is considered critical habitat for steelhead trout, and conditions for steelhead spawning are very good in the upper watershed. The vegetation present along Carpinteria Creek includes arroyo willows, California blackberry, alder, western sycamore, blue elderberry, black cottonwood, German ivy, water hemlock, broad-leaved cattail, watercress, giant reed, garden nasturtium, horse tail, and duckweed. Most of the riparian canopy consists of arroyo willow, alder, and western sycamore. Non-native trees (such as eucalyptus and ornamentals) are also interspersed within the riparian habitat area.

The Linden Avenue and Casitas Pass Road Interchange and Via Real Extension components (which would be allowable upon approval of the subject LCP amendment) would result in adverse temporary and permanent impacts to riparian habitat located within the designated TCWO area as depicted on Figure 2 of Exhibit 1. Impacts to riparian habitat would occur on both banks of Carpinteria Creek, and would total approximately .46 acres of permanent impacts and approximately 1.3 acres of temporary impacts.

Table OSC-1 of the certified LCP designates the riparian areas of Carpinteria Creek as Environmentally Sensitive Habitat Area (ESHA). Pursuant to Coastal Act Section 30240, only resource-dependent uses are allowed in ESHA. The proposed transportation improvement project is not a resource-dependent use, and therefore cannot be allowed in the riparian habitat consistent with Section 30240. However, as described in Section E of this report, the proposed LCP

amendment, which would allow for the subject development, may be approved under the conflict resolution provision of the Coastal Act, in spite of this inconsistency.

Nonetheless, if the LCP Amendment may be approved under the conflict resolution provision, the LCP must be structured such that, to the greatest extent possible, the remaining requirements of Section 30240 are adhered to; namely, ESHA shall not be significantly disrupted or degraded. As described in the wetlands section above, Caltrans evaluated numerous project alternatives and determined that the project purpose and objectives could not be achieved without impacts to riparian habitat. The LCP Amendment requires that ESHA impacts must be minimized to the maximum extent feasible. Further, as proposed, the TCWO contains measures to require restoration of riparian habitat at a 3:1 ratio as mitigation for impacts to riparian areas resulting from the subject transportation project.

3. Conclusion

Approval of the subject LCP amendment and implementation of the allowable transportation project will have numerous impacts on habitats located in the TCWO area, including impacts to wetlands and riparian ESHA. Although these impacts are proposed to be minimized in many significant ways, the LCP amendment would allow for the approval of a project that is fundamentally inconsistent with Coastal Act policies that do not allow transportation uses in wetlands and in ESHA. As described in Section E of this report, the project can be approved under the conflict resolution provisions of the Coastal Act. However, measures must be taken to minimize impacts to the maximum extent feasible, to mitigate the project's impacts to wetlands and ESHA, and to structure the LCP so that it requires a project that comes as close to compliance with the Chapter 3 policies discussed above as possible. As proposed to be amended, the LCP requires significant on and off-site habitat restoration to offset the impacts of the project, adequately mitigates for biological resource impacts, and would result in a project that comes as close to compliance with the Chapter 3 policies discussed above as possible.

Water Quality

Implementation of the subject transportation project would result in an increase of impervious surfaces by construction of new road surfaces, which would result in two long term impacts to the natural hydrologic balance of coastal waters. The first impact on water quality is due to the introduction of pollutants. Pollutants commonly detected in highway runoff commonly include:

- Petroleum products (e.g., gasoline, diesel fuel, motor oil and other lubricants) are common pollutants deposited on the highways and Caltrans' rights-of-way. Some fuels and lubricants contain additives, which may themselves be toxic to humans and aquatic life. Potential sources of petroleum products from Caltrans' activities include leaks from vehicles and machinery and maintenance activities such as fueling, changing oil and washing. Although petroleum products are commonly used on a daily basis, it is important to be careful about how they are used and disposed.
- Sediment, when it significantly exceeds natural concentrations. Sometimes other potential pollutants (e.g., lead) may become attached to sediments and are transported with the sediments to receiving waters, increasing the potential for water quality impacts. Possible

sources of sediment in runoff from highway maintenance activities include the tracking, transport and storage of loose bulk materials (e.g., sand or other aggregate), grading-related activities and soil erosion.

- Litter, defined as manufactured objects, and including items such as paper, aluminum cans, styrofoam cups and other items commonly discarded, which can be transported by wind and storm water into the storm drainage system.
- Dissolved and suspended metals. Metals found in highway storm water runoff are considered pollutants because above a certain threshold even low concentrations of these materials may harm aquatic life. These metals come from various sources and activities, including fuel combustion, brake pad wear (copper), tire wear (cadmium and zinc), metal corrosion, pressure-treated wood and creosote posts used for guard rails (arsenic), paints, herbicides and other materials.
- Nutrients, generally nitrogen and phosphorus, but also including other essential trace elements. Some of the possible sources of nitrogen and phosphorous from Caltrans' maintenance activities and facilities include storage of fertilizers, decaying plant materials from tree trimming, vegetation management surfactants and emulsifiers and natural sources such as the mineralized organic matter in soils.
- Pathogenic microorganisms, including viruses, bacteria, protozoa and helminth worms. Sources are soil microorganisms, wild and domestic animal droppings, and seepage from septic tanks and spillage from portable toilets.
- Pesticides, insecticides, and herbicides, which are used in Caltrans chemical weed control and integrated pest management activities.
- Asphalt and epoxy resins. A common product used extensively in Caltrans' maintenance activities is asphalt (especially cold mix), which, while not a pollutant under normal conditions of use, could potentially contribute pollutants to surface waters if mishandled or disposed of improperly. Some bonding, adhesive materials and protective coatings contain epoxy resins. Caltrans' maintenance activities that use epoxy resins include repairs of cracks, joints, bridges, barriers and irrigation lines.

Pollutants are washed off the impervious highway surfaces during rainfall events and become entrained in the highway runoff. The pollutants originate from the vehicles that travel on the highway, maintenance of the highway, and adjacent graded and landscaped areas. This runoff can reach coastal waters such as the streams, wetlands, and groundwater present in the project area.

The second impact on water quality is due to higher volumes and higher velocities of runoff during storms than in the undeveloped condition due to the addition of impervious surfaces. The drainage system for the highway also concentrates and often redirects runoff, which also may locally increase flow volumes and velocities in a given area. Adding volume and velocity of runoff can exceed the natural balance between runoff, sediment supply, and resistance to erosion of the bed and banks of a stream course, and result in accelerated erosion of the stream channel. Slight changes in hydrology, including changes in the pattern of runoff, can effect large changes in seasonal wetlands.

From a water quality perspective, the greatest area of concern is the project's potential permanent contribution to impervious surface area by the new or widened roads. The project creates a larger surface area that will produce more runoff than the existing highway, commensurate with its size. As the area of impervious surface increases, it becomes incrementally more difficult to dissipate, infiltrate, or treat runoff.

In order to minimize adverse impacts to water quality, proposed Policy OSC-3e and the TCWO require the implementation of post-construction water quality standards, which include measures such as:

- Utilize permeable pavements, incorporating sub-grade stormwater retention, and implementing structural and operational BMPs to control pollutant sources, keep pollutants segregated from stormwater and minimize tainted runoff.
- Implement low-impact development strategies to infiltrate, evapo-transpire, filter, detain, and retain runoff.
- Implement alternative water quality BMPs, including grading to create or modify topographic depressions to maximize the capture, detention, or retention of runoff, amending onsite soils to increase infiltration and detain run-off, adding or replacing vegetation in areas that receive freeway run-off with native plants, and construction bioswales, or biostrips.
- Design infiltration BMPs to handle run-off from storms up to and including the 85th percentile, 24 hour storm event onsite.
- Prioritize the use of soil-based biofilter techniques, such as bioswales.

The Commission finds that proposed water quality Policy OSC-3e and the standards within the TCWO described above are adequate to mitigate the adverse impacts on coastal waters that would result from implementation of the transportation project allowed under subject LCP amendment, to the maximum extent feasible. In conclusion, as submitted, the LUP amendment as it relates to water quality will be adequate to carry out the provisions of the Coastal Act, and that the IP amendment is consistent with, and adequate to carry out, the water quality policies of the LUP, as amended.

D. AGRICULTURE

Section 30241 of the Coastal Act states:

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

- (a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.*
- (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by*

conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

Section 30242 of the Coastal Act states:

All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

The Coastal Act defines “prime agricultural land” as land that meets one or more of the following, as referenced in paragraphs (1) through (4) of Section 51201(c) of the California Government Code:

(1) a rating as class I or class II in the Natural Resource Conservation Service Land use capability classifications;

(2) a rating 80 through 100 in the Storie Index Rating; or

(3) the ability to support livestock used for the production of food and fiber with an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture; or

(4) the ability to normally yield in a commercial bearing period on an annual basis not less than two hundred dollars (\$200) per acre of unprocessed agricultural plant production of fruit- or nut-bearing trees, vines, bushes or crops which have a nonbearing period of less than five years.

Additionally, the certified Land Use Plan (LUP) for the City of Carpinteria outlines policies for the protection of agriculture.

Policy LU-1d of the LUP states:

Ensure that the type, location and intensity of land uses planned adjacent to any parcel designated open space/recreation or agriculture (as shown on Figure LU-1) are compatible with these public resources and will not be detrimental to the resource.

Objective LU-5 of the LUP states:

Maintain availability of agriculture, coastal-dependent industry and visitor-serving commercial development including hotels/motels, restaurants and commercial recreation uses.

Policy LU-5a of the LUP states:

The City shall continue to give priority to agriculture, coastal-dependent industry and visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over residential, general industrial, or general commercial development.

Objective OSC-9 of the LUP states:

Encourage and promote open-field agriculture as an independent, viable industry to meet the needs of present and future populations and to preserve the Carpinteria Valley's rural, open space character.

Policy OSC-9d of the LUP states:

Encourage conservation of agricultural production areas.

Policy OSC-9e of the LUP states:

Avoid the conversion of agricultural land to nonagricultural land uses except where conversion meets the criteria established by Sections 30241, 30241.5, and 30242 of the Coastal Act.

Policy C-3f of the LUP states:

Improve travel characteristics of the city's circulation plan by:

- *planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years]*
- *considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden;*

- *prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.*

Coastal Act Section 30241 requires that the maximum amount of prime agricultural land be maintained in agricultural production to assure the protection of the area's agricultural economy. Coastal Act Section 30242 requires that non-prime land suitable for agricultural use not be converted to nonagricultural uses. Both policies limit the conversion of agricultural land to instances where agriculture is no longer feasible, where the viability of existing agricultural use is already severely limited by conflicts with urban uses, or where conversion of agricultural lands would complete a logical neighborhood and contribute to the establishment of a stable limit to urban development or would concentrate development in urban areas. The LCP contains similar agricultural protection policies with similar conversion criteria.

The City of Carpinteria ("City") occupies the lower portion of the Carpinteria Valley, a broad coastal terrace located between the Santa Ynez Mountains and the Santa Barbara Channel. The topography of the Carpinteria Valley ranges from rugged exposed rock formations on mountains slopes and rolling hilltops to coastal mesas, bluffs, wetlands, and sandy beaches. Carpinteria enjoys a Mediterranean climate, and excellent southern exposure that is ideal for coastal agricultural uses. As such, the City is a largely urban area surrounded by both open field (primarily orchards) and greenhouse agriculture.

The proposed LCP amendment would modify the agricultural policies and provisions of the certified LCP to allow for the construction of a transportation improvement project. Specifically, the subject amendment would add Policy OSC-9m to the LUP and the Whitney Site Agricultural District Overlay to the IP (proposed IP Chapter 14.41), which would allow for the conversion of approximately 5-acres of the approximately 9-acre Whitney agricultural property to transportation facility. The Whitney agricultural property is located immediately adjacent to Highway 101, Carpinteria Creek, residences, and other agricultural property. Currently, this property contains an active avocado orchard.

The agricultural capacity of the Whitney property is central to an evaluation of Chapter Three consistency. As noted above, the Coastal Act defines prime agricultural land by four criteria, any of which qualifies a property as prime. The subject property contains all Class I soil, which meets the criteria of paragraph 1 of Government Code Section 51201(c). Therefore, the subject property is defined as prime agricultural land under the Coastal Act.

The clear intent of Section 30241 is to maintain prime agricultural land in agricultural production and assure that agricultural land is not converted to non-agricultural land uses except in limited circumstances on the periphery of designated urban areas. Thus, the presumption inherent in Coastal Act Section 30241 is that conversion of agricultural lands is prohibited unless there is some basic incompatibility or conflict with immediately adjacent urban land uses that makes agricultural use no longer viable, or unless conversion would complete a logical urban area and/or help to establish a stable urban-rural boundary that better protects agricultural land. In this case, the Whitney property consists of prime agricultural land, and is located adjacent to active agricultural properties. Furthermore, the conversion of agricultural lands resulting from the

development would not establish a stable boundary separating urban and rural areas or and provide a clearly defined buffer between potentially incompatible uses. Lastly, the development does not develop lands unsuited for agriculture use prior to the conversion of agricultural lands, as affected lands are currently in agricultural use, and thus the conversion criteria of Section 30241 cannot be met.

In comparison to Section 30241 and its focus on conversions of agricultural lands around the urban fringe and creating a stable urban-rural boundary, Section 30242 addresses conversions of land suitable for agriculture in all locations. One of the tests for conversion of such land is that agricultural use cannot feasibly be continued or renewed. This wording indicates that Section 30242 was intended to be applied broadly; even to land that is not currently in agricultural use. In this case, the conversion criteria of Coastal Act Section 30242 cannot be met because it would be feasible for the existing agricultural activities located on Whitney property to continue.

Thus, for the reasons stated above, the proposed project does not meet the Coastal Act or the LCP's criteria for conversion of agricultural land to non-agricultural uses. Therefore, approval of the proposed LCP amendment would allow for the construction of a project that is inconsistent with the Coastal Act Sections 30241 and 30242.

In order to resolve some of the above mentioned inconsistencies, the Whitney Site Agricultural Overlay District restricts the total area of the Whitney property that could be converted to a non-agricultural use to a maximum of 5-acres. Furthermore, through implementing siting and design alternatives, the overlay requires development of a project that would result in the fewest or least significant impacts.

In order to mitigate for adverse impacts on agricultural resources, the Whitney Site Agricultural Overlay District contains specific standards for the implementation of an Agricultural Preservation Program. This program would be funded by the project applicant (California Department of Transportation) and implemented both on the remaining portion of the Whitney property and throughout the City. Specifically, the program requires the following:

- In order to maintain agricultural uses on the remaining portion of the Whitney property, and to prevent its conversion to a non-agricultural use in perpetuity, an agricultural conservation easement shall be placed on the property. Following the completion of construction, the property will be transferred to the City, and the easement will be held by a public resource agency or private land trust with agricultural resource preservation experience. Uses of the property will be limited to only agricultural uses, including organic farming, community gardening, or agriculture education.
- Establishment of a community garden program at three or more properties in various locations within the City. The project applicant will contribute funds for infrastructure and development of each site, which will include tilling, creating garden plots, and storage shed construction. The applicant will also develop a uniform agreement or lease template for use of individual garden plots by members of the community. Access to at least one site must be

available within one year from the date that the Coastal Development Permit for the transportation project is issued.

- Funding of a City of Carpinteria staff position, for a period of five years, to initiate the community garden program, and to create a fee structure to subsidize the continuation of the position.
- Funding for an adult education program, including workshops regarding plant cultivation and cooking with fresh produce.
- Funding for the development of grade-specific curriculum for grades 1-8 which focuses on vegetable cultivation.

This program also requires the City to apply to the Local Agency Formation Commission (LAFCO) to remove two agricultural parcels that are currently within the City's sphere of influence, from the sphere. The application to LAFCO to remove these parcels must be completed within one year from approval of a Coastal Development Permit for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements. The two agricultural parcels that have been identified for removal from the sphere are approximately 4.3-acres and 4-acres in size, or approximately 8-acres in total, which is greater than the area of agricultural impacts on the Whitney property. The City's rationale for removing the parcels from the sphere stems from LAFCO policy directives that urban development should occur primarily within the urban limits of incorporated cities, and that a parcel should not be included within the City's sphere unless the City intends to eventually annex these parcels and convert them to an urban use. These parcels are located outside of the City's urban rural limit line, and removing them from the sphere of influence further signifies that they are not suitable for urban development, by aligning the City's sphere with the City boundary/urban limit line.

The City's sphere of influence is depicted on the Land Use Plan Map, which is included in the LUP as Exhibit 3. As the City has not yet obtained approval from LAFCO to remove these parcels from the sphere, the LCP amendment does not include a revised Land Use Plan Map to reflect the revised sphere boundary. In order to ensure that the Land Use Plan map accurately reflects the boundaries of the sphere after removal of the two agricultural parcels, **Suggested Modification Two (2)** requires that upon approval from LAFCO, the City will modify the certified Land Use Plan map to reflect the revised sphere of influence boundary.

The Commission finds that the proposed agricultural mitigation package described above is adequate to mitigate the adverse impacts on coastal agricultural resources that would result from implementation of the transportation project allowed under subject LCP amendment, to the maximum extent feasible. However, as mentioned above, even with the proposed mitigation, the conversion of agricultural lands resulting from the development is inconsistent with Coastal Act Section 30241 for several reasons.

Approval of the proposed LCP amendment will allow for the future conversion of approximately 5-acres of agricultural lands with prime soils within the Whitney Site Overlay District. Although these impacts are proposed to be minimized in many significant ways, the project is fundamentally inconsistent with Coastal Act policies that do not allow for the conversion of

agriculture for transportation uses. As described in Section E of this report, the project can be approved under the conflict resolution provisions of the Coastal Act. However, measures must be taken to mitigate the project's impacts to agriculture. As proposed, the subject LCP amendment includes a significant agricultural mitigation program that will offset the impacts of the project, and adequately mitigates for its impacts to agriculture.

E. CONFLICT RESOLUTION

Section 30007.5 of the Coastal Act states:

The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies.

Section 30200(b) of the Coastal Act states:

Where the commission or any local government in implementing the provisions of this division identifies a conflict between the policies of this chapter, Section 30007.5 shall be utilized to resolve the conflict and the resolution of such conflicts shall be supported by appropriate findings setting forth the basis for the resolution of identified policy conflicts.

As noted previously in this report, the proposed project is inconsistent with Sections 30233 (fill of wetlands), 30240 (ESHA), and 30241 and 30242 (agriculture) of the Coastal Act. However, as explained below, denying or modifying the proposed project to eliminate these inconsistencies would lead to nonconformity with other Coastal Act policies, namely Section 30210 related to public access. In such a situation, when a proposed project is inconsistent with one or more Chapter 3 policies, but denial of the project or modification of the project to render it consistent with all Chapter 3 policies would be inconsistent with another policy, Section 30007.5 of the Coastal Act provides for resolution of such a policy conflict.

Analysis

Determining whether the conflict resolution provisions apply and then resolving conflicts through application of Section 30007.5 involves assessing whether the following seven criteria are satisfied:

- 1) The project, as proposed, is inconsistent with at least one Chapter 3 policy;
- 2) Denial of the project or implementation of the project as modified to eliminate the inconsistency would affect some other coastal resource(s) in a manner inconsistent with at least one other Chapter 3 policy that affirmatively requires some protection or enhancement of those resources that the project would otherwise provide;

- 3) The project, if approved, would be fully consistent with the policy that affirmatively mandates resource protection or enhancement;
- 4) The project, if approved, would result in tangible resource enhancement over existing conditions;
- 5) The benefits of the project are not independently required by some other body of law;
- 6) The benefits of the project must result from the main purpose of the project, rather than from an ancillary component appended to the project to “create a conflict”; and,
- 7) There are no feasible alternatives that would achieve the objectives of the project without violating any Chapter 3 policies.

The proposed development meets all of the above criteria for applying conflict resolution, as follows:

Step 1

First, for the Commission to apply Section 30007.5, a proposed project must be inconsistent with an applicable Chapter 3 policy. Approval of the subject LCP amendment, and subsequent construction of the subject transportation project, would be inconsistent with several Coastal Act policies, as indicated above, and as summarized here. First, it would be inconsistent with Section 30233, which limits the fill of wetlands to a specific list of allowable uses, because the LCP, as proposed to be amended, would allow for transportation development that would include fill of wetlands, but transportation improvements are not a use for which fill in wetlands is allowable. Second, the LCP amendment would allow for development that would be inconsistent with Section 30240, which protects ESHA, because the Carpinteria Bridge portion of the subject development would be located in ESHA, but it is not a resource-dependent use. And finally, it would be inconsistent with policies protecting agricultural land (Sections 30241 and 30242), because it would allow viable agricultural land on the Whitney site to be taken out of agricultural use.

Step 2

Second, denial of the project, or implementation of the project as modified to eliminate the inconsistencies with Chapter 3 policies, would affect coastal resources in a manner inconsistent with at least one other Chapter 3 policy that affirmatively requires protection or enhancement of a resource that the project would protect or enhance. A true conflict between Chapter 3 policies results from a proposed project that is inconsistent with one or more policies, and for which denial or modification of the project would be inconsistent with at least one other Chapter 3 policy. Further, the policy inconsistency that would be caused by denial or modification of a project must be with a policy that affirmatively mandates protection or enhancement of certain coastal resources. Without the subject transportation project, the existing on-ramps, off-ramps, and overpasses at Linden Drive and Casitas Pass Road would continue to become even less effective over time and result in increased congestion and delays to motorists, including those seeking access to the coast. Additionally, the South Coast HOV project, which will promote

carpooling, would not be realized. Finally, improved bike lanes and pedestrian access proposed along Via Real, across each overpass and along the Coast Route path and Carpinteria Rincon Trail could not be completed. As such, public access would not be maximized, inconsistent with Section 30210 (public access and recreational opportunities). Section 30210 affirmatively requires the Commission to provide maximum public access. In most cases, denying a proposed project will not cause adverse effects on coastal resources for which the Coastal Act mandates protection or enhancement, but will simply maintain the status quo. However, where denial of a project would result in significant impacts to public access and recreation, as is the case with the proposed transportation improvement project, a conflict between or among two or more Coastal Act policies is presented.

Step 3

The project, if approved, would be fully consistent with the policy that affirmatively mandates resource protection or enhancement. For denial of a project to be inconsistent with a Chapter 3 policy, the proposed project would have to protect or enhance the resource values for which the applicable Coastal Act policy includes an affirmative mandate. That is, if denial of a project would conflict with an affirmatively mandated Coastal Act policy, approval of the project would have to conform to that policy. If the Commission were to interpret this conflict resolution provision otherwise, then any proposal, no matter how inconsistent with Chapter 3 that offered a slight incremental improvement over existing conditions could result in a conflict that would allow the use of Section 30007.5. The Commission concludes that the conflict resolution provisions were not intended to apply to such minor incremental improvements. In this case, the project provides safe and long-term public access to the coast along this portion of Highway 101, and, if modified as suggested to ensure opening of the public access bikeways and trails, the project is fully consistent with the Coastal Act public access and recreation policies.

Step 4

The project, if approved, would result in tangible resource enhancement over existing conditions. This is the case here for several reasons. First, the highway would have an increased capacity, including the addition of an extra lane for high occupancy vehicles which promotes carpooling. Additionally, the existing on-ramps, off-ramps, and overpasses at Linden Drive and Casitas Pass Road are currently inefficient and result in congestion and delays to motorists, including those seeking access to the coast. For instance, Linden Avenue provides direct access to Carpinteria City and State Beaches. The redesigned overpasses, ramps, and the proposed Via Real frontage road will provide improved flow of traffic entering, exiting, and traveling on Highway 101 as well as provide improved bike and pedestrian access through the City and over the highway. Finally, the project would include construction of two separated bike and pedestrian trails, which would provide improved public access to and along the coast, as well as an enhanced public recreational experience, as compared to the current bike and pedestrian access.

Step 5

The benefits of the project are not independently required by some other body of law. The benefits that would cause denial of the project to be inconsistent with a Chapter 3 policy cannot be those that a project proponent is already being required to provide pursuant to another

agency's directive under another body of law. In other words, if the benefits would be provided regardless of the Commission's action on the proposed project, the project proponent cannot seek approval of an otherwise unapprovable project on the basis that the project would produce those benefits – that is, the project proponent does not get credit for resource enhancements that it is already being compelled to provide. For this project, Caltrans has an obligation to keep the highway open but has no obligation from another agency to construct the subject transportation improvement project.

Step 6

The benefits of the project must result from the main purpose of the project, rather than from an ancillary component appended to the project to “create a conflict”. A project's benefits to coastal resources must be integral to the project purpose. If a project is inconsistent with a Chapter 3 policy, and the main elements of the project do not result in the cessation of ongoing degradation of a resource the Commission is charged with enhancing, the project proponent cannot “create a conflict” by adding to the project an independent component to remedy the resource degradation. The benefits of a project must be inherent in the purpose of the project. If this provision were otherwise, project proponents could regularly “create conflicts” and then request that the Commission use Section 30007.5 to approve otherwise unapprovable projects. The balancing provisions of the Coastal Act could not have been intended to foster such an artificial and easily manipulated process, and were not designed to barter amenities in exchange for project approval. In this case the benefits of the project result from its primary purpose – improved transportation for vehicles, bicyclists, and pedestrians along this portion of Highway 101.

Step 7

There are no feasible alternatives that would achieve the objectives of the project without violating any Chapter 3 policies. The only alternatives to the project would involve a different routing or design of the improvements. However, in this case, given the location of wetlands, ESHA, and agriculture next to the existing highway alignment, other alternatives could not realize the same public access benefits and would still present the same Coastal Act inconsistencies as the subject proposal, as they would also impact wetland, ESHA, and agricultural lands.

Conclusion

Based on the above, the Commission finds that the proposed project presents a conflict between Sections 30233, 30240, 30241, and 30242 on the one hand, and Section 30210, that must be resolved through application of Section 30007.5, as described below.

Conflict Resolution

With the conflict among several Coastal Act policies established, the Commission must resolve the conflict in a manner which on balance is the most protective of significant coastal resources. In reaching this decision, the Commission evaluates the project's tangible, necessary resource enhancements over the current state and whether they are consistent with resource enhancements mandated in the Coastal Act. In the end, the Commission must determine whether its decision to

either deny or approve a project is the decision that is most protective of significant coastal resources.

An initial analysis the does not consider the specifics of this case might suggest that allowing transportation improvements that provide improved vehicular, biking, and pedestrian access would not on balance be more protective of coastal resources than the loss of agricultural land, wetlands and ESHA. However, without the subject LCP Amendment that would allow these transportation projects, the existing on-ramps, off-ramps, and overpasses at Linden Drive and Casitas Pass Road would continue to become even less effective over time and result in increased congestion and delays to motorists, including those seeking access to the coast. Additionally, the South Coast HOV project which will promote carpooling would not be realized. Finally, improved bike lanes and pedestrian access proposed along Via Real, across each overpass and along the Coast Route path and Carpinteria Rincon Trail would not be available to provide enhanced public access.

The test for approval is not for the project to be “more” protective of resources, it must be “most” protective. In order for that finding to be made, the adverse coastal resource impacts caused by the project have to be minimized and then mitigated to the maximum extent feasible. As discussed in detail in the above sections, the subject LCP amendment requires on-site and off-site restoration of wetlands and ESHA and a comprehensive agriculture mitigation program. As described throughout the other sections of this report, the proposed project, if modified as suggested, is consistent with all other applicable Coastal Act policies.

Conclusion

Approval of the proposed LCP Amendment is more protective of coastal resources than denial would be because it allows for improved motor vehicle, bicycle, and pedestrian access along and to the coast and the impacts that are inconsistent with the above mentioned policing relating to wetlands, ESHA, and agriculture are mitigated.

Other important resources in the project area are agriculture, wetlands and ESHA. Each of the resources will be impacted by the proposed project in a manner not consistent with the individual Coastal Act policies meant to protect them. In resolving the identified Coastal Act conflicts, the Commission finds that the impacts on coastal resources from not constructing the project will be more significant than the project’s wetland, habitat and agricultural impacts if these impacts are minimized and mitigated as proposed and modified as suggested. Therefore, the Commission finds that approving the project, as modified as suggested, is, on balance, most protective of coastal resources.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

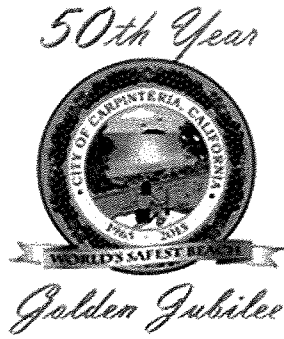
Section 21080.9 of the California Public Resources Code (PRC) - within the California Environmental Quality Act (CEQA) - exempts local governments from the requirement of preparing an environmental impact report (EIR) in connection with their activities and approvals necessary for the preparation and adoption of a local coastal program (LCP). Instead, the CEQA responsibilities are assigned to the Coastal Commission. However, because the California

Natural Resources Agency found the Commission's LCP review and approval program to be functionally equivalent to the EIR process, see 14 C.C.R. Section 15251(f), PRC Section 21080.5 relieves the Commission of the responsibility to prepare an EIR for its actions on proposed LCP amendments. Nevertheless, some elements of CEQA continue to apply to this review process.

Specifically, pursuant to CEQA and the Commission's regulations (see 14 C.C.R. Sections 13540(f), 13542(a), and 13555(b)), the Commission's certification of this LCP amendment must be based in part on a finding that it meets the CEQA requirements listed in PRC Section 21080.5(d)(2)(A). That section requires that the Commission not approve or adopt an LCP:

...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 proposed amendment is to the City of Carpinteria's certified Local Coastal Program Land Use Plan and Implementation Plan. For the reasons discussed in this report, the LCP amendment, as submitted, is inconsistent with the intent of the applicable policies of the Coastal Act and the certified Land Use Plan, and feasible alternatives are available that would lessen any significant adverse effect which the approval would have on the environment. The Commission has, therefore, modified the proposed LCP amendment to include such feasible measures adequate to ensure that such environmental impacts of new development are minimized. As discussed in the preceding section, the Commission's suggested modifications and its balancing of the impacts of the different options bring the proposed amendment to the Land Use Plan and Implementation Plan components of the LCP into conformity with the Coastal Act and certified Land Use Plan and they incorporate all feasible mitigation measures and alternatives that would substantially lessen any significant adverse effects of the LCP amendment on the environment. Therefore, the Commission finds that the LCP amendment, as modified, is consistent with CEQA.



City of Carpinteria

COUNCIL AGENDA STAFF REPORT JUNE 22, 2015

ITEM FOR COUNCIL CONSIDERATION

Local Coastal Program Amendments Creating a Transportation Corridor Wetland Overlay District and a Whitney Site Agricultural Overlay District and Redesignating Land from Agriculture to Transportation Corridor for the Extension of Via Real

Request by the California Department of Transportation (Caltrans) to amend the Local Coastal Program to accommodate development of three inter-related transportation improvement projects including the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, the South Coast 101 High Occupancy Vehicle (HOV) Lanes, and the Santa Claus Lane Bike Path.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

1. Approve the attached Final Mitigated Negative Declaration for Project 09-1522-LCPA;
2. Adopt Resolution No. 5623 to approve the Local Coastal Program Amendments included in Project 09-1522-LCPA;
3. Adopt Resolution No. 5624 to initiate an application to LAFCO for the removal of APNs 001-080-033 and 001-180-026 from the City's Sphere of Influence; and
4. Submit the Local Coastal Program Amendments to the California Coastal Commission for review and approval.

- Motions:
1. I move to adopt Resolution No. 5623, approving the Final Mitigated Negative Declaration for Project 09-1522-LCPA, approving the Local Coastal Program Amendments, Project 09-1522-LCPA, and adopting the Findings in Exhibit 1, Attachment A and Conditions of Approval in Exhibit 1, Attachment H.
 2. I move to adopt Resolution No. 5624, to initiate application to LAFCO for the removal of APNs 001-080-033 and 001-180-026 out of the City's Sphere of Influence.

SUMMARY

A series of inter-related improvements proposed for the US 101 corridor in the City include elements have been determined to be inconsistent with policies in the Local Coastal Program and California Coastal Act that protect agriculture and wetland resources. As such, the City proposes to amend the Coastal Land Use Plan and Map and related portions of the Zoning Code to accommodate the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, South Coast HOV Lanes and Santa Claus Lane Bike Path.

The Casitas Pass Road interchange northbound ramps, including the related segment of Via Real, would convert approximately five acres of a nine-acre parcel from agricultural use to transportation facility. The loss of agricultural land is inconsistent with City and Coastal Act policies that protect agriculture. In this LCPA, conflicts with agricultural protection policies are balanced with an agriculture preservation program including community gardening sites and gardening / agriculture education programs and removal of two agricultural parcels from the City of Carpinteria Sphere of Influence, , as discussed in detail below. The two agriculture parcels to be removed from the Sphere total approximately 8.35 acres, as compared to the no greater than the direct loss of 5 acres of agriculture associated with transportation improvements that would be allowed under the proposed LCPA. A new zoning overlay district (Whitney Site Agriculture Overlay District) and text amendments to the Coastal Land Use Plan are proposed to address the loss of agricultural land via creation of this agriculture preservation program.

The proposed Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension encroach into wetland areas (using the Coastal Commission single criterion definition), riparian habitat and environmentally sensitive habitat area (ESHA) associated with Carpinteria Creek. The Linden Avenue improvements encroach into wetland which can also be defined as ESHA. The proposed South Coast HOV Lanes encroach into wetland buffers. The Santa Claus Lane bike path would encroach into wetland. The project designs avoid wetland, riparian and ESHA to the maximum extent, but total avoidance of these resources is not feasible. The preferred project alternatives minimize impacts and provide for restoration of habitat onsite where feasible and offsite where necessary. The encroachment of project elements into the buffer area for wetland and direct project impacts on (removal of) wetland are inconsistent with City and Coastal Act policies that protect these wetland resources.

Complete mitigation for impacts of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, the South Coast HOV Lanes and the Santa Claus Lane Bike Path on wetland, riparian and ESHA resources will be required for the projects to receive discretionary permit approvals. However, despite mitigation to ameliorate physical project impacts, conflicts with the City and Coastal Act policies would remain. Such conflicts must be weighed against benefits delivered by the projects under other objectives and policies of the Coastal Act. In the case of these projects, conflicts with wetland protection policies are to be balanced against policies addressing coastal public access and recreation opportunities, as discussed in detail below. A new zoning overlay district (Transportation Corridor Wetland Overlay District) and text amendments to the zoning code (§14.42.040 – development standards) and wetland protection portions of the Coastal Land Use Plan address the direct loss of wetland and wetland buffer, as well as create development standards for improvements that would be allowed to encroach into wetland and wetland buffer.

Balancing Coastal Act Policy Conflicts: Coastal Access and Recreation Enhancements

As stated above, conflicts with wetland protection policies associated with the US 101 improvements are to be balanced against policies addressing coastal public access and recreation opportunities. Coastal access and recreation enhancements delivered by the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension are considered primarily local or sub-regional in nature. The South Coast HOV Lanes has a regional scope, but would primarily benefit automobile, van and bus passengers. However, the freeway and interchange proposals, by themselves, lack a component to address improvement of access to coastal resources at the regional level for alternative and active transportation modes.

In order to achieve a regionally important improvement to alternative and active transportation modes, the LCPA includes the construction of two important bike path/trail segments. The completion of either path would increase the total length of bikeway within the Coastal Zone of the South Central Coast, improving bicycle access and recreation opportunities. Taken together, these bike path segments would close two gaps in a nearly 40-mile bikeway system from the City of Santa Barbara to the City of Ventura, resulting in a significant benefit to regional and statewide cyclists and to members of the public who seek to access coastal resources using active and affordable transportation. These two bike path/trail proposals are described in detail below.

The path/trail proposals achieve meaningful enhancements to regional scale access to coastal resources and coastal recreation opportunities which can then be used to balance the wetland protection policy conflicts, and to a lesser extent the agriculture protection policy conflicts, of the transportation projects. The bike/trail proposals are formally linked to the larger freeway and related improvements through this LCPA to implement policy conflict resolution under the Coastal Act.

1. Carpinteria Rincon Trail (From SR 150/Carpinteria Avenue to Rincon County Park)

This proposal consists of a bike path/trail from the eastern terminus of Carpinteria Avenue at State Route 150 to Rincon County Park. Construction of this trail would close a gap between Carpinteria Avenue and the new Class I trail along US 101 which begins at Mussel Shoals in Ventura County and ends at Bates Road, a distance of three miles. Coastal Commission staff has identified the Rincon Trail segment of the Carpinteria Coastal Vista Trail (CCVT) as a high priority in the region because the existing gap creates a significant constraint for bicyclists and pedestrians. In order to traverse this gap, southbound cyclists must ride the US 101/SR 150 southbound onramp and cycle along the freeway shoulder to Bates Road to access Rincon County Park. Northbound cyclists must also ride the freeway shoulder or take a circuitous route through local rural roads from Bates Road to Highway 150 before reaching Carpinteria Avenue. The Rincon Trail would close this gap, allowing cyclists to ride from the City of Ventura to the City of Carpinteria on a Class I bike path, avoiding the use of any freeway shoulders along this 14-mile stretch of scenic coastline. The Rincon Trail construction is required to be completed prior to completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension.

2. Santa Claus Lane Bike Path (Santa Claus Lane to Carpinteria Avenue)

This proposal consists of a Class I Bike Path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue, a distance of approximately 2,000 feet.

Development of this path will close a gap in the Coast Route Bike Path (as designated in the June 2015 draft Santa Barbara County Association of Governments Regional Active Transportation Plan, Santa Barbara County). A Class I Bike Path to connect Summerland and Carpinteria is also a planned bicycle project in the May 2012 draft Santa Barbara County Bicycle Master Plan and in the Toro Canyon Plan (December 2004). A goal of the construction design is to accommodate the path within the Caltrans/City/County rights-of-way and avoid any Union Pacific Railroad right-of-way. Preliminary path designs provide a five-foot travel lane in each direction, but in some areas this may be reduced due to physical constraints. Given the alignment of US 101 in the project vicinity, and the proximity to the Carpinteria Salt Marsh, it is anticipated the bike path would encroach into wetland and wetland buffer. Approval of a Coastal Development Permit (CDP) for the path depends on successful adoption of the proposed LCP Amendments. The Santa Claus Lane Bike Path shall be completed no later than completion of the adjacent phase of construction for the South Coast HOV Lanes.

Purpose and Intent

The proposed amendments respond to identified conflicts of the planned transportation improvements with coastal policies that protect agriculture and wetlands. The purpose and intent of each of the major components of the amendments is provided below.

Whitney Site Agriculture Overlay District

The purpose of the Whitney Site Overlay District is to provide for specific standards to ensure preservation of agricultural uses on the remainder of the Whitney parcel not dedicated to the extension of Via Real through an agricultural easement, and to provide for the establishment and maintenance of programs for sustainable agriculture in the Carpinteria Valley. This overlay district establishes specific standards for open field agriculture protection and mitigation. The community garden sites and gardening / agriculture education programs and the removal of two agricultural parcels from the City of Carpinteria Sphere of Influence are intended to enhance agricultural sustainability in the Carpinteria Valley in a manner that balances conflicts with agriculture protection policies of the Carpinteria Coastal Program and Coastal Act associated with the conversion of approximately five acres of agricultural land to transportation uses.

Text Amendments to Agriculture Portion of Coastal Land Use Plan

The purpose of the text amendments is to protect agriculture and provide agriculture education opportunities within the Whitney Site Agriculture Overlay District. The intent is to ensure awareness of applicability of the Whitney Site Overlay District to this parcel, with attendant restrictions and performance standards, including a limitation to the total area of the site which can be converted to public transportation.

Transportation Corridor Wetland Overlay District

The purpose of the Transportation Corridor Wetland Overlay District is to provide specific standards for three proposed projects in the vicinity of coastal wetlands: the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path. The intent is to ensure a more precise level of planning than ordinarily possible under the local implementation plan. This overlay establishes specific standards related to fill or other impacts to wetland or reduction of wetland buffers, mitigation measures, drainage and stormwater management, and coastal access and recreation enhancements.

Text Amendments to Wetland Portion of Coastal Land Use Plan

The purpose of the text amendments is to narrowly define the allowed encroachment into wetland and wetland buffer such that it is applicable only to the three identified transportation improvements, and to establish a link between the proposed trails and the freeway improvements. The link between the proposed regional trails and the freeway improvements is essential in achieving a balance between wetland protection policy conflicts and enhanced access to coastal access and recreation opportunities. The intent is to ensure applicability of the Transportation Corridor Wetland Overlay District, with attendant restrictions and performance standards, for any project improvements which cannot avoid encroachment into wetland and wetland buffer.

PROJECT DESCRIPTION

The City proposes to amend the Coastal Land Use Plan, Land Use Map and related portions of the Carpinteria Zoning Code to accommodate an inter-related series of transportation improvement project while at the same time ensuring preservation of agriculture and wetland resources (including wetland buffer area) and achieving a substantial and meaningful enhancement of public access to coastal resources and recreation.

The proposed project consists of a new zoning overlay district (Whitney Site Agriculture Overlay District) and text amendments to the agriculture portion of the Coastal Land Use Plan, a new zoning overlay district (Transportation Corridor Wetland Overlay District), zoning code text amendments to the wetland definition and text amendments for the wetland protection portions of the Coastal Land Use Plan. Last, the agriculture zoning and land use designation would be removed from the Via Real roadway portion of the Whitney parcel, redesignating this portion of the property Transportation Corridor. Each of these components of the proposed project is described in more detail below.

Whitney Site Agriculture Overlay District

The proposed Whitney Site Agriculture Overlay District applies to the portion of the former 8.95-acre Whitney parcel (APN 001-070-012) not dedicated to roadway improvements under the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension. The proposed overlay restricts roadway development within the parcel to no more than five acres; requires the balance of the property to be maintained in agriculture or used for agriculture education in perpetuity; and prescribes a comprehensive agriculture preservation program to be implemented in the City including a community garden program, gardening education and the removal of two agricultural parcels from the City of Carpinteria Sphere of Influence. The proposed Whitney Site Agriculture Overlay District text and boundaries are included as Attachment 1, Exhibits B and C.

Transportation Corridor Wetland Overlay District

The proposed Transportation Corridor Wetland Overlay District establishes a comprehensive set of development standards which would apply to the encroachment of development into wetland or wetland buffer located within the boundaries of the overlay district. An overlay district limits the areal extent or geographic boundaries within which any encroachment could be permitted into wetland or wetland buffer. The proposed overlay district also limits potential encroachments by designating only the three specific transportation projects that would be

eligible to encroach into wetland or wetland buffer after all efforts to avoid and minimize impacts have been implemented. Development standards include replacement ratios for wetland and wetland buffer impacts; best management practices to reduce water quality impacts to wetland and wetland buffers from impervious surfaces; incorporation of pervious surface and maximization of infiltration opportunities; and technical specifications for wetland and wetland buffer restoration. Finally, construction of the Rincon Trail (to be constructed if Linden/Casitas/Via Real proposal is approved) and the Santa Claus Lane Bike Path (to be constructed if South Coast HOV Lanes proposal is approved) is mandated in order to deliver enhanced coastal access and recreation benefits. The proposed Transportation Corridor Wetland Overlay text and boundaries are included as Attachment 1, Exhibits E and F.

Land Use Redesignation for Roadway Portion of Whitney Site

The Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension proposal would convert approximately five acres of the former Whitney parcel to public roadway, sidewalk and bikeway (transportation improvements). The agriculture zoning and land use designation on this portion of the property would no longer be appropriate once the public transportation improvements are completed. The Whitney Site Agriculture Overlay District has been specifically designed to apply to the balance of the parcel not converted to transportation, and therefore would not include the newly constructed segment of Via Real. Elsewhere in Carpinteria, US 101, including interchanges, ramps and frontage roads, is assigned a Coastal Plan Land Use Designation of Transportation Corridor (TC) and is not assigned a zoning designation. Therefore, the proposed amendments include removing the A-5 zoning designation from the transportation portion of the Whitney parcel and changing the Coastal Plan Land Use Designation from AG to TC. These proposed changes would bring the transportation portion of the parcel into conformity with other areas in Carpinteria that are similarly designated for transportation uses. Refer to Attachment 1, Exhibit G for an exhibit of the area where the AG designation would be replaced by the TC designation.

BACKGROUND

Project History

The need for the proposed LCP Amendments was identified by City and Coastal Commission staff during review of the Environmental Impact Report for the Linden-Casitas Interchanges project. A summary of milestones achieved in relation to the LCPA proposal is provided below.

March 2011

Initial meetings were held between Coastal Commission, Caltrans, City of Carpinteria and SBCAG staff to discuss an Amendment to the Carpinteria Local Coastal Program (LCP) necessary to accommodate the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension due to its conflict with agriculture and wetland protection policies.

March 2011 – February 2013

Coastal Commission, Caltrans, City of Carpinteria and SBCAG staff continued collaborative efforts to identify policy conflicts and consider policy conflict resolution approaches. Further, the team explored the potential to address the portion of the South Coast HOV Lanes within Carpinteria under the same LCPA. Consensus was reached that a single LCPA would be feasible to allow both transportation projects.

February 25, 2013

At a City Council public meeting, the Council unanimously voted to initiate the LCPA. Working drafts of the proposed amendments were then completed, followed by an iterative process of review, discussion and revision by the Coastal Commission, Caltrans, City of Carpinteria and SBCAG team.

August 29, 2013

The Draft Mitigated Negative Declaration for City of Carpinteria Local Coastal Program Amendments was released for public review. The Draft MND evaluated the environmental effects associated with the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, South Coast HOV Lanes and Santa Claus Lane Bike Path, which could result from approving the LCPA.

May 18, 2015

The Planning Commission held a special meeting on Project 09-1522-LCPA and voted unanimously to recommend approval to the City Council.

LCPA Discretionary Action Overview

Planning Commission Review

The Planning Commission is responsible for primary discretionary review of the Proposed LCPA, and provides a recommendation to the City Council for consideration (approval or denial).

City Council Review

The City Council holds the local approval authority for the LCPA. The City Council must submit the LCPA to the Coastal Commission for review.

Coastal Commission Review

Once the Council authorizes submittal of the LCPA to the Coastal Commission, Coastal Commission staff will review the materials and prepare a staff report and recommendation for presentation to the Coastal Commission at a noticed public hearing. The Coastal Commission may approve, deny or suggest modifications to the requested LCPA. If the request is approved with suggested modifications, the City Council must decide whether to accept the modifications and ratify the approval, or to continue to work on the wording of the LCPA through additional proceedings with Commission staff. When the LCPA is finally approved and accepted by both the Coastal Commission and City Council, the Council can take final action on the any permits that rely on the LCPA to be completed in order to allow approval of the permits (e.g., Conditional Use Permit and Coastal Development Permit for Linden – Casitas – Via Real project).

DISCUSSION

Carpinteria's Local Coastal Program (LCP) must be amended in order to accommodate the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, South Coast HOV Lanes and Santa Claus Lane Bike Path. The proposed amendments to the LCP modify the language regarding agriculture resources and wetland resources to acknowledge necessary

encroachment of limited project improvements into areas containing sensitive resources. The amendments include development standards that require avoidance and minimization of impacts first, followed by mitigation of direct and indirect impacts associated with encroachment on these resources, where such encroachment cannot be avoided. However, because various aspects of these three projects would be inconsistent with protection policies, the Coastal Act requires not only complete mitigation for the resources impacted, but also mandates that a finding be made that the LCPA will “on balance” be more protective of coastal resources overall.

Agriculture Resources

With respect to agriculture resources, the proposed Linden – Casitas Interchanges project would convert approximately five acres of land from agriculture to public roadway (Via Real Extension and Casitas Pass Road freeway ramps). To offset the loss of agricultural land and balance conflicts with Carpinteria LCP and Coastal Act agriculture protection policies, an agriculture preservation program is proposed. The basic elements of the Agriculture Preservation Program include the following.

1. New development shall be sited and designed to avoid impacts to agricultural land. If there is no feasible alternative that can eliminate all impacts, then the alternative development location and design that would result in the fewest or least significant impacts shall be selected. Impacts to agricultural land that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated as outlined in this Section. The portion of the parcel to be converted from agriculture to public roadway shall not exceed five acres, encompassing the southern portion of the parcel adjacent to US 101.
2. In order to prevent conversion of the approximately four-acre remainder parcel out of agriculture, ownership of the property shall be transferred to the City of Carpinteria. The remainder parcel shall be restricted to agricultural uses including organic farming, community gardening or agricultural education. Transfer of the property from Caltrans to the City would occur at the conclusion of project construction, and in concert with the transfer of the completed Via Real roadway and right-of-way. An agricultural conservation easement shall be placed on the property prior to transfer of ownership of the remainder parcel to the City which will prohibit non-agricultural uses on the property in perpetuity. The holder of the agricultural conservation easement shall be a public resources agency or private land trust with agricultural resource preservation experience, acceptable to the City of Carpinteria. Portions of the parcel that lie within the Carpinteria Creek channel, associated environmentally sensitive habitat area (ESHA) or riparian corridor buffer shall be excluded from the agricultural conservation easement to protect environmentally sensitive resources from disturbance associated with agricultural activities.
3. To address the long-term loss of agricultural productivity in Carpinteria associated with the conversion of five acres of agricultural land to transportation uses, a community garden system and gardening education program shall be established in the City of Carpinteria that includes:
 - a. Installation and maintenance of physical infrastructure to support community gardening at a minimum of three identified facilities.
 - b. Creation of a lease agreement for community garden plots.

- c. Funding of a half-time position with the City for five years to initiate the community garden system, and set a fee structure for continuation of the administration of the garden system.
 - d. Provision of funding to CUSD to develop adult-education workshops in the community gardens covering plant cultivation and food preparation involving fresh vegetables.
 - e. Provision of funding to CUSD for development of grade-specific curriculum focusing on vegetable cultivation using on-campus gardens.
4. To further offset the project-related direct loss of five acres of agricultural land within the City of Carpinteria, the City shall apply to the Local Agency Formation Commission (LAFCO) to remove two agricultural parcels which are currently included in the City's Sphere of Influence on Via Real (APN 001-080-033 and APN 001-180-026).

Regarding the request to remove two agricultural parcels from the City's Sphere of Influence as described in Item 4. above, additional background is provided here. First, Coastal Commission staff requested an exhaustive review of options to address the direct loss of five acres of agricultural land. Initial suggestions included identifying suitable land within Carpinteria to redesignate to agriculture or working with the County to establish agriculture conservation easements for parcels outside the City boundary. Following initial research and further deliberation with Coastal Commission staff, consensus was reached that removing two agriculturally zoned parcels from the City's Sphere of influence would further the goals of agriculture preservation and offsetting the direct five- acre loss. The two subject agriculture parcels are approximately 4.29 and 4.06 acres, respectively.

The rationale for removing APN 001-080-033 and APN 001-180-026 from the City's Sphere of Influence rests firmly on LAFCO policies directing that urban development should occur primarily within the urban limits of incorporated cities. These two parcels are currently designated agriculture, which is the land use desired to be preserved. The parcels are located in the County, in the City's Sphere of Influence, but outside the City's urban limit line. These are the only two parcels outside of the City boundary that are in the Sphere. Moving the Sphere boundary to exclude these parcels would clearly signify the lands are not suitable for urban development, reducing the pressure to convert the parcels out of agriculture and keeping the City's Sphere coterminous with the City boundary. It is also recognized that County regulations restrict development of new greenhouses as a means of preserving open field agriculture in the County. Therefore, removing the Sphere designation and leaving the parcels in the County jurisdiction is likely to result in the uniform application of such restrictions and discourages the development of these parcels for uses other than agriculture in the future.

Also important to note is that the two agricultural parcels were already in the Sphere of Influence when the 2003 General Plan/LCP was updated. It appears that the parcels were placed in the Sphere as a westward extension of the northern boundary of the existing residential neighborhood to the east, rather than via careful consideration of their relationship to extensive contiguous agricultural land extending to the north. From the perspective of agriculture preservation, the parcels should not have been included within the City's Sphere of Influence unless the City intends to eventually annex these parcels and convert them to urban use. With respect to burden on the City, the proposed condition of approval only requires the City to make Application to LAFCO for consideration of the Sphere revision. Caltrans is required to provide

funding for the LAFCO application, though there will be limited effort required to prepare and process the application to LAFCO.

Wetland Resources

With respect to wetlands, elements of the three proposed transportation projects would encroach into wetland or wetland buffer areas. Mitigation for wetland impacts from project encroachments is incorporated into development standards in the proposed Transportation Corridor Wetland Overlay (TCWO).

Below is a summary of the main elements of the proposed TCWO District:

- Provisions of the overlay shall apply only to the project area encompassed by the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path.
- Area of impact to wetland and wetland buffer for each of the three transportation projects, along with identification of project elements responsible for encroachment.
- Encroachment shall only be permitted after avoidance and minimization; a 100-foot buffer shall be created between wetland and new development, or where not feasible, the widest buffer practical shall be established; full mitigation in the form of restoration shall be provided for impacts caused to wetland from wetland encroachment or reduction of buffer areas. Mitigation shall be provided for direct impacts to wetlands (e.g., fill) and indirect impacts to wetlands (e.g., new development in wetland buffers). Mitigation measures shall include, at a minimum, creation or substantial restoration of habitats equal or similar to the impacted habitat type. Direct impacts shall be mitigated at a ratio of 4:1 for natural wetland areas, including salt marsh and wetlands associated with creeks. Direct impacts to riparian habitats shall be mitigated at a ratio of 3:1. Direct impacts to created wetlands (low functioning wetlands associated with freeway infrastructure) shall be mitigated at a ratio of 3:1. Indirect impacts to wetlands, such as development in wetland buffer areas, shall be mitigated by enhancing (e.g., invasive species removal, native screening vegetation, planting appropriate native species, water quality improvement, sound reduction) all portions of the remaining (undeveloped) wetland buffer area within 100 feet of the impacted wetland. Temporary impacts to wetlands and riparian habitat shall be mitigated at a ratio of 1:1.
- Post-construction coastal water quality standards apply to the three transportation projects, including:
 - a. Early site planning to minimize run-off through permeable paving, reduced lane widths or sub-grade stormwater retention.
 - b. Low impact development strategies with measures to infiltrate, evapotranspire, filter, detain and retain run-off.
 - c. Stormwater to be filtrated, retained or infiltrated onsite; BMPs shall include, but not be limited to, grading to create or modify topographic depressions to maximize the capture, detention or retention of run-off, amending onsite soils to

increase infiltration and detain run-off, adding or replacing vegetation in areas that receive road run-off with native plants, and constructing bioswales and biostrips.

- d. Water treatment BMPs shall accommodate all storms up to 85th percentile 24-hour storm event.
- e. Minimum infiltration or treatment volumes shall be calculated based on the impervious surface area added by the project.
- f. Where site conditions make it infeasible to infiltrate or treat the minimum volume of run-off onsite, infiltration or treatment offsite can occur where off-site infiltration or treatment will result in a greater benefit to coastal water quality and beneficial uses.
- g. Treatment BMPs shall prioritize the use of soil-based biofilter techniques, such as bio-swales, and shall infiltrate, retain or detain the maximum possible volume of stormwater run-off.
- h. A post-construction run-off management plan shall include maps, figures, supporting design calculations and a narrative explaining the methods and approach to protect or enhance coastal water quality.

Policy Conflict Resolution – Balancing Considerations

In addition to the mitigation programs, the LCPA must be found to result in a net benefit to coastal resources. Coastal Commission staff has indicated the project must include as integral components such features as development of bikeway or multiple use trails to close gaps in existing regional trails systems providing direct access to beaches and other coastal recreation opportunities.

Coastal Commission staff and City staff have identified the following two important trail system improvements which are proposed in connection with either the Linden Avenue and Casitas Pass Road Interchanges project or the South Coast HOV Lanes.

- Rincon Trail – Proposed bike path extending from the eastern terminus of Carpinteria Avenue to Rincon County Park. This path would link the bikeway along Carpinteria Avenue with the new Class I Bike Path constructed as part of the Ventura/Santa Barbara HOV Lane project, eliminating the need for cyclists to use the shoulder of US 101 in this segment. The Rincon Trail shall be completed prior to completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements.
- Santa Claus Lane Bike Path – Proposed bike path extending from the eastern terminus of Santa Claus Lane and connecting to the western terminus of Carpinteria Avenue. This segment would link to Santa Claus Lane, closing a substantial gap in the California Coastal Trail system. The Santa Claus Lane Bike Path shall be completed no later than completion of the adjacent phase of construction for the South Coast HOV Lanes.

ENVIRONMENTAL

A Mitigated Negative Declaration (MND) was prepared for the LCP Amendments. The MND found the potential for significant impacts in the areas of aesthetics, air quality, biological

resources, geology/soils, water/flooding and noise. With incorporation of a mitigation framework for each identified impact, all impacts would be reduced to a less than significant level.

The MND was available for a 30-day public review period from August 29, 2013 until September 27, 2013. On September 19, 2013, the Environmental Review Committee (ERC) held a public hearing on the MND. The ERC requested minor revisions to the document and provided a recommendation for approval of the document to the Planning Commission. Minutes from the ERC meeting and public comment letters are attached to the Proposed Final MND which has been revised pursuant to comments received. The Proposed Final Mitigated Negative Declaration, including public comment letters, is provided as Attachment 2.

POLICY CONSISTENCY

Agriculture

Land Use Element

LU-1d. *Ensure that the type, location and intensity of land uses planned adjacent to any parcel designated open space/recreation or agriculture (as shown on Figure LU-1) are compatible with these public resources and will not be detrimental to the resource.*

The proposed amendments include a land use redesignation from Agriculture to Transportation Corridor for approximately five acres of an 8.95-acre agricultural parcel. The redesignation accommodates future development of Via Real, a local frontage road to include Class I bicycle/pedestrian paths and the northbound US 101/Casitas Pass Road freeway ramps. The proposed amendments also require permanent preservation of the remainder 3.95 acres of the parcel for agricultural purposes, including community garden and agriculture education. A local road and an adjacent Class I bicycle path are compatible with continued agricultural and educational uses on the remainder of the agriculturally zoned parcel as set forth in the LCPA documents. Stormwater best management practices would be installed on all paved surfaces adjacent to the remainder parcel to protect it from stormwater run-off.

LU-5a. *The City shall continue to give priority to agriculture, coastal-dependent industry and visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over residential, general industrial, or general commercial development.*

The future Via Real extension would improve vehicular access from existing residences to coastal resources and recreation opportunities, as well as enhance bicycle and pedestrian access to coastal resources via inclusion of a Class I bike path. With regard to prioritizing agriculture, the proposed amendments include an agriculture preservation program that would: permanently preserve the remaining 3.95-acre portion of the agriculture parcel for agriculture and education; establish and maintain community garden facilities; and, enhance agriculture and gardening education in the local school system. Finally, the amendments include a requirement to complete construction of the Rincon Trail before completing construction of the future Via Real extension. The Rincon Trail would close a gap in the Coastal Bikeway system allowing cyclists to navigate from Ventura to Carpinteria on a dedicated bike path with nearly uninterrupted ocean views, constituting a substantial public coastal recreation opportunity for both local and regional cyclists.

Circulation Element

C-3f. *Improve travel characteristics of the city's circulation plan by:*

- *planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation (5 - 15 years);*
- *considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden;*
- *prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.*

The proposed redesignation of a portion of the 8.95-acre agriculture parcel to Transportation Corridor (TC) is intended to accommodate the extension of Via Real and new Casitas Pass Road northbound interchange, in accordance with the policy above. The proposed Transportation Corridor Wetland Overlay District provides for protection of wetland resources associated with the Via Real extension and Casitas Pass Road northbound ramps; the proposed Agriculture Preservation Program protects agriculture through various programs.

California Coastal Act

Coastal Act §30241. *The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:*

- By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.*
- By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.*
- By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.*
- By developing available lands not suited for agriculture prior to the conversion of agricultural lands.*
- By assuring that public service and facility expansions and nonagricultural development do not impair agricultural availability, either through increased assessment costs or degraded air and water quality.*
- By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.*

The proposed amendments include a land use redesignation from Agriculture to Transportation Corridor (TC) for a portion of an 8.95-acre agricultural parcel to accommodate future development of a segment of Via Real. Via Real is planned in the Circulation Element as a continuous frontage road along the north side of US 101 from Casitas Pass Road to Linden Avenue, optimizing circulation between land uses north of US 101 and lowering the dependency on the freeway system for local circulation. The following discussion is provided regarding each

of the lettered considerations above, and focuses on the ultimate construction of Via Real as intended under the TC redesignation.

(a) The subject agricultural parcel is surrounded by urban (non-agricultural) uses: US 101 is located to the south; Casitas Pass Road is located to the west; approximately 45 single family dwellings are located to the north; and a riparian corridor and community park are located to the east. Surrounding land uses in the vicinity include a mobile home park, single-family residences and commercial properties south of US 101.

(b) The conversion of agricultural land is necessary to accommodate the extension of Via Real and the reconstruction of the Casitas Pass Road northbound interchange. These roadway improvements have been contemplated in the Circulation Element as referenced in Policy C-3f. After reviewing 17 potential configurations, this was found to be the only feasible route to connect the western terminus of Via Real to Casitas Pass Road and provide local through access in the City and the only feasible location for the interchange that achieves the required northbound on and offramp configurations.

(c) The subject agricultural property is located in an urban area in the City surrounded by urban (non-agricultural) uses on all four sides. There are no immediately adjacent properties zoned or used for agriculture.

(d) It is not possible to extend Via Real in a logical manner, which completes the programmed Circulation Element Roadway Network, without converting some land now designated for agriculture.

(e) The extension of Via Real is designed to physically remove from agricultural production the smallest practical area; the agriculture preservation program included in the proposed amendments permanently preserves the remainder of the parcel for agricultural purposes, including community garden and agriculture education uses. Mandatory stormwater pollution prevention measures prevent water quality impacts from the Via Real extension on the remainder portion of the agricultural land.

(f) The conversion of a portion of the Whitney property from agriculture to a roadway with a sidewalk and Class I bike path completes a logical and viable neighborhood transportation corridor and does not threaten the existing stable limit to urban development defined as the City boundary. Additionally, the agriculture preservation program included in the proposed amendments would preserve the remainder property for agriculture in perpetuity. And, requesting that LAFCO remove two agricultural parcels from the City's Sphere of Influence furthers the goal of a stable urban limit line coterminous with the City's boundary.

Coastal Act §30242. *All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.*

The agricultural land to be converted is surrounded by urban land uses (see §30241(c) above). Immediate proximity to residences, in particular, has a negative influence on the overall viability of potential agriculture uses of the parcel, such as row crops. The conversion of up to five acres of agricultural property for use as a transportation corridor would not be incompatible with the

remaining agricultural parcel, which is required to be permanently preserved via recordation of an agriculture conservation easement, as agriculture has existed on the property for many years and is less disturbed by an adjacent roadway than other urban uses such as residences. Despite permanent preservation of the approximately 3.95-acre remainder parcel for agriculture and related education purposes, approximately five acres of agricultural land would be converted to non-agricultural uses; the conversion would not precisely meet standard (1) or (2) above, without additional elements to achieve the preservation of agriculture in the Carpinteria Valley.

To achieve compliance with the requirement to preserve agricultural land, the proposed amendments include a comprehensive Agriculture Preservation Program (refer to Attachment 1, Exhibit A). The basic elements of the proposed Agriculture Preservation Program include the following.

1. New development shall be sited and designed to avoid impacts to agricultural land. The portion of the parcel to be converted from agriculture to public roadway facility shall not exceed five acres, encompassing the southerly portion of the parcel adjacent to US 101.
2. In order to prevent conversion of the approximately four-acre remainder parcel out of agriculture, an agricultural conservation easement shall be placed on the property prior to transfer of ownership of the remainder parcel to the City which will prohibit non-agricultural uses on the property in perpetuity. The holder of the agricultural conservation easement shall be a public resources agency or private land trust with agricultural resource preservation experience, acceptable to the City of Carpinteria.
3. To address the long-term loss of agricultural productivity in Carpinteria associated with the conversion of five acres of agricultural land to transportation uses, establish a community garden system and gardening education program within the City of Carpinteria.
4. To further offset the project-related direct loss of five acres of agricultural land within the City of Carpinteria, the City shall apply to the Local Agency Formation Commission (LAFCO) to remove two agricultural parcels which are currently included in the City's Sphere of Influence on Via Real (APN 001-080-033 and APN 001-180-026).

Coastal Act §30250. *(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.*

The proposed amendments include a land use redesignation from Agriculture to Transportation Corridor (TC) for a portion of an 8.95-acre agricultural parcel to accommodate future roadway development. The end result of future development of Via Real would be a division of the existing 8.95-acre agricultural parcel into two parcels of approximately five acres (TC) and 3.95 acres (AG). The remainder agricultural parcel would be larger in size than the adjoining residential parcels and would remain suitable for avocado orchard, community garden plots and agriculture education; the agriculture parcel would be permanently preserved via a conservation

easement restricting future uses to agriculture. The subject parcel is located within the City limits and is contiguous with existing areas developed and zoned for urban land uses. Given the existing street network and the policies set forth in the Circulation Element, this extension of Via Real and the creation of pedestrian and bicycle amenities completes a logical development of public facilities.

Wetlands / Environmentally Sensitive Habitat Area (ESHA)

Land Use Element

Land Use Element Objective LU-2: *Protect the natural environment within and surrounding Carpinteria.*

Policy LU-2b: *Regulate all development, including agriculture, to avoid adverse impacts on habitat resources. Standards for habitat protection are established in the Open Space, Recreation & Conservation Element policies.*

The proposed amendments include the establishment of a Transportation Corridor Wetland Overlay (TCWO) District, within which project elements associated with three specific transportation projects would be permitted to encroach into wetland, wetland buffers and ESHA, after completing all attempts to design the projects to avoid such resources. Development standards contained in the proposed TCWO require encroachment to be the minimum feasible for each of the three projects, and mandate that resource impacts be fully mitigated via wetland and habitat restoration and mandatory stormwater best management practices to avoid indirect impacts to wetland and habitat resources from deleterious water quality.

Open Space, Recreation & Conservation Element

Objective OSC-1: *Protect, preserve and enhance local natural resources and habitats.*

Objective OSC-3: *Preserve and restore wetlands such as the Carpinteria Salt Marsh.*

The proposed amendments include the addition of Policy OSC-3e, as follows:

Policy OSC-3e. For the following projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, new development in wetland or within the required 100-foot wetland buffer may be permitted in accordance with all of the following requirements and all other development policies and provisions of the LCP.

- a. New development shall be sited and designed to avoid fill or other impacts to wetland. If there is no feasible alternative that can eliminate all impacts, then the alternative location and design for each of the three projects that would result in the fewest or least significant impacts shall be selected. Impacts to wetland that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to onsite mitigation. Offsite mitigation measures may be approved when it is not feasible to fully mitigate impacts onsite, or where greater habitat value can be achieved or wider wetland buffer can be provided in an offsite wetland restoration or enhancement project. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to wetland.

- b. New development shall be sited and designed to provide a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of wetland. If there is no feasible alternative that can provide a buffer of 100 feet, then the alternative that would provide the widest buffer shall be selected. Impacts to wetland resulting from a reduced buffer width shall be fully mitigated. Mitigation shall not substitute for implementation of the project alternative that would provide the required wetland buffer.
- c. All new development shall protect post-construction coastal water quality by including the following:
 - 1. emphasize run-off management in site design,
 - 2. preferentially use Low Impact Development strategies,
 - 3. maximize the use of structural and operational Source Control BMPs,
 - 4. prioritize the use of biologic, soil-based Treatment Control BMPs,
 - 5. avoid adverse run-off impacts to ESHA and wetland, and
 - 6. design and manage development to minimize hydromodification, as appropriate.

The proposed amendments also include revision of OSC-3 Implementation Policy 12, as follows:

12. *Maintain a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of all wetland. No structures other than those required to support light recreational, scientific and educational uses shall be permitted within the setback, where such structures are consistent with all other wetland development policies and where all feasible measures have been taken to prevent adverse impacts. The minimum setback may be adjusted upward to account for site-specific conditions affecting avoidance of adverse impacts.*

A minimum wetland buffer of 35 feet from structures, and 25 feet from fencing is allowed for the existing retention basin/drainage pond on the Ellinwood site (APN 004-013-026). The retention basin/drainage pond on this site shall be maintained only in accordance with the specific standards described in the Ellinwood Parcel (APN 004-013-026) Overlay District, in Chapter 14.43 of the Zoning Code.

For the following projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, a reduced wetland buffer may be permitted in accordance with the provisions of Policy OSC-3e and the specific standards described in the Transportation Corridor Wetland Overlay District, in Chapter 14.41 of the Zoning Code.

The proposed amendments would require mitigation of direct and indirect impacts of the three future transportation project element encroachments into wetland, wetland buffer and ESHA via the development standards of the referenced TCWO District. However, the allowance of improvements to encroach into mapped wetlands would be in conflict with existing protection policies of the Carpinteria Open Space, Recreation & Conservation Element and the Coastal Act, which would invoke the need for policy conflict resolution (described in detail below).

California Coastal Act

Coastal Act §30121. *"Wetland" means lands within the coastal zone which may be covered periodically or permanently with shallow water and include seawater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats and fens.*

Coastal Act §30107.5. *"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.*

Coastal Act §30231. *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling run-off, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Coastal Act §30233 (a). *The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
- (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*
- (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.*
- (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*
- (6) Restoration purposes.*
- (7) Nature study, aquaculture, or similar resource dependent activities.*

The creation of the proposed Transportation Corridor Wetland Overlay (TCWO) District would allow encroachment of three future transportation project elements into wetland, wetland buffer and ESHA. Development standards contained in the TCWO require mitigation of impacts to these resources via restoration or creation of like resources at approved replacement ratios and incorporation of stormwater best management practices to protect biological resources. However, encroachments into wetland and ESHA would be in conflict with the above Coastal Act policies, which invokes the need for policy conflict resolution described below.

California Coastal Act Policy Conflict Resolution

Coastal Act §30200.

- (a) Consistent with the coastal zone values cited in Section 30001 and the basic goals set forth in Section 30001.5, and except as may be otherwise specifically provided in this division, the policies of this chapter shall constitute the standards by which the adequacy*

of local coastal programs, as provided in Chapter 6 (commencing with Section 30500), and, the permissibility of proposed developments subject to the provisions of this division are determined. All public agencies carrying out or supporting activities outside the coastal zone that could have a direct impact on resources within the coastal zone shall consider the effect of such actions on coastal zone resources in order to assure that these policies are achieved.

- (b) *Where the commission or any local government in implementing the provisions of this division identifies a conflict between the policies of this chapter, Section 30007.5 shall be utilized to resolve the conflict and the resolution of such conflicts shall be supported by appropriate findings setting forth the basis for the resolution of identified policy conflicts.*

Coastal Act §30007.5. *The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies.*

Complete mitigation for direct and indirect impacts of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, the South Coast HOV Lanes and the Santa Claus Lane Bike Path on wetland, riparian and ESHA resources would be required under the development standards of the proposed TCWO. However, despite mitigation to ameliorate physical project impacts on these resources, conflicts with the City and Coastal Act policies would remain. Such conflicts must be weighed against benefits delivered by the projects, according to the conflict resolution provisions of the above Coastal Act policies. In the case of these projects, conflicts with wetland protection policies and agricultural protection policies are to be balanced against policies addressing coastal public access and recreation opportunities.

The proposed amendments include the addition of Carpinteria Open Space, Recreation & Conservation Element, Objective OSC-15e, as follows:

OSC-15e. *In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension and South Coast High Occupancy Vehicle (HOV) Lanes projects shall include the construction of the following bike path / trail segments:*

1. *Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue)* - a Class I Bike Path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Development of this path will close a gap in the coastal bike trail through Santa Barbara County. The Coast Route Bike Path shall be completed no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes. The opening of this path to the public will be contingent on development of a permanent maintenance plan.
2. *Rincon Trail (From SR 150/Carpinteria Avenue to Rincon County Park)* - a Class I Bike Path/trail from the eastern terminus of Carpinteria Avenue (at State Route 150) to Rincon County Park. Construction of this path will close a coastal trail gap between Carpinteria

Avenue and the new Class I trail along US 101 which has a northern terminus at Bates Road. The Rincon Trail shall be completed no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension construction. The opening of this path to the public will be contingent on development of a permanent maintenance plan.

The completion of these two bike path projects would close existing gaps in a regionally significant bike system that also functions as a coastal recreation opportunity. Following construction of these bike path segments, cyclists would be able to navigate from the City of Santa Barbara to the City of Ventura, enjoying views to the ocean nearly the entire length. The regional bike system would also provide important linkages to the Carpinteria bikeway system.

The most significant east-west component of the Carpinteria bikeway system is a continuous Class 2 bike path along Carpinteria Avenue from an eastern origin at State Route 150 to a western terminus near the City limit. Dedicated Class 2 paths connect Carpinteria Avenue to the beachfront area and Carpinteria State Beach along Linden Avenue and Palm Avenue. From Linden Avenue, Sandyland Road and Third Street offer cyclists a route parallel to the ocean; these roads do not have dedicated bike paths, but enjoy low traffic volumes and low speeds of vehicular traffic compatible with shared cyclist use.

Non-motorized trails also connect the Carpinteria Avenue Class 2 bike path with the Carpinteria Bluffs Trail from Carpinteria State Beach eastward to nearly the Bluffs Area III property at the eastern boundary of the City. Trail connections are provided adjacent to the Tee Time Golf Center through the Carpinteria Bluffs Nature Preserve at the southern terminus of Bailard Avenue and Viola Field, the ball fields east of Bailard Avenue. Views of the ocean, Channel Islands, tidal interface and harbor seal haul out area are all available from the Carpinteria Coastal Vista Trail.

In that the spine of the bike system within the City of Carpinteria is represented by the Carpinteria Avenue Class 2 bike path, the connection of this path on the west with the Santa Claus Lane Bike Path and on the east with the Rincon Trail, will provide the ability for Carpinteria residents and visitors to reach recreational, employment and coastal resource destinations throughout the South Coast. It would also mean that cyclists from other destinations throughout the South Coast region could reach Carpinteria, with its many coastal resource amenities, on bicycle, thus providing a regional bike path resource and completing another segment of the California Coastal Trail.

Thus, the Coast Route (Santa Claus Lane) Bike Path and Rincon Coastal Trail would deliver substantial and meaningful enhancements to coastal access and recreation opportunities resulting in a net benefit to coastal resources when balanced against conflicts with agriculture and wetland protection policies associated with establishment of the TCWO District.

FINANCIAL CONSIDERATIONS

The LCP Amendments include an Agriculture Preservation Program with provisions for conserving the remainder of the Whitney site, a community garden program, gardening education programming, and the removal of two agricultural parcels from the City's Sphere of Influence. Caltrans is required to deed the remainder Whitney parcel to the City, accompanied by an agriculture conservation easement, and to provide funding to the City which would address initiation of the community garden and garden education programming. The creation of

a participation fee schedule is one of the identified tasks to be funded, in order to ensure long-term maintenance of the programs with little or no cost to the City. Caltrans would also fund the application to LAFCO for removal of the two agriculture parcels from the City's Sphere of Influence.

The LCP Amendments also include as integral components the development of the Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) and Rincon Trail (from SR 150/Carpinteria Avenue to Rincon County Park). SBCAG is leading efforts to obtain grant funding for the design and construction of these projects, and the potential is very good that such grant funding can be secured. The long-term maintenance of these two facilities would need to be provided by the City of Carpinteria and/or the County of Santa Barbara (portions of both facilities are located in each of these jurisdictions). Depending on the outcome of negotiations with the County, there could be some level of maintenance obligation for the City.

LEGAL

City action on Project 09-1522-LCPA is not final until approved by the Coastal Commission and acknowledged by the City.

OPTIONS

1. Adopt the Final Mitigated Negative Declaration, approve the Local Coastal Program Amendment, Project 09-1522-LCPA, to create the Transportation Corridor Wetland Overlay and Whitney Site Agriculture Overlay Districts and adopt the Findings in Exhibit 1, Attachment A and Conditions of Approval as proposed in Exhibit 1, Attachment E; adopt a Resolution of Application to initiate the removal of APNs 001-080-033 and 001-180-026 from the City's Sphere of Influence; and submit the Local Coastal Program Amendment to the California Coastal Commission. (staff's recommendation)
2. Direct staff to prepare project revisions and return to the next Council meeting.
3. Conceptually deny the requested LCP Amendments. In this case, no submittal to the Coastal Commission would be made.

PRINCIPAL PARTIES EXPECTED AT MEETING

David Beard, Project Manager/Representative for Caltrans
Lara Bertaina, Environmental Lead for Caltrans
Fred Luna, Project Manager/Representative for SBCAG
Gregg Hart, Representative for SBCAG

ATTACHMENTS

Attachment 1 Resolution No. 5623

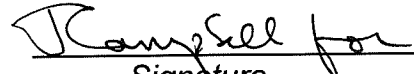
- Exhibit A - Findings
- Exhibit B - Draft Whitney Site Agriculture Overlay District (Zoning Code)
- Exhibit C - Draft Whitney Site Text Amendments (Coastal Land Use Plan)
- Exhibit D - Draft Transportation Corridor Wetland Overlay District (Zoning Code)
- Exhibit E - Draft Wetland Buffer Development Standards (Zoning Code)
- Exhibit F - Draft Wetland Protection Text Amendments (Coastal Land Use Plan)

Exhibit G – Draft Whitney Site Transportation Corridor Land Use Designation Map
Exhibit H – Conditions of Approval

Attachment 2 Proposed Final Mitigated Negative Declaration for LCPA

Attachment 3 Resolution No. 5624 - Initiation of Application to LAFCO

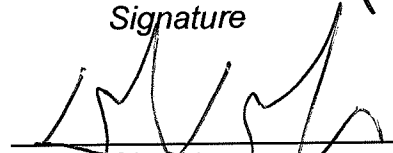
Staff Contact: Jonathan Leech, Contract Planner
(805) 963-0651 x3527


Signature

Staff Contact: Jackie Campbell, Community Development Director


Signature

Reviewed by: Dave Durflinger, City Manager


Signature

ATTACHMENT 1

**City Council
Resolution No. 5623**

June 22, 2015

RESOLUTION NO. 5623

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA APPROVING LOCAL COASTAL PROGRAM AMENDMENT PROJECT 09-1522-LCPA, TO CREATE THE TRANSPORTATION CORRIDOR WETLAND OVERLAY AND THE WHITNEY SITE AGRICULTURE OVERLAY DISTRICTS IN THE CITY OF CARPINTERIA ZONING CODE AND ASSOCIATED TEXT AMENDMENTS TO THE COASTAL LAND USE PLAN AND LAND USE MAP

WHEREAS, the Carpinteria City Council has considered an application for a Local Coastal Program Amendment to change the Zoning Code, Coastal Land Use Plan and Land Use Map to allow for consideration of permits for replacement of the Linden Avenue and Casitas Pass Road US 101 overcrossings, reconfiguration of the northbound on and offramps at Casitas Pass Road, extension of the northbound Linden Avenue onramp and replacement of the southbound Linden Avenue offramp, replacement of the US 101 freeway bridges over Carpinteria Creek and extension of Via Real to Casitas Pass Road and to Linden Avenue (the Project); and

WHEREAS, the City reviewed the environmental impacts of the Project in accord with the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA"), the regulations promulgated thereunder (14 Cal. Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines"); and

WHEREAS, a Mitigated Negative Declaration (MND) was prepared for the project and was subject to a 30-day review period from August 29, 2013 to September 27, 2013; and

WHEREAS, the Environmental Review Committee reviewed the Draft MND on September 19, 2013 and recommended approval of the document to the Planning Commission with comments; and

WHEREAS, the Planning Commission conducted a special hearing on May 18, 2015 and received evidence in favor of the Local Coastal Program Amendments and recommended approval of the project to the City Council; and

WHEREAS, in accordance with CEQA, the Community Development Director has provided public notice of the intent of the City to adopt the Proposed Final MND prepared for this project by the City, and the City Council has considered the proposed Final MND, together with any comments received during the public review process; and

WHEREAS, the City Council has reviewed the policies of the General Plan/Coastal Plan and the Zoning Code standards that are relevant to the project.

NOW THEREFORE, THE CITY COUNCIL HEREBY RESOLVES AS FOLLOWS:

1. The City Council adopts the Final MND, recommends approval of the Local Coastal Program Amendments to the Coastal Commission, and authorizes submittal of the package to the California Coastal Commission for certification.

PASSED, APPROVED AND ADOPTED this 22nd day of June 2015, by the following called vote:

AYES: COUNCILMEMBER(S):

NOES: COUNCILMEMBER(S):

ABSENT: COUNCI MEMBER(S):

Gregg A. Carty, Mayor

ATTEST:

Fidela Garcia, City Clerk

I hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 22nd day of June 2015.

ATTACHMENT 1 - EXHIBIT A

Findings

This Page Left Blank Intentionally

**CITY COUNCIL
PROJECT 09-1522-LCPA
Local Coastal Program Amendments Addressing a Transportation Corridor Wetland Overlay
District and a Whitney Site Agricultural Overlay District and Redesignating Land from
Agriculture to Transportation Corridor**

June 22, 2015

EXHIBIT A: FINDINGS

FINDINGS PURSUANT TO GOVERNMENT CODE, COASTAL PLAN, AND GENERAL PLAN

1.0 Administrative Findings

The City Council hereby incorporates by reference as though set forth in full all Community Development Department staff reports and attachments thereto presented to the City Council and all comments made or received either orally or in writing at the public hearings on this project.

1.1 Procedures

Pursuant to the California Coastal Act, the Administrative Regulations of the California Coastal Commission and the City's Local Coastal Program, it has been found that the process for public review of the subject Local Coastal Program Amendments has been properly conducted as follows:

- a. The City has proposed a Local Coastal Program Amendment, Project 09-1522-LCPA, to create the Transportation Corridor Wetland Overlay and the Whitney Site Agriculture Overlay Districts in the Carpinteria Zoning Code and add text amendments to the Coastal Land Use Plan and modify the Land Use Map for the Whitney Site (APN 001-070-012). Upon ultimate approval of the LCP Amendments by the Coastal Commission, the amendments could be found consistent with the remainder of the City's Local Coastal Program Land Use Plan, the Interpretive Guidelines of the Coastal Commission and the California Coastal Act.
- b. The project has been reviewed by the City Council at a duly noticed public hearing which included, but is not limited to, mailed notice to all property owners within 300 feet and all occupants within 100 feet of the project right-of-way and publication in the local newspaper, the Coastal View News.

1.2 California Environmental Quality Act

California Environmental Quality Act (CEQA) findings pursuant to CEQA (California Public Resources Code Sections 21081, 21081.6) and State CEQA Guidelines (California Code of Regulations Sections 15091, 15096, 15097, 15162, 15164):

The City Council has considered the Proposed Final Mitigated Negative Declaration (MND) dated June 2015. The MND was prepared in accordance with the provisions of the State CEQA Guidelines. The Final MND constitutes adequate CEQA environmental documentation for the project (09-1522-LCPA).

The location and custodian of CEQA environmental documentation and file documents which constitute the record of proceedings upon which the project decision is based is the City of

Carpinteria Community Development Department, 5775 Carpinteria Avenue, Carpinteria, California.

A mitigation monitoring and reporting program for the project has been made a condition of project approval and is hereby adopted. Mitigation measures have been made enforceable through agency agreements or conditions of approval.

Mitigation measures applied as conditions of project approval would result in the avoidance or reduction of environmental impacts to insignificant levels. The City Council's approval of the project is conditioned upon the inclusion of these measures. These findings are supported by substantial evidence in the record, including the Certified Final MND dated June 2015 and associated appendix materials. These potential impacts and the relevant mitigation measures are discussed below, along with the appropriate findings under State CEQA Guidelines §15091.

- a. Aesthetics: The MND identified potential visual impacts associated with view blockage for US 101 travelers resulting from the safety mesh for the Coast Bike Route, as well as visual effects regarding barrier design compatibility and landscaping for this proposal. The mitigation framework recommended for inclusion in the future CEQA document for the Santa Claus Lane portion of the Coast Bike Route includes incorporating a barrier design compatible with the US 101 median for the South Coast HOV Lanes, employing a maximum transparency safety screen element, requirement for formal landscape plan preparation, and mandatory review of the design by the City of Carpinteria Architectural Review Board. All visual and aesthetic impacts would be reduced to insignificance with inclusion of these or similar mitigation measures in the CEQA document for the Santa Claus Lane portion of the Coast Bike Route.
- b. Air Quality: The MND identified potential short-term air quality impacts associated with construction of the Coast Bike Route, including fugitive dust and construction equipment exhaust. The mitigation framework recommended for inclusion in the future CEQA document for the Santa Claus Lane portion of the Coast Bike Route includes incorporating standard construction restrictions and conditions from the Santa Barbara County Air Pollution Control District pertaining to PM₁₀ control, grading best management practices for dust minimization, and equipment exhaust minimization. All air quality impacts would be reduced to insignificance with inclusion of these or similar mitigation measures in the CEQA document for the Santa Claus Lane portion of the Coast Bike Route.
- c. Biological Resources: The MND identified potential impacts to biological resources associated with the Coast Bike Route construction, including disruption of nesting birds, removal of rare plants, and encroachment into wetland. The mitigation framework recommended for inclusion in the future CEQA document for the Santa Claus Lane portion of the Coast Bike Route includes focused rare plant surveys and avoidance, fencing and protection from run-off of ESHA adjacent to the project alignment, pre-construction nesting bird surveys, restoration plans for encroachment into wetland and buffer, and a detailed construction monitoring plan. All biological resource impacts would be reduced to insignificance with inclusion of these or similar mitigation measures in the CEQA document for the Santa Claus Lane portion of the Coast Bike Route.
- d. Cultural Resources: The MND recommended a standard mitigation addressing the potential for discovery of cultural resources during project construction. The potential for cultural resources to exist has been identified as extremely low, this recommended mitigation is a precautionary measure which is applied on a routine basis for construction projects in the region.

- e. Geology/Soils: The MND identified potential short-term erosion impacts associated with construction of the Coast Bike Route. The mitigation framework recommended for inclusion in the future CEQA document for the Santa Claus Lane portion of the Coast Bike Route requires avoidance of materials stockpiling to the maximum extent feasible, and avoidance of construction during the rainy season. Short-term geology and soils impacts related to project construction would be reduced to insignificance with inclusion of these or similar mitigation measures in the CEQA document for the Santa Claus Lane portion of the Coast Bike Route.
- f. Hydrology: The MND identified potential flooding impacts associated with the Coast Bike Route. The mitigation framework recommended for inclusion in the future CEQA document for the Santa Claus Lane portion of the Coast Bike Route includes design and construction of the bike path above the 100-year flood elevation identified for the path alignment. Flooding impacts would be reduced to insignificance with inclusion of this or similar mitigation measures in the CEQA document for the Santa Claus Lane portion of the Coast Bike Route.
- g. Noise: The MND identified potential short-term noise impacts associated with construction of the Coast Bike Route. The mitigation framework recommended for inclusion in the future CEQA document for the Santa Claus Lane portion of the Coast Bike Route establishes construction schedule restrictions for avoidance of evening and nighttime nuisance noise, requires proper equipment mufflers, directs placement of staging areas away from vicinity residential properties, requires noise barriers around construction activities in close proximity to residential property, and dictates advance notification to neighbors of impending construction activities. Short-term noise impacts related to project construction would be reduced to insignificance with inclusion of these or similar mitigation measures in the CEQA document for the Santa Claus Lane portion of the Coast Bike Route.

This Page Left Blank Intentionally

ATTACHMENT 1 - EXHIBIT B

Draft Whitney Site Agriculture Overlay District

This Page Left Blank Intentionally

Whitney Site Agriculture Overlay – Zoning Code

June 2015

Chapter 14.41 – WHITNEY SITE (APN 001-070-012) OVERLAY DISTRICT

14.41.010 - Purpose and intent.

The purpose of the Whitney Site overlay district is to provide for specific standards to ensure preservation of the remainder of the Whitney Site for agricultural use through an agricultural easement and to provide for the establishment and maintenance of programs for sustainable agriculture in the Carpinteria Valley. Therefore, this overlay district establishes specific standards related to open field agriculture resource protection and mitigation.

14.41.020 - Applicability.

The provisions of this district shall apply only to the remainder portion of the original 8.95-acre Whitney Site (APN 001-070-012) not dedicated to public roadway purposes, as depicted in Figure 1 and shown on the city's official zoning maps.

14.41.030 - Development standards.

All applicable Local Coastal Program policies and provisions shall apply to the Whitney Site Overlay District unless specifically modified by standards detailed in this section. Development of any portion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension on the Whitney Site shall comply with all of the following requirements:

1. New development shall be sited and designed to avoid impacts to agricultural land. If there is no feasible alternative that can eliminate all impacts, then the alternative development location and design that would result in the fewest or least significant impacts shall be selected. Impacts to agricultural land that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated as outlined in this Section. The portion of the parcel to be converted from agriculture to public roadway facility shall not exceed five acres, encompassing the southern portion of the parcel adjacent to US 101.
2. In order to prevent conversion of the approximately four-acre remainder parcel out of agriculture, ownership of the property shall be transferred to the City of Carpinteria. The remainder parcel shall be restricted to agricultural uses including organic farming, community gardening or agriculture education. Transfer of the property from Caltrans to the City would occur at the conclusion of project construction, and in concert with the transfer of the completed Via Real roadway and right-of-way. An agricultural conservation easement shall be placed on the

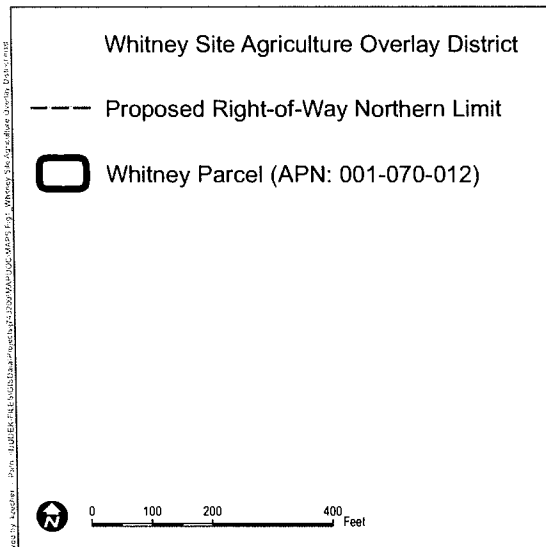
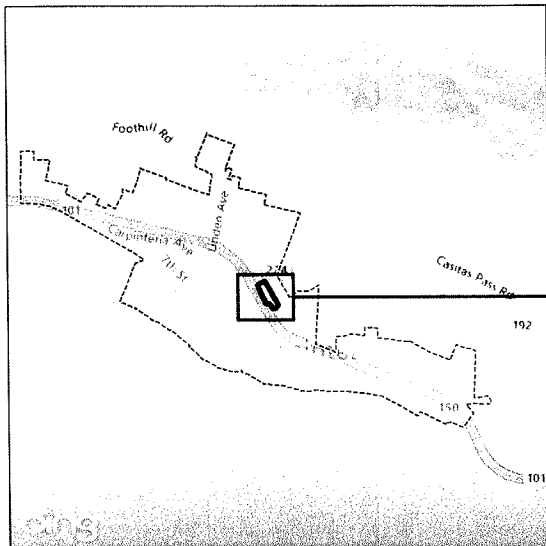
property prior to transfer of ownership of the remainder parcel to the City which will prohibit non-agricultural uses on the property in perpetuity. The holder of the agricultural conservation easement shall be a public resources agency or private land trust with agricultural resource preservation experience, acceptable to the City of Carpinteria. Portions of the parcel that lie within the Carpinteria Creek channel, associated environmentally sensitive habitat area (ESHA) or riparian corridor buffer shall be excluded from the agricultural conservation easement to protect environmentally sensitive resources from disturbance associated with agricultural activities.

3. Mitigation shall be provided for the direct loss of agricultural land via implementation of an Agriculture Preservation Program as set forth below. The developer shall contribute funds such that the City of Carpinteria can accomplish the following (at a minimum):
 - A. Installation of physical infrastructure for community garden plots at three or more properties in various locations to permit convenient public access. The following properties have been identified to fulfill the above goals; in the event that it is determined to be infeasible to operate a community garden on one or more of the properties detailed in subsection i or iii below, a substitute property(ies) may be enrolled.
 - i) Carpinteria Children's Project (formerly Main School campus of the Carpinteria Unified School District). Infrastructure and development may include:
 - a. Tilling to prepare planting area
 - b. Grid layout for plots
 - c. Perimeter fencing
 - d. Water source for irrigation
 - e. Small shed for tool/implement storage, not larger than 12' x 12'
 - ii) Four-acre Whitney Site remainder parcel. Infrastructure and development may include:
 - a. Tilling to prepare planting area within a portion of the site
 - b. Grid layout for plots
 - c. Preservation of a portion of the existing avocado orchard
 - d. Split-rail or similar perimeter fencing on the east, west and south boundaries
 - f. Water source for irrigation
 - g. Small shed for tool/implement storage, not larger than 12' x 12'
 - iii) Fifth Street 0.62-acre City-owned parcel between Holly Avenue and Elm Avenue. Infrastructure and development may include:
 - a. Tilling to prepare planting area
 - b. Grid layout for plots

- c. Split-rail or similar perimeter fencing
 - d. Water source for irrigation
 - e. Small shed for tool/implement storage, not larger than 12' x 12'
- B. Construction of a solid masonry wall approximately six feet in height on the northern boundary of the remainder Whitney Site shall be completed prior to opening a community garden on the property.
- C. Development of a uniform agreement or lease template for use of individual garden plots by members of the community.
- D. Drafting of an agreement(s) between the City and Carpinteria Unified School District (CUSD) for the Carpinteria Children's Project garden to be maintained and operated by the CUSD for children and families participating in onsite programs.
- E. Funding of one City of Carpinteria half-time staff position, for a period of five years from the date of final approval of the Linden Avenue – Casitas Pass Road and Via Real Extension project, to initiate the community garden system, and to create a fee structure (participation fee or plot lease) to subsidize the continuation of this staff position. In the event funding from the fee structure for community garden participation is not adequate following the five-year subsidy period to sustain a half-time position for administration of the community garden system, the City of Carpinteria will do one or more of the following.
 - i. Either restructure the participation fees or commit to providing funds for the difference between participation revenues and the position costs;
 - ii. Investigate administration of the community garden system by another agricultural education entity such as 4H or Future Farmers of America;
 - iii. Pursue grant funding to perpetuate the program; or
 - iv. Assume administration of the community garden system in perpetuity.
- F. Provide funding to CUSD for development of an adult education program to be delivered via offering workshops in plant cultivation at the community gardens and cooking with fresh garden produce (at the Carpinteria High School Culinary Kitchen). Once established, participation fees could fund perpetuation of the program.
- G. Provide funding to CUSD for development of grade-specific curriculum focusing on vegetable cultivation using on-campus gardens at each school facility in Grades 1-8. The lesson plans would increase knowledge and appreciation for fresh produce, supporting interest in both community gardening and the importance of local agriculture resources.
- H. Program administration and access for residents to at least one property enrolled in the community garden system shall be established within one year from approval of a Coastal Development Permit for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension. The Agriculture Preservation Program shall be substantially implemented within one year following completion of construction of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension.
- I. To further offset the project-related direct loss of five acres of agricultural land within the City of Carpinteria, the City shall apply to the Local Agency Formation

Commission (LAFCO) to remove two agricultural parcels which are currently included in the City's Sphere of Influence on Via Real (APN 001-080-033 and APN 001-180-026). The application to LAFCO to remove these parcels from the Sphere of Influence shall be completed within one year from approval of a Coastal Development Permit for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements. Successful removal of the parcels from the Sphere of Influence shall be accomplished prior to completion of construction of the public roadway improvements.

THIS PAGE INTENTIONALLY LEFT BLANK



AERIAL SOURCE: CIRGIS 2012
 DESIGN SOURCE: CALTRANS 2013

DUDEK

FIGURE 1

Whitney Site Agriculture Overlay District

CITY OF CARPINTERIA LOCAL COASTAL PROGRAM AMENDMENT - MITIGATED NEGATIVE DECLARATION

This Page Left Blank Intentionally

ATTACHMENT 1 – EXHIBIT C

Draft Text Amendments – Coastal Land Use Plan (Agriculture)

This Page Left Blank Intentionally

CARPINTERIA COASTAL LAND USE PLAN
LINDEN AVENUE AND CASITAS PASS ROAD INTERCHANGES AND VIA REAL EXTENSION
Draft Policy - Whitney Site Agriculture Overlay District

June 2015

OSC-9m. Protect agriculture and agriculture education opportunities within the Whitney Site Agriculture Overlay District, pursuant to Chapter 14.41 of the Carpinteria Municipal Code.

This Page Left Blank Intentionally

ATTACHMENT 1 - EXHIBIT D

Draft Transportation Corridor Wetland Overlay District

This Page Left Blank Intentionally

Transportation Corridor Wetland Overlay – Zoning Code

June 2015

Chapter 14.45 –TRANSPORTATION CORRIDOR WETLAND OVERLAY DISTRICT

14.45.010 - Purpose and intent.

The purpose of the Transportation Corridor Wetland overlay district is to provide for specific standards of development for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, and for the portions located within the City of Carpinteria, the South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path projects. The intent is to ensure a more precise level of planning than ordinarily possible under the local implementation plan. Therefore, this overlay establishes specific standards related to fill or other impacts to wetland or reduction of wetland buffers, mitigation measures, drainage and stormwater management, and coastal access and recreation enhancements.

14.45.020 - Applicability.

The provisions of this district shall apply only to the project area encompassed by the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, South Coast High Occupancy Vehicle (HOV) Lanes, and Santa Claus Lane Bike Path projects, as depicted in Figure 2 and shown on the city's official zoning maps.

14.45.030 - Development standards.

All applicable LCP policies and provisions shall apply to development that is part of the Transportation Corridor Wetland Overlay (TCWO), unless specifically modified by the standards detailed in this section. Two general classes of wetlands have been identified within the TCWO: natural wetlands and created wetlands. Natural wetlands include components of Carpinteria Marsh, wetlands associated with native creeks and wetlands that are fragmented but are of high value. Created wetlands are relatively low functioning wetlands related to freeway and/or railroad infrastructure that have formed in drainage ditches, basins, water quality Best Management Practices (BMPs) features and/or topographic depressions, and were originally constructed out of dry land. The area abutting a wetland is the wetland buffer and provides a transition between development and the wetland resource. For the purpose of these development standards, wetland buffer only includes undeveloped areas between the wetland and the first line of development; thus, the road median is not a wetland buffer. Each wetland class has been assigned specific mitigation criteria to best facilitate the balance and protection of coastal resources in the TCWO.

All development for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, and all development for the portions of the South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path projects located within the City of Carpinteria, shall comply with the following:

1. For the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, the following project components may result in permanent and temporary direct wetland impacts (e.g., fill) and indirect wetland impacts (e.g., development in wetland buffer):
 - Carpinteria Creek bridge foundation components;
 - Slope retaining elements for the southbound US 101, northbound US 101, northbound Casitas Pass offramp and the Via Real extension;
 - Fill and retaining structures for the Via Real extension travel lanes, sidewalks and bike path;
 - Drainage improvements;
 - Soundwalls;
 - Fill and retaining structures for the Carpinteria Creek bike trail; and
 - Structural foundation elements, travel lane, sidewalk and bikeway, shoulder, fill and retaining structures for the northern end of the Linden Avenue overcrossing.
2. For the South Coast HOV Lanes, the following project components may result in permanent and temporary direct wetland impacts (e.g., fill) and indirect wetland impacts (e.g., development in wetland buffer):
 - Drainage improvements and soundwall along the northern shoulder of northbound 101 immediately east (south) of Santa Ynez Avenue;
 - Drainage improvements, soundwall, roadway, shoulder and fill in the immediate vicinity of Santa Monica Road onramp/offramp;
 - Drainage improvements and soundwall along the northern shoulder of northbound 101 in the vicinity of Taranto Circle; and
 - Drainage improvements and soundwall along the southern shoulder of southbound 101 immediately west (north) of Plum Street to just east of the western terminus of Carpinteria Avenue.
3. For the Santa Claus Lane Bike Path, the following project components may result in permanent and temporary direct wetland impacts (e.g., fill) and indirect wetland impacts (e.g., development in wetland buffer) between the existing US 101 southern shoulder and the UPRR railroad alignment which borders the north side of the Carpinteria Salt Marsh:
 - Fill;
 - Retaining structures;
 - Bike path; and
 - Drainage improvements.

4. Fill or other impacts to wetland or reduction of wetland buffers resulting from new development detailed in items 1 - 3 above, may be approved only in conformance with the following:
 - a. New development shall be sited and designed to avoid fill or other impacts to wetland. If there is no feasible alternative that can eliminate all impacts, then the alternative that would result in the fewest or least significant impacts shall be selected. Impacts to wetland that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to onsite mitigation. Offsite mitigation measures shall only be approved when it is not feasible to fully mitigate impacts onsite. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to wetland.
 - b. New development shall be sited and designed to provide a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of wetlands. If there is no feasible alternative that can provide a buffer of 100 feet, then the alternative that would provide the widest buffer shall be selected. Mitigation shall not substitute for implementation of the project alternative that would provide the required wetland buffer.
 - c. Mitigation shall be provided for direct impacts to wetlands (e.g., fill) and indirect impacts to wetlands (e.g., new development in wetland buffers). Mitigation measures shall include, at a minimum, creation or substantial restoration of habitats equal or similar to the impacted habitat type. Adverse direct impacts shall be mitigated at a ratio of 4:1 for natural wetland areas, including salt marsh and wetlands associated with creeks. Adverse direct impacts to riparian habitats shall be mitigated at a ratio of 3:1. Adverse direct impacts to created wetlands (low functioning wetlands associated with freeway infrastructure) shall be mitigated at a ratio of 3:1. Indirect impacts to wetlands, such as development in wetland buffer areas, shall be mitigated by enhancing (e.g., invasive species removal, native screening vegetation, planting appropriate native species, water quality improvement, sound reduction) all portions of the remaining (undeveloped) wetland buffer area within 100 feet of the impacted wetland. Temporary direct and indirect impacts to wetlands and riparian habitat shall be mitigated at a ratio of 1:1.
 - d. Wetland enhancement, restoration or creation plans shall be prepared by a qualified biologist for all areas where mitigation is required by Sections 4.a, b and c, above. Plans shall include details of appropriate wetland enhancement, restoration or creation acreage and location including the following:
 - i. Introduction. Including a purpose statement, existing site resource description and inventory, proposed wetland mitigation site plan and map comparing existing and future site conditions.

- ii. **Mitigation Goals.** A clear statement of the wetland mitigation goals including the desired wetland habitat type(s), major vegetation components, water quality improvements and hydrologic regime, and wildlife support functions.
 - iii. **Planting Plan.** Description of the desired relative abundance of particular wetland plant species in desired habitat type(s). Based on these goals, identify the species to be planted (plant “palette”), provide a rationale for and describe the size and number of container plants and/or the rate and method of seed application, and a site plan with planting location and planting guidelines for prescribed species. Seeds and propagules shall come from local native stock.
 - iv. **Grading Plan.** If wetland enhancement, restoration or creation requires topographic alterations, a formal grading plan shall be included.
 - v. **Best Management Practices (BMPs).** Erosion control, irrigation and weed eradication plans as necessary.
 - vi. **Success Criteria.** Selection and rationale of quantifiable success criteria. There must be an empirical basis for the selection of each success criterion (e.g., peer-reviewed literature, reference site data).
 - vii. **Monitoring.** Monitoring program that includes a detailed description of quantitative sampling design (e.g., sample sizes and sampling techniques such as quadrats, transects, photo plots), statistical procedures proposed for judging if success criteria are achieved, provisions for a five-year monitoring period, annual reporting and contingency measures should the mitigation efforts fail to achieve quantitative success criteria.
 - viii. **Final Report.** A final monitoring report prepared by a qualified biologist that evaluates whether the required wetland enhancement, restoration or creation has achieved the goals and success criteria set forth in the approved mitigation plan.
5. For each project listed in 1 through 3 above, all of the following post-construction coastal water quality standards shall be met:
- a. Early site design planning shall emphasize run-off management and shall prioritize the minimization of run-off by reducing lane and shoulder pavement widths, using permeable pavements and incorporating sub-grade stormwater retention, and shall use structural and operational Source Control BMPs to control pollutant sources, keep pollutants segregated from stormwater and minimize tainted run-off to the extent feasible. Minimization of impermeable surfaces shall be emphasized in freeway design where it is infeasible to infiltrate or treat freeway run-off that flows directly to high quality wetlands.
 - b. Low impact development strategies shall be preferentially used to treat run-off. Low impact development strategies use small scale control measures to infiltrate, evapo-transpire, filter, detain and retain run-off. These practices shall be maximized where they will pre-treat run-off that flows to wetlands. Earthen-(soil) based and/or bioengineered Caltrans-approved National Pollution Discharge Elimination System (NPDES) BMPs shall be allowed to be located and maintained within wetland buffers where there is no feasible alternative location available to locate the BMPs and where they support wetland protection.

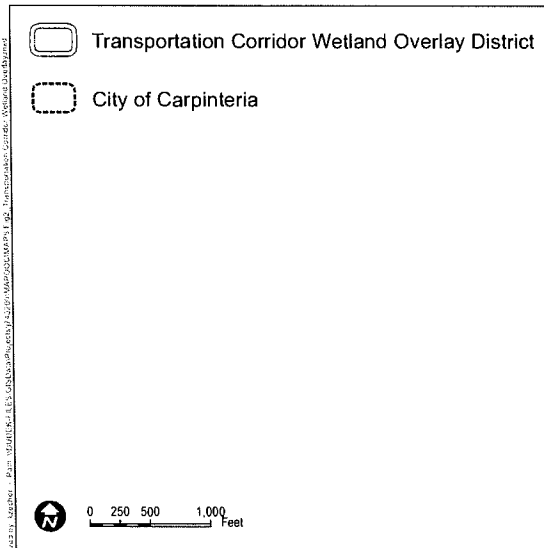
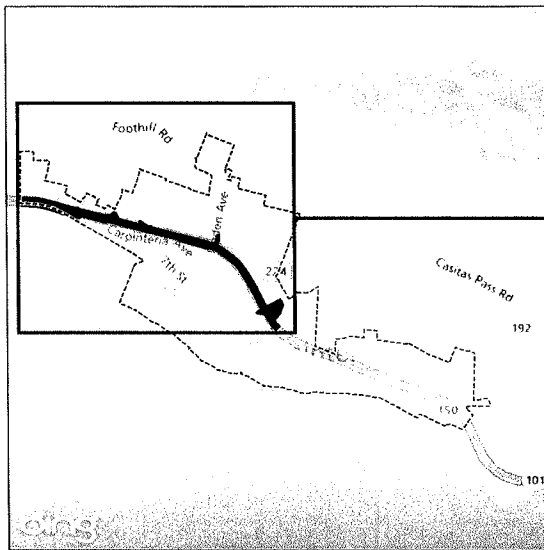
- c. To maximize the treatment and infiltration of run-off from the greatest area of freeway surfaces, post-development BMPs shall include, in addition to Caltrans-certified NPDES BMPs, alternative water quality BMPs. Alternative BMPs shall include, but not be limited to, grading to create or modify topographic depressions to maximize the capture, detention or retention of run-off, amending onsite soils to increase infiltration and detain run-off, adding or replacing vegetation in areas that receive freeway run-off with native plants, and constructing bioswales and biostrips that either do not require mowing or only require infrequent mowing or woody vegetation removal. These alternative BMPs shall be considered for use in areas that receive freeway run-off and wherever Caltrans-certified NPDES BMPs cannot be feasibly installed, including placement within wetland buffers where they support wetland protection.
- d. Created wetlands as defined in this chapter shall be enhanced wherever feasible by increasing the depth and areal extent of the wetland, removing invasive exotic vegetation and planting with native wetland plants. Maintenance of these enhanced created wetlands shall be limited to trimming vegetation that impacts the normal operation of the freeway, clearing drain inlets and trash removal, using non-mechanical methodologies (e.g., manual labor and no heavy equipment).
- e. Stormwater run-off shall be infiltrated, retained or detained onsite, in accordance with the site hydrology and geotechnical considerations. Infiltration BMPs shall be designed, at a minimum, to handle run-off from all storms up to and including the 85th percentile, 24-hour storm event onsite, to avoid negative effects of hydromodification. If it is not practical to retain the 85th percentile, 24-hour storm event onsite, the limitations preventing this practice shall be stated and an equal volume of run-off shall be infiltrated elsewhere within the project limits with preference given to sites within the same watershed.
- f. Where treatment control BMPs (or suites of BMPs) are used, they shall be designed to infiltrate and/or treat the amount of run-off produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or no less than 0.26 inches/hour for flow-based BMPs.
- g. Minimum infiltration or treatment volumes for treatment control BMPs shall be calculated based on the impervious surface area added by the project, in addition to the existing untreated freeway surface. Where it is infeasible to treat the volume of run-off from the existing freeway surface in addition to the new freeway surface, low impact development strategies shall be used to the maximum extent feasible to infiltrate, evapo-transpire, filter, detain and retain run-off from the existing freeway surface.
- h. Where site conditions make it infeasible to infiltrate or treat the stipulated minimum volume of run-off onsite, infiltration or treatment offsite within existing right-of-way can be substituted where it can be demonstrated that offsite infiltration or treatment will result in an equal or greater benefit to coastal water quality.
- i. Treatment BMPs shall prioritize the use of soil-based biofilter techniques, such as bioswales, and shall infiltrate, retain, or detain the maximum possible volume of stormwater run-off in accordance with the site hydrology and geotechnical considerations. Biofilters shall not use invasive plant materials; plants shall be collected locally and/or propagated in a certified nursery with oversight by a

qualified plant ecologist. A biofilter/bioswale design plan, including the native wetland plant palette and the source of plant material, shall be submitted to the City for review and approval.

- j. A post-construction run-off management plan shall be submitted to the City and shall include maps, figures, supporting design calculations, and a narrative explaining the methods and approach proposed to protect or enhance coastal water quality. Maps shall be cross-referenced to grading, drainage and landscaping project plans. The run-off management plan shall include supporting information including but not limited to the infiltration and retention properties of the native or engineered BMP substrate, depth to groundwater, and the hydraulic design and pollutant treatment/removal capability of the proposed BMPs adequate to ensure that water quality will be protected to the maximum extent feasible. The post-construction run-off plan shall be certified by a qualified professional with appropriate credentials, education and training.
 - k. Where site or project conditions constrain any of the minimum requirements or practices in a. through j. above, the qualified professional shall document the nature and extent of the limitations and justify the alternative measures proposed to protect or enhance water quality.
6. To the extent allowed by the "Repair, Maintenance and Utility Hook-up Exclusions from Permit Requirements" (document adopted by the Coastal Commission on September 5, 1978 and incorporated herein by reference), repair and maintenance of the projects listed in 1 through 3 above are excluded from permit requirements. However, such exclusions shall not apply where such repair and maintenance would occur within riparian and wetland habitat or will cause direct impacts to wetland or other resources.
7. In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, two bike path/trail segments shall be constructed, including:
- a. Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) - a Class I bike path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Construction of this path will close a gap in the coastal bike trail through Santa Barbara County. The Coast Route Bike Path shall be completed no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes. The opening of this path to the public will be contingent on the development of a permanent maintenance plan.
 - b. Rincon Coastal Trail (SR 150/Carpinteria Avenue to Rincon County Park) - a Class I bike path/trail from the eastern terminus of Carpinteria Avenue (at State Route 150) to Rincon County Park. Construction of this path will close a gap between Carpinteria Avenue and the new Class I bike path along US 101 which has a northern terminus at Bates Road. The Rincon Coastal Trail shall be completed no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension construction. The opening of this bike path/trail to the public will be contingent on the development of a permanent maintenance plan.

8. To enhance educational and recreational opportunities, and to increase awareness of sensitive resources within the coastal environment, the following permanent displays are required:
 - a. In conjunction with the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, an educational or interpretive display shall be installed within Carpinteria Creek Park and/or at the entrance to the proposed Carpinteria Creek / US 101 bike path undercrossing which explains the importance of Carpinteria Creek, its riparian habitat and associated wetland resources.
 - b. In conjunction with the Santa Claus Lane Bike Path, an educational or interpretive display shall be installed which explains the importance of the Carpinteria Salt Marsh.
 - c. In conjunction with the Rincon Coastal Trail, an educational or interpretive display shall be installed which describes the nearby harbor seal rookery.

THIS PAGE INTENTIONALLY LEFT BLANK



AERIAL SOURCE: CIRGIS 2012
 DESIGN SOURCE: CALTRANS 2013

DUDEK

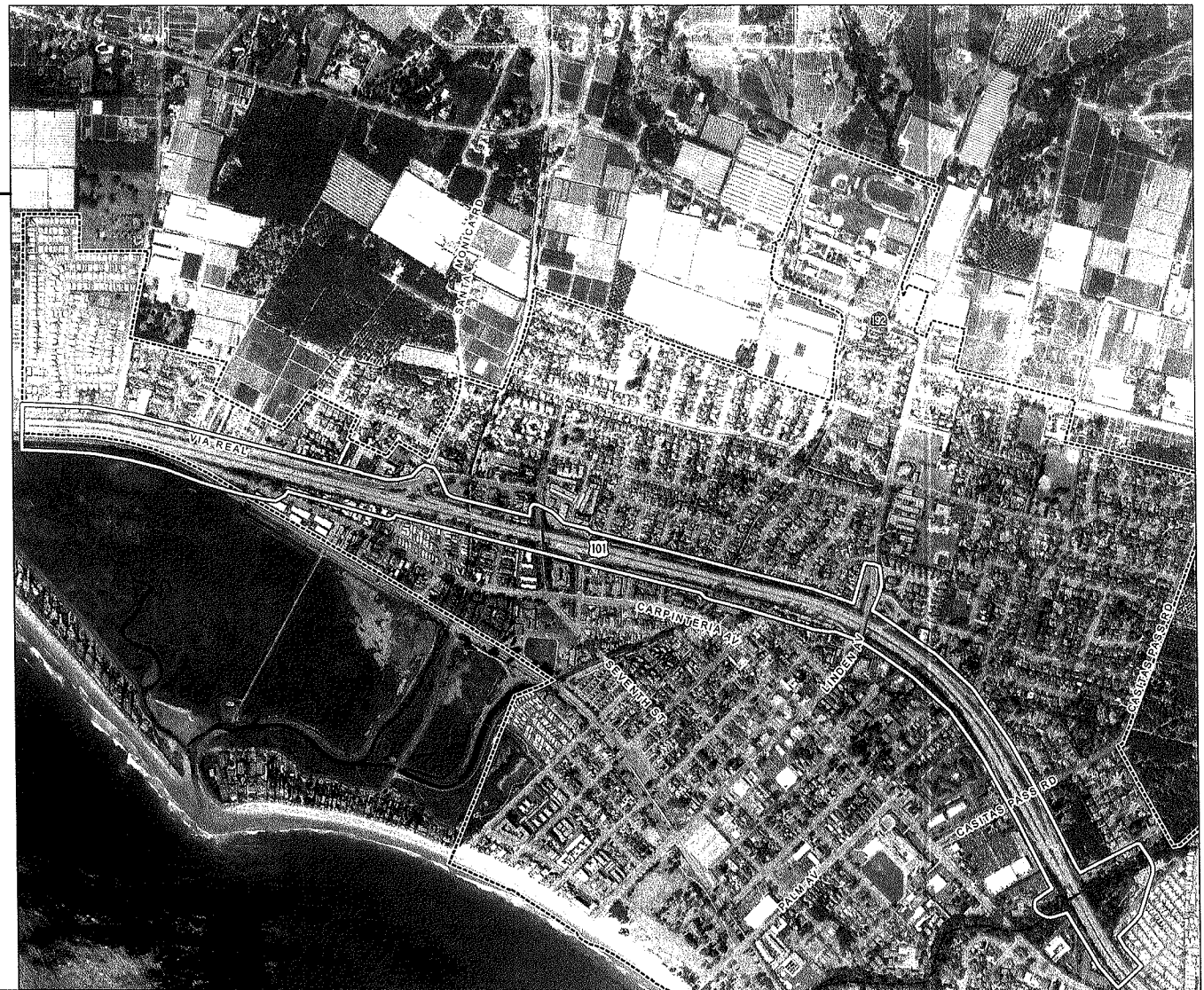


FIGURE 2
Transportation Corridor Wetland Overlay District

CITY OF CARPINTERIA LOCAL COASTAL PROGRAM AMENDMENT - MITIGATED NEGATIVE DECLARATION

THIS PAGE INTENTIONALLY LEFT BLANK

ATTACHMENT 1 - EXHIBIT E

Draft Text Amendments – Coastal Land Use Plan (Wetland Protection Policy)

This Page Left Blank Intentionally

Wetland Buffer Encroachment Text Amendments – Zoning Code

June 2015

14.42.040 - Development standards.

Definitions of terms used in this chapter are contained in Section 3.9 of the Coastal Land Use Plan and are incorporated herein by reference.

Wetland 1. Wetland shall be defined as land where the water table is at, near or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. Where environmental factors may prevent the development of hydric soils and/or hydrophytes, the presence of surface water or saturated substrate at some time during the year or the location within, or adjacent to, vegetated wetland or deepwater habitats will define their limits. If a question exists, the limit will be determined by habitat survey made by a City-approved biologist.

The upland limit of a wetland shall be defined as: a) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; b) the boundary between soil that is predominantly hydric and soil that is predominantly non-hydric; c) in the case of wetlands without hydrophytic vegetation or hydric soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation and land that is not.

A buffer strip, one hundred (100) feet in width, shall be maintained in a natural condition along the upland limits of all wetlands. No structures other than those required to support light recreational, scientific and educational use shall be permitted, where such structures are consistent with all other wetland protection policies and where all possible measures have been taken to prevent adverse impacts.

2. New development adjacent to the required buffer around a wetland shall not result in adverse impacts due to additional sediment, run-off, noise and other disturbances.

3. For the following projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, a reduced wetland buffer may be permitted in accordance with the provisions of Policy OSC-3e and the specific standards described in the Transportation Corridor Wetland Overlay District, in Chapter 14.45 of the Zoning Code.

This Page Left Blank Intentionally

ATTACHMENT 1 - EXHIBIT F

Draft Text Amendments – Coastal Land Use Plan (Wetland Protection Policy)

This Page Left Blank Intentionally

CARPINTERIA COASTAL LAND USE PLAN
LINDEN AVENUE AND CASITAS PASS ROAD INTERCHANGES AND VIA REAL EXTENSION
IMPROVEMENTS, SOUTH COAST HOV LANES AND
SANTA CLAUS LANE BIKE PATH

Draft Text Amendments – Wetland Protection Policy

June 2015

OSC-3e. For the following projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, new development in wetland or within the required 100-foot wetland buffer may be permitted in accordance with all of the following requirements and all other development policies and provisions of the LCP.

- a. New development shall be sited and designed to avoid fill or other impacts to wetland. If there is no feasible alternative that can eliminate all impacts, then the alternative location and design for each of the four projects that would result in the fewest or least significant impacts shall be selected. Impacts to wetland that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to onsite mitigation. Offsite mitigation measures may be approved when it is not feasible to fully mitigate impacts onsite, or where greater habitat value can be achieved or wider wetland buffer can be provided in an offsite wetland restoration or enhancement project. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to wetland.
- b. New development shall be sited and designed to provide a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of wetland. If there is no feasible alternative that can provide a buffer of 100 feet, then the alternative that would provide the widest buffer shall be selected. Impacts to wetland resulting from a reduced buffer width shall be fully mitigated. Mitigation shall not substitute for implementation of the project alternative that would provide the required wetland buffer.
- c. All new development shall protect post-construction coastal water quality by including the following:
 1. emphasize run-off management in site design;
 2. preferentially use Low Impact Development strategies;
 3. maximize the use of structural and operational Source Control BMPs;
 4. prioritize the use of biologic, soil-based Treatment Control BMPs;
 5. avoid adverse run-off impacts to ESHA and wetland; and
 6. design and manage development to minimize hydromodification, as appropriate.

Implementation Policies

12. Maintain a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of all wetland. No structures other than those required to support light recreational, scientific and educational uses shall be permitted within the setback, where such structures are consistent with all other wetland development policies and where all feasible measures have been taken to prevent adverse impacts. The minimum setback may be adjusted upward to account for site-specific conditions affecting avoidance of adverse impacts.

A minimum wetland buffer of 35 feet from structures, and 25 feet from fencing is allowed for the existing retention basin/drainage pond on the Ellinwood site (APN 004-013-026). The retention basin/drainage pond on this site shall be maintained only in accordance with the specific standards described in the Ellinwood Parcel (APN 004-013- 026) Overlay District, in Chapter 14.43 of the Zoning Code.

For the following projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, a reduced wetland buffer may be permitted in accordance with the provisions of Policy OSC-3e and the specific standards described in the Transportation Corridor Wetland Overlay District, in Chapter 14.41 of the Zoning Code.

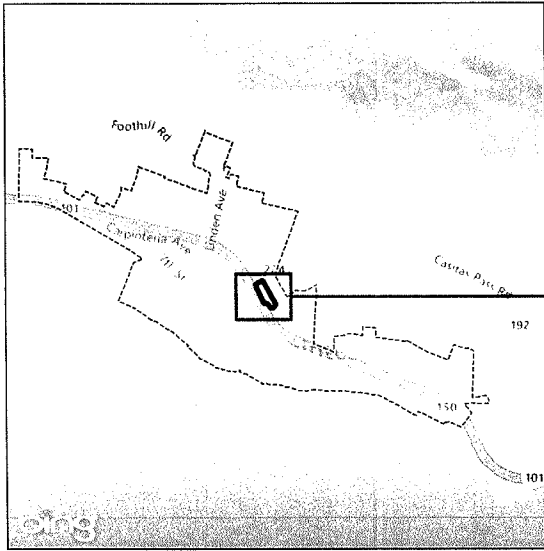
OSC-15e. In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension and South Coast High Occupancy Vehicle (HOV) Lanes projects shall include the construction of the following bike path / trail segments:

- a. Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) - a Class I Bike Path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Development of this path will close a gap in the coastal bike trail through Santa Barbara County. The Coast Route Bike Path shall be completed no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes. The opening of this path to the public will be contingent on development of a permanent maintenance plan.
- b. Rincon Trail (From SR 150/Carpinteria Avenue to Rincon County Park) - a Class I Bike Path/trail from the eastern terminus of Carpinteria Avenue (at State Route 150) to Rincon County Park. Construction of this path will close a coastal trail gap between Carpinteria Avenue and the new Class I trail along US 101 which has a northern terminus at Bates Road. The Rincon Trail shall be completed no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension construction. The opening of this path to the public will be contingent on development of a permanent maintenance plan.

ATTACHMENT 1 - EXHIBIT G


Whitney Parcel Transportation Corridor Land Use Designation

This Page Left Blank Intentionally



Redesignate Land Use to Transportation
Corridor "TC" and Remove Zoning

--- Proposed Right-of-Way Northern Limit

 Whitney Parcel (APN: 001-070-012)



AERIAL SOURCE: CIRGIS 2012
DESIGN SOURCE: CALTRANS 2013

DUDEK



Whitney Parcel Transportation Portion Zoning and Land Use Designations

CITY OF CARPINTERIA LOCAL COASTAL PROGRAM AMENDMENT

This Page Left Blank Intentionally

ATTACHMENT 1 - EXHIBIT H

Conditions of Approval

This Page Left Blank Intentionally

Received

AUG 24 2015

California Coastal Commission
South Central Coast District



City of Carpinteria

COUNCIL AGENDA STAFF REPORT JULY 27, 2015

ITEM FOR COUNCIL CONSIDERATION

Ordinance No. 703, Amending Title 14 (Zoning) of the Carpinteria Municipal Code and Local Coastal Program Creating a Transportation Corridor Wetland Overlay District and a Whitney Site Agricultural Overlay District and Removing zoning from a portion of APN 001-070-012

An Ordinance to implement amendments to the Local Coastal Program to accommodate development of three inter-related transportation improvement projects including the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, the South Coast 101 High Occupancy Vehicle (HOV) Lanes, and the Santa Claus Lane Bike Path.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item ____

1. Approve Ordinance No. 703 as read by title only (first reading), to function as the implementation mechanism for Council Resolution 5623 (approved 6-22-2015);
2. Submit Ordinance No. 703 as part of the Local Coastal Program Amendments, to the California Coastal Commission for review and approval.

Motion: I move to Approve Ordinance No. 703 on first reading as read by title only.

BACKGROUND

On June 22, 2015 the City Council adopted Resolution No. 5623, thereby conceptually approving Local Coastal Program Amendments Project 09-1522-LCPA, which include creation of the Transportation Corridor Wetland Overlay and Whitney Site Agriculture Overlay Districts and their corresponding changes to the Zoning Code to implement these Amendments.

Project 09-1522-LCPA/RZ involves revisions of Title 14 (Zoning) of the Carpinteria Municipal Code and the Carpinteria Local Coastal Program. Such revisions (amendments) must be achieved through adoption of an Ordinance. Staff has prepared Ordinance 703 as the implementation mechanism for 09-1522-LCPA.

Exhibit 2
LCP-4-CPN-15-0018-1
City of Carpinteria City Ordinance No. 703

DISCUSSION

The attached ordinance (Attachment 1) amends Carpinteria's existing Zoning Code and Local Coastal Program in the following areas:

Agriculture Resources

Zoning Code

Ordinance No. 703 includes the addition of Zoning Code §14.41, establishing the Whitney Site Overlay District. The overlay applies only to the remainder portion of the original 8.95-acre Whitney Site (APN 001-070-012) that is not dedicated to public roadway purposes.

Development Standards contained in §14.41 are summarized below.

1. New development shall be sited and designed to avoid impacts to agricultural land. If there is no feasible alternative that can eliminate all impacts, then the alternative development location and design that would result in the fewest or least significant impacts shall be selected. Impacts to agricultural land that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated as outlined in this Section. The portion of the parcel to be converted from agriculture to public roadway shall not exceed five acres, encompassing the southern portion of the parcel adjacent to US 101.
2. In order to prevent conversion of the approximately four-acre remainder parcel out of agriculture, ownership of the property shall be transferred to the City of Carpinteria. The remainder parcel shall be restricted to agricultural uses including organic farming, community gardening or agricultural education. Transfer of the property from Caltrans to the City would occur at the conclusion of project construction, and in concert with the transfer of the completed Via Real roadway and right-of-way. An agricultural conservation easement shall be placed on the property prior to transfer of ownership of the remainder parcel to the City which will prohibit non-agricultural uses on the property in perpetuity. The holder of the agricultural conservation easement shall be a public resources agency or private land trust with agricultural resource preservation experience, acceptable to the City of Carpinteria. Portions of the parcel that lie within the Carpinteria Creek channel, associated environmentally sensitive habitat area (ESHA) or riparian corridor buffer shall be excluded from the agricultural conservation easement to protect environmentally sensitive resources from disturbance associated with agricultural activities.
3. To address the long-term loss of agricultural productivity in Carpinteria associated with the conversion of five acres of agricultural land to transportation uses, a community garden system and gardening education program shall be established in the City of Carpinteria that includes:
 - a. Installation and maintenance of physical infrastructure to support community gardening at a minimum of three identified facilities.
 - b. Creation of a lease agreement for community garden plots.

- c. Funding of a half-time position with the City for five years to initiate the community garden system, and setting of a fee structure for continuation of the administration of the garden system.
 - d. Provision of funding to CUSD to develop adult-education workshops in the community gardens covering plant cultivation and food preparation involving fresh vegetables.
 - e. Provision of funding to CUSD for development of grade-specific curriculum, focusing on vegetable cultivation using on-campus gardens.
4. To further offset the project-related direct loss of five acres of agricultural land within the City of Carpinteria, the City shall apply to the Local Agency Formation Commission (LAFCO) to remove two agricultural parcels which are currently included in the City's Sphere of Influence on Via Real (APN 001-080-033 and APN 001-180-026).

Wetland Resources

Zoning Code

Ordinance No. 703 includes the addition of Zoning Code §14.45 establishing the Transportation Corridor Wetland Overlay District. The overlay applies only to the project area encompassed by the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, South Coast High Occupancy Vehicle (HOV) Lanes, and Santa Claus Lane Bike Path projects.

Development Standards contained in §14.45 are summarized below.

- Area of impact to wetland and wetland buffer for each of the three transportation projects, along with identification of project elements responsible for encroachment shall be identified in the final project designs for the purpose of mitigation quantification.
- Encroachment shall only be permitted after avoidance and minimization; a 100-foot buffer shall be created between wetland and new development, or where not feasible, the widest buffer practical shall be established; full mitigation in the form of restoration shall be provided for impacts caused to wetland from wetland encroachment or reduction of buffer areas. Mitigation shall be provided for direct impacts to wetlands (e.g., fill) and indirect impacts to wetlands (e.g., new development in wetland buffers). Mitigation measures shall include, at a minimum, creation or substantial restoration of habitats equal or similar to the impacted habitat type. Direct impacts shall be mitigated at a ratio of 4:1 for natural wetland areas, including salt marsh and wetlands associated with creeks. Direct impacts to riparian habitats shall be mitigated at a ratio of 3:1. Direct impacts to created wetlands (low functioning wetlands associated with freeway infrastructure) shall be mitigated at a ratio of 3:1. Indirect impacts to wetlands, such as development in wetland buffer areas, shall be mitigated by enhancing (e.g., invasive species removal, native screening vegetation, planting appropriate native species, water quality improvement, sound reduction) all portions of the remaining (undeveloped) wetland buffer area within 100 feet of the impacted wetland. Temporary impacts to wetlands and riparian habitat shall be mitigated at a ratio of 1:1.
- Post-construction coastal water quality standards apply to the three transportation projects, including:
 - a. Early site planning to minimize run-off through permeable paving, reduced lane widths or sub-grade stormwater retention.

- b. Low impact development strategies with measures to infiltrate, evapotranspire, filter, detain and retain run-off.
 - c. Stormwater to be filtrated, retained or infiltrated onsite; BMPs shall include, but not be limited to, grading to create or modify topographic depressions to maximize the capture, detention or retention of run-off, amending onsite soils to increase infiltration and detain run-off, adding or replacing vegetation in areas that receive road run-off with native plants, and constructing bioswales and biostrips.
 - d. Water treatment BMPs shall accommodate all storms up to 85th percentile 24-hour storm event.
 - e. Minimum infiltration or treatment volumes shall be calculated based on the impervious surface area added by the project.
 - f. Where site conditions make it infeasible to infiltrate or treat the minimum volume of run-off onsite, infiltration or treatment offsite can occur where off-site infiltration or treatment will result in a greater benefit to coastal water quality and beneficial uses.
 - g. Treatment BMPs shall prioritize the use of soil-based biofilter techniques, such as bio-swales, and shall infiltrate, retain or detain the maximum possible volume of stormwater run-off.
 - h. A post-construction run-off management plan shall include maps, figures, supporting design calculations and a narrative explaining the methods and approach to protect or enhance coastal water quality.
- In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, two bike path/trail segments shall be constructed, including
 - a. Rincon Trail – Proposed bike path extending from the eastern terminus of Carpinteria Avenue to Rincon County Park. This path would link the bikeway along Carpinteria Avenue with the new Class I Bike Path constructed as part of the Ventura/Santa Barbara HOV Lane project, eliminating the need for cyclists to use the shoulder of US 101 in this segment. The Rincon Trail shall be completed prior to completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements.
 - b. Santa Claus Lane Bike Path – Proposed bike path extending from the eastern terminus of Santa Claus Lane and connecting to the western terminus of Carpinteria Avenue. This segment would link to Santa Claus Lane, closing a substantial gap in the California Coastal Trail system. The Santa Claus Lane Bike Path shall be completed no later than completion of the adjacent phase of construction for the South Coast HOV Lanes.

Encroachment Into Wetlands

Ordinance No. 703 also includes text amendments to Zoning Code §14.42.040 establishing a specific allowance for encroachment of cited transportation improvement project components into wetland and buffer, as presented below.

14.42.040 - Development standards.

Definitions of terms used in this chapter are contained in Section 3.9 of the Coastal Land Use Plan and are incorporated herein by reference.

Wetland

3. For the following projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, a reduced wetland buffer may be permitted in accordance with the provisions of Policy OSC-3e and the specific standards described in the Transportation Corridor Wetland Overlay District, in Chapter 14.45 of the Zoning Code.

Transportation Corridor

Zoning Code

Ordinance No. 703 includes revision of the Carpinteria Zoning map to change the designation to "unzoned" for the portion of the original 8.95-acre Whitney Site (APN 001-070-012) to be dedicated to public roadway purposes.

ENVIRONMENTAL

A Mitigated Negative Declaration (MND) was prepared for the LCP Amendments that evaluated the effects of the proposed Ordinance to implement the LCPA Amendments. The MND found the potential for significant impacts in the areas of aesthetics, air quality, biological resources, geology/soils, water/flooding and noise. With incorporation of a mitigation framework for each identified impact, however, all impacts would be reduced to a less than significant level. The City Council adopted the Final MND under Resolution 5623 (Attachment 2), passed June 22, 2015.

FINANCIAL CONSIDERATIONS

The proposed Ordinance would codify LCP Amendments including an Agriculture Preservation Program with provisions for conserving the remainder of the Whitney site, a community garden program, gardening education programming, and the removal of two agricultural parcels from the City's Sphere of Influence. Caltrans is required to deed the remainder Whitney parcel to the City, accompanied by an agriculture conservation easement, and to provide funding to the City which would address initiation of the community garden and garden education programming. The creation of a participation fee schedule is one of the identified tasks to be funded, in order to ensure long-term maintenance of the programs with little or no cost to the City.

The proposed Ordinance would also stipulate development of the Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) and Rincon Trail (from SR 150/Carpinteria Avenue to Rincon County Park) as required components for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension and the South Coast HOV Lanes, respectively. SBCAG is leading efforts to obtain grant funding for the design and construction of these projects, and the potential is very good that such grant funding can be secured.

LEGAL

The proposed ordinance will amend the Zoning Chapter of Carpinteria's Municipal Code. Pursuant to the Coastal Act, the amendment will not become effective until the California Coastal Commission approves the change.

The typical process for submitting or amending a Local Coastal Program is spelled out in Sections 30510-30526 of the Public Resources Code. The proposed LCP amendments are first presented to the Planning Commission who then makes a written recommendation to the City Council. Should the Council endorse the proposed amendments, the City Manager may then submit the amendments to the Coastal Commission pursuant to a resolution by the City Council.

Upon receipt of the LCP Amendment submittal, Coastal Commission staff would then review the filing for completeness pursuant to Commission regulations. Once the submittal is deemed complete, the amendment is filed and the Commission's review period begins. During the review period, the Commission determines the type of amendment and the requisite review process. Most likely the proposed LCP Amendment will require a public hearing with the Coastal Commission which is to be held within 90 days of filing of the LCP Amendment. For each of the proposed amendments submitted, the Commission will vote either to deny or certify the proposed amendment(s). The Commission may also suggest modifications following a denial action. The City is allowed to submit only three LCP Amendments per calendar year; separate LCP Amendments can be combined to qualify as only one submittal.

Following approval of an amendment by the Coastal Commission, the item will return to the City Council for necessary action, which may include final adoption of the ordinance and/or acceptance of suggested modifications from the Coastal Commission. LCP Amendments do not become effective until completion of the following three steps: (i) all necessary local government follow-up actions, including the acceptance of suggested modifications, are taken; (ii) the Coastal Commission's Executive Director determines that the follow-up actions are legally adequate; and (iii) the Commission concurs with the Executive Director's determination.

The second reading of Ordinance 703 will take place following the Coastal Commission's certification and remanding of the matter back to the City Council. Amendments to the LCP that affect the Coastal Land Use Plan will occur at that time.

OPTIONS

1. Approve Ordinance No. 703 on first reading as read by title only. (staff's recommendation)
2. Direct staff to prepare Ordinance revisions and return to the next Council meeting.
3. Conceptually deny the Ordinance.

ATTACHMENTS

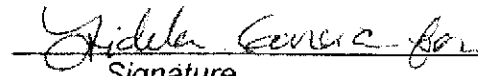
- | | |
|--------------|---------------------|
| Attachment 1 | Ordinance No. 703 |
| Attachment 2 | Resolution No. 5623 |

Ordinance 703
July 27, 2015
Page 7

Staff Contact: Jackie Campbell, Community Development Director
(805) 684-5405 x451/jackiec@ci.carpinteria.ca.us


Signature

Reviewed by: Dave Durflinger, City Manager


Signature

ATTACHMENT 1

Ordinance 703

July 27, 2015

ORDINANCE NO. 703

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA,
CALIFORNIA, AMENDING TITLE 14 (ZONING) OF THE CARPINTERIA
MUNICIPAL CODE AND THE LOCAL COASTAL PROGRAM TO CREATE THE
TRANSPORTATION CORRIDOR WETLAND OVERLAY AND THE WHITNEY SITE
AGRICULTURE OVERLAY DISTRICTS AND REMOVE THE AGRICULTURE
ZONING FROM THE SOUTHERN PORTION OF THE WHITNEY SITE**

WHEREAS, the Carpinteria City Council has considered an application for a Local Coastal Program Amendment to change the Zoning Code and Land Use Map to allow for consideration of permits for replacement of the Linden Avenue and Casitas Pass Road US 101 overcrossings, reconfiguration of the northbound on and offramps at Casitas Pass Road, extension of the northbound Linden Avenue onramp and replacement of the southbound Linden Avenue offramp, replacement of the US 101 freeway bridges over Carpinteria Creek and extension of Via Real to Casitas Pass Road and to Linden Avenue (the Project); and

WHEREAS, the City reviewed the environmental impacts of the Project in accord with the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA"), the regulations promulgated thereunder (14 Cal. Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines"); and

WHEREAS, a Mitigated Negative Declaration (MND) was prepared for the project and was subject to a 30-day review period from August 29, 2013 to September 27, 2013; and

WHEREAS, the Environmental Review Committee reviewed the Draft MND on September 19, 2013 and recommended approval of the document to the Planning Commission with comments; and

WHEREAS, the Planning Commission conducted a special hearing on May 18, 2015 and received evidence in favor of the Local Coastal Program Amendments and recommended approval of the project to the City Council; and

WHEREAS, the City Council held a hearing on June 22, 2015 and adopted the Proposed Final MND prepared for this project by the City, considered any comments received during the public review process, and provided conceptual approval of the project; and

WHEREAS, the City Council has reviewed the policies of the General Plan/Coastal Plan and the Zoning Code standards that are relevant to the Project and found the Project to be consistent therewith.

**NOW, THEREFORE, THE CITY COUNCIL HEREBY ORDAINS AS
FOLLOWS:**

SECTION 1. INCORPORATION OF RECITALS

The City Council finds and determines that the above recitals are incorporated herein and each relied upon independently by the City Council for its adoption of this Ordinance.

SECTION 2. AMENDMENT OF TITLE 14 OF THE CARPINTERIA MUNICIPAL CODE

Title 14 of the Carpinteria Municipal Code shall hereby be amended and shall read as follows:

CHAPTER 14.41 WHITNEY SITE OVERLAY DISTRICT

- a. A new Chapter 14.41, entitled WHITNEY SITE OVERLAY DISTRICT, will be added to the Carpinteria Municipal Code and shall read as follows:

Sections:

- 14.41.010 - Purpose and Intent
- 14.41.020 - Applicability
- 14.41.030 - Development Standards

14.41.010 Purpose and Intent

The purpose of the Whitney Site Overlay District is to provide for specific standards to ensure preservation of the remainder of the Whitney Site for agricultural use through an agricultural easement and to provide for the establishment and maintenance of programs for sustainable agriculture in the Carpinteria Valley. Therefore, this overlay district establishes specific standards related to open field agriculture resource protection and mitigation.

14.41.020 Applicability

The provisions of this district shall apply only to the remainder portion of the original 8.95-acre Whitney Site (APN 001-070-012) not dedicated to public roadway purposes, as depicted in Figure 1 and shown on the city's official zoning maps.

14.41.030 Development Standards

All applicable Local Coastal Program policies and provisions shall apply to the Whitney Site Overlay District unless specifically modified by standards detailed in this section. Development of any portion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension on the Whitney Site shall comply with all of the following requirements:

1. New development shall be sited and designed to avoid impacts to agricultural land. If there is no feasible alternative that can eliminate all impacts, then the alternative development

location and design that would result in the fewest or least significant impacts shall be selected. Impacts to agricultural land that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated as outlined in this Section. The portion of the parcel to be converted from agriculture to public roadway facility shall not exceed five acres, encompassing the southern portion of the parcel adjacent to US 101.

2. In order to prevent conversion of the approximately four-acre remainder parcel out of agriculture, ownership of the property shall be transferred to the City of Carpinteria. The remainder parcel shall be restricted to agricultural uses including organic farming, community gardening or agriculture education. Transfer of the property from Caltrans to the City would occur at the conclusion of project construction, and in concert with the transfer of the completed Via Real roadway and right-of-way. An agricultural conservation easement shall be placed on the property prior to transfer of ownership of the remainder parcel to the City which will prohibit non-agricultural uses on the property in perpetuity. The holder of the agricultural conservation easement shall be a public resources agency or private land trust with agricultural resource preservation experience, acceptable to the City of Carpinteria. Portions of the parcel that lie within the Carpinteria Creek channel, associated environmentally sensitive habitat area (ESHA) or riparian corridor buffer shall be excluded from the agricultural conservation easement to protect environmentally sensitive resources from disturbance associated with agricultural activities.
3. Mitigation shall be provided for the direct loss of agricultural land via implementation of an Agriculture Preservation Program as set forth below. The developer shall contribute funds such that the City of Carpinteria can accomplish the following (at a minimum):
 - A. Installation of physical infrastructure for community garden plots at three or more properties in various locations to permit convenient public access. The following properties have been identified to fulfill the above goals; in the event that it is determined to be infeasible to operate a community garden on one or more of the properties detailed in subsection i or iii below, a substitute property(ies) may be enrolled.
 - i) Carpinteria Children's Project (formerly Main School campus of the Carpinteria Unified School District). Infrastructure and development may include:
 - a. Tilling to prepare planting area
 - b. Grid layout for plots
 - c. Perimeter fencing
 - d. Water source for irrigation
 - e. Small shed for tool/implement storage, not larger than 12' x 12'
 - ii) Four-acre Whitney Site remainder parcel. Infrastructure and development may include:
 - a. Tilling to prepare planting area within a portion of the site
 - b. Grid layout for plots

- c. Preservation of a portion of the existing avocado orchard
 - d. Split-rail or similar perimeter fencing on the east, west and south boundaries
 - e. Water source for irrigation
 - f. Small shed for tool/implement storage, not larger than 12' x 12'
- iii) Fifth Street 0.62-acre City-owned parcel between Holly Avenue and Elm Avenue. Infrastructure and development may include:
 - a. Tilling to prepare planting area
 - b. Grid layout for plots
 - c. Split-rail or similar perimeter fencing
 - d. Water source for irrigation
 - e. Small shed for tool/implement storage, not larger than 12' x 12'
- B. Construction of a solid, grout filled, masonry wall, or an alternative wall of same or better noise attenuating value, approximately six to eight feet in height, on the northern boundary of the remainder Whitney Site (abutting APNs 001-252-001 through -010 and APN 001-253-006) shall be completed prior to opening a community garden on the property.
- C. Development of a uniform agreement or lease template for use of individual garden plots by members of the community.
- D. Drafting of an agreement(s) between the City and Carpinteria Unified School District (CUSD) for the Carpinteria Children's Project garden to be maintained and operated by the CUSD for children and families participating in onsite programs.
- E. Funding of one City of Carpinteria half-time staff position, for a period of five years from the date of final approval of the Linden Avenue – Casitas Pass Road and Via Real Extension project, to initiate the community garden system, and to create a fee structure (participation fee or plot lease) to subsidize the continuation of this staff position. In the event funding from the fee structure for community garden participation is not adequate following the five-year subsidy period to sustain a half-time position for administration of the community garden system, the City of Carpinteria will do one or more of the following.
 - i. Either restructure the participation fees or commit to providing funds for the difference between participation revenues and the position costs;
 - ii. Investigate administration of the community garden system by another agricultural education entity such as 4H or Future Farmers of America;
 - iii. Pursue grant funding to perpetuate the program; or
 - iv. Assume administration of the community garden system in perpetuity.
- F. Provide funding to CUSD for development of an adult education program to be delivered via offering workshops in plant cultivation at the community gardens and

cooking with fresh garden produce (at the Carpinteria High School Culinary Kitchen). Once established, participation fees could fund perpetuation of the program.

- G. Provide funding to CUSD for development of grade-specific curriculum focusing on vegetable cultivation using on-campus gardens at each school facility in Grades 1-8. The lesson plans would increase knowledge and appreciation for fresh produce, supporting interest in both community gardening and the importance of local agriculture resources.
- H. Program administration and access for residents to at least one property enrolled in the community garden system shall be established within one year from approval of a Coastal Development Permit for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension. The Agriculture Preservation Program shall be substantially implemented within one year following completion of construction of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension.
- I. To further offset the project-related direct loss of five acres of agricultural land within the City of Carpinteria, the City shall apply to the Local Agency Formation Commission (LAFCO) to remove two agricultural parcels which are currently included in the City's Sphere of Influence on Via Real (APN 001-080-033 and APN 001-180-026). The application to LAFCO to remove these parcels from the Sphere of Influence shall be completed within one year from approval of a Coastal Development Permit for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements. Successful removal of the parcels from the Sphere of Influence shall be accomplished prior to completion of construction of the public roadway improvements.

CHAPTER 14.45 TRANSPORTATION CORRIDOR WETLAND OVERLAY DISTRICT

- b. A new Chapter 14.45, entitled TRANSPORTATION CORRIDOR WETLAND OVERLAY DISTRICT, will be added to the Carpinteria Municipal Code and shall read as follows:

Sections:

- 14.45.010 - Purpose and Intent
- 14.45.020 - Applicability
- 14.45.030 - Development Standards

14.45.010 Purpose and Intent

The purpose of the Transportation Corridor Wetland overlay district is to provide for specific standards of development for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, and for the portions located within the City of Carpinteria, the South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path projects. The intent is to ensure a more precise level of planning than ordinarily possible under the local implementation

plan. Therefore, this overlay establishes specific standards related to fill or other impacts to wetland or reduction of wetland buffers, mitigation measures, drainage and stormwater management, and coastal access and recreation enhancements.

14.45.020 Applicability

The provisions of this district shall apply only to the project area encompassed by the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, South Coast High Occupancy Vehicle (HOV) Lanes, and Santa Claus Lane Bike Path projects, as depicted in Figure 2 and shown on the city's official zoning maps.

14.45.030 Development Standards

All applicable LCP policies and provisions shall apply to development that is part of the Transportation Corridor Wetland Overlay (TCWO), unless specifically modified by the standards detailed in this section. Two general classes of wetlands have been identified within the TCWO: natural wetlands and created wetlands. Natural wetlands include components of Carpinteria Marsh, wetlands associated with native creeks and wetlands that are fragmented but are of high value. Created wetlands are relatively low functioning wetlands related to freeway and/or railroad infrastructure that have formed in drainage ditches, basins, water quality Best Management Practices (BMPs) features and/or topographic depressions, and were originally constructed out of dry land. The area abutting a wetland is the wetland buffer and provides a transition between development and the wetland resource. For the purpose of these development standards, wetland buffer only includes undeveloped areas between the wetland and the first line of development; thus, the road median is not a wetland buffer. Each wetland class has been assigned specific mitigation criteria to best facilitate the balance and protection of coastal resources in the TCWO.

All development for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, and all development for the portions of the South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path projects located within the City of Carpinteria, shall comply with the following:

1. For the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, the following project components may result in permanent and temporary direct wetland impacts (e.g., fill) and indirect wetland impacts (e.g., development in wetland buffer):
 - Carpinteria Creek bridge foundation components;
 - Slope retaining elements for the southbound US 101, northbound US 101, northbound Casitas Pass offramp and the Via Real extension;
 - Fill and retaining structures for the Via Real extension travel lanes, sidewalks and bike path;
 - Drainage improvements;
 - Soundwalls;

- Fill and retaining structures for the Carpinteria Creek bike trail; and
 - Structural foundation elements, travel lane, sidewalk and bikeway, shoulder, fill and retaining structures for the northern end of the Linden Avenue overcrossing.
2. For the South Coast HOV Lanes, the following project components may result in permanent and temporary direct wetland impacts (e.g., fill) and indirect wetland impacts (e.g., development in wetland buffer):
- Drainage improvements and soundwall along the northern shoulder of northbound 101 immediately east (south) of Santa Ynez Avenue;
 - Drainage improvements, soundwall, roadway, shoulder and fill in the immediate vicinity of Santa Monica Road onramp/offramp;
 - Drainage improvements and soundwall along the northern shoulder of northbound 101 in the vicinity of Taranto Circle; and
 - Drainage improvements and soundwall along the southern shoulder of southbound 101 immediately west (north) of Plum Street to just east of the western terminus of Carpinteria Avenue.
3. For the Santa Claus Lane Bike Path, the following project components may result in permanent and temporary direct wetland impacts (e.g., fill) and indirect wetland impacts (e.g., development in wetland buffer) between the existing US 101 southern shoulder and the UPRR railroad alignment which borders the north side of the Carpinteria Salt Marsh:
- Fill;
 - Retaining structures;
 - Bike path; and
 - Drainage improvements.
4. Fill or other impacts to wetland or reduction of wetland buffers resulting from new development detailed in items 1 - 3 above, may be approved only in conformance with the following:
- a. New development shall be sited and designed to avoid fill or other impacts to wetland. If there is no feasible alternative that can eliminate all impacts, then the alternative that would result in the fewest or least significant impacts shall be selected. Impacts to wetland that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to onsite mitigation. Offsite mitigation measures shall only be approved when it is not feasible to fully mitigate impacts onsite. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to wetland.
 - b. New development shall be sited and designed to provide a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of wetlands. If

there is no feasible alternative that can provide a buffer of 100 feet, then the alternative that would provide the widest buffer shall be selected. Mitigation shall not substitute for implementation of the project alternative that would provide the required wetland buffer.

- c. Mitigation shall be provided for direct impacts to wetlands (e.g., fill) and indirect impacts to wetlands (e.g., new development in wetland buffers). Mitigation measures shall include, at a minimum, creation or substantial restoration of habitats equal or similar to the impacted habitat type. Adverse direct impacts shall be mitigated at a ratio of 4:1 for natural wetland areas, including salt marsh and wetlands associated with creeks. Adverse direct impacts to riparian habitats shall be mitigated at a ratio of 3:1. Adverse direct impacts to created wetlands (low functioning wetlands associated with freeway infrastructure) shall be mitigated at a ratio of 3:1. Indirect impacts to wetlands, such as development in wetland buffer areas, shall be mitigated by enhancing (e.g., invasive species removal, native screening vegetation, planting appropriate native species, water quality improvement, sound reduction) all portions of the remaining (undeveloped) wetland buffer area within 100 feet of the impacted wetland. Temporary direct and indirect impacts to wetlands and riparian habitat shall be mitigated at a ratio of 1:1.
- d. Wetland enhancement, restoration or creation plans shall be prepared by a qualified biologist for all areas where mitigation is required by Sections 4.a, b and c, above. Plans shall include details of appropriate wetland enhancement, restoration or creation acreage and location including the following:
 - i. Introduction. Including a purpose statement, existing site resource description and inventory, proposed wetland mitigation site plan and map comparing existing and future site conditions.
 - ii. Mitigation Goals. A clear statement of the wetland mitigation goals including the desired wetland habitat type(s), major vegetation components, water quality improvements and hydrologic regime, and wildlife support functions.
 - iii. Planting Plan. Description of the desired relative abundance of particular wetland plant species in desired habitat type(s). Based on these goals, identify the species to be planted (plant "palette"), provide a rationale for and describe the size and number of container plants and/or the rate and method of seed application, and a site plan with planting location and planting guidelines for prescribed species. Seeds and propagules shall come from local native stock.
 - iv. Grading Plan. If wetland enhancement, restoration or creation requires topographic alterations, a formal grading plan shall be included.

- v. Best Management Practices (BMPs). Erosion control, irrigation and weed eradication plans as necessary.
 - vi. Success Criteria. Selection and rationale of quantifiable success criteria. There must be an empirical basis for the selection of each success criterion (e.g., peer-reviewed literature, reference site data).
 - vii. Monitoring. Monitoring program that includes a detailed description of quantitative sampling design (e.g., sample sizes and sampling techniques such as quadrats, transects, photo plots), statistical procedures proposed for judging if success criteria are achieved, provisions for a five-year monitoring period, annual reporting and contingency measures should the mitigation efforts fail to achieve quantitative success criteria.
 - viii. Final Report. A final monitoring report prepared by a qualified biologist that evaluates whether the required wetland enhancement, restoration or creation has achieved the goals and success criteria set forth in the approved mitigation plan.
5. For each project listed in 1 through 3 above, all of the following post-construction coastal water quality standards shall be met:
- a. Early site design planning shall emphasize run-off management and shall prioritize the minimization of run-off by reducing lane and shoulder pavement widths, using permeable pavements and incorporating sub-grade stormwater retention, and shall use structural and operational Source Control BMPs to control pollutant sources, keep pollutants segregated from stormwater and minimize tainted run-off to the extent feasible. Minimization of impermeable surfaces shall be emphasized in freeway design where it is infeasible to infiltrate or treat freeway run-off that flows directly to high quality wetlands.
 - b. Low impact development strategies shall be preferentially used to treat run-off. Low impact development strategies use small scale control measures to infiltrate, evapo-transpire, filter, detain and retain run-off. These practices shall be maximized where they will pre-treat run-off that flows to wetlands. Earthen- (soil) based and/or bioengineered Caltrans-approved National Pollution Discharge Elimination System (NPDES) BMPs shall be allowed to be located and maintained within wetland buffers where there is no feasible alternative location available to locate the BMPs and where they support wetland protection.
 - c. To maximize the treatment and infiltration of run-off from the greatest area of freeway surfaces, post-development BMPs shall include, in addition to Caltrans-certified NPDES BMPs, alternative water quality BMPs. Alternative BMPs shall include, but not be limited to, grading to create or modify topographic depressions to maximize the capture, detention or retention of run-off, amending onsite soils to

increase infiltration and detain run-off, adding or replacing vegetation in areas that receive freeway run-off with native plants, and constructing bioswales and biostrips that either do not require mowing or only require infrequent mowing or woody vegetation removal. These alternative BMPs shall be considered for use in areas that receive freeway run-off and wherever Caltrans-certified NPDES BMPs cannot be feasibly installed, including placement within wetland buffers where they support wetland protection.

- d. Created wetlands as defined in this chapter shall be enhanced wherever feasible by increasing the depth and areal extent of the wetland, removing invasive exotic vegetation and planting with native wetland plants. Maintenance of these enhanced created wetlands shall be limited to trimming vegetation that impacts the normal operation of the freeway, clearing drain inlets and trash removal, using non-mechanical methodologies (e.g., manual labor and no heavy equipment).
- e. Stormwater run-off shall be infiltrated, retained or detained onsite, in accordance with the site hydrology and geotechnical considerations. Infiltration BMPs shall be designed, at a minimum, to handle run-off from all storms up to and including the 85th percentile, 24-hour storm event onsite, to avoid negative effects of hydromodification. If it is not practical to retain the 85th percentile, 24-hour storm event onsite, the limitations preventing this practice shall be stated and an equal volume of run-off shall be infiltrated elsewhere within the project limits with preference given to sites within the same watershed.
- f. Where treatment control BMPs (or suites of BMPs) are used, they shall be designed to infiltrate and/or treat the amount of run-off produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or no less than 0.26 inches/hour for flow-based BMPs.
- g. Minimum infiltration or treatment volumes for treatment control BMPs shall be calculated based on the impervious surface area added by the project, in addition to the existing untreated freeway surface. Where it is infeasible to treat the volume of run-off from the existing freeway surface in addition to the new freeway surface, low impact development strategies shall be used to the maximum extent feasible to infiltrate, evapo-transpire, filter, detain and retain run-off from the existing freeway surface.
- h. Where site conditions make it infeasible to infiltrate or treat the stipulated minimum volume of run-off onsite, infiltration or treatment offsite within existing right-of-way can be substituted where it can be demonstrated that offsite infiltration or treatment will result in an equal or greater benefit to coastal water quality.

- i. Treatment BMPs shall prioritize the use of soil-based biofilter techniques, such as bioswales, and shall infiltrate, retain, or detain the maximum possible volume of stormwater run-off in accordance with the site hydrology and geotechnical considerations. Biofilters shall not use invasive plant materials; plants shall be collected locally and/or propagated in a certified nursery with oversight by a qualified plant ecologist. A biofilter/bioswale design plan, including the native wetland plant palette and the source of plant material, shall be submitted to the City for review and approval.
 - j. A post-construction run-off management plan shall be submitted to the City and shall include maps, figures, supporting design calculations, and a narrative explaining the methods and approach proposed to protect or enhance coastal water quality. Maps shall be cross-referenced to grading, drainage and landscaping project plans. The run-off management plan shall include supporting information including but not limited to the infiltration and retention properties of the native or engineered BMP substrate, depth to groundwater, and the hydraulic design and pollutant treatment/removal capability of the proposed BMPs adequate to ensure that water quality will be protected to the maximum extent feasible. The post-construction run-off plan shall be certified by a qualified professional with appropriate credentials, education and training.
 - k. Where site or project conditions constrain any of the minimum requirements or practices in a. through j. above, the qualified professional shall document the nature and extent of the limitations and justify the alternative measures proposed to protect or enhance water quality.
6. To the extent allowed by the "Repair, Maintenance and Utility Hook-up Exclusions from Permit Requirements" (document adopted by the Coastal Commission on September 5, 1978 and incorporated herein by reference), repair and maintenance of the projects listed in 1 through 3 above are excluded from permit requirements. However, such exclusions shall not apply where such repair and maintenance would occur within riparian and wetland habitat or will cause direct impacts to wetland or other resources.
7. In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, two bike path/trail segments shall be constructed, including:
- a. Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) - a Class I bike path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Construction of this path will close a gap in the coastal bike trail through Santa Barbara County. The Coast Route Bike Path shall be completed no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes.

The opening of this path to the public will be contingent on the development of a permanent maintenance plan.

- b. Rincon Coastal Trail (SR 150/Carpinteria Avenue to Rincon County Park) - a Class I bike path/trail from the eastern terminus of Carpinteria Avenue (at State Route 150) to Rincon County Park. Construction of this path will close a gap between Carpinteria Avenue and the new Class I bike path along US 101 which has a northern terminus at Bates Road. The Rincon Coastal Trail shall be completed no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension construction. The opening of this bike path/trail to the public will be contingent on the development of a permanent maintenance plan.
8. To enhance educational and recreational opportunities, and to increase awareness of sensitive resources within the coastal environment, the following permanent displays are required:
- a. In conjunction with the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, an educational or interpretive display shall be installed within Carpinteria Creek Park and/or at the entrance to the proposed Carpinteria Creek / US 101 bike path undercrossing which explains the importance of Carpinteria Creek, its riparian habitat and associated wetland resources.
 - b. In conjunction with the Santa Claus Lane Bike Path, an educational or interpretive display shall be installed which explains the importance of the Carpinteria Salt Marsh.
 - c. In conjunction with the Rincon Coastal Trail, an educational or interpretive display shall be installed which describes the nearby harbor seal rookery.

REDUCED WETLAND BUFFER

- c. Section 14.42.040, Development standards, of Chapter 14.42, ESH ENVIRONMENTALLY SENSITIVE HABITAT OVERLAY DISTRICT, will be amended to add the following language at the end of Section 14.42.040 immediately following Subsection 7 of the Section's discussion of streams:

For the: i) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, ii) South Coast High Occupancy Vehicle (HOV) Lanes, and iii) Santa Claus Lane Bike Path Projects, a reduced wetland buffer may be permitted in accordance with the provisions of Policy OSC-3e of the Open Space Conservation Element of the Carpinteria Coastal Land Use Plan and the specific standards described in the Transportation Corridor Wetland Overlay District, as set forth in Chapter 14.45 of the Zoning Code.

SECTION 3. AMENDMENT OF CITY'S OFFICIAL ZONING MAPS

- a. The City's official zoning maps, referenced in Carpinteria Municipal Code Section 14.04.070 are hereby amended to remove the Agriculture zoning designation from the portion of the original 8.95-acre Whitney Site (APN 001-070-012) dedicated to public roadway purposes, as depicted in Figure 3.

SECTION 4: EFFECTIVE DATE

This Ordinance shall be in full force and effect thirty (30) days following certification as an amendment to the City's Local Coastal Program by the California Coastal Commission, acceptance of such certification by resolution, and second reading by the City Council; and before the expiration of fifteen (15) days of its passage shall be published once with the names of the City Councilmembers voting for and against the same in the Coastal View News, a newspaper of general circulation, published in the City of Carpinteria.

SECTION 5: SEVERABILITY

If any section, subsection, sentence, clause, phrase or word of this Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decisions shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed and adopted this Ordinance, and each and all provisions hereof, irrespective of the fact that one or more provisions may be declared invalid.

SECTION 6: ENVIRONMENTAL ASSESSMENT

On June 22, 2015, the City Council approved the Mitigated Negative Declaration (ND) prepared for the Local Coastal Plan Amendments Project No. 09-1522-LCPA, and pursuant to §15162 of the California Environmental Quality Act, no additional environmental review is necessary for a project when there is a previously adopted EIR or ND and there have been no changes to the scope of the project, the project's potential impacts, or any project mitigation measures/project alternatives.

PASSED, APPROVED AND ADOPTED this 27th day of July 2015, by the following called vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER(S):

Mayor of the City of Carpinteria

ATTEST:

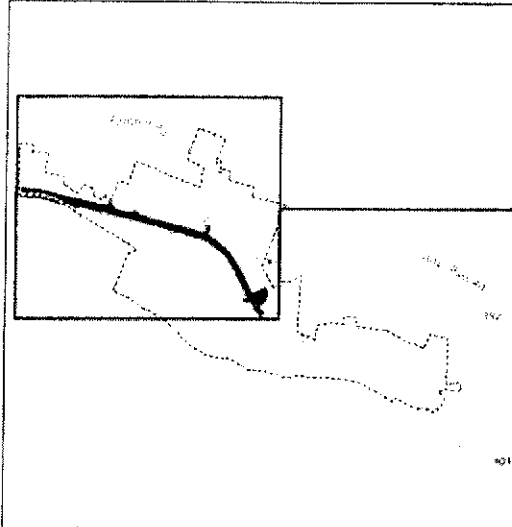
City Clerk, City of Carpinteria



I hereby certify that the foregoing Ordinance was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 27th day of July 2015.

City Clerk, City of Carpinteria

APPROVED AS TO FORM:

Peter N. Brown, on behalf of
Brownstein Hyatt Farber Schreck, LLP
Acting as City Attorney for the City of
Carpinteria



-  Transportation Corridor Wetland Overlay District
-  City of Carpinteria

0 250 500 1000 Feet

AERIAL SOURCE: ORGS 2012
DESIGN SOURCE: CALTRANS 2013

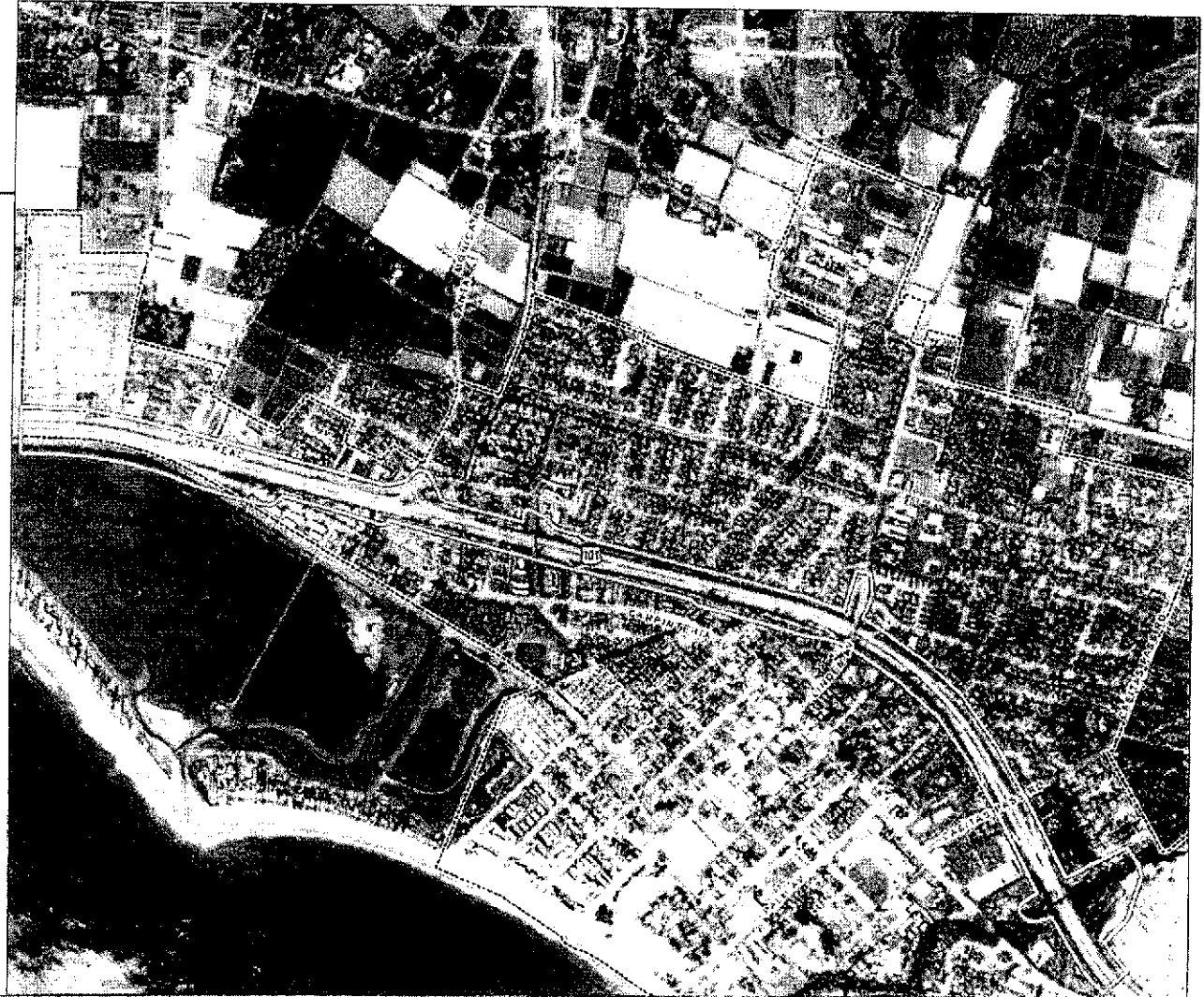


FIGURE 2

Transportation Corridor Wetland Overlay District

CITY OF CARPINTERIA LOCAL COASTAL PROGRAM AMENDMENT - MITIGATED NEGATIVE DECLARATION

ATTACHMENT 2

**City Council
Resolution No. 5623**

June 22, 2015

RESOLUTION NO. 5623

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA APPROVING LOCAL COASTAL PROGRAM AMENDMENT PROJECT 09-1522-LCPA CREATING THE TRANSPORTATION CORRIDOR WETLAND OVERLAY AND THE WHITNEY SITE AGRICULTURE OVERLAY DISTRICTS IN THE CITY OF CARPINTERIA ZONING CODE AND ASSOCIATED TEXT AMENDMENTS TO THE COASTAL LAND USE PLAN AND AMENDMENTS TO THE LAND USE MAP, AND RECOMMENDING THAT THE CALIFORNIA COASTAL COMMISSION APPROVE THE SAME. THIS RESOLUTION IS SUBMITTED FOR FILING PURSUANT TO PUBLIC RESOURCES CODE §30510(A) AND IN ACCORDANCE WITH §13551(B)(2) OF TITLE 14 THE CALIFORNIA CODE OF REGULATIONS.

WHEREAS, the Carpinteria City Council has considered an application for a Local Coastal Program Amendment by creating the Transportation Corridor Wetland Overlay and the Whitney Site Agricultural Overlay Districts in the City of Carpinteria Zoning Code and associated Text Amendments to the Coastal Land Use Plan and Amendments to the Land Use Map (the Project); and

WHEREAS, approval of the Project will allow for consideration of permits for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension, the South Coast US 101 High Occupancy Vehicle (HOV) Lanes and the Santa Claus Lane Bike Path; and

WHEREAS, the City reviewed the environmental impacts of the Project in accord with the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA"), the regulations promulgated thereunder (14 Cal. Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines"); and

WHEREAS, a Mitigated Negative Declaration (MND) was prepared for the project and was subject to a 30-day review period from August 29, 2013 to September 27, 2013; and

WHEREAS, the Environmental Review Committee reviewed the Draft MND on September 19, 2013 and recommended approval of the document to the Planning Commission with comments; and

WHEREAS, the Planning Commission conducted a special hearing on May 18, 2015 and received evidence in favor of the Project and recommended approval of the Project to the City Council; and

WHEREAS, in accordance with CEQA, the Community Development Director has provided public notice of the intent of the City to adopt the Proposed Final MND prepared for the Project by the City, and the City Council has considered the proposed Final MND, together with any comments received during the public review process; and

WHEREAS, the City Council has reviewed the policies of the General Plan/Coastal Plan and the Zoning Code standards that are relevant to the project.

NOW THEREFORE, THE CITY COUNCIL HEREBY RESOLVES AS FOLLOWS:

Section 1. The foregoing recitals are true and accurate.

Section 2. The City Council adopts the Final MND, finding that it reflects the independent judgment and analysis of the City Council.

Section 3. The Local Coastal Program Amendments are approved by the City Council, subject to the Findings outlined in Exhibit A and Conditions of Approval in Exhibit H.

Section 4. The City's General Plan/Local Coastal Land Use Plan Land Use Map (Figure LU-1) is amended as shown in Exhibit G.

Section 5. The Project has been found by the City of Carpinteria City Council to appropriately carry out the policies of the City's Coastal Land Use Plan consistent with the California Coastal Act.

Section 6. Pursuant to Public Resources Code Section 30510(a), the City Council has held a public hearing on the proposed Amendments to the Local Coastal Program and is transmitting the proposed Amendments to the California Coastal Commission for submittal and filing pursuant to California Code of Regulations, Title 14 Section 13551(b)(2).

PASSED, APPROVED AND ADOPTED this 22nd day of June 2015, by the following called vote:


AYES: COUNCILMEMBERS: Carty, Stein, Clark, Shaw

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER Nomura


Gregg A. Carty, Mayor

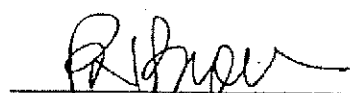
ATTEST:


Fidela Garcia, City Clerk

I hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 22nd day of June 2015.


City Clerk, City of Carpinteria

APPROVED AS TO FORM:


Peter N. Brown, on behalf of Brownstein Hyatt Farber Schreck, LLP
acting as City Attorney of the City of Carpinteria

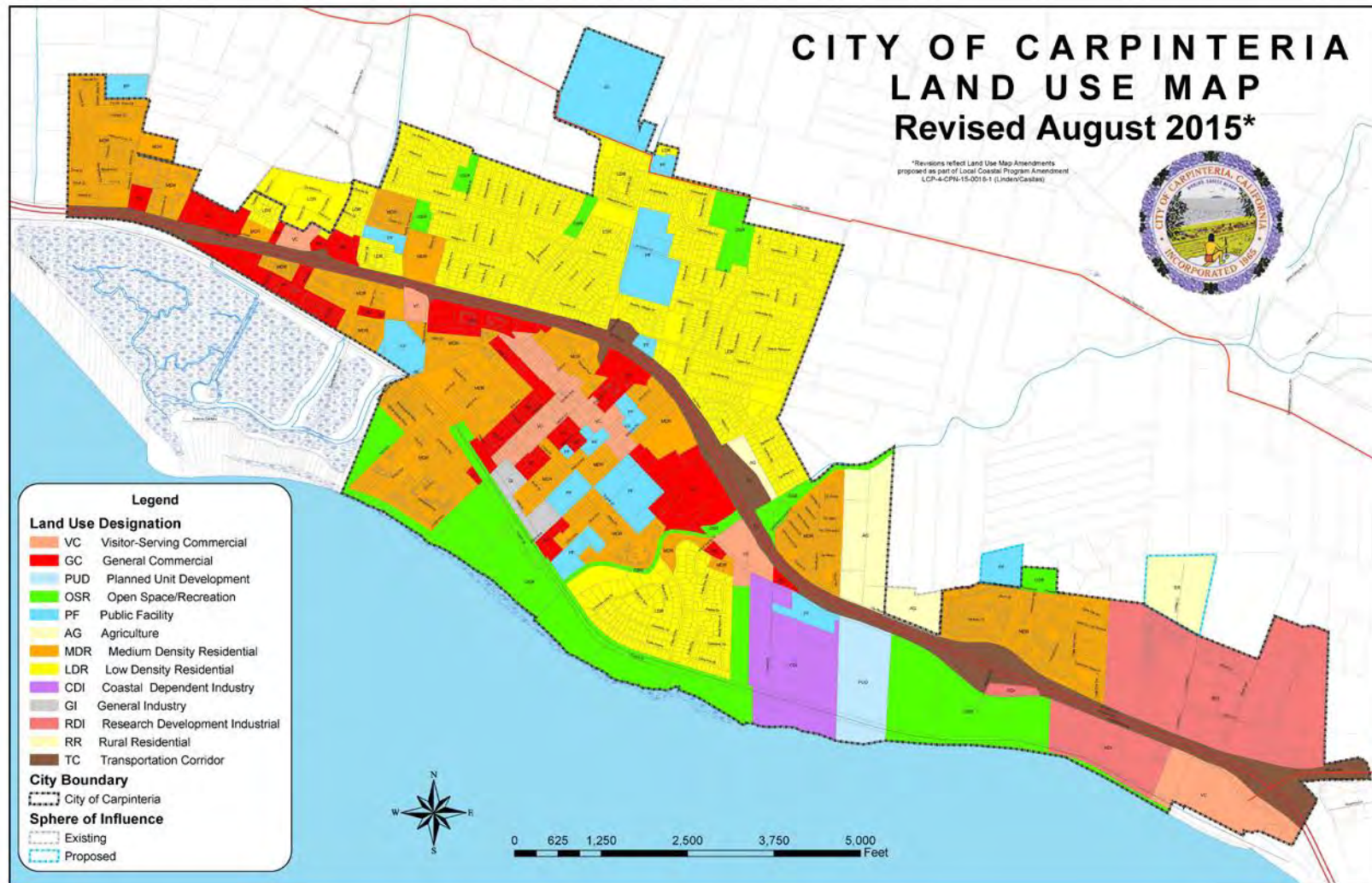


Exhibit 3
LCP-4-CPN-15-0018-1
(Transportation Improvements)
Modifications to Land Use Plan Map

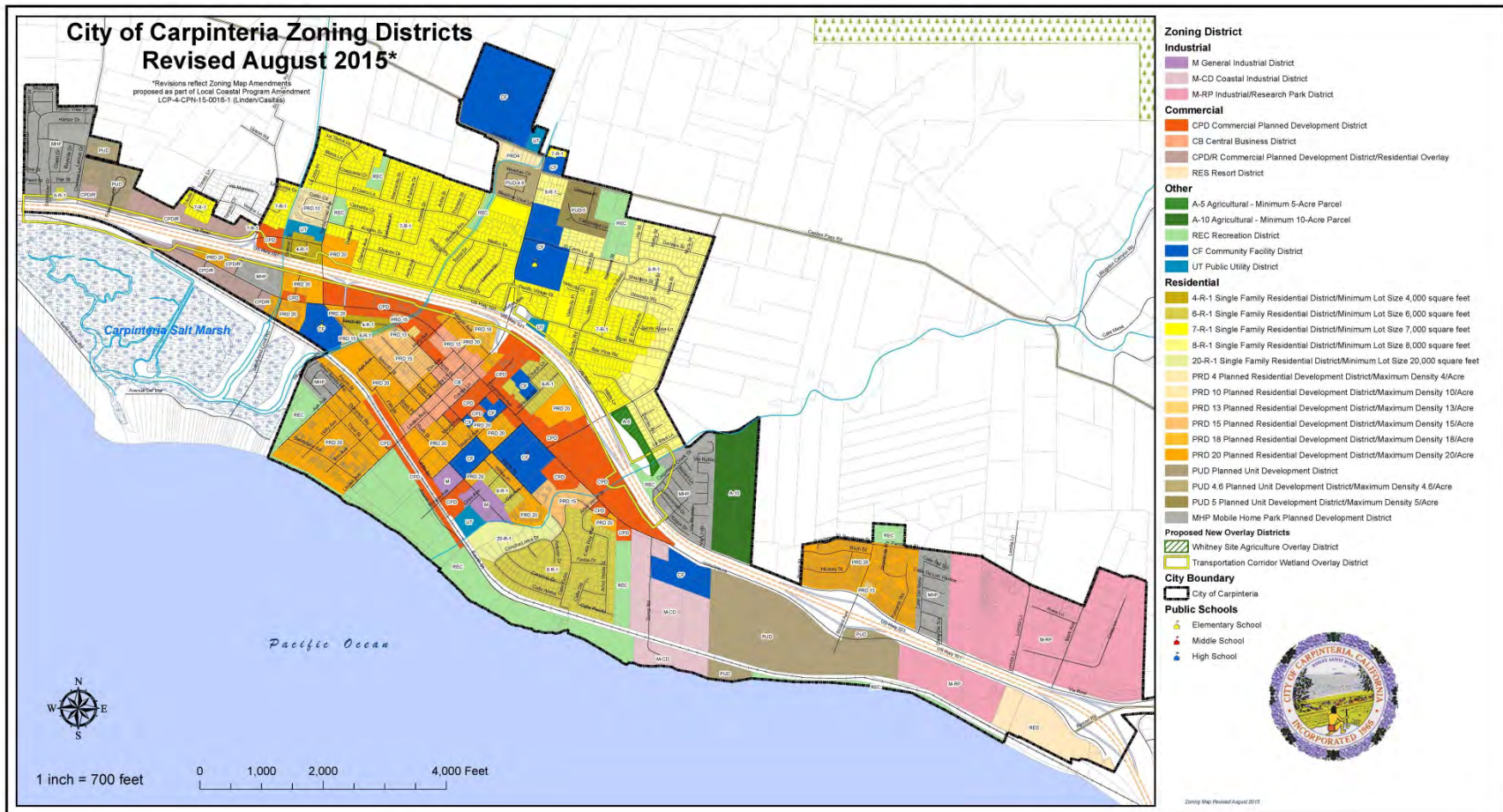


Exhibit 4
LCP-4-CPN-15-0018-1
(Transportation Improvements)
Modifications to Zoning Map



City of Carpinteria

COUNCIL AGENDA STAFF REPORT JUNE 22, 2015

ITEM FOR COUNCIL CONSIDERATION

Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension

Request by the California Department of Transportation (Caltrans) to replace the Linden Avenue and Casitas Pass Road US 101 overcrossings, reconfigure the northbound onramps and offramps at Casitas Pass Road, extend the northbound Linden Avenue onramp, rebuild the southbound Linden Avenue offramp, construct four soundwalls along the US 101 corridor, replace the US 101 freeway bridges over Carpinteria Creek and extend Via Real to Casitas Pass Road and to Linden Avenue.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Adopt Resolution No. 5625 conceptually approving a development permit for Project 09-1522-CUP/CDP for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension.

Motion: I move to adopt Resolution No. 5625 to conceptually approve Project 09-1522-CUP/CDP granting a Conditional Use Permit and Coastal Development Permit for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension and adopt the Findings in Attachment 1, Exhibit A and Conditions of Approval as proposed in Attachment 1, Exhibit C.

PROJECT DESCRIPTION

The Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension consists of replacing both the Linden Avenue and Casitas Pass Road US 101 overcrossings, reconfiguring the northbound on and offramps at Casitas Pass Road, extending the northbound Linden Avenue onramp, rebuilding the southbound Linden Avenue offramp, replacing the US 101 freeway bridges over Carpinteria Creek, constructing four soundwalls along the US 101 corridor and extending Via Real to Casitas Pass Road and to Linden Avenue. The following bulleted summary provides highlights of each of the major components of the proposal.

- Replace, widen, lengthen and raise the northbound and southbound US 101 Carpinteria Creek Bridges.
- Extend Via Real from the cul de sac at the San Roque Mobile Home Park over Carpinteria Creek to Linden Avenue, building a new bridge for Via Real over Carpinteria Creek (including one lane in each direction, one Class II bike path in each direction and a five-foot wide sidewalk on the north side).

Exhibit 5 LCP-4-CPN-15-0018-1 (Transportation Improvements) Council Agenda Staff Report for Project 09-1522-CUP/CDP

- A 535-foot linear section of Carpinteria Creek would be widened to accommodate the US 101 and Via Real bridges over Carpinteria Creek. The width of the channel bottom near the ordinary high water mark (OHWM) would be widened from approximately 35 feet to 65 feet. The width between the creek banks would be widened from approximately 110 feet to 140 feet. An estimated 5,000 cubic yards of material would be excavated from the creek channel, including 638 cubic yards of material below the new OHWM of the widened channel. An estimated 4,850 cubic yards of rock slope protection (RSP) would be installed along the restored banks of Carpinteria Creek and in adjacent areas, including approximately 393 cubic yards of RSP below the new OHWM of the widened channel.
- Construct a Class I bike lane between Casitas Pass Road and the existing Carpinteria Creek Class I bike lane adjacent to Carpinteria Creek and remove the existing bike path that crosses Carpinteria Creek connecting to the cul de sac terminus of Via Real near Carpinteria Creek Park.
- Reconstruct the Casitas Pass Road southbound on and offramps. Remove the existing Casitas Pass Road northbound on and offramps and build new northbound on and offramps to be accessed from the Via Real frontage road extension. Install signals at the intersections of Via Real and the northbound Casitas Pass Road on and offramps, Casitas Pass Road and Via Real, and Casitas Pass Road and the southbound US 101 on and offramps.
- Replace the Casitas Pass Road overcrossing with a five-lane structure including bike lanes and sidewalks on both sides. The overcrossing would include a planted median in the center lane leaving four lanes for vehicle traffic.
- Remove the existing southbound offramp and build a new southbound offramp at Linden Avenue. Remove the existing northbound Linden onramp and build a new roundabout, including the new northbound onramp as one of the four legs. Reconfigure Ogan Road to form a third connection to the new roundabout, located on its northeastern side. Install signals at the intersections of Linden Avenue and Ogan Road, and Linden Avenue and the southbound US 101 offramp.
- Replace the Linden Avenue overcrossing with a three-lane structure, including bike lanes and sidewalks on both sides.
- Prior to construction of the new Via Real bridge, relocate the existing aboveground sewer line at Carpinteria Creek 20 feet below the creek bed using horizontal directional drilling parallel to Via Real.
- Construct the following soundwalls:
 - Soundwall B-4 along northbound US 101 located between Via Real and US 101, between the existing soundwall and the Verizon property;
 - Soundwall B-7 along southbound US 101, between Church Lane and Vallecito Road;
 - Soundwall B-2 along northbound US 101, between Linden Avenue and Franklin Creek Bridge;
 - Soundwall B-9 along southbound US 101, between Franklin Creek and the end of the existing soundwall along the Linden Avenue southbound offramp.

The project objectives are to improve access and operations at the two interchanges, improve operations on US 101, reduce the use of US 101 for local trips, and improve local vehicular, bicycle, transit and pedestrian circulation from areas north of US 101 to areas south of US 101, including the downtown and coastal recreation areas. The cost of the project is estimated at approximately \$75 million. The project is fully funded by the State Transportation Improvement Plan.

BACKGROUND

US 101 improvements have been the subject of many City meetings and discussions since the 1970s. In the early 1990s, Caltrans began preparing to widen US 101 from Santa Barbara to Ventura. The Santa Barbara County Association of Governments (SBCAG) started to accumulate State Transportation Improvement Plan (STIP) funds. Eventually, the proposals were dropped due to substantial community opposition. In 1995, SBCAG worked with the Santa Barbara County south coast local agencies to reallocate STIP funding. At the request of the City of Carpinteria, \$16 million was programmed for the Linden Avenue and Casitas Pass Road Interchanges. The remainder of the STIP funds were used for various US 101 operational improvements and the "101 In Motion" study.

The purpose of the 101 In Motion study was to develop an action plan for addressing US 101 congestion. The objectives were to start with as wide a range of ideas as possible, develop feasible alternatives, select a preferred package of solutions and then create an action plan. To prepare the study, SBCAG established a technical advisory group and held numerous community workshops. The study also included extensive data collection such as traffic volumes, truck volumes, collision data and rates, population, employment, housing and land use data, economic data including goods movement and air quality. SBCAG presented the 101 In Motion Study to the Carpinteria City Council in October 2005. The 101 In Motion effort culminated with the production of a final report in 2006. Several improvements to the US 101 corridor were recommended, including transit, carpools, commuter rail service and improvement to US 101 including improved interchanges and freeway lanes. One key element was to "Add A Lane and A Train." While the 101 in Motion Study was being completed, preliminary design on the Linden Avenue and Casitas Pass Road Interchanges began.

Throughout the 2000s, the City and Caltrans worked together to examine 17 project alternatives. The alternatives included many different interchange configurations. Eventually, four viable alternatives were studied in an environmental document. A comprehensive Environmental Impact Report (EIR) commenced in 2008 and was completed by Caltrans in July of 2010. The discussion below describes the major milestones accomplished for the project since that time.

December 2008

The Draft Environmental Impact Report (EIR)/Finding of No Significant Impact (FONSI) was released for public review.

May 18, 2009 (City Council)

A special meeting of the City Council was held to discuss the Draft EIR and to recommend a Preferred Alternative to the Project Development Team (City of Carpinteria, Caltrans and SBCAG). The City Council resolved to:

Recommend that the PDT select Alternative 3 as the Preferred Alternative with the caveat that this recommendation is made with information available at this time and may be reconsidered if and when additional information on feasible alternatives is developed.

June 29, 2009 (City Council)

A special meeting of the City Council was held as a Traffic Workshop. The purpose of the Traffic Workshop was to discuss traffic engineering and transportation planning principles and explain the relationship of traffic and roadway circulation to the project preliminary design and expected future roadway and intersection operating conditions. The City Council resolved to:

Recommend the PDT pursue a three-lane configuration for the Linden Avenue overcrossing, assuming such could be determined to be feasible based upon further traffic and structural engineering evaluation (the Linden Avenue overcrossing was proposed in a four-lane configuration under Alternative 3).

Recommend the PDT continue to refine the design of the Via Real Extension to minimize impacts identified during environmental review and address concerns expressed by California Coastal Commission staff.

November 2009

Caltrans conducted value engineering analyses and further traffic studies for the Linden Avenue overcrossing in response to Council direction. A three-lane overcrossing was determined to provide adequate capacity to meet Caltrans standards and City circulation policy requirements. Caltrans revised the Linden Avenue overcrossing to reduce the number of travel lanes from four to three.

July 2010

The Final Environmental Impact Report (EIR)/Finding of No Significant Impact (FONSI) was approved by Caltrans.

September 30, 2010 (ARB)

The Architectural Review Board (ARB) reviewed the proposal for initial comments and feedback in a conceptual review meeting. Caltrans staff requested feedback on the general shape of the columns for the bridges and design of the overcrossing structures, whether the City desired thematic design elements for the major structural features, the general color and surface treatment(s) for the bridge façades, retaining walls and soundwalls, and the landscape plans.

ARB members asked Caltrans to investigate lowering the elevation of the overcrossings; stated a preference for a limited number of colors and textures to be used for the structural elements; stated a preference for rectangular support columns over rounded; and gave direction to use more California native plants in the landscape plan.

October 2010

City Public Works and Caltrans staff collaborated to develop an alternative alignment for the Via Real extension which places it immediately adjacent to US 101 near Carpinteria Creek Park. A comparison of impacts concluded that the new proposed alignment would reduce impacts to riparian habitat, mature trees and park/recreation resources.

December 16, 2010 (ARB)

Caltrans returned to the ARB for continued Conceptual Review. Caltrans engineers were able to redesign the profile of the overcrossings to achieve an elevation that is two to four feet lower; the ARB commented that a vertical retaining wall on the north side of the overcrossings is acceptable as a means of minimizing the deck elevation for the overcrossings, and they were also not opposed to using a vertical retaining wall on the south side of the overcrossings for symmetry. The ARB found a round support column would work well with the curved retaining wall design, and also preferred columns to be perfectly smooth, or to include a reveal with stone or a brick pattern (not entirely clad in faux stone or brick); they would like an open rail barrier (Type 80) used for the bridges, with bike rail where necessary; they understand the overcrossings need a solid type barrier, but on top of the

solid barrier the ARB would like to see a trellis style structure similar to new City bus shelters that have mesh between the trellis upright elements.

March 2011

Initial meetings were held between Coastal Commission, Caltrans, City of Carpinteria and SBCAG staff to discuss an Amendment to the Carpinteria Local Coastal Program (LCP). Due to conflicts with agriculture and wetland protection policies of the LCP, an Amendment must be processed to allow the project to be approved.

October 24, 2011 (City Council)

A special joint meeting of the City Council, Planning Commission and Architectural Review Board was held as a Design Workshop. The purpose of the Design Workshop was to provide a summary of the design issues pertinent to the project. A synopsis of the project development review process was presented, and the Council was asked to authorize and appoint members to a Design Review Team (DRT). The DRT, including representatives from Council, Planning Commission, ARB and the public, was charged with providing advisory direction regarding the aesthetics of the project.

January – August 2012 (DRT)

From January 2012 to August 2012 the DRT met ten times. On August 29, 2012 the DRT approved a summary of their recommendations and a draft presentation for the City Council.

January 2013 (City Council)

To address lingering City Council concerns regarding the number of lanes for the Casitas Pass Road overcrossing, Caltrans, SBCAG and City Public Works staff updated the project's various Traffic Studies. First, a review and update of all of the previous studies was completed. This included new computer traffic models using the revised project design. Then, actual traffic data that had been collected periodically over a ten-year period was used to verify the model result to project future traffic growth. On January 28, 2013 the City Council resolved to:

Direct staff to continue to work on the project construction plans for the Linden Avenue and Casitas Pass Road Interchanges Project. The Council further directed that the design work should be based on a four-lane Casitas Pass Road overcrossing and the recommendations of the DRT.

February 11, 2013 (City Council)

A public hearing was held to discuss the Freeway Agreement between the City and Caltrans. The California Streets and Highways Code requires Caltrans to document the understanding between the City and Caltrans relating to the planned traffic and circulation features of the freeway. The Freeway Agreement must be completed before Caltrans can purchase right-of-way. The purpose of the Freeway Agreement between the State and the City is, generally, to recognize where and how local streets will be affected by the project. The City Council adopted Resolution No. 5441 authorizing the execution of a Freeway Agreement with Caltrans for the Linden Avenue and Casitas Pass Road Interchanges Project.

February 25, 2013 (City Council)

A public hearing was held in which the Council unanimously voted to authorize initiation of the Local Coastal Program Amendments (LCPA).

April 11 and May 16, 2013 (ARB – Preliminary Design Review)

Caltrans returned to the ARB for Preliminary Review. The overcrossing and bridge structure designs were generally applauded. Boardmembers also generally liked the abundance of proposed landscaping and the incorporation of native plants in particular. There was a question about extending some of the trees beyond the interchanges, instead of having them so dense within the project area. Caltrans responded that plantings cannot be located outside the project boundaries. With regard to the creek undercrossing, it was suggested to place some very large boulders in with the other rock materials for anchoring and to give more of an appearance of natural disorder (from a high water event). Board members inquired about the safety railing and fencing for the overcrossings. The proposal includes six feet of fencing on top of a two-foot high rail.

The focus of the discussion was primarily on the form and adornments of the overcrossings and bridges, as a refinement to the direction provided through the DRT exercise. Issues included making the support columns visually separate from the girder face, aligning lighting standards with vertical bridge elements, incorporating an arch form using a chamfer in the girder face, visually breaking up retaining and wing walls by introducing varied texture or strong horizontal elements and lowering the arch in the median section of the bridge to create more space above it. Lastly, the planted center median on the Casitas Pass Road overcrossing was discussed.

On May 16, 2013, the ARB recommended preliminary approval to the Planning Commission with changes to the retaining wall at the Linden Avenue southbound offramp to expose the bond beam and use texturing to imitate the haunch form below the wing wall. The ARB also recommended preliminary approval of the soundwall location along the freeway side of Via Real between Casitas Pass Road and Vallecito Road, rather than the alternate location along the north side of Via Real. Minutes of the April 11 and May 16, 2013 ARB meetings are attached as Attachment 2; Caltrans engineering plans and design renderings are attached as Attachment 1, Exhibit B.

August 29, 2013

The Draft Mitigated Negative Declaration for the Local Coastal Program Amendments was released for public review.

March 26, 2015

An Addendum to the Final Environmental Impact Report (EIR)/Finding of No Significant Impact (FONSI) for the Linden - Casitas project was approved by Caltrans.

May 18, 2015 (Planning Commission)

At a Special Meeting, the Planning Commission voted unanimously to recommend approval of the CUP/CDP to the City Council.

DISCUSSION

The Carpinteria Municipal Code (§14.62.030, Conditional Uses) requires that public improvements obtain a Conditional Use Permit (CUP). Because the project is located within the Coastal Zone, a Coastal Development Permit (CDP) is also required. Both of these permits are discretionary in nature, with the Planning Commission having decision making authority. However, because the project also involves a Local Coastal Program Amendment which is under the jurisdiction of the City Council, the Planning Commission's action on the CUP and CDP consisted of a recommendation for conceptual approval to the City Council. Final action on the CUP and CDP cannot be taken unless

and until the Local Coastal Program Amendments are certified by the California Coastal Commission, as discussed below.

Coastal Commission staff has consented to the City's simultaneous review of the CUP/CDP and LCPA for the project, which will allow direct comparison of physical project components against the amendments requested within the LCP to accommodate these components. Procedurally, the City will complete local review of the CUP/CDP and LCPA, concluding in a conceptual action on the CUP and CDP that can be made final once the Coastal Commission completes review of the LCPA.

Once the City conceptually approves the CUP/CDP and recommends approval of the LCPA, the LCPA will be forwarded to the Coastal Commission. The Coastal Commission will hold its own public hearing on the LCPA. If the request is approved by the Coastal Commission with suggested modifications, the City Council must then decide whether to accept the modifications and ratify the approval or to decline to accept the modifications, which could result in the project not going forward. The other potential outcome is the Coastal Commission approves the LCPA as submitted. In either approval case, once the LCPA is finalized, the CUP/CDP conceptual action will be scheduled for consideration of final approval by the City Council.

Once the LCPA, CUP and CDP are finally approved but before permits are issued to Caltrans, the ARB will review final design plans to ensure conformance with the preliminary design recommendations granted for the project in 2013 and incorporating any additional changes that may be incorporated into the final approval.

ENVIRONMENTAL

To satisfy environmental review requirements under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), a combined Environmental Impact Report (EIR) / Finding of No Significant (FONSI) was prepared for this project by the State of California Department of Transportation (Caltrans) as the lead agency. The EIR found the potential for significant impacts in the areas of Land Use, Parks and Recreation, Water Quality/Storm Water Runoff, Noise, Biological Resources (natural communities, wetland, wildlife habitat, endangered species), Aesthetics, Paleontology, Cultural Resources, Traffic (short-term construction) and Air Quality (short-term construction). With incorporation of identified mitigation measures, all of these impacts would be reduced to a less than significant level.

The Draft EIR/FONSI was available for public review from December 22, 2008 to February 14, 2009. A public hearing on the document was held at the Canalino Elementary School on January 22, 2009. The City of Carpinteria provided comments on the Draft EIR, principally in the issue areas of Land Use (need for LCPA); parks and recreation (impacts to Carpinteria Creek Park from Via Real location); agriculture (policy conflicts and need to mitigate loss of agriculture land); transportation (the need for four lanes on Linden Avenue and five lanes on Casitas Pass Road and short-term construction impacts); biological resources (mitigation consistent with Local Coastal Program and Coastal Act); visual/aesthetics (insufficient level of detail in the analysis); stormwater quality (permanent controls for operational effects); air quality (short term construction emissions); and noise (schedule restrictions and a contact person for complaints). Based on the City and other agency comments received during the public review period, changes were made to the EIR/FONSI.

The Final EIR/FONSI was adopted by Caltrans on July 20, 2010. Chapter 3 of the EIR /FONSI addresses environmental analysis to satisfy CEQA; Chapter 3 of the Final EIR/FONSI is included in

Attachment 1, Exhibit D of this staff report. Appendix D of the Final EIR/FONSI (Minimization and/or Mitigation Summary) is also included in Attachment 1, Exhibit D.

Subsequent to the finalization of the EIR, revisions to the proposed project design were accomplished to: 1) reduce the Linden Avenue overcrossing from four lanes to three; 2) develop Casitas Pass Road overcrossing initially with four travel lanes and a center planted median, allowing conversion to a five-lane facility in the future upon removal of the planted median, if necessary; 3) shifting the original alignment for the Via Real segment over Carpinteria Creek to bring it closer to the US 101 alignment; and 4) reconfiguration of several soundwalls. Caltrans prepared an Addendum to the Final EIR/FONSI, dated March 26, 2015. Caltrans concluded in the Addendum that no new significant impacts would occur with the proposed project revisions, and that no new mitigation measures would be required. The CEQA statute does not require public review of an Addendum that meets these criteria. The Addendum is included as Attachment 1, Exhibit E.

As part of any action approving this project, the City, as a responsible agency, must accept the Caltrans Final EIR/FONSI and Addendum prior to final action on the Conditional Use Permit and Coastal Development Permit. Mitigation measures in the EIR and Addendum to address potentially significant environmental impacts have been incorporated as conditions of project approval (Attachment 1, Exhibit C).

POLICY CONSISTENCY

Transportation/Circulation

The Linden Avenue and Casitas Pass Road Interchanges project was included in the 2003 (current) City of Carpinteria General Plan/Local Coastal Land Use Plan. The Plan includes descriptions for rebuilding several of the US 101 interchanges within the City, including those at Linden Avenue and Casitas Pass Road. For this project, the Project Development Team, including Caltrans, the City of Carpinteria and SBCAG, identified the following five project objectives as part of the initial planning efforts:

- Improve access to and operations at the Linden Avenue and Casitas Pass Road Interchanges;
- Improve operations on US 101;
- Reduce the use of US 101 for local trips;
- Improve local vehicular circulation, including connectivity on Via Real; and
- Improve local bicycle and pedestrian connectivity.

These project objectives are consistent with the City's Objectives and policies in the Circulation Element which state:

Objective C-1: *To improve the community's ability to access US 101 and areas north of the freeway through improvement of interchanges.*

Policy C-1a: *Continue coordination and collaboration with the County of Santa Barbara and Caltrans through SBCAG to improve freeway accessibility and to resolve circulation problems in inland areas.*

Policy C-1b: *The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity.*

Policy C-1c: *The City will endeavor to work with Caltrans to resolve freeway access, interchange development and noise attenuation problems as they affect the community.*

Policy C-1d: *The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the City. Conventional methods for improving level of service such as widening of overpasses for independent turning lanes and signalization of intersections should be avoided if possible in favor of improvements consistent with the existing small town character and charm. Improvements required as a result of a development project shall also be consistent with this policy.*

C-3f. *Improve travel characteristics of the city's circulation plan by:*

- *planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years]*
- *considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden;*
- *prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.*

The General Plan, in consideration of the above policies for all of the US 101 interchanges within the City, proposes the following for the Linden Avenue and Casitas Pass Road Interchanges:

- *Reconfiguration and reconstruction of the Linden Avenue/US 101 Interchanges, including the addition of southbound onramps and northbound offramps, installation of traffic signals and widening of the overpass.*
- *Reconfiguration and reconstruction of the Casitas Pass Road/US 101 Interchange, construction of turn lanes, installation of traffic signals and upgrades of the on- and offramps.*

In addition to the General Plan/Local Coastal Land Use Plan objectives and policies regarding freeway corridor improvements, Policy 3-Cf discusses improvements to travel characteristics of the City's circulation plan by directing the consideration of a continuous and direct east/west surface street north of and parallel to US 101 to improve local traffic circulation. The Plan goes on to state that a westerly extension of Via Real to Casitas Pass Road and from Vallecito Road to Linden Avenue should also be considered.

Using the above policies, the City has been able to work with Caltrans to evolve the project design in a manner that ensures greater consistency with the goals and objectives of the General Plan. Some of the important revisions that have been brought about in the project design are summarized below.

Linden Avenue Overcrossing

In response to concern expressed regarding the need for a four-lane overcrossing at Linden Avenue, Caltrans more fully investigated traffic and circulation, alignment and connection with existing roadway facilities, and constructability for a three-lane configuration of the Linden Avenue overcrossing. Caltrans was able to conclude that a three-lane configuration for the Linden Avenue overcrossing would be feasible, and would meet traffic and circulation performance standards adopted by the City (level of service "C"). The three-lane configuration is more in keeping with the small town character of Carpinteria and significant traffic growth on the Linden Avenue Overcrossing is not anticipated given existing land use patterns and zoning and Coastal Act restrictions that constrain development and therefore future traffic growth in the area. Also, Linden Avenue will not become a full-service interchange and will still only provide one northbound ramp (onramp) and one southbound ramp (offramp). Refer to Attachment 1, Exhibit B for the Linden Avenue overcrossing design plans.

Via Real Extension

The originally proposed alignment for the Via Real extension between San Roque Mobile Home Park and Casitas Pass Road was located a substantial distance north of the US 101 corridor. Due to impacts on riparian resources (Carpinteria Creek), agriculture (former Whitney parcel) and parks and recreation (Carpinteria Creek Park), City and Coastal Commission staff requested that this segment be restudied. An alternate alignment was designed to relocate the roadway close to US 101. Preliminary review of the comparative environmental effects indicates the new alignment would reduce the level of environmental impacts on most resources. The current project design incorporates the Via Real alignment close to US 101. Refer to Attachment 1, Exhibit B for Via Real design plans.

Elevation of Freeway Overcrossing Structures

Linden Avenue and Casitas Pass Road Overcrossings do not currently meet minimum vertical clearance standards for vehicles traveling on US 101 and must therefore be reconstructed with greater vertical clearance. The original design for these overcrossings was of concern to the community in terms of increased visibility and change in character when viewed from local roads. Working with direction from the ARB and comments from the public, Caltrans was able to reduce the height of the proposed overcrossings for Linden Avenue and Casitas Pass Road. Lowering the overcrossings is more in keeping with the character of the community. Refer to Attachment 1, Exhibit B for overcrossing elevations.

Soundwalls

Via Real Soundwall

Noise studies performed for the EIR concluded that residents along portions of Via Real would be exposed to project-related freeway noise that merits installation of a soundwall. The location of the soundwall presented in the EIR was generally along the north side of Via Real (between Via Real and the rear yards of residences adjacent to Via Real). This configuration requires openings at residential street intersections with Via Real, reducing the overall effectiveness of the soundwall. Some residents inquired about the possibility of moving the wall between US 101 and Via Real; Caltrans was able to determine a soundwall at this alternate location would be feasible. Staff believes the soundwall location along the freeway right-of-way is more appropriate and more effective, with regard to acoustic performance and reduction in visual impacts to individual property owners. The ARB recommendation for preliminary design approval includes the location of Soundwall B-4 along the freeway right-of-way. Refer to Attachment 1, Exhibit B for soundwall plans.

Nipomo Drive Soundwall

Noise studies performed for the South Coast High Occupancy Vehicle (HOV) Lanes EIR concluded that residents in the Nipomo Drive neighborhood would be exposed to project-related freeway noise that merits installation of a soundwall. After discussion between the project development teams for Linden - Casitas and the South Coast HOV Lanes, it was decided to move construction of this soundwall into the Linden - Casitas project. Soundwall B-2 (between the northbound Linden Avenue onramp and the Nipomo Drive neighborhood) is now proposed as an integral component of the Linden - Casitas Interchanges Project. Caltrans has indicated it is feasible to construct this soundwall fairly early in the project, which would both lessen the existing freeway noise in the Nipomo Drive neighborhood and provide protection for the neighborhood against short-term construction noise.

Cameo Road Soundwall

Noise studies performed for the EIR concluded that residents of the Cameo Road neighborhood north of the former Whitney property would not be exposed to project-related freeway noise that would merit installation of a soundwall. However, with the development of the Casitas Pass Road US 101 northbound freeway on and offramps and Via Real Extension on the southern portion of the Whitney property, some increase in traffic noise would be anticipated for this neighborhood. In addition, limited additional noise sources could be associated with future community gardening activities on the remainder of the Whitney property. For these reasons, the City is requiring a solid masonry wall approximately six feet in height along the northern boundary of the Whitney property, to be funded and built as part of improvements identified under the proposed Agriculture Preservation Program proposed with the LCPA.

Noise Attenuating Pavement Surface

The last project component related to overall sound reduction from long term project operation is the incorporation of a noise attenuating pavement surface. Use of this pavement can deliver up to 3 dBA of noise attenuation at freeway driving speeds.

Traffic Signals

At least one Circulation Element policy stipulates that freeway interchanges should avoid conventional methods of increasing capacity such as widening for independent turn lanes and signalization in favor of methods that preserve the charm of the City. A roundabout has been incorporated into the northbound Linden Avenue interchange as a "non-conventional" means of improving traffic flow between the overcrossing and the connecting local streets. The traffic study for the project indicates traffic signals are required at the following project intersections: 1) Linden Avenue southbound offramp/Linden Avenue; 2) Ogan Road Extension/Linden Avenue; 3) Casitas Pass Road southbound on/offramps; 4) Northbound on/offramps at Via Real; and 5) Casitas Pass Road/Via Real. The signals, in part, minimize the number of total travel lanes required on the overcrossings. The Public Works Director supports the incorporation of traffic signals at these intersections to reduce traffic congestion during peak hours and to maintain safety on US 101 by avoiding cars stacking on the offramps.

Casitas Pass Road Overcrossing

The initial configuration for the Casitas Pass Road overcrossing included six travel lanes and a bike lane and sidewalk on both sides. At the request of City staff, Caltrans performed a sensitivity analysis and was able to reduce the number of travel lanes to five. However, concerns over the scale of the overcrossing continued.

Casitas Pass Road is one of the few full freeway interchanges in Carpinteria, and will continue to provide onramp and offramp access for US 101 in both the northbound and southbound directions. Because of this, the capacity of the overcrossing must meet projected growth not only on the Carpinteria roadway system, but also on the regional freeway system. Through review of the traffic studies, Caltrans determined that five lanes would be necessary to meet traffic and circulation performance standards adopted by the City (level of service "C").

Because of concern that remained regarding the five-lane configuration, Caltrans and City staff continued studying an alternate four-lane configuration to determine capacity to meet City circulation standards. Caltrans and City staff concluded that, should future regional growth occur as projected, the capacity of the five-lane configuration would ultimately be required. Caltrans engineers then

identified a solution that involves construction of the overcrossing with adequate width to accommodate five vehicle travel lanes, but with an alternative to initially construct a center landscaped median in the space of the future fifth lane. The planted median would enhance the aesthetics of the overcrossing for local travelers as well as for US 101 travelers who would be able to view the taller tree elements. If future growth does not meet expectations, and the capacity afforded by the fifth travel lane is not needed, the center landscaping would remain permanently. If future growth meets projections, the center landscaping could be removed to construct the center travel lane. This design was supported by the DRT.

Policy C-3h: *Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street drainage improvements function. This shall include construction traffic and the designation of construction routes.*

The proposed improvements are designed to enhance local circulation via increased capacity of the overcrossings and to enhance safety and transportation circulation between US 101 and local streets. Mitigation measures in the EIR, adopted as conditions of approval, require temporary traffic controls during construction and a Traffic Management Plan (TMP) to avoid short-term traffic and circulation impacts during construction.

Objective C-7: *Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning.*

Policy C-8a: *Integrate the development of bicycle routes and pedestrian pathways in additional areas of the city, and encourage the utilization of such routes for commuting as well as recreational purposes.*

Policy C-8d. *Encourage integration of the city's bicycle routes with state and countywide programs.*

Policy C-8h. *Encourage a bike trail link from Carpinteria to Summerland along the railroad right of way and a coastal link to Ventura paralleling U.S. 101.*

The project includes enhancements to the bicycle and pedestrian circulation system within Carpinteria including:

- Bike lanes (five-foot width) on both sides of Linden and Casitas Pass overcrossings;
- Sidewalks (eight-foot width) on both sides of Linden and Casitas Pass overcrossings;
- All-weather bike path along Carpinteria Creek, under US 101;
- Bike lane along the north side of Via Real.

These enhancements would benefit Carpinteria and substantially improve local access via alternative transportation modes from areas north of US 101 to the downtown and beach areas of the City south of US 101. In addition, the LCP Amendments include a requirement for the construction of the Rincon Trail. The Rincon Trail must be completed prior to completion of the Linden Avenue and Casitas Pass Road Interchanges project. The Rincon Trail would close a gap in the coastal bike system, allowing cyclists to navigate from Ventura to Carpinteria completely on a dedicated bike path. Use of this route would serve recreational purposes as well as provide a commuting alternative to single passenger automobile travel in the adjacent US 101 corridor.

Objective C-9: *Promote the use of public transit systems that provide mobility to all city residents and reduce automobile congestion within the capabilities of the community.*

Policy C-9a. *Continue cooperation with the Santa Barbara Metropolitan Transit District (SBMTD), Caltrans and other transportation agencies, in order to assure that all City residents have adequate access to public transit as an alternative to the automobile.*

Policy C-9b. *Develop the circulation system in a manner that will maximize route efficiency for transit lines within the city.*

The extension of Via Real as a continuous frontage road along the north side of US 101 would increase the feasibility for MTD to provide bus service for neighborhoods north of US 101, thereby improving local transit within Carpinteria and the region.

Policy C-9m. *Work with SBCAG's Traffic Solutions program to promote and educate citizens and employers about alternative transportation including bicycling, carpooling, vanpooling, buses, telecommuting, staggered start/stop times, compressed work weeks, and other alternatives as they are developed.*

SBCAG is a partner in the Linden Avenue and Casitas Pass Road Interchanges project. A mitigation strategy requires a Traffic Management Plan (TMP) for construction; SBCAG's Traffic Solutions played a key role in the design and implementation of the TMP for the Ventura to Santa Barbara County HOV Lanes and would do so with this project as well. Many of the altered transportation habits of commuters adopted during the construction process as part of the Traffic Solutions efforts would be anticipated to endure beyond completion of project construction.

Agriculture

Land Use Element

LU-1d. *Ensure that the type, location and intensity of land uses planned adjacent to any parcel designated open space/recreation or agriculture (as shown on Figure LU-1) are compatible with these public resources and will not be detrimental to the resource.*

The proposed extension of Via Real would convert less than five acres of an existing 8.95-acre agricultural parcel. Via Real would comprise a local frontage road to include Class I bicycle/pedestrian paths. Local Coastal Program Amendments are proposed to accommodate the Linden Avenue / Casitas Pass Road Interchanges, including a land use redesignation from Agriculture to Transportation Corridor for land encompassing the Via Real extension and a requirement for permanent preservation of the remaining 3.95 acres of the Whitney parcel for agriculture. Approval of the LCPA would therefore ensure protection of the remaining agriculture resource. A local road and an adjacent Class I bicycle lane would be compatible with, and not detrimental to, continued agricultural and educational uses on the remainder of the agricultural land. Stormwater best management practices would be installed on all paved surfaces adjacent to the remainder parcel to protect it from stormwater runoff.

LU-5a. *The City shall continue to give priority to agriculture, coastal-dependent industry and visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over residential, general industrial, or general commercial development.*

The proposed Local Coastal Program Amendments include a land use redesignation from Agriculture to Transportation Corridor for less than five acres of an existing 8.95-acre agricultural parcel to accommodate development of Via Real and the Casitas Pass Road northbound interchange. The Via Real extension would provide more direct vehicular access from existing residences to coastal recreation areas, as well as enhancing bicycle and pedestrian access to coastal areas via the Class I bike path. With regard to prioritizing agriculture, the Local Coastal Program Amendments include an agriculture preservation program that would: permanently

preserve the remaining 3.95-acre portion of the former Whitney parcel for agriculture and education; establish and maintain a community garden system; and enhance agriculture and gardening education in the local schools. Finally, the Amendments include a requirement to complete construction of the Rincon Trail before completion of the Via Real extension. Approval of the LCP Amendments would therefore ensure prioritization of both agriculture (agriculture preservation program) and coastal recreation (development of the Rincon Trail) to balance the conversion of up to five acres of agricultural land.

California Coastal Act

Coastal Act §30241. *The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:*

- (a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.*
- (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.*
- (c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.*
- (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.*
- (e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural availability, either through increased assessment costs or degraded air and water quality.*
- (f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of prime agricultural lands.*

The Via Real extension would convert less than five acres of an existing 8.95-acre agricultural parcel to transportation uses. Via Real is planned in the Circulation Element as a continuous frontage road along the north side of US 101 from Casitas Pass Road to Linden Avenue, optimizing circulation between land uses north of US 101 and lowering dependency on the freeway system for local trips. The following discussion is provided regarding each of the lettered considerations above.

(a) The subject agricultural parcel is surrounded by urban (non-agricultural) uses: US 101 is located to the south; Casitas Pass Road is located to the west; approximately 45 single family dwellings are located to the north; and a riparian corridor and community park are located to the east. Surrounding land uses in the vicinity include a mobile home park, single-family residences and commercial properties south of US 101.

(b) The conversion of agricultural land is necessary to accommodate the extension of Via Real and the reconstruction of the Casitas Pass Road Interchange. The proposed location of these roadway improvements has been contemplated in the City's General Plan Circulation Element as referenced in Policy C-3f. This is the only feasible route to connect the current western terminus of Via Real to Casitas Pass Road and provide a local through access road in the City and the only feasible location for the interchange that achieves the required on and offramp configurations.

(c) The subject agricultural property is located in an urban area, surrounded by urban (non-agricultural) uses on all four sides. There are no immediately adjacent properties zoned or used for agricultural purposes.

(d) It is not possible to extend Via Real in a logical manner, which completes the programmed Circulation Element Roadway Network, without converting some land now designated for agriculture.

(e) The extension of Via Real is designed to physically remove from agricultural production the smallest practical area; the Agriculture Preservation Program included in the proposed LCP Amendments would permanently preserve the remainder of the parcel for agricultural purposes, including community garden and agriculture education uses. Mandatory storm-water pollution prevention components and measures would prevent water quality impacts from the Via Real extension on the remainder portion of the subject agriculture parcel.

(f) The conversion of a portion of the former Whitney property from agriculture to a roadway with a sidewalk and Class I bike path completes a logical and viable neighborhood transportation corridor and does not threaten the existing stable limit to urban development defined as the City boundary. Additionally, the Agriculture Preservation Program included in the LCPA would preserve the remainder property for agriculture in perpetuity.

Coastal Act §30242. *All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.*

The proposed Via Real extension would convert approximately five acres of an existing 8.95-acre agricultural parcel to transportation uses. The agricultural land to be converted is surrounded by urban land uses (see §30241(c) above); immediate proximity to residences, in particular, has a negative influence on the overall viability of potential intensive agriculture uses such as row crops. The conversion of up to five acres of agriculture for use as a transportation corridor would not be incompatible with the remaining agricultural parcel, which is required under the proposed LCPA to be permanently preserved via recordation of an Agricultural Conservation Easement. Despite permanent preservation of the approximately 3.95-acre remainder parcel for agriculture and related education purposes, approximately five acres of agriculture land would be converted to non-agricultural uses; the conversion would not precisely meet standard (1) or (2) above, without additional elements designed to achieve preservation of existing agricultural land in the Carpinteria Valley. To achieve compliance with the requirement to preserve agriculture land, the proposed LCP Amendments include a comprehensive Agriculture Preservation Program.

Coastal Act §30250. *(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.*

The development of Via Real would result in a division of the existing 8.95-acre agricultural parcel into two parcels of approximately five acres (TC) and 3.95 acres (AG). The remainder agricultural

parcel would be larger in size than the adjoining residential parcels, and is suitable for continuation of the avocado orchard, a new community garden and agriculture education programs. Under the proposed LCPA, the agricultural parcel would be permanently preserved via a conservation easement restricting future uses to agriculture. The subject parcel is located within the City and is contiguous with areas developed and zoned for urban uses. Given the existing street network and Circulation Element policies, the extension of Via Real and creation of pedestrian and bicycle amenities completes a logical development of public facilities.

Open Space, Recreation & Conservation Element

Objective OSC-1: *Protect, preserve and enhance local natural resources and habitats.*

Objective OSC-3: *Preserve and restore wetlands such as the Carpinteria Salt Marsh.*

The proposed LCP Amendments designed to accommodate the Linden Avenue and Casitas Pass Road Interchanges include the addition of Objective OSC-3e, as follows:

OSC-3e. *For the following projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path (within Carpinteria), new development in wetland or within the required 100-foot wetland buffer may be permitted in accordance with all of the following requirements and all other development policies and provisions of the LCP.*

- a. *New development shall be sited and designed to avoid fill or other impacts to wetland. If there is no feasible alternative that can eliminate all impacts, then the alternative location and design for each of the four projects that would result in the fewest or least significant impacts shall be selected. Impacts to wetland that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to on-site mitigation. Off-site mitigation measures may be approved when it is not feasible to fully mitigate impacts on-site, or where greater habitat value can be achieved or wider wetland buffer can be provided in an off-site wetland restoration or enhancement project. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to wetland.*
- b. *New development shall be sited and designed to provide a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of wetland. If there is no feasible alternative that can provide a buffer of 100 feet, then the alternative that would provide the widest buffer shall be selected. Impacts to wetland resulting from a reduced buffer width shall be fully mitigated. Mitigation shall not substitute for implementation of the project alternative that would provide the required wetland buffer.*
- c. *All new development shall protect post-construction coastal water quality by including the following:*
 1. *emphasize runoff management in site design;*
 2. *preferentially use Low Impact Development strategies;*
 3. *maximize the use of structural and operational Source Control BMPs;*
 4. *prioritize the use of biologic, soil-based Treatment Control BMPs;*
 5. *avoid adverse runoff impacts to ESHA and wetland; and*
 6. *design and manage development to minimize hydromodification, as appropriate.*

The proposed LCP Amendments designed to accommodate the Linden Avenue and Casitas Pass Road Interchanges also include revision of OSC-3 Implementation Policy 12, as follows:

12. *Maintain a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of all wetland. No structures other than those required to support light recreational, scientific and educational uses shall be permitted within the setback, where such structures*

are consistent with all other wetland development policies and where all feasible measures have been taken to prevent adverse impacts. The minimum setback may be adjusted upward to account for site-specific conditions affecting avoidance of adverse impacts.

A minimum wetland buffer of 35 feet from structures, and 25 feet from fencing is allowed for the existing retention basin/drainage pond on the Ellinwood site (APN 004-013-026). The retention basin/drainage pond on this site shall be maintained only in accordance with the specific standards described in the Ellinwood Parcel (APN 004-013- 026) Overlay District, in Chapter 14.43 of the Zoning Code.

For the following projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, a reduced wetland buffer may be permitted in accordance with the provisions of Policy OSC-3e and the specific standards described in the Transportation Corridor Wetland Overlay District, in Chapter 14.41 of the Zoning Code.

Once adopted, OSC-3e would be applicable to the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension project, and would require complete mitigation for impacts from encroachments into wetland, wetland buffer and ESHA. The proposed Transportation Corridor Wetland Overlay (TCWO) District provides development standards that in general are more stringent than existing City policy regarding mitigation for impacts to various classifications of wetland and wetland buffer area.

Policy OSC-6a. *Support the preservation of creeks and their corridors as open space, and maintain and restore riparian habitat to protect the community's water quality, wildlife diversity, aesthetic values, and recreation opportunities.*

Policy OSC-6b. *Protect and restore degraded creeks on City-owned land where protection and restoration does not interfere with good flood control practices.*

Policy OSC-6c. *When alterations to creeks are permitted by the Coastal Act and policies herein, the creek shall be protected by only allowing creek bank and creek bed alterations where no practical alternative solution is available, where the best mitigation measures feasible have been incorporated, and where any necessary State and federal permits have been issued. Creek alterations should utilize natural creek alteration methods where possible (e.g. earthen channels, biotechnical stabilization). Nothing in this policy shall be construed to require the City to approve creek alterations not otherwise allowed herein and by the Coastal Act.*

Policy OSC-6d. *Carry out and maintain all permitted construction and grading within stream corridors in such a manner so as to minimize impacts on biological resources and water quality such as increased runoff, creek bank erosion, sedimentation, biochemical degradation, or thermal pollution.*

The proposed project includes replacement of the US 101 bridges over Carpinteria Creek, construction of a bridge for the Via Real extension across Carpinteria Creek and removal of the dry weather bike path crossing Carpinteria Creek. The bridge replacements remove column supports within Carpinteria Creek, improving the flood capacity of the channel and increasing the area of natural creek bed. Removal of the dry weather crossing would also return a portion of the creek bed to natural conditions. Abutments for the bridges would be outside the natural creek channel and would be protected from scour with boulder rip-rap. Mitigation measures in the EIR address short-term construction impacts to creek resources. The proposed Transportation Corridor Wetland Overlay district contains development standards that mandate mitigation of direct and indirect impacts to wetland and ESHA associated with Carpinteria Creek, and the incorporation of best

management practices for stormwater quality control to avoid long-term water quality impacts to the creek.

Policy OSC-6e. *Natural drainage patterns and runoff rates and volumes shall be preserved to the greatest degree feasible by minimizing changes to natural topography, and minimizing the areas of impervious surfaces created by new development.*

The proposed project has been designed with the smallest practical area of new impervious surface. Minimal changes to existing topography are proposed, however some cut and fill would be required to construct the replacement overcrossing and bridges. The EIR requires permanent stormwater quality control systems to avoid water quality impacts to offsite biological resources. The proposed Transportation Corridor Wetland Overlay district contains development standards that mandate incorporation of best management practices for stormwater to avoid long-term impacts to water quality. A condition of approval requires compliance with the City of Carpinteria Stormwater Management Plan (SWMP).

Policy OSC-6f. *All development shall be evaluated for potential adverse impacts to water quality and shall consider Site Design, Source Control and Treatment Control BMPs in order to minimize polluted runoff and water quality impacts resulting from the development. In order to maximize the reduction of water quality impacts, BMPs should be incorporated into the project design in the following progression: (1) Site Design BMPs, (2) Source Control BMPs, and (3) Treatment Control BMPs.*

The EIR requires adherence to the BMPs contained in the Caltrans Stormwater Program, which generally includes provisions in four categories governing stormwater quality: Pollution Prevention, Treatment, Construction and Maintenance. Caltrans holds a Statewide Permit from the State Water Resources Control Board which governs existing and new Caltrans facilities. Caltrans must demonstrate compliance with this Statewide permit for the proposed project. The proposed Transportation Corridor Wetland Overlay district contains development standards that mandate incorporation of best management practices for stormwater quality control to avoid long-term water quality impacts to creek resources. A condition of approval requires compliance with the SWMP.

Implementation Policy 32. *In order to protect watersheds in the City, all construction related activities shall minimize water quality impacts, particularly due to sediments that are eroded from project sites and are conveyed to receiving waters, by implementing the following measures:*

- a. *Proposed erosion and sediment prevention and control BMPs, both structural and non-structural, such as:*
 - *Stabilize disturbed areas with vegetation, mulch, geotextiles, or similar method;*
 - *Trap sediment on site using fiber rolls, silt fencing, sediment basin, or similar method;*
 - *Ensure vehicles on site are parked on areas free from mud; monitor site entrance for mud tracked off-site;*
 - *Prevent blowing dust from exposed soils.*
- b. *Proposed BMPs to provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemicals and materials, such as:*
 - *Control the storage, application and disposal of pesticides, petroleum and other construction and chemical materials;*
 - *Site washout areas more than fifty feet from a storm drain, open ditch or surface water and ensure that runoff flows from such activities do not enter receiving water bodies;*

- *Provide sanitary facilities for construction workers;*
- *Provide adequate disposal facilities for solid waste produced during construction and recycle where possible.*

The EIR requires construction related stormwater quality controls in the following broad categories: soil stabilization; sedimentation control; tracking control; wind erosion controls; non-stormwater controls; and waste management and materials pollution controls. The EIR mitigation measures are designed to meet the intent of the above policy. However, a condition of approval stating the above policy language has also been placed on the CUP/CDP.

Implementation Policy 33. *In order to protect watersheds in the City, all development shall minimize water quality impacts, particularly due to stormwater discharges from existing, new and redeveloped sites by implementing the following measures:*

- a. Site design BMPs, including but not limited to reducing imperviousness, conserving natural areas, minimizing clearing and grading and maintaining predevelopment rainfall runoff characteristics, shall be considered at the outset of the project.*
- b. Source control Best Management Practices (BMPs) shall be preferred over treatment control BMPs when considering ways to reduce polluted runoff from development sites. Local site and soil conditions and pollutants of concern shall be considered when selecting appropriate BMPs.*
- c. Treatment control BMPs, such as bio-swales, vegetated retention/detention basins, constructed wetlands, stormwater filters, or other areas designated to control erosion and filter stormwater pollutants prior to reaching creeks and the ocean, shall be implemented where feasible.*
- d. Structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour runoff event for volume-based BMPs, and/or the 85th percentile, one-hour runoff event, with an appropriate safety factor (i.e., two or greater), for flow-based BMPs.*
- e. Permits for new development shall be conditioned to require ongoing maintenance where maintenance is necessary for effective operation of required BMPs. Verification of maintenance shall include the permittee's signed statement accepting responsibility for all structural and treatment control BMP maintenance until such time as the property is transferred and another party takes responsibility. The City, property owners or homeowners associations, as applicable, shall be required to maintain any drainage device to insure it functions as designed and intended. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year. Owners of these devices will be responsible for insuring that they continue to function properly and additional inspections should occur after storms as needed throughout the rainy season. Repairs, modifications, or installation of additional BMPs, as needed, should be carried out prior to the next rainy season.*

The EIR requires adherence to the BMPs in the Caltrans Stormwater Program, which generally includes provisions in four categories governing storm water quality: Pollution Prevention; Treatment; Construction; and Maintenance. As such, the Caltrans SWP meets the intent of the above measures. Currently Caltrans holds a Statewide Permit from the State Water Resources Control Board which governs existing and new Caltrans facilities; Caltrans would need to demonstrate compliance with this Statewide permit for the proposed project. The proposed Transportation Wetland Corridor Overlay district contains development standards that mandate incorporation of best management practices for stormwater quality control to avoid long-term water quality impacts to creek resources. A condition of approval requires compliance with the SWMP.

Policy OSC-7b. *When sites are graded or developed, areas with significant amounts of native vegetation shall be preserved. Structures shall be sited and designed to minimize the impact of grading, paving construction of roads, runoff and erosion on native vegetation. Sensitive resources that exhibit any level of disturbance shall be maintained, and if feasible, restored. New development shall include measures to restore any disturbed or degraded habitat on the project site. Cut and fill slopes and all areas disturbed by construction activities shall be landscaped or revegetated at the completion of grading. Plantings shall be of native, drought-tolerant plant species consistent with the existing native vegetation on the site. Invasive plant species that tend to supplant native species shall be prohibited.*

The EIR requires restoration for impacts on native vegetation and sensitive habitat areas. Complete mitigation for direct and indirect impacts of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension on wetland, riparian and ESHA resources would also be required under the development standards of the proposed Transportation Corridor Wetland Overlay.

Policy OSC-10c. *Degradation of the water quality of groundwater basins, nearby streams or wetlands, or any other water-body shall not result from development. Pollutants such as sediments, litter, metals, nutrients, chemicals, fuels or other petroleum hydrocarbons, lubricants, raw sewage, organic matter and other harmful waste shall not be discharged into or alongside any water-body during or after construction.*

Long-term operation of the proposed project would not involve the presence/use of most of the pollutants described above. The EIR requires adherence to the BMPs in the Caltrans Stormwater Program, which generally address the avoidance or control of such pollutants associated with short-term construction and long-term operation of freeways. A condition of approval enunciates specific BMPs to avoid short-term construction-related water quality impacts; another condition of approval requires compliance with the City of Carpinteria SWMP.

Policy OSC-11b. *Promote the reduction of mobile source emissions related to vehicular traffic (e.g. promote alternative transportation, van-share, buses).*

Policy OSC-11d. *Encourage the improvement of air quality in the Carpinteria Valley by implementing measures in the South Coast Air Quality Attainment Plan. For air quality enhancement, measures will include but not be limited to, measures to reduce dependence on the automobile and encourage the use of alternative modes of transportation such as buses, bicycles and walking.*

The project includes the following enhancements to the circulation system:

- Bike lanes (five-foot width) on both sides of Linden and Casitas Pass overcrossings;
- Sidewalks (eight-foot width) on both sides of Linden and Casitas Pass overcrossings;
- All-weather bike path along Carpinteria Creek, under US 101;
- Bike lane along the north side of Via Real; and
- Improved public transit route opportunities for MTD.

In addition, the LCP Amendments include a requirement for construction of the Rincon Coastal Trail to be completed prior to completion of construction of the Linden – Casitas project. The Rincon Trail construction would close a gap in the coastal bike system, allowing cyclists to ride from Ventura to Carpinteria completely on a dedicated bike path. Use of this route would serve recreational purposes as well as provide a commuting alternative to single passenger automobile travel in the adjacent US 101 corridor.

Policy OSC-16a. *Carefully review any development that may disturb important archaeological or historically valuable sites.*

Two recorded archaeological sites exist in proximity to the project Area of Potential Effect (APE). An extended Phase 1 cultural survey determined there are no intact archaeological artifacts within the APE. However, given the proximity of the recorded sites, there is a potential for resources undetected by the Phase 1 to be present. Potentially significant impacts to archaeological resources would be reduced to less than significant levels with standard mitigation measures.

California Coastal Act

Coastal Act §30121. *"Wetland" means lands within the coastal zone which may be covered periodically or permanently with shallow water and include seawater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats and fens.*

Coastal Act §30107.5. *"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.*

Coastal Act §30231. *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Coastal Act §30233 (a). *The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
- (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*
- (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.*
- (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*
- (6) Restoration purposes.*
- (7) Nature study, aquaculture, or similar resource dependent activities.*

The proposed LCP Amendments include creation of a Transportation Corridor Wetland Overlay (TCWO) District that would allow encroachments for this and two other future transportation projects into wetland, wetland buffer and ESHA. Development standards in the TCWO require mitigation via restoration or creation of like resources at approved replacement ratios, and incorporation of stormwater best management practices to protect biological resources. However, allowing

improvements to encroach into wetland and ESHA is in conflict with the above Coastal Act policies, which invokes the need for policy conflict resolution (described below).

Coastal Act §30007.5. *The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies.*

Complete mitigation for direct and indirect impacts of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension on wetland, riparian and ESHA resources would be required under the development standards of the proposed TCWO. However, despite mitigation to ameliorate physical project impacts on these resources, conflicts with City and Coastal Act policies remain. Such conflicts must be weighed against benefits delivered by the project, according to the conflict resolution provisions of this Coastal Act policy. In the case of the Linden - Casitas Interchanges project, conflicts with wetland and agriculture protection policies are balanced against policies that address coastal public access and recreation opportunities.

The proposed LCP Amendments include the addition of Carpinteria Open Space, Recreation & Conservation Element, Objective OSC-15e, as follows:

OSC-15e. *In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, the following projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements; and 2) South Coast High Occupancy Vehicle (HOV) Lanes shall include the construction of the following bike path / trail segments:*

- a. *Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue)* - a Class I Bike Path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Development of this path will close an existing gap in the coastal bike trail through Santa Barbara County. The Coast Route Bike Path shall be completed no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes. The opening of this path to the public will be contingent on the development of a permanent maintenance plan.
- b. *Rincon Coastal Trail (From SR 150/Carpinteria Avenue to Rincon County Park)* - a Class I Bike Path/trail from the eastern terminus of Carpinteria Avenue (at State Route 150) to Rincon County Park. Construction of this path will close a Coastal Trail gap between Carpinteria Avenue and the new Class I trail along US 101 which has a northern terminus at Bates Road. The Rincon Coastal Trail shall be completed no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension construction. The opening of this trail to the public will be contingent on the development of a permanent maintenance plan.

The completion of these two bike path projects would close existing gaps in a regionally significant bike system that also functions as a coastal recreation opportunity. Note the Rincon Coastal Trail is required to be constructed prior to completion of the Linden - Casitas Interchanges project. Following construction of this trail segment, cyclists would be able to ride between the City of

Carpinteria and the City of Ventura, enjoying views to the ocean nearly the entire length. The regional bike system would also provide important linkages to the Carpinteria bikeway system.

Community Design Element

Objective CD-3: *The design of the community should be consistent with the desire to protect views of the mountains and the sea.*

The project proposed would have very limited potential to affect mountain and sea views. The replacement of overcrossings at Linden Avenue and Casitas Pass Road involves larger structures with slightly higher elevations than the existing overcrossings, but the increased width and height of the structures would not materially reduce available views of mountains and the sea for travelers on US 101. Views of the mountains and sea for travelers crossing the new overcrossings would be marginally enhanced, due to the slightly higher elevation of these vantage points, compared to existing overcrossings, and the undergrounding of existing overhead utility lines. Soundwalls included in the proposal could marginally reduce visual access to mountain and sea views, but not to a substantial degree compared to existing conditions in the project area.

Policy CD-9e. *Major streets should be designed and planted to preserve views of the ocean to the south and hills to the north.*

The Via Real extension is proposed to match the elevation of the adjacent segment of US 101, and therefore travelers along either Via Real or US 101 should not experience blockage of existing views of the ocean to the south or the foothills to the north. The landscaping along the outside edge of the right-of-way for Via Real has also been selected carefully to avoid new view blockage. The proposed Plant List and Planting Plan indicate that landscaping consisting of regularly spaced specimen trees and low-growing groundcover and shrubs that would not have the potential to create view blockage. The final landscape plan will be reviewed by the ARB to ensure consistency with this policy.

Downtown Sub-Area Design Objectives and Policies

The downtown sub-area includes Linden and Carpinteria Avenues, to which the Linden Avenue overcrossing replacement would extend.

Objective CDS2A-1: *Preserve and strengthen the visual and physical connections between the downtown and the beach, mountains, and other neighborhoods.*

The design of the Linden Avenue overcrossing is intended to extend key aesthetic elements of the Linden Avenue downtown corridor over the freeway to provide a strong visual link for Linden Avenue travelers to the neighborhoods north of US 101. Sidewalk width is carried forward from Linden Avenue south of Carpinteria Avenue onto the overcrossing. Light standards matching those on Linden Avenue in the downtown are proposed on the overcrossing. Landscape plantings along the sidewalks provide aesthetic enhancement to the overcrossing corridor, and also strengthen visual ties to landscaping in the downtown.

Policy CDS2A-c. *Encourage the gradual but systematic transformation of Carpinteria Avenue from a highway commercial strip to an integrated downtown street similar in character to Linden Avenue.*

A primary objective of the proposed Via Real extension is to provide a continuous frontage road on the north side of US 101 to enhance circulation through the neighborhoods on this side of the freeway and to reduce the volume of traffic using Carpinteria Avenue through the City. A frontage

road on the north side of US 101 supports this policy to change Carpinteria Avenue from a highway commercial strip to an integrated part of the downtown.

Northeast Sub-Area Design Objectives and Policies

The northeast sub-area is bordered on the south by US Highway 101, and includes the Casitas Pass Road overcrossing.

Objective CDS4-1: *Strengthen the visual and physical connections between the subarea, the downtown and other neighborhoods and districts in the city.*

Policy CDS4-a. *Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image.*

The Casitas Pass Road overcrossing extends key aesthetic elements of the Casitas Pass Road corridor over the freeway to provide a visual link for Casitas Pass Road travelers to the neighborhoods north of US 101. Sidewalk width is carried forward from Casitas Pass Road north of Carpinteria Avenue onto the overcrossing. The same light standards from Casitas Pass Road are also proposed on the overcrossing. Extensive landscape plantings in the center median provide substantial aesthetic enhancement to the overcrossing and US 101 corridor, and also strengthen visual ties to landscaping along Casitas Pass Road north of Carpinteria Avenue. Further, through the review process, design changes to the overcrossings to reduce the number of lanes (and therefore the width of the structures), reduce the height of the bridge structures, use color, texture and landscaping compatible with existing development in the City also contributed to addressing the scale and character of the new development.

Implementation Policy 49. *The frontage street along the north side of the freeway should be improved with a wall and rows of trees on both sides. This will help to buffer the neighborhood from freeway noise and visual impacts.*

The Via Real extension is proposed to include a soundwall between the freeway and Via Real between Casitas Pass Road and Vallecito Road. The proposed Plant List and Planting Plan indicate that the Via Real extension would be extensively landscaped to include regularly spaced specimen trees and low-growing groundcover and shrubs.

Safety Element

Policy S-1c. *Development in areas identified as having high seismically induced liquefaction potential shall follow structural engineering foundation design parameters outlined in the Uniform Building Code or obtained through an independent structural engineering study.*

Implementation Policy 2. *Site specific geotechnical studies are required to more accurately determine the potential for liquefaction. These studies shall be performed prior to new construction and for the retrofit of critical facilities. The studies should include site-specific depth to groundwater and soil composition. Areas having liquefiable sediments should be identified, and structures should be designed to withstand liquefaction.*

Policy S-3b. *All new development will comply with the Uniform Building Code, local City building ordinances, and geotechnical recommendations related to construction in areas identified as having a high potential for expansive soils or soil settlement.*

The Caltrans Office of Geotechnical Design completed a geotechnical investigation of the entire project area. The report indicates high liquefaction potential and moderate expansive soil potential.

The geotechnical report contains specifications for project design and implementation to avoid impacts from these geotechnical constraints. The geotechnical report meets the intent of the above policy; a condition of approval requires adherence to the recommendations in the geotechnical report.

Policy S-4a. *All new development proposed in the 100-year floodplain must adhere to the County of Santa Barbara Floodplain Management Ordinance, Chapter 15-A of the County Code.*

Policy S-4b. *The development of critical facilities within the 100-year floodplain should be discouraged.*

The replacement of the US 101 bridges over Carpinteria Creek would move the support structures out of the 100-year floodway, eliminating the break-out of flood waters along the northern shoulder of US 101. The Via Real bridge abutments would be placed outside the 100-year floodway for Carpinteria Creek as well. With these features, the project complies with the Floodplain Management Ordinance.

Noise Element

Objective N-1: *The City will minimize noise impacts of Highway 101 traffic on residential and other sensitive land uses.*

Policy N-1b. *The City will cooperate with Caltrans to landscape or install mitigation elements along Highway 101 adjacent to residential or noise sensitive uses to reduce noise impacts. Any noise attenuation features should adhere to relevant policies in the city's Community Design Element.*

Soundwalls are neither proposed nor necessary in relation to the replacement overcrossings. Traffic-related noise from operation of the replacement overcrossings would not be anticipated to generate noise exceeding the exterior noise exposure criterion for adjacent noise-sensitive land uses. The Via Real extension includes a soundwall proposal along the north side of the US 101 right-of-way (along the south side of Via Real) between Casitas Pass Road and Vallecito Road to protect the Vallecito neighborhood. A soundwall will also be installed along the northbound shoulder of US 101 between Linden Avenue and the Franklin Creek Bridge to protect residents on Nipomo Drive from increased noise levels associated with the realignment of the Linden Avenue northbound onramp. Additionally, the installation of this soundwall will commence in the early stages of project construction.

Policy N-1c. *The City will work with local and regional transit agencies and businesses to provide public transit services that reduce traffic and minimize traffic's contribution to the noise environment.*

The extension of Via Real as a continuous frontage road along the north side of US 101 would increase the feasibility for MTD to provide bus service for neighborhoods on the north side of US 101. Increased bus ridership should reduce vehicle volumes, and also traffic noise levels.

Policy N-5b. *The City will require that construction activities adjacent to sensitive noise receptors be limited as necessary to prevent adverse noise impacts.*

Policy N-5c. *The City will require that construction activities employ techniques that minimize the noise impacts on adjacent uses.*

Sporadic disruptive construction noise may adversely affect adjacent residents. The EIR requires mitigation measures, adopted as conditions of approval, including use of equipment noise control (newer, quieter equipment with noise abatement measures such as mufflers, engine covers and vibration isolators), administrative measures (schedule construction activities to minimize noise effects during nighttime and weekend hours; locate stationary construction operations to be least

disruptive); barriers (use temporary wooden barriers if nighttime construction activities occur); and notification (advance notice of construction schedule and identified contact for complaint resolution).

FINANCIAL CONSIDERATIONS

Costs associated with processing the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension project are charged to the applicant (Caltrans). The City would take possession of Via Real and the balance of the former Whitney parcel upon completion of project construction, and would be responsible for maintenance of these properties and improvements. Ongoing agriculture and education uses on the former Whitney parcel are envisioned to be funded through establishment of a community garden plot leasing program or community garden participation fee. Maintenance of the new segments of Via Real would be anticipated to be included in the City general fund, road maintenance budget.

LEGAL

City Council action on Project 09-1522-CUP/CDP is conceptual until the companion Local Coastal Program Amendments package is certified by the California Coastal Commission. The project permits will be returned to a noticed public hearing for final action after the LCP Amendments are effective.

OPTIONS

1. Conceptually approve Project 09-1522-CUP/CDP to grant a Conditional Use Permit and Coastal Development Permit for the construction and operation of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension and adopt the Findings in Attachment 1, Exhibit A and Draft Conditions of Approval as proposed in Attachment 1, Exhibit C. (staff's recommendation)
2. Direct the applicant to prepare project revisions and return to the next Council meeting.
3. Conceptually deny the project as proposed. Direct staff to return with findings for denial to the Council's next meeting.

PRINCIPAL PARTIES EXPECTED AT MEETING

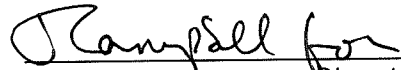
David Beard, Project Manager/Representative for Caltrans (Applicant)
Lara Bertaina, Environmental Lead for Caltrans (Applicant)
Fred Luna, Project Manager/Representative for SBCAG (Funding Coordinator)
Gregg Hart, Representative for SBCAG (Funding Coordinator)

ATTACHMENTS

Attachment 1 City Council Resolution No. 5625
Exhibit A – Findings
Exhibit B – Project Engineering Plans and Design Renderings
Exhibit C – Conditions of Approval
Exhibit D – Final EIR Chapter 3 (CEQA Analysis) and Appendix D (Mitigation Summary)
Exhibit E – Caltrans EIR Addendum, Linden Avenue and Casitas Pass Road Interchanges

Attachment 2 Action Minutes from April 11 and May 16, 2013 ARB Meetings

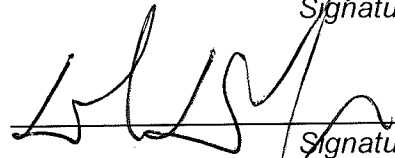
Staff Contact: Jonathan Leech, Contract Planner
(805) 963-0651 x3527


Signature

Staff Contact: Jackie Campbell, Community Development Director


Signature

Reviewed by: Dave Durflinger, City Manager


Signature

ATTACHMENT 1

**City Council
Resolution No. 5625**

June 22, 2015

RESOLUTION NO. 5625

**A RESOLUTION OF THE CITY OF CARPINTERIA CITY COUNCIL
CONCEPTUALLY APPROVING CONDITIONAL USE PERMIT AND COASTAL
DEVELOPMENT PERMIT NO. 09-1522-CUP/CDP TO ALLOW CALTRANS TO
CONSTRUCT THE LINDEN AVENUE AND CASITAS PASS ROAD
INTERCHANGES AND VIA REAL IMPROVEMENTS**

WHEREAS, the Carpinteria City Council has considered an application for a Conditional Use Permit and Coastal Development Permit filed by Caltrans on July 28, 2009 to allow the construction of replacements for both the Linden Avenue and Casitas Pass Road US 101 overcrossings, reconfiguration of the northbound on- and offramps at Casitas Pass Road, extension of the northbound Linden Avenue onramp and southbound offramp, replacement of the US 101 freeway bridges over Carpinteria Creek, extension of Via Real to Casitas Pass Road and to Linden Avenue, and construction of four soundwalls along US 101 (the Project); and

WHEREAS, the application was subsequently deemed complete and accepted by the City as being consistent with the applicable submittal requirements on March 26, 2015; and

WHEREAS, the City Council has conducted a hearing and received evidence in favor of the application for the Conditional Use Permit and Coastal Development Permit; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the Community Development Director has provided public notice of the intent of the City to accept the Final EIR and Addendum prepared for the Project by the California Department of Transportation (Caltrans), the City has reviewed the environmental impacts of the Project in accord with CEQA (Public Resources Code §§ 21000, *et seq.*) and the regulations promulgated thereunder (14 Cal. Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines"), and the City Council has considered the proposed Final EIR and Addendum, together with any comments received during the public review process; and

WHEREAS, the City Council has reviewed the policies of the General Plan/Coastal Plan and the Zoning Code standards that are relevant to the Project.

NOW THEREFORE, THE CITY COUNCIL HEREBY RESOLVES AS FOLLOWS:

1. The Conditional Use Permit and Coastal Development Permit are conceptually approved by the City Council, subject to the Council making the Findings outlined in Attachment A.
2. The Conditional Use Permit and Coastal Development Permit for the Project shown in Attachment B are conceptually approved subject to the conditions set forth in Attachment C.

PASSED, APPROVED AND ADOPTED this 22nd day of June 2015, by the following called vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBER(S):
ABSENT: COUNCILMEMBER(S):

Gregg A. Carty, Mayor
City of Carpinteria

ATTEST:

City Clerk, City of Carpinteria

I hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 22nd day of June 2015.

City Clerk, City of Carpinteria

APPROVED AS TO FORM:

Peter N. Brown, on behalf of
Brownstein Hyatt Farber Schreck, LLP
acting as City Attorney of the City of Carpinteria

ATTACHMENT 1

**City Council
Resolution No. 5625**

Exhibit A - Findings

June 22, 2015

EXHIBIT A: FINDINGS

CITY COUNCIL HEARING PROJECT 09-1522-CUP/CDP LINDEN AVENUE AND CASITAS PASS ROAD INTERCHANGES AND VIA REAL IMPROVEMENTS June 22, 2015

1.0 Administrative Findings

The City Council hereby incorporates by reference as though set forth in full all Community Development Department staff reports and attachments hereto presented to the City Council and all comments made or received either orally or in writing at the public hearings on this project.

1.1 Procedures

Pursuant to the California Coastal Act, the Administrative Regulations of the California Coastal Commission and the City's Local Coastal Program, it has been found that the process for public review of the subject Local Coastal Development Permit has been properly conducted as follows:

- a. An application for a Conditional Use Permit and Coastal Development Permit was submitted on July 28, 2009, and deemed complete and accepted by the City as being consistent with the applicable submittal requirements on March 26, 2015. Said application and all related material have been available for public review at City offices since the date of submittal.

In order to accommodate the project, the City has proposed a Local Coastal Program Amendment, Project 09-1522-LCPA, to create the Transportation Corridor Wetland Overlay and the Whitney Site Agriculture Overlay Districts in the Carpinteria Zoning Code and add text amendments to the Coastal Land Use Plan and modify the Land Use Map for the Whitney Site (APN 001-070-012). The application has been evaluated and found to conform to the applicable zone districts; upon ultimate approval of the LCP Amendments by the Coastal Commission, the project could be found consistent with the City's Local Coastal Program Land Use Plan, the Interpretive Guidelines of the Coastal Commission and the California Coastal Act.

- b. The project, including the Environmental Impact Report and Addendum, has been reviewed by the City Council at a duly noticed public hearing which included, but is not limited to, mailed notice to all property owners within 300 feet and all occupants within 100 feet of the project right-of-way and publication in the local newspaper, the Coastal View News.

1.2 California Environmental Quality Act

California Environmental Quality Act (CEQA) findings pursuant to CEQA (California Public Resources Code Sections 21081, 21081.6) and State CEQA Guidelines (California Code of Regulations Sections 15091, 15096, 15097, 15162, 15164):

The City Council has considered the Caltrans Certified Final EIR/FONSI dated July 2010 and the EIR/FONSI Addendum dated March 26, 2015. The EIR and Addendum were prepared in accordance with the provisions of the State CEQA Guidelines. The Certified EIR/FONSI and Addendum constitute adequate CEQA environmental documentation for the project (09-1522-CUP/CDP).

The location and custodian of file documents which constitute the record of proceedings upon which the project decision is based is the City of Carpinteria Community Development Department, 5775 Carpinteria Avenue, Carpinteria, California. The California Department of Transportation (Caltrans) District 5 is located at 50 Higuera Street, San Luis Obispo, California and is the Lead Agency and custodian of documents for the CEQA environmental document (EIR/FONSI State Clearinghouse Number 2008041158).

A mitigation monitoring and reporting program for the project has been made a condition of project approval and is hereby adopted. Mitigation measures have been made enforceable through incorporation into the project description, conditions of Caltrans project approval, agency agreements, or conditions of Conditional Use Permit/Coastal Development Permit approval.

As described below, the EIR identifies several areas of insignificant impact consistent with Public Resources Code §21100 and State CEQA Guidelines §15128. The EIR also identifies areas where the project's environmental impact is considered potentially significant but mitigable consistent with State CEQA Guidelines §15091(a)(1).

Design features incorporated as part of the project description and mitigation measures applied as conditions of project approval would result in the avoidance or reduction of environmental impacts to insignificant levels. The City Council's approval of the project is conditioned upon the inclusion of these measures.

These findings are supported by substantial evidence in the record, including the Certified Final EIR/FONSI dated July 2010 and the EIR/FONSI Addendum dated March 26, 2015, and associated appendix materials. These impacts and the relevant mitigation measures are discussed below, along with the appropriate findings under State CEQA Guidelines §15091.

a. Land Use, Socioeconomics and Housing: The EIR identified land use effects of the project to be less than significant with respect to loss of open space, housing resources, effects on pedestrian, bicycle and transit facilities, environmental justice effects, growth inducement, and effects on economic growth. Caltrans identified a minimization approach to land use effects, including designing ramp geometrics which meet minimum design standards, and aligning the Via Real extension as close to US 101 as possible.

All land use, socioeconomic and housing impacts of the proposal would remain insignificant with no mitigation required.

b. Parks and Recreation: The proposal includes improvement to local bike circulation via the addition of bike lanes in both directions for the Linden Avenue and Casitas Pass Road overcrossings and along Via Real, as well as the reconfiguration of the bike path along Carpinteria Creek to make it all-weather accessible. These bike lane segments would intermittently be inaccessible during project construction. Mitigation includes advance notice of access restrictions or bike facility closures to affected stakeholders. Vehicle access to Carpinteria Creek would be interrupted at certain times during the construction of the Casitas Pass Road US 101 northbound ramps and Via Real. A project condition of approval requires temporary parking to be provided proximate to the park, with pedestrian access to the park, at times when vehicular access to the park is unavailable during project construction. Potentially significant short-term project impacts to recreation (bike circulation and Carpinteria Creek Park) would be reduced to less than significant levels with implementation of mitigation measures and other requirements applied as conditions of project approval.

c. Farmland: Approximately five acres of land designated agriculture and currently planted with avocado orchard would be converted to transportation use with the placement of project improvements including via real and Casitas Pass Road US 101 northbound ramps. In order to directly offset the loss of five acres of agriculture, the applicant shall provide funding for the Agriculture Preservation Program in the amount of \$485,422 to the City of Carpinteria to be placed in an escrow account and distributed for the implementation of the Program. The applicant shall also transfer to the City, as a single legal parcel, the remaining portion of the former Whitney property not developed with transportation improvements. A permanent agriculture easement shall be placed on the property at the time of transfer to the City. Potentially significant project impacts to agricultural resources would be reduced to less than significant levels with implementation of mitigation measures and other requirements applied as conditions of project approval.

d. Utilities: The construction of the Linden Avenue and Casitas Pass Road overcrossings, US 101 bridges over Carpinteria Creek and Via Real will require the relocation of existing utilities owned by parties other than Caltrans. Early coordination and communication between Caltrans and the utility provider(s) has occurred to avoid disruption of services or construction delays. Less than significant short-term project impacts upon utility systems would be minimized with implementation of mitigation measures applied as conditions of project.

e. Circulation and Traffic: The project would benefit long-term capacity, circulation, and safety for the Linden Avenue and Casitas Pass Road overcrossings and interchanges and Via Real, as well as enhancing opportunities for alternate transportation modes. Improvements to pedestrian and bicycle facilities would also benefit long-term circulation and traffic. During the multi-year phased project construction process, one lane of travel in each direction would be maintained for the overcrossings. Periodic ramp closures and detours would be instituted at various locations and time periods during construction, resulting in temporary adverse but less than significant traffic impacts. Construction traffic management measures to minimize temporary construction effects have been incorporated in the project description and applied as conditions of approval, including

public awareness / driver information measures (website, mailings, speakers bureau, public service announcements in the media, roadway signs, telephone information line), operations strategies (management plan evaluation and adjustment, freeway surveillance, reduced speeds through construction zones, alternate route strategies, temporary traffic management equipment, roadway signs, California Highway Patrol presence and enforcement; tow service for incident response, construction staging, parking and traffic route management), and alternative transportation modes and transportation demand management measures (bus, rail, rideshare subsidies and marketing, employer based incentives for telecommuting, alternate work hours and alternative travel modes). Less than significant short-term impacts to traffic would be minimized with implementation of mitigation measures applied as conditions of approval.

f. Visual Resources: The project would result in minimal blockage of coastal or mountain views due to replacement of the existing Linden Avenue and Casitas Pass Road overcrossings with wider and slightly higher elevations, and the construction of several soundwalls. The development would result in the loss of existing vegetation around the overcrossings, a potentially significant impact. With replanting proposed as part of the project and reviewed by the ARB, the impact would be reduced to an adverse but less than significant level. With the architectural design for the overcrossings, bridges, retaining walls, railings and lighting standards, as reviewed by the ARB, architectural design would not result in a significant visual impact. Temporary reduction in visual quality of the area would occur during construction and until vegetation matures (estimated three to five years), an adverse but less than significant impact. Impacts on visual and aesthetic resources would therefore be reduced to less than significant with implementation of mitigation measures applied as conditions of approval.

g. Cultural Resources: Archaeological resources are not anticipated to be present in the project Area of Potential Affect (APE). However, if cultural materials are discovered, all earth-moving activity within and around the discovery would be diverted until a qualified archaeologist could assess the nature and significance of the find. Potentially significant impacts to archaeological resources would be reduced to less than significant with implementation of mitigation measures applied as conditions of approval.

h. Hydrology and Water Quality: The project would increase impervious surface, thereby increasing the amount and volume of stormwater runoff and potential downstream erosion. Project drainage design would accommodate increased flow making project-specific and cumulative hydrological impacts less than significant. Long-term water quality effects (project-specific and cumulative) from increased discharge of urban pollutants and sediment to Carpinteria Creek would be reduced to less than significant levels with mitigation measures applied as conditions of approval in the Regional Water Quality Control Board (RWQCB) permitting process, including pollution prevention best management practices (i.e., preservation of existing vegetation, concentrated flow conveyance systems and slope surface protection systems) and treatment control best management practices (i.e., bio-filtration strips and swales). Temporary construction impacts to drainage and water quality would be reduced to less than significant levels with BMPs applied as conditions of project approval, including temporary sediment control, temporary soil stabilization, temporary concentrated flow conveyance systems, scheduling to avoid the rainy season whenever possible, preservation of vegetation, clear water diversion, dewatering operations, wind erosion control, sediment tracking control, solid waste management, materials handling,

concrete waste management, vehicle and equipment operations, paving operations, stockpile management, water conservation practices, illegal discharge detection and reporting, storm drain inlet protection and contaminated soil management.

i. Paleontology: The project is underlain by quaternary alluvium which has a very low potential to contain fossil resources. Consequently, impacts on paleontology resources would be less than significant and mitigation is not required or recommended.

j. Hazardous Materials and Waste: The potential exists for contaminated soil to be encountered during excavation for overcrossing and bridge foundations, and with construction of Via Real. The EIR identifies this as a potentially significant impact, and requires that any contaminated soil be transferred to an appropriate disposal site during construction. All procedures governing the handling or disposal of hazardous waste shall be in accordance with the appropriate regulatory agencies. Potential project impacts associated with soil contamination would be mitigated to less than significant levels through measures applied as conditions of approval.

k. Air Quality: No significant long-term air quality impacts (project-specific impacts or project contribution to cumulative impacts) would result from project development, and project circulation improvements would have a slight beneficial effect on long-term air quality via encouragement of reduction in congestion levels on the local roadway network, and encouragement of alternative transportation modes. Temporary construction dust effects would be mitigated to less than significant levels by application of standard Air Pollution Control District measures required as conditions of approval, including daily watering of exposed soils and stockpiles, stabilization of disturbed soil areas, covered truck transport, reduced construction vehicle speeds on unpaved surfaces, dust control monitoring and reporting, and complaint resolution procedures. Temporary construction exhaust emissions effects would also be mitigated to less than significant levels by application of standard Air Pollution Control District and measures including use of heavy-duty diesel-powered equipment with manufacture date not older than 1996, idling of heavy-duty equipment not longer than five minutes at any location, maintenance of construction equipment in tune per manufacturer specifications, incorporation of diesel catalytic converters, diesel oxidation catalysts, and diesel particulate filters and use of CARB approved on-road diesel fuel (when locally available).

l. Noise and Vibration: Predicted noise levels will increase between two and seven decibels as a result of the project. Four soundwalls are included in the project design to mitigate noise impacts. Long-term vibration effects to adjacent land uses due to passing heavy trucks and buses would be less than significant; it is recommended these be minimized with application of measures to provide smooth surfacing and use of lower-noise surfacing materials. Sporadic disruptive construction noise would occur temporarily during construction, an adverse but less than significant effect to adjacent residents with the application of mitigation measures as conditions of approval including use of equipment noise control (newer, quieter equipment with noise abatement measures such as mufflers, engine covers and vibration isolators), administrative measures (schedule construction activities to minimize noise effects during nighttime and weekend hours; locate stationary construction operations to be least disruptive); barriers (use temporary wooden barriers if nighttime construction activities occur); and notification (advance notice of construction schedule and identified contact for

complaints resolution). Potential noise impacts of the project would be mitigated to less than significant levels through measures applied as conditions of approval.

m. Wetlands: Project components would encroach into wetland and wetland buffer area, resulting in a potentially significant impact. The EIR requires mitigation for permanent impacts to wetland at a 3:1 ratio (i.e., three acres of wetland restored for every one acre of wetland lost). Because encroachment into wetland would be in conflict with policies of the Carpinteria Local Coastal Land Use Plan and the California Coastal Act, LCP Amendments (LCPA) have been proposed. The LCP Amendments include a proposed Transportation Corridor Wetland Overlay District with specific development standards dictating mitigation for wetland and wetland buffer impacts (Development Standard #3). As a condition of approval to ensure compliance with TCWO development standards, direct impacts shall be mitigated at a ratio of 4:1 for natural wetland areas, including salt marsh and wetlands associated with creeks. Indirect impacts to riparian habitats shall be mitigated at a ratio of 3:1. Direct impacts to created wetlands (low functioning wetlands associated with highway infrastructure) shall be mitigated at a ratio of 3:1. Indirect impacts to wetlands, such as development in wetland buffer areas, shall be mitigated by enhancing (e.g., invasive species removal, native screening vegetation, planting appropriate native species, water quality improvement, sound reduction) all portions of the remaining (undeveloped) wetland buffer area within 100 feet of the impacted wetland. Temporary direct and indirect impacts to wetlands and riparian habitat shall be mitigated at a ratio of 1:1. Potential project impacts associated with wetland resources would be mitigated to less than significant levels through mitigation measures and other requirements applied as conditions of approval.

n. Biological Resources: Focused botanical and wildlife surveys were conducted for the project on several occasions. Potentially significant impacts on biological resources include temporary impacts and loss of nesting habitat for two to three seasons for migratory birds; eucalyptus trees used by red-tailed hawks for nesting are currently proposed for removal and nests may exist under bridges at the time construction is intended. Temporary impacts to steelhead trout and tidewater goby will occur due to creek diversion activities. Removal of the concrete low-flow bike/pedestrian crossing will benefit both species by removing a barrier to fish passage in Carpinteria Creek. Mitigation measures include exclusion of bird nesting activities under bridges leading up to the proposed construction activity; pre-construction nesting bird surveys adjacent to individual project components; pre-construction survey for western pond turtle and two-striped garter snake, with relocation of any individuals present, prior to construction activities in Carpinteria Creek; construction within Carpinteria Creek only during low flow periods; installation and maintenance of exclusion fencing along the boundary of any ESHA adjacent to a work area; restoration for impacts to ESHA; and biological monitoring provided during construction. Potential project impacts associated with biological resources would be mitigated to less than significant levels through mitigation measures and other requirements applied as conditions of approval.

1.3 Conditional Use Permit

1. *The site for the proposed use is adequate in size and shape to accommodate the use.*

The Linden Avenue and Casitas Pass Road overcrossings and US 101 bridges over Carpinteria Creek would fit entirely within the existing Caltrans right-of-way for US 101. Via Real would be developed within roadway easements belonging to the City of Carpinteria, except within the former Whitney property. Caltrans will acquire the Whitney property in order to accommodate development of the Casitas Pass Road US 101 northbound ramps and Via Real; the balance of the parcel will be transferred to the City of Carpinteria with a permanent agriculture conservation easement as part of an agriculture preservation program to offset the direct loss of agriculture from project implementation.

2. *The site for the proposed use is served by streets and highways that are properly designed to carry the type and quantity of traffic generated by the subject use.*

This project is designed to increase capacity of the Linden Avenue and Casitas Pass Road interchanges, including ramp operations and travel lane capacity for the overcrossings. The additional design capacity is in direct response to existing congestion and poor operating levels, which would be exacerbated in the future by regional traffic volume increases in the absence of the proposed project.

3. *The granting of the permit will not materially adversely affect such necessary community services as sewage disposal, fire protection, water supply and police protection.*

A copy of the project application and plans were routed to all applicable agencies and special districts for review and comments. All of these agencies have indicated the project would not have adverse effects upon their ability to serve the population of Carpinteria. The project would improve traffic flow and reduce vehicle congestion to reduce emergency response times, providing a benefit to community safety. The project would not generate wastewater needing treatment, and would not generate an increase in demand for fire or police protection services. A negligible amount of water would be required to establish the new landscape plantings.

4. *The granting of the permit will not be detrimental to the health, safety and general welfare of the neighborhood.*

The Final EIR/FONSI and Addendum analyze potentially significant impacts associated with the project and identify appropriate mitigation measures to ensure that all impacts are mitigated to a less than significant level. Mitigation measures were identified for the following issue areas: Parks and Recreation, Traffic and Transportation, Visual and Aesthetics, Cultural Resources, Storm Water Quality, Hazardous Materials/ Wastes, Air Quality, Noise and Vibration and Biology. The mitigation measures incorporated into the project via the Final EIR/FONSI and Addendum and the project restrictions imposed via conditions of approval ensure that granting the permit will not be detrimental to the health, safety and welfare of the neighborhoods located immediately adjacent to project components.

5. *The proposed use is consistent with the Coastal Plan, General Plans and applicable Specific Plan(s).*

As discussed in the General Plan/Coastal Plan policy analysis section of the Staff Report dated June 22, 2015 and herein incorporated by reference, the project would be consistent with the various applicable policies from the Community Design, Circulation, Recreation, Safety, Noise, and Public Facilities and Services Elements. The proposed project would conflict with existing policies in the Land Use and Open Space Conservation Elements, due to encroachment of project components into designated agricultural land and wetland areas. As such, the City has proposed Local Coastal Program Amendments, Project 09-1522-LCPA, to create the Transportation Corridor Wetland Overlay and the Whitney Site Agriculture Overlay Districts; upon ultimate approval of the LCP Amendments by the Coastal Commission, the project could be found consistent with the City's Local Coastal Program (including the Coastal Land Use Plan), the Interpretive Guidelines of the Coastal Commission and the California Coastal Act.

6. *The proposed use will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

The Final EIR/FONSI identified potentially significant impacts on wetland resources, ESHA and special status wildlife species. The Final EIR/FONSI and Addendum contain mitigation measures to reduce all environmental impacts of the proposal to less than significant levels; pertinent mitigation measures from the EIR/FONSI and Addendum have been incorporated as project conditions of approval.

7. *The proposed development will not conflict with recorded easements acquired by the public at large for access through or use of the property within the proposed development or any easements granted to any public agency or required as a condition of approval.*

The proposed project includes the addition of sidewalk and bike lanes in both travel directions for the overcrossing structure; extension of Via Real to achieve a continuous frontage road along the north side of US 101, including sidewalk and bike lanes; and the reconfiguration of the Carpinteria Creek bike path. The project also includes permanent dedication of approximately four acres of the former Whitney property for ongoing orchard use, community garden and agriculture education purposes. In this regard, the project enhances public access between areas north and south of US 101 and to the remainder of the Whitney property.

8. *Any other conditions which are reasonably necessary to protect the public peace, health, safety and general welfare.*

Through the environmental review process, a number of mitigation measures have been developed in order to avoid any significant impacts to the environment. All of the mitigation measures are identified in the Final EIR/FONSI and Addendum have been included in the conditions of approval.

1.4 Coastal Development Permit Finding

Pursuant to the California Coastal Act, the Administrative Regulations of the California Coastal Commission and the City's Local Coastal Program, it has been found that the permit requested may be issued based on the following finding.

1. *The proposed development is in conformity with the City's certified Local Coastal Program.*

The Caltrans right-of-way is designated Transportation Corridor (TC) in the General Plan/Coastal Plan and is undesignated with respect to zoning. The portion of the Whitney property proposed for the Casitas Pass Road US 101 northbound ramps and Via Real extension is designated agriculture (AG); however, a redesignation of this portion of the Whitney property to TC is proposed, along with removal of the current agriculture zoning (AG-5) on the portion of the Whitney site that is proposed to accommodate the roadway improvements. The proposed use is consistent with the stipulations outlined for this land use designation as it involves improvements to US 101 interchanges. A Conditional Use Permit and Coastal Development Permit are required for this major transportation facility. The project can meet all of the required findings for approval of the required CUP (discussed above) and CDP. The proposed project would conflict with existing policies in the General Plan/Coastal Plan Land Use and Open Space Conservation Elements, due to encroachment of project components into designated agricultural land and wetland areas. As such, the City has proposed Local Coastal Program Amendments to create the Transportation Corridor Wetland Overlay District and the Whitney Site Agriculture Overlay District; upon ultimate approval of the LCP Amendments by the Coastal Commission, the project could be found consistent with the City's Local Coastal Program (Zoning Code, Coastal Land Use Plan and Land Use Map), the Interpretive Guidelines of the Coastal Commission and the California Coastal Act.

ATTACHMENT 1

**City Council
Resolution No. 5625**

Exhibit B – Project Engineering Plans and Design Renderings

June 22, 2015

LEGEND

- | | |
|--|---|
|  Caltrans Right of Way |  Proposed Structure |
|  Proposed Soundwall |  Contrasting Paving |
|  Proposed Retaining Wall |  Proposed Mitigation and Habitat Enhancement Planting Areas |
|  Proposed Concrete Median Barrier |  Proposed Landscaped Area (may include mitigation plantings) |
|  Proposed Roadway | |



LINDERO-CASITAS

Project Overview





Linden Avenue Overcrossing - Northbound Perspective



Casitas Pass Road Overcrossing - Northbound US 101 Perspective



Casitas Pass Road - Northbound Traveler Perspective





Elevation View of Via Real Bridge (foreground) and US 101 Bridge (background) over Carpinteria Creek - Looking South





Aerial View of Linden Roundabout



Aerial View of Via Real and Casitas Ramps

INDEX OF PLANS

NOTE:

THE LISTING OF THE INDEX OF PLANS IS SHOWN ON THE INDEX OF PLANS SHEET.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

IN SANTA BARBARA COUNTY IN CARPINTERIA

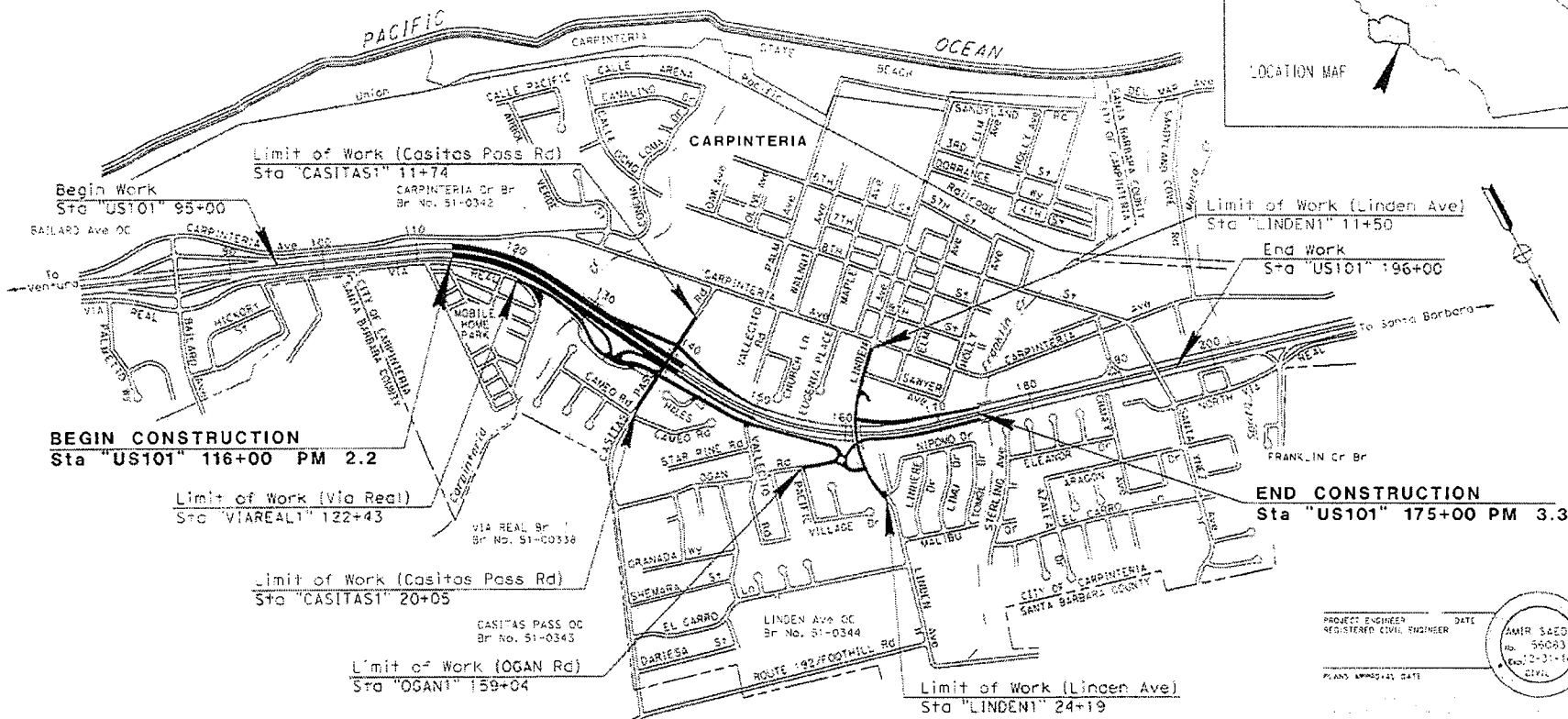
FROM 0.2 MILE SOUTH OF CARPINTERIA CREEK BRIDGE
TO 0.3 MILE NORTH OF LINDEN AVENUE OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist COUNTY ROUTE PROJECT MILES SHEET TOTAL
05 SB 101 2.2/3.3 XXX



LOCATION MAP



BEGIN CONSTRUCTION
Sta "US101" 116+00 PM 2.2

Limit of Work (Via Regl)
Sta "VIAREAL" 122+43

Limit of Work (Casitas Pass Rd)
Sta "CASITASI" 20+05

Limit of Work (OGAN Rd)
Sta "OGANI" 159+04

END CONSTRUCTION
Sta "US101" 175+00 PM 3.3

Limit of Work (Linden Ave)
Sta "LINDEN1" 24+19

NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

DATE

AMIR SAEDI

NO. 36083

EXPIRATION DATE

06/30/2016

CIVIL

CONTRACT NO. 05-4482U4

PROJECT ID 0500000543

USERPAGE 03
CON FILE 03

JUL 1 2017 PROJECT NUMBER & PHASE 0500000543

DATE PLOTTED 07/14/17 TIME PLOTTED 07:14

NOTE:
FOR ACCURATE RICH OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

05

SB

101

0001 MILES

2.2/3.3

SHEET TOTAL

NO. SHEETS

REGISTERED CIVIL ENGINEER

DATE

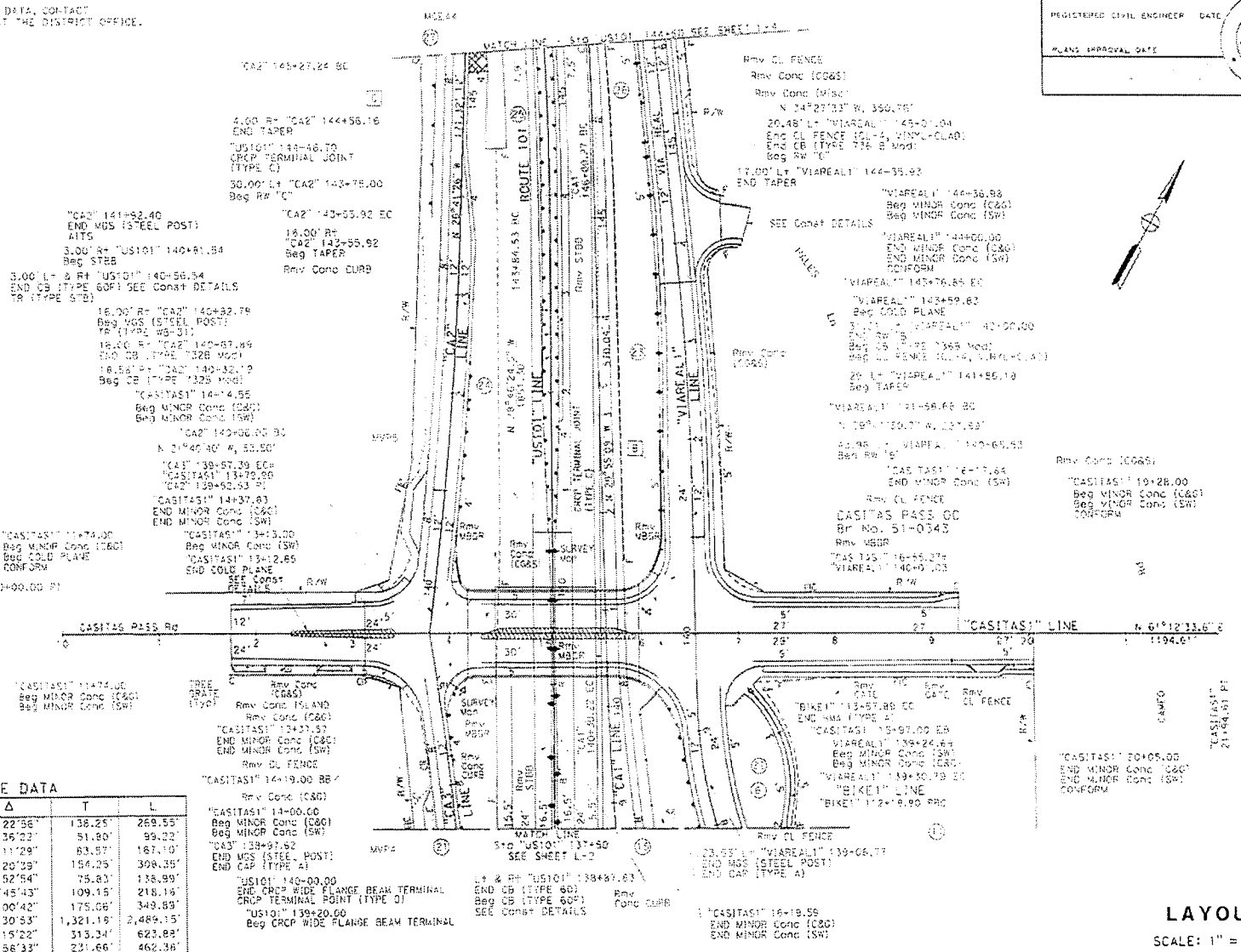
AMR SADI

06083

04/12/14

PLANS APPROVAL DATE

No. (X)	R	Δ	T	L
6	492'	31°22'36"	136.25'	269.55'
11	140'	40°36'22"	51.80'	99.32'
15	3,000'	03°11'29"	83.97'	167.10'
21	4,067'	04°20'39"	154.25'	308.35'
22	140'	56°52'54"	75.83'	138.99'
23	3,625'	04°45'43"	109.15'	218.14'
24	4,000'	05°00'42"	175.06'	349.89'
25	3,002'	47°30'53"	1,321.15'	2,485.15'
26	2,637'	13°15'22"	313.34'	623.82'
27	2,952'	08°56'33"	231.66'	462.36'



LAYOUT
SCALE: 1" = 50' L-3

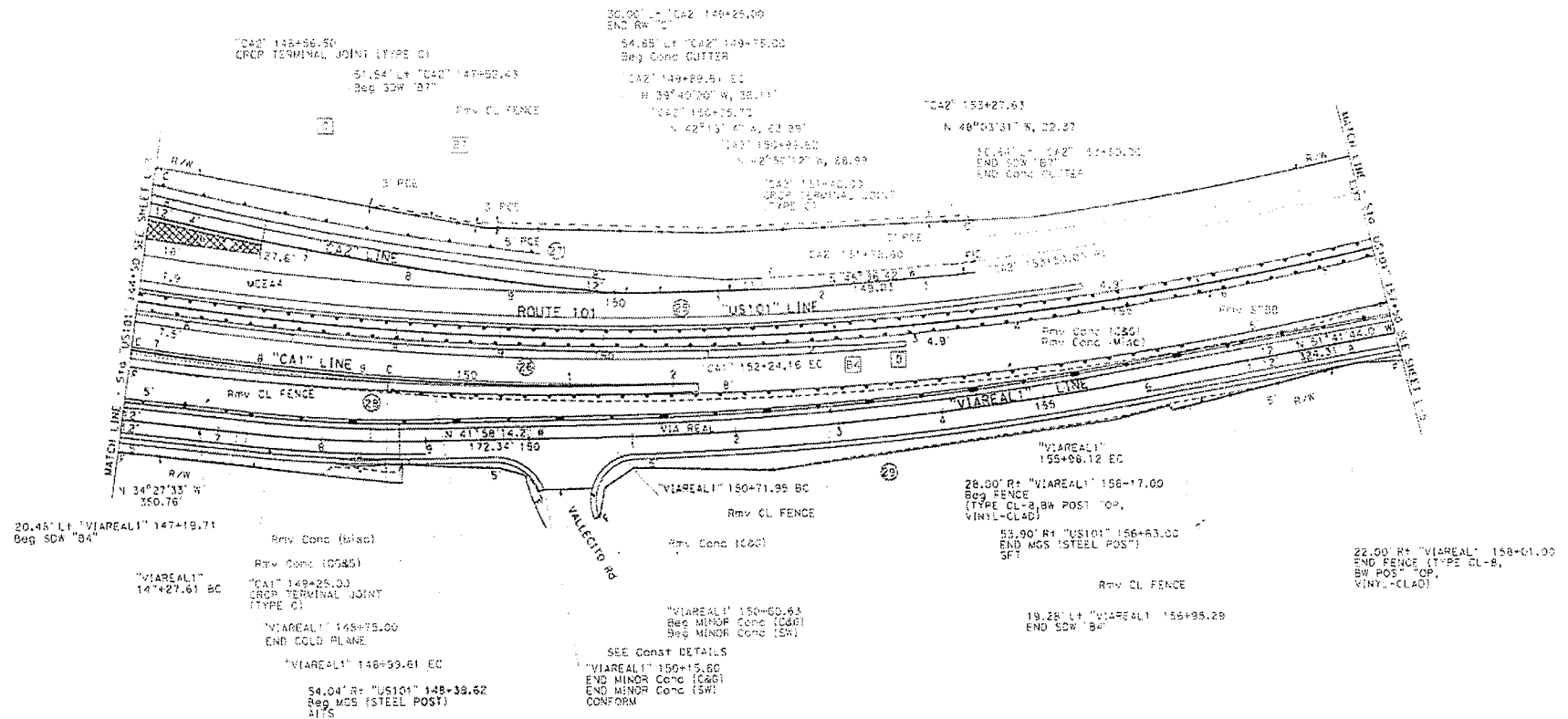
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE
DISTRICT OFFICE.

DATE	COUNTY	ROUTE	PAGE	COPIES TOTAL	SHEET NO.	TOTAL SHEETS
05	SB	101		2,275.3		

REGISTERED CIVIL ENGINEER 0275

PLANT APPROVAL DATE

AMIR SAEDI
SECRET
1972-1-18
S-15



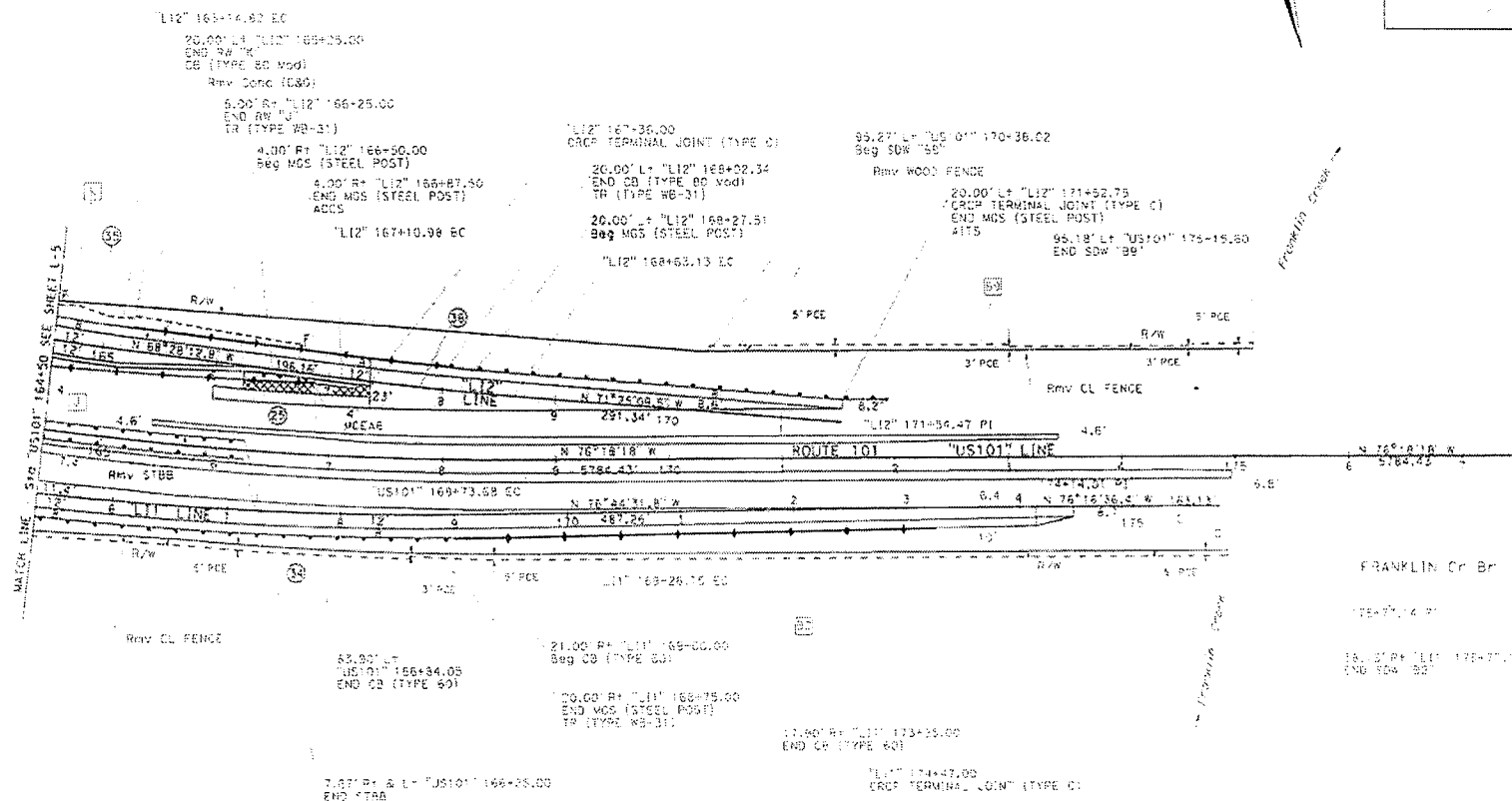
No. (X)	R	Δ	T	L
25	3,602	47°30'53"	1,321.18	2,689.15
26	2,697	13°15'22"	313.34	623.88
27	2,952	08°58'33"	231.66	462.38
28	1,312	07°30'41"	86.12	172.00
29	2,109	09°43'30"	263.72	526.17

LAYOUT
SCALE: 1" = 50' L-4

STATE OF CALIFORNIA	DEPARTMENT OF TRANSPORTATION					
DESIGN		JAMES R. REICHERD	ADIN SAEIDI	5°C	4.5	W1
			MET FORTNE	08-26-84	09-17-84	10-01-84

NOTE:

NAME	COUNTRY	ROUTE	MOF NO.	MOF NO.
OS	SR	101	101A, 101B, 101C	101D, 101E
			2.2/3.3	
RESIDENTED CIVIL ENGINEER NAME				
RESIDENT APPROVAL DATE				



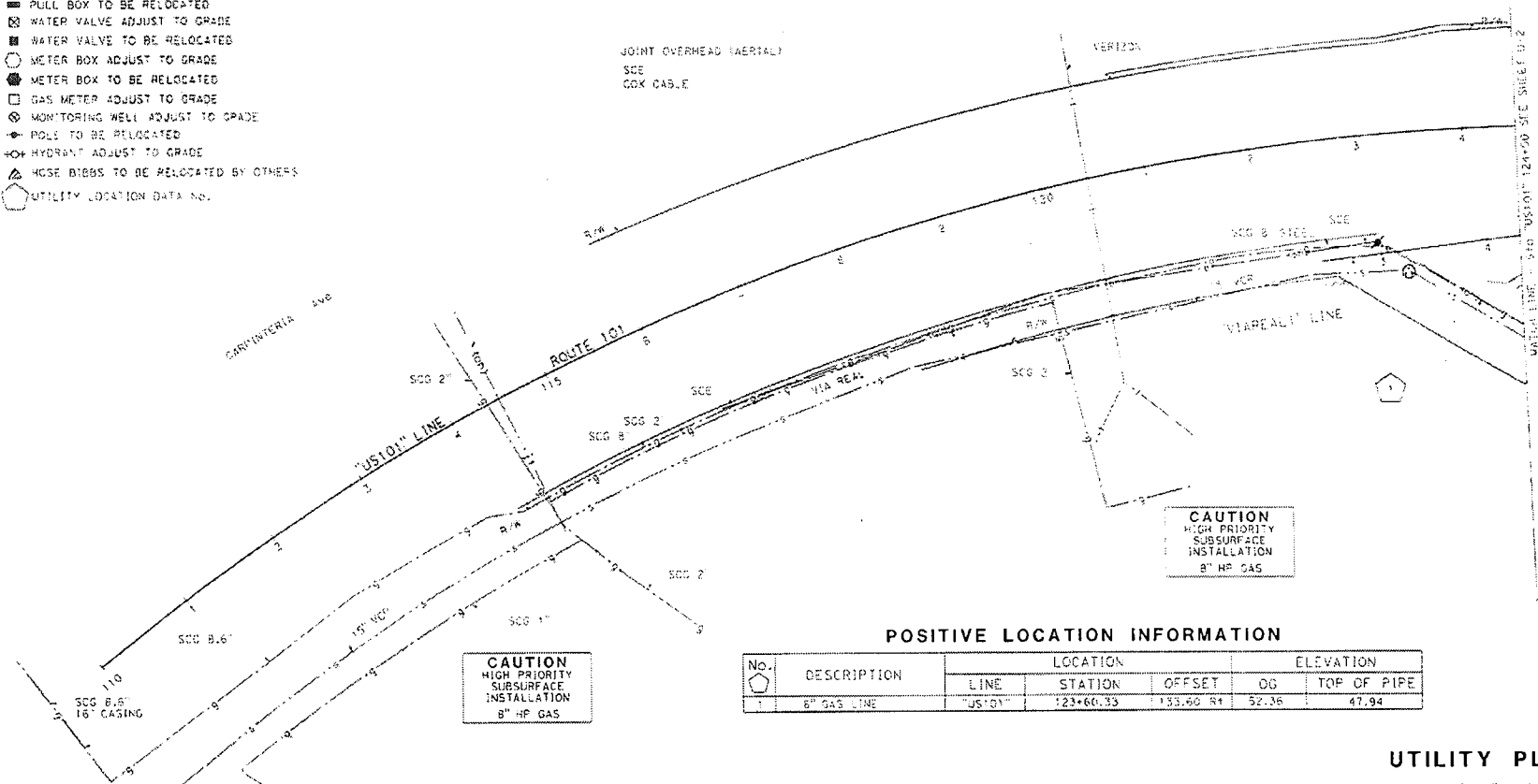
CURVE DATA				
No. (X)	R	Δ	T	L
25	1.002	47° 30' 53"	1521.15	2449.15
24	1.052	67° 45' 18.8"	206.94	413.04
15	1.006	16° 53' 47"	148.53	234.90
36	2.956	12° 56' 58"	76.09	152.15


LAYOUT
SCALE: 1" = 50' L-6

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. UTILITY OWNERSHIP:
 - ELECTRICAL - SOUTHERN CALIFORNIA EDISON (SCE)
 - FIBER OPTIC - VERIZON
 - GAS - SOUTHERN CALIFORNIA GAS (SCG)
 - SEWER - CARPINTERIA SANITARY DISTRICT
 - TELEPHONE - VERIZON
 - TELEVISION CABLE - COX CABLE
 - WATER - CARPINTERIA VALLEY WATER DISTRICT

HP - HIGH PRESSURE
PEM - POLYETHYLENE MEDIUM PRESSURE
VCP - VITRIFIED CLAY PIPE

- ☐ MANHOLE ADJUST TO GRADE
- ☐ MANHOLE TO BE RELOCATED
- ☐ PULL BOX ADJUST TO GRADE
- ☐ PULL BOX TO BE RELOCATED
- ☐ WATER VALVE ADJUST TO GRADE
- ☐ WATER VALVE TO BE RELOCATED
- ☐ METER BOX ADJUST TO GRADE
- ☐ METER BOX TO BE RELOCATED
- ☐ GAS METER ADJUST TO GRADE
- ☐ MONITORING WELL ADJUST TO GRADE
- ☐ POLE TO BE RELOCATED
- ☐ HYDRANT ADJUST TO GRADE
- ☐ HOSE BIBBS TO BE RELOCATED BY OTHERS
- ☐ UTILITY LOCATION DATA NO.

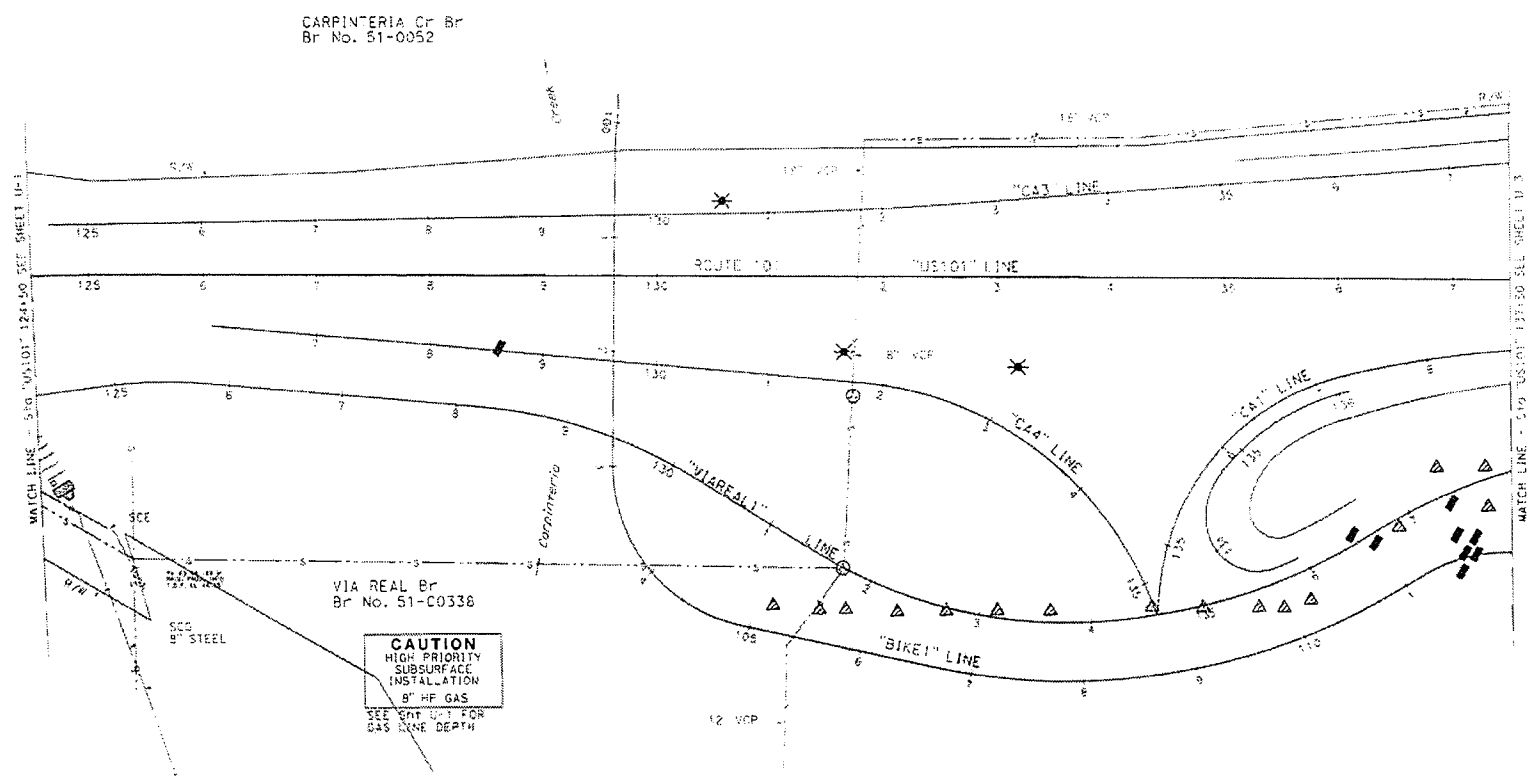


No. 	DESCRIPTION	LOCATION			ELEVATION	
		LINE	STATION	OFFSET	OG	TOP OF PIPE
1	6" GAS LINE	"UTILITY"	123+60.33	133.60 R+	52.36	47.94

UTILITY PLAN
SCALE: 1" = 50' U-1

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

SHEET NO.	05	COUNTY	SB	ROUTE	101	POST MILES TOTAL PROJECT	2.2/23.3	SHEET TOTAL NO. SHEETS	
REGISTERED CIVIL ENGINEER DATA									
PLANS APPROVAL DATE									




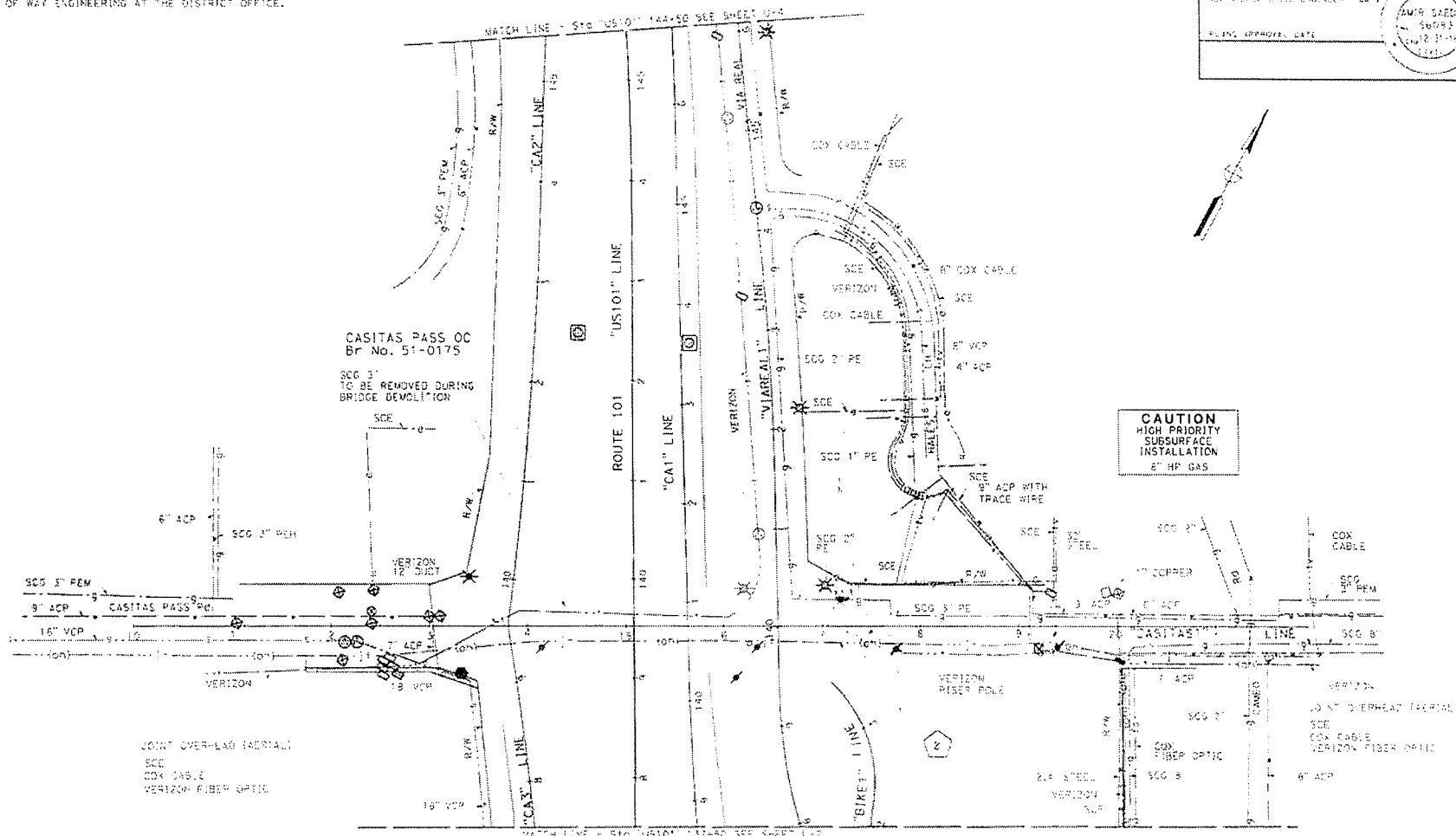
APPROVED FOR UTILITY INFORMATION ONLY

UTILITY PLAN
SCALE: 1" = 50' U-2

DATE ISSUED: 7/1
US 101-14 (REV. 1/15)

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DATE	TIME	NAME	POST MILE	SHEET	TOTAL
			104. PROJEC	No	SHEETS
02	12	101	2.2/3.3		
APP. STATION DATA ENGINEER DATE					
PLANS APPROVED DATE					



No. ①	DESCRIPTION	LOCATION			ELEVATION	
		LINE	STATION	OFFSET	OG	TOP OF PIPE
2	4" GAS LINE	US101	123+50.33	206.98 R+	50.96	47.06

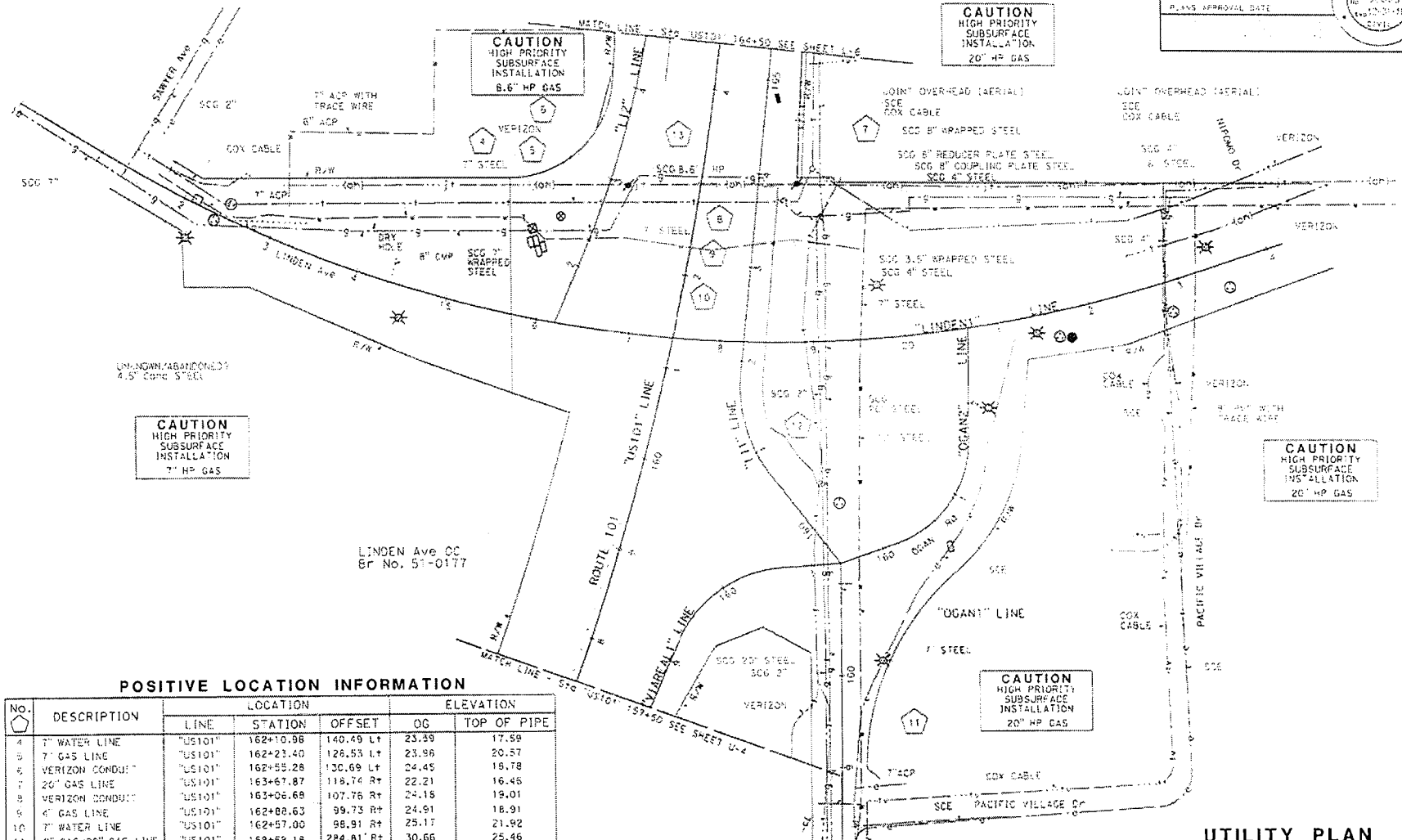
APPROVED FOR UTILITY INFORMATION ONLY

UTILITY PLAN
SCALE: 1" = 50' U-3

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE	COUNTY	ROUTE	POST MILES	SHEET TOTAL
05	50	101	2.2/3.3	NO. 54275
REGISTERED CIVIL ENGINEER			DATE	
PLANS APPROVAL DATE				
<div style="text-align: right;"> AMIR SAEDI No. 54083 Exp. 12-31-15 CIVIL </div>				



POSITIVE LOCATION INFORMATION

No.	DESCRIPTION	LOCATION		ELEVATION	
		LINE	STATION	OFFSET	OG TOP OF PIPE
4	7" WATER LINE	"US101"	162+10.98	140.49 L+	23.39 17.59
5	7" GAS LINE	"US101"	162+23.40	126.53 L+	23.98 20.57
6	VERIZON CONDUIT	"US101"	162+55.28	130.69 L+	24.45 18.78
7	20" GAS LINE	"US101"	163+67.87	118.74 R+	22.21 16.46
8	VERIZON CONDUIT	"US101"	163+06.68	107.76 R+	24.18 19.01
9	4" GAS LINE	"US101"	162+08.63	99.73 R+	24.91 18.91
10	7" WATER LINE	"US101"	162+57.00	98.91 R+	25.17 21.92
11	2" GAS/20" GAS LINE	"US101"	158+58.18	284.81 R+	30.66 25.46
12	2" GAS/20" GAS LINE	"US101"	160+34.05	192.16 R+	27.78 27.78/20.76
13	9" GAS LINE	"US101"	162+97.58	61.46 R+	21.12 TBD

WAITING FOR PH INFO

APPROVED FOR UTILITY INFORMATION ONLY

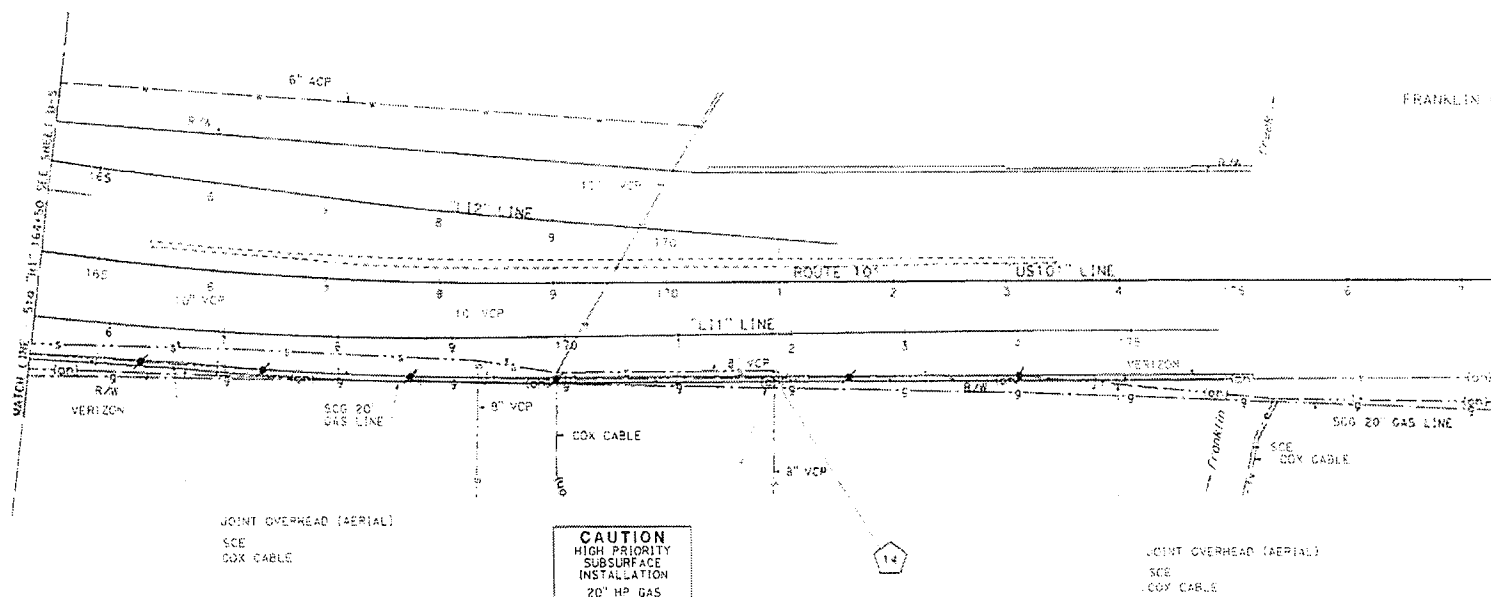
UTILITY PLAN
SCALE: 1" = 50' **U-5**

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
05	CB	101	2.2/3.3	
REGISTERED CIVIL ENGINEER			DATE	
PLANS APPROVAL DATE				

AVIR SAEED
 No. 56083
 Exp. 12-31-15
 CIVIL



POSITIVE LOCATION INFORMATION

No.	DESCRIPTION	LOCATION			ELEVATION	
		LINE	STATION	OFFSET	OG	TOP OF PIPE
14	20" GAS LINE	US101"	171+00.00	92.25' R+	17.35	11.10

APPROVED FOR UTILITY INFORMATION ONLY

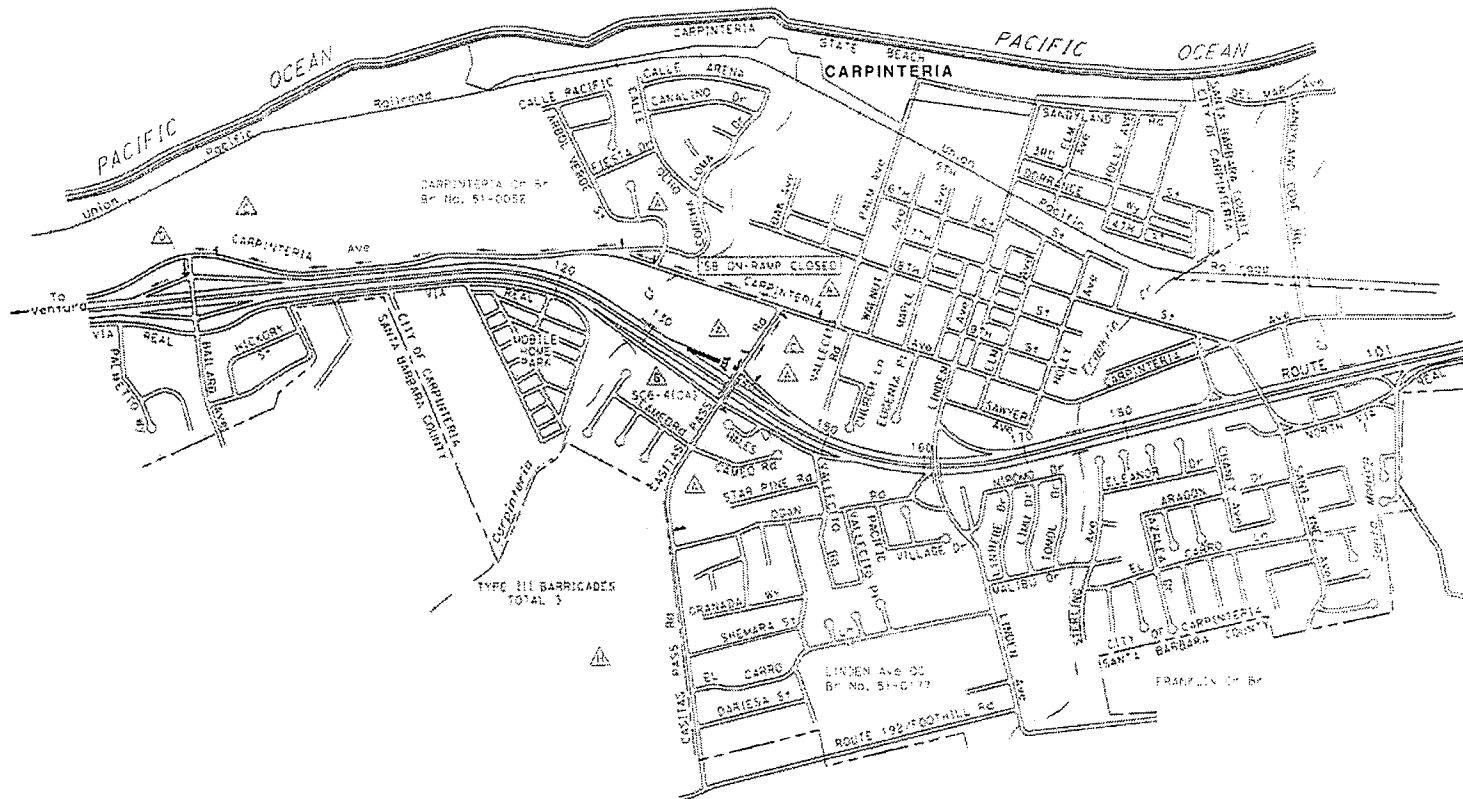
UTILITY PLAN
SCALE: 1" = 50' U-6

NOTES:

1. LOCATION OF ROADSIDE SIGNS ARE APPROXIMATE, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
2. SEE STANDARD PLAN (T-10) LANE CLOSURE CHARTS FOR ADDITIONAL REQUIRED SIGNS.

LEGEND:

ROADSIDE SIGN



DETOUR PLAN 1: CASITAS PASS ROAD SB ON RAMP CLOSED
FROM CASITAS PASS ROAD TO SB ON RAMP AT BAILLARD AVE
TURN LEFT ON CARPINTERIA AVE
TURN LEFT ON BAILLARD AVE AND MERGE TO SB ON RAMP 101

MOTORIST INFORMATION PLAN (SOUTHBOUND CASITAS PASS ON RAMP CLOSED)

MI-1

NO SCALE

APPROVED FOR MOTORIST INFORMATION WORK ONLY

DATE	05/10/10	ROUTE	101	PROJECT	05000005431
REGISTERED	05/10/10	DATE	05/10/10		
<div style="border: 1px solid black; border-radius: 50%; padding: 5px; text-align: center;"> FAWZI YAGHMOUD No. 254750 Exp. 12/31/10 </div>					

FANZI YAGHMOUD
CURBET KELL

MOHAMMED DATANI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CALTRANS - TRAFFIC DESIGN

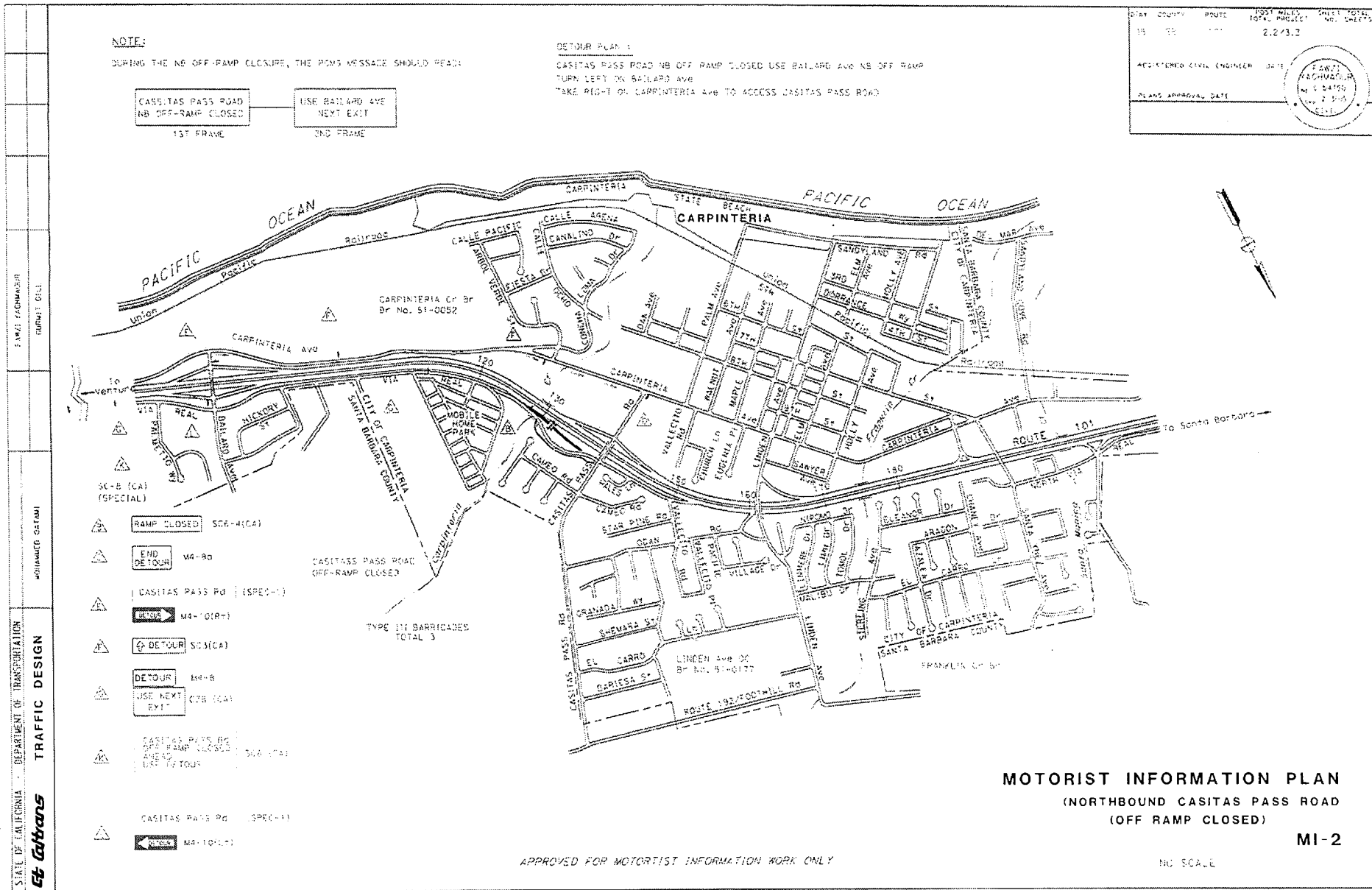
DESIGNED BY
DCA FILE #1

DATE: 10/10

PROJECT NUMBER & PHASE

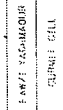
05000005431

07-28 14 104 00101 7



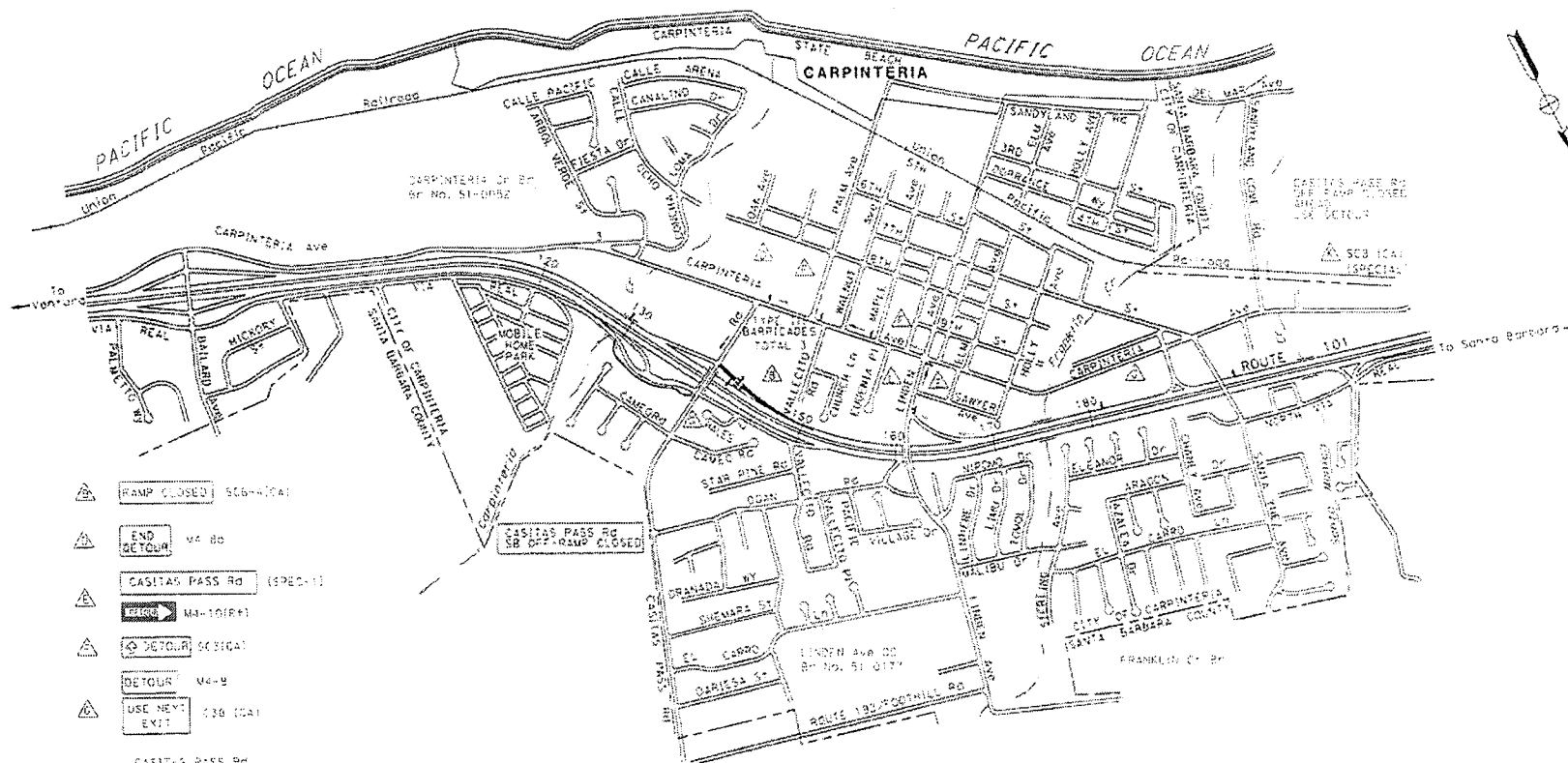
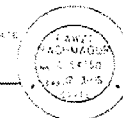
LEFT TURN ON NORTH VIA REAL AVE MERGE NB/01

姓名: 李强 性别: 男 年龄: 35 职业: 教师



TAKE LEFT ON CARPINTERIA AVE TO ACCESS CASITAS PASS ROAD

P. AND M. POLYMER 101



MOTORIST INFORMATION PLAN
(SOUTHBOUND CASITAS PASS ROAD
OFF RAMP CLOSED)

MI-4

NO SCALE

APPROVED FOR MOTORIST INFORMATION WORK ONLY

UNY 143

PROJECT NUMBER & PHASE

65002056 31

[illegible]

DETOUR PLAN: LINDEN AVE SB OFF RAMP CLOSED

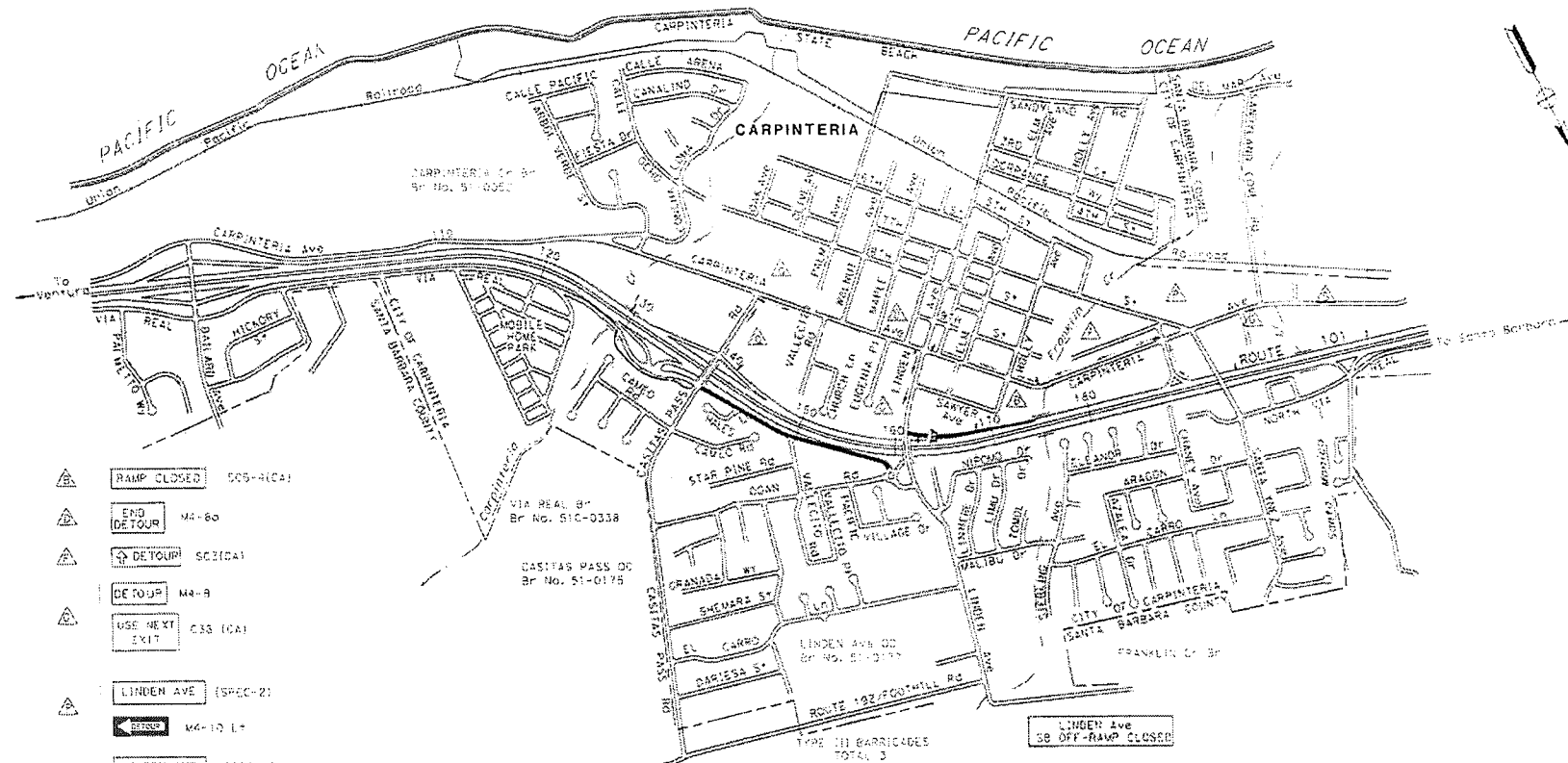
LINDEN AVE SB OFF RAMP CLOSED USE
 REYNOLDS AVE SB OFF RAMP
 TAKE LEFT TURN ON CARPINTERIA AVE TO ACCESS LINDEN AVE.
 IF TAKE CASITAS PASS AVE SB OFF RAMP
 TURN RIGHT ON CASITAS PASS AVE
 TAKE RIGHT TURN ON CARPINTERIA AVE TO ACCESS LINDEN AVE

NOTE:

DURING THE LINDEN AVE SB OFF-RAMP CLOSURE, THE ICDMS MESSAGE SHOULD READ:



DATE	07/31/14	ROUTE	101	PROJECT	212/213
DESIGNED BY	SP	CHECKED BY	SP	REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE					



MOTORIST INFORMATION PLAN
 (SOUTHBOUND LINDEN AVENUE
 OFF RAMP AND VIA REAL CLOSED)

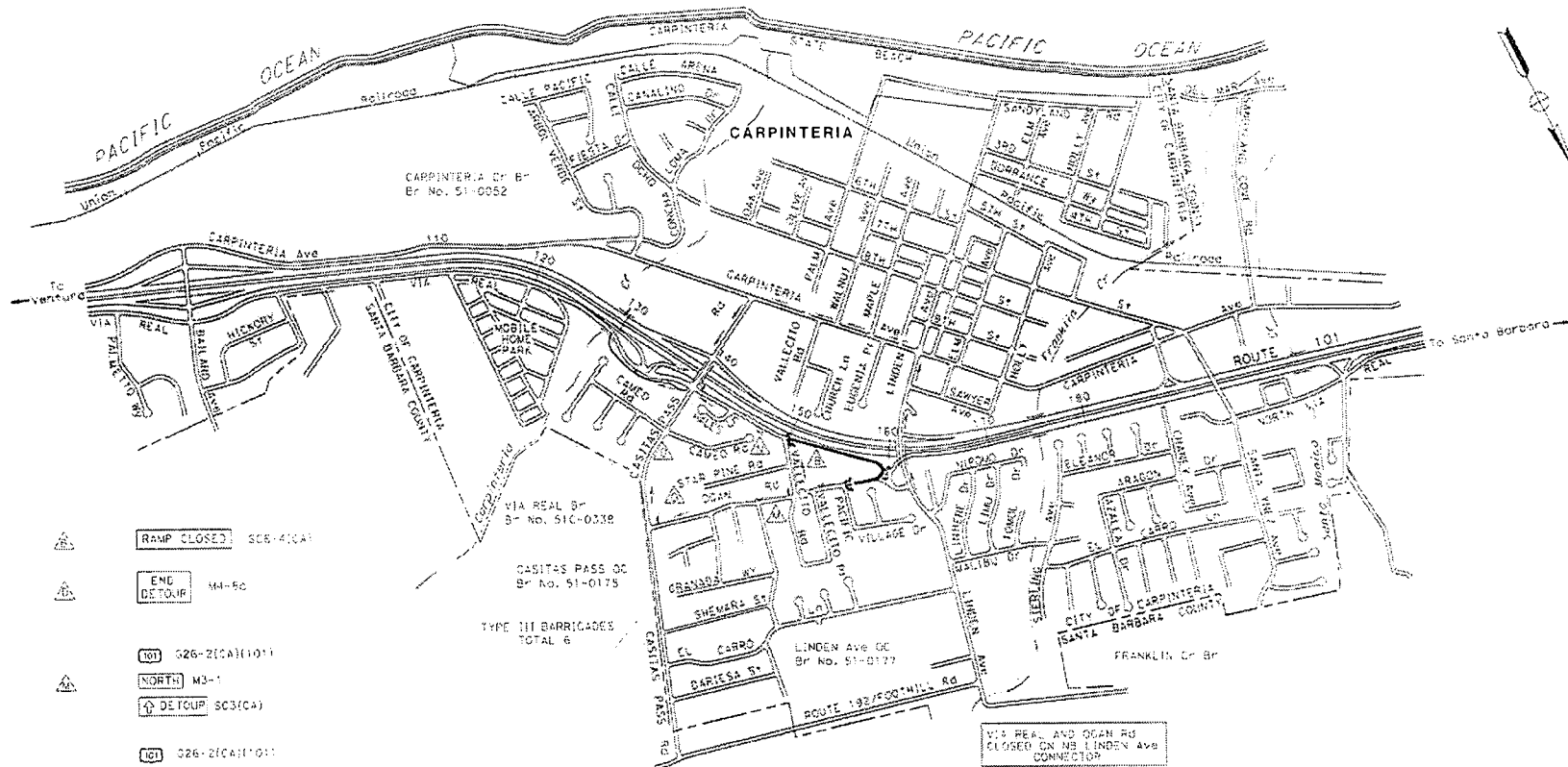
NO SCALE **MI-5**

APPROVED FOR MOTORIST INFORMATION WORK ONLY

DETOUR PLAN:

VIA REAL AND OGAN ROAD CLOSED AT NB LINDEN AVE ON RAMP CONNECTOR.
USE S OGAN RD AND VIA REAL TO ACCESS NB ON RAMP 101 AND OTHER LOCAL ST

STATE	COUNTY	ROUTE	PROJECT MILES	SHEET TOTAL
05	SA	07	2.2/3.3	NO. SHEETS
REGISTERED CIVIL ENGINEER			DATE	
PLANS APPROVAL DATE				



MOTORIST INFORMATION PLAN (VIA REAL AND OGAN ROAD CLOSED ON NORTHBOUND LINDEN Ave CONNECTOR)

NO SCALE

MI-6

APPROVED FOR MOTORIST INFORMATION WORK ONLY

USERNAME: *
DON FILE: **

UNIT: 1227

PROJECT NUMBER & P-RASE

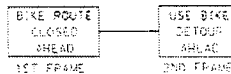
0500000543

87-31-14 104 100103 0

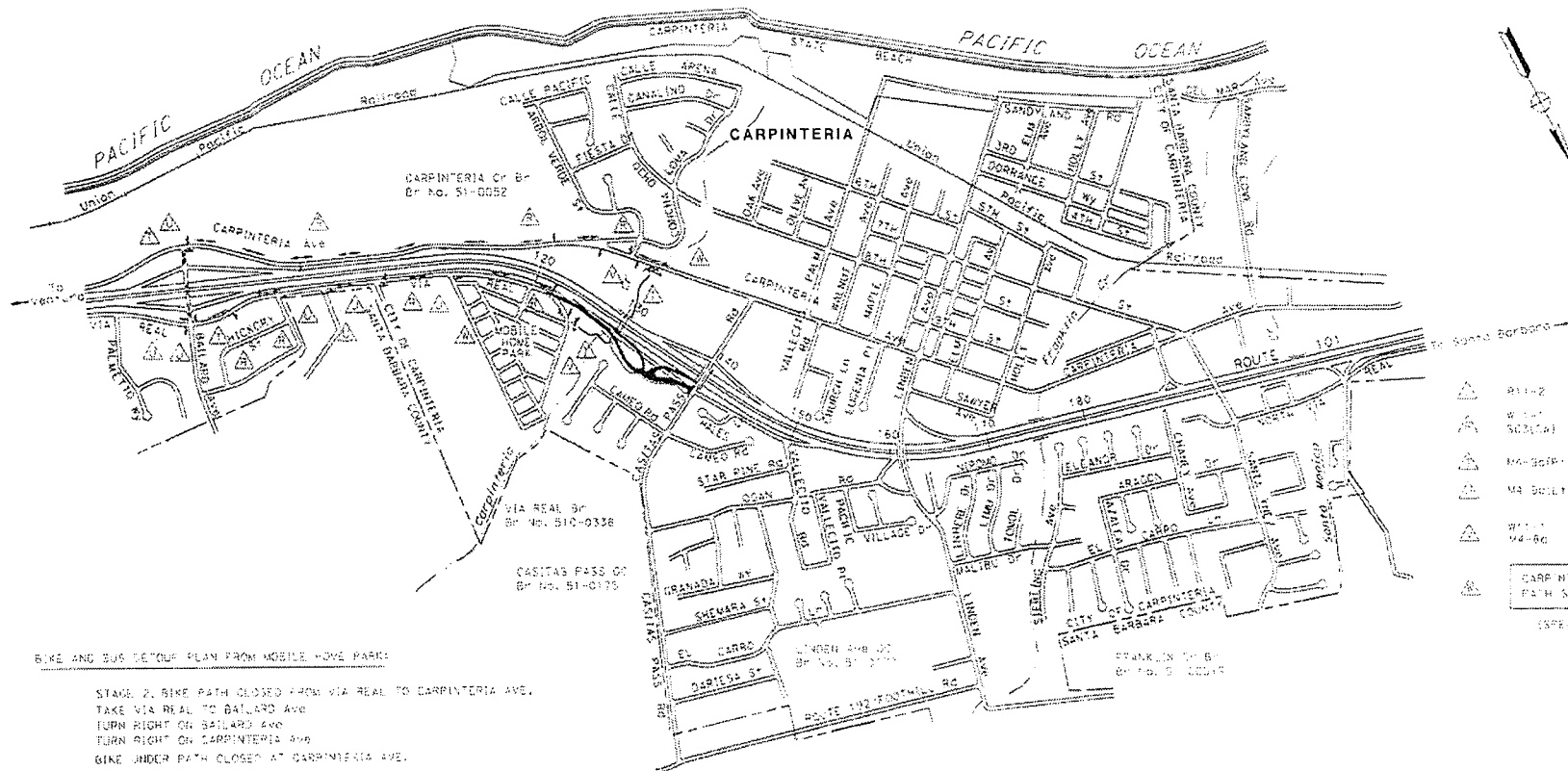
NOTES:

1. BIKE FACILITIES ARE CLOSED DURING THE CONSTRUCTION OF NEW BRIDGE, BIKE PATH STRUCTURE AND OTHER RELATED WORK.

2. DURING THE CARPINTERIA CREEK UNDER PATH WORK, THE FOMS MESSAGE AT (A) SHOULD READ....



DATE: 05-10-10	ROUTE: 101	POST MILES: 0.2433	SHEET TOTAL: 12 OF 12
REGISTERED CIVIL ENGINEER: [Signature]		DATE: 05-10-10	
PLANS APPROVAL DATE: 05-10-10		[Circular Stamp: FAWZ, CARPINTERIA, CALIF. 05-10-10]	



BIKE AND BUS DETOUR PLAN FROM MOBILE HOME PARK:

STAGE 2, BIKE PATH CLOSED FROM VIA REAL TO CARPINTERIA AVE.
TAKE VIA REAL TO BAILARD AVE
TURN RIGHT ON BAILARD AVE
TURN RIGHT ON CARPINTERIA AVE
BIKE UNDER PATH CLOSED AT CARPINTERIA AVE.

BIKE AND BUS DETOUR PLAN TO MOBILE HOME PARK:

STAGE 3, BIKE PATH CLOSED FROM VIA REAL TO CARPINTERIA AVE.
TAKE CARPINTERIA AVE TO BAILARD AVE
TURN LEFT ON BAILARD AVE
TURN LEFT ON VIA REAL AVE TO MOBILE HOME PARK

MOTORIST INFORMATION PLAN (BIKE AND BUS CARPINTERIA CREEK PATH SHUTTLE DETOUR)

APPROVED FOR MOTORIST INFORMATION WORK ONLY

NO SCALE

MI-7

USE FRAME #3
DON FILE #3

UNIT 1467

PROJECT NUMBER & PHASE

0500000543

10-08-12 THE RIGHTS

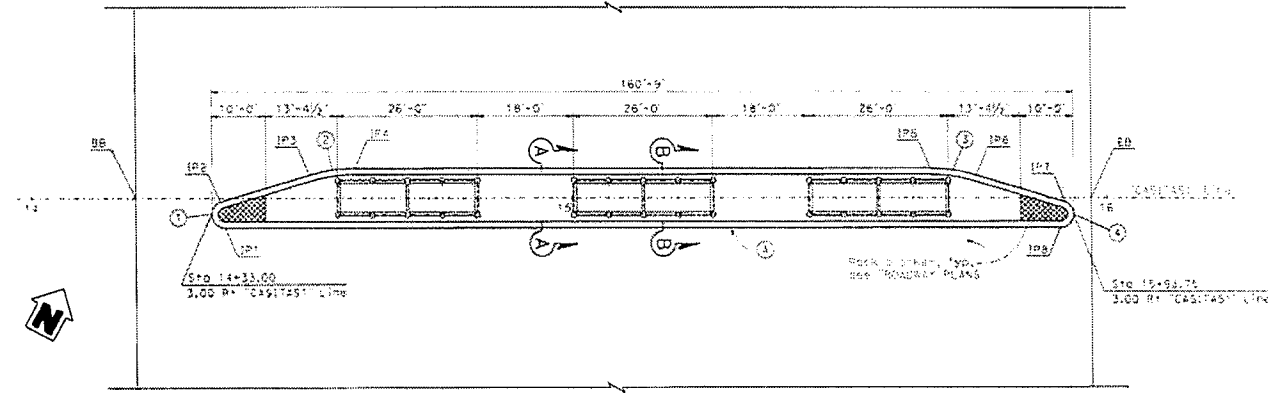
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

2017	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
05	SB	101			

Rick Doo
REGISTERED CIVIL ENGINEER
No. 5-23,178
DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA or its officers or agents
shall not be responsible for the accuracy or
completeness of information of this plan sheet.



PLAN
1" = 10'

CURVE DATA

NO.	R	Δ	T	L
1	2.50'	158°30'59"	13.18	6.92
2	15.50'	167°59'25"	4.32	5.55
3	24.50'	16°49'25"	4.32	6.56
4	2.76'	158°32'59"	13.10	6.92

ISLAND (PLANTER) POINT DESCRIPTIONS

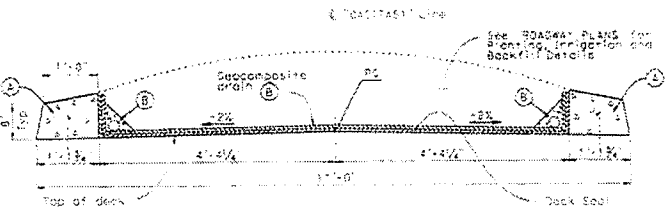
NO.	LOCATION / DESCRIPTION
IP1	1.500' R CASITAS LWB, STA 10+31.50
IP2	1.250' R CASITAS LWB, STA 10+34.50
IP3	4.250' R CASITAS LWB, STA 10+44.04
IP4	5.330' R CASITAS LWB, STA 10+52.50
IP5	5.120' R CASITAS LWB, STA 10+74.27
IP6	4.150' R CASITAS LWB, STA 10+82.72
IP7	5.870' R CASITAS LWB, STA 10+92.16
IP8	5.500' R CASITAS LWB, STA 10+96.17

Notes:
1. Island (Planter) Points

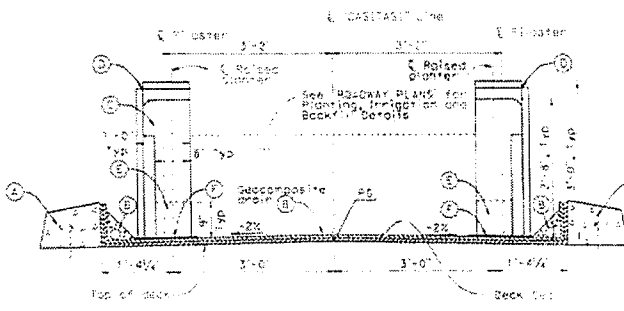


TYPE A3-8 (MOD) CURB
1/2" = 1'-0"

- Notes:
- 1. Type A3-8 (Mod) curb, integral colored concrete.
 - 2. Bridge detail, see BRIDGE PLANTER DETAIL NO. 1 SHEET.
 - 3. Planter wall, see BRIDGE PLANTER DETAIL NO. 2 SHEET, integral colored concrete.
 - 4. Planter wall, see BRIDGE PLANTER DETAIL NO. 3 SHEET, integral colored concrete.
 - 5. Planter wall, see BRIDGE PLANTER DETAIL NO. 4 SHEET, integral colored concrete.
 - 6. Planter wall, see BRIDGE PLANTER DETAIL NO. 5 SHEET, integral colored concrete.
 - 7. Expansion joint, see BRIDGE PLANTER DETAIL NO. 6 SHEET.



SECTION A-A
1" = 1'-0"



TYPICAL SECTION B-B
1" = 1'-0"

NOTE:
FOR DIMENSIONS NOT SHOWN, SEE SECTION A-A.

DESIGN	R. Doo / S. Johnson	CHECKED	S. Johnson / M. Goodman	STATE OF CALIFORNIA	DIVISION OF ENGINEERING SERVICES	PROJECT NO.	05-0363	CASITAS PASS ROAD OVERCROSSING (REPLACE)
DETAILS	Carle Fleming	DESIGNED	S. Johnson / M. Goodman	DEPARTMENT OF TRANSPORTATION	STRUCTURE DESIGN	BRIDGE NO.	2-64	
QUANTITY	M. W. / J. Zabo	ESTIMATED	M. W. Goodman			UNIT: 100'	PROJECT POWER & PLANT 050306031	CONTRACT NO.: 05-0363

STRUCTURES DESIGN DETAIL SHEET (ENCLOSURE) 05-0363-01

1. 1/4" Expansion joint filler to be placed at the bottom of raised planter. Exp. joint filler to be extended 2" beyond limits of raised planter as shown.
2. For "VIEW C-C" and "SECTION D-D" reinforcement, see "BRIDGE PLANTER DETAILS NO. 3" sheet.

units of "A" dispenser (each day)

3157	COLONY	00125	PGS MILAS TOTAL: 00000000	SMILE	00000000
05	05	001		000	00000000

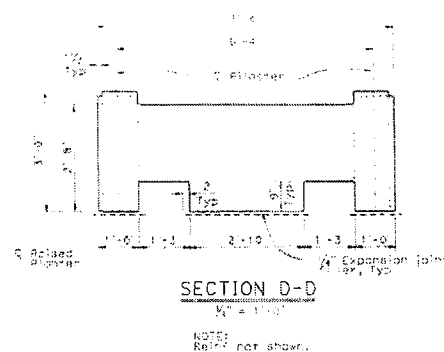
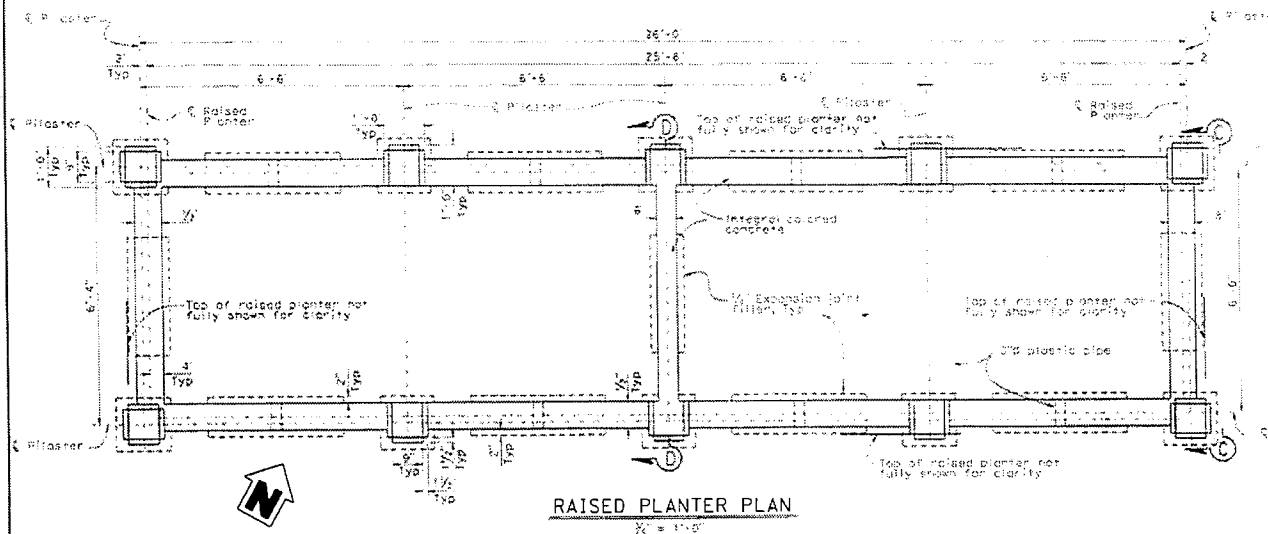
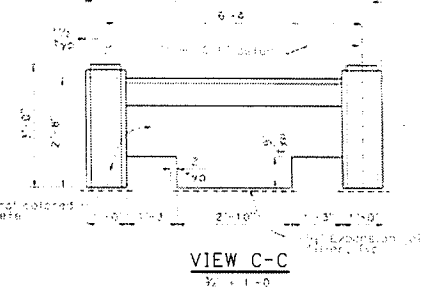
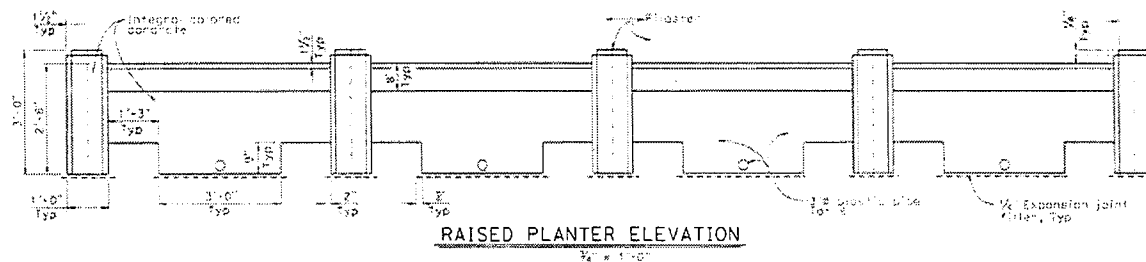
Rafael Deo

REGISTERED CIVIL INCARCERATE 6-23-74 DATE

PLANK ALPHABETICAL NAME

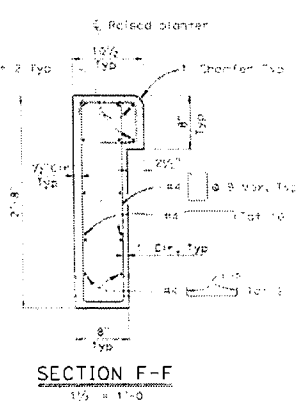
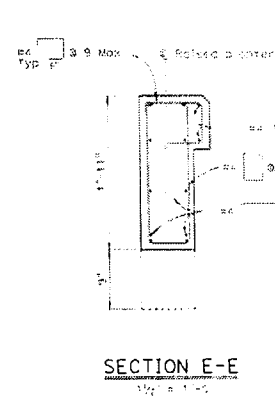
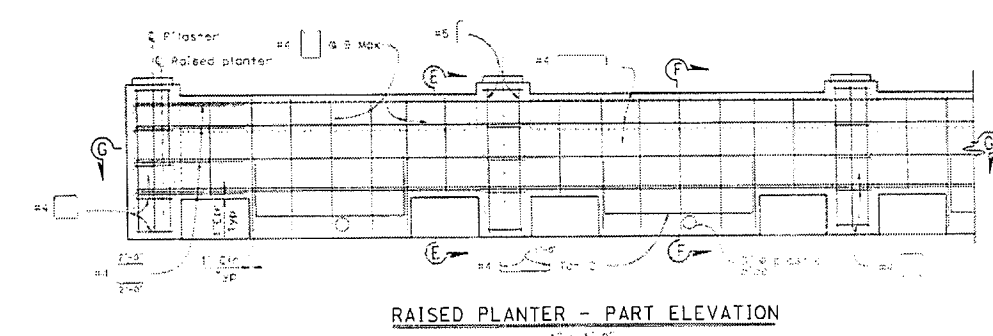
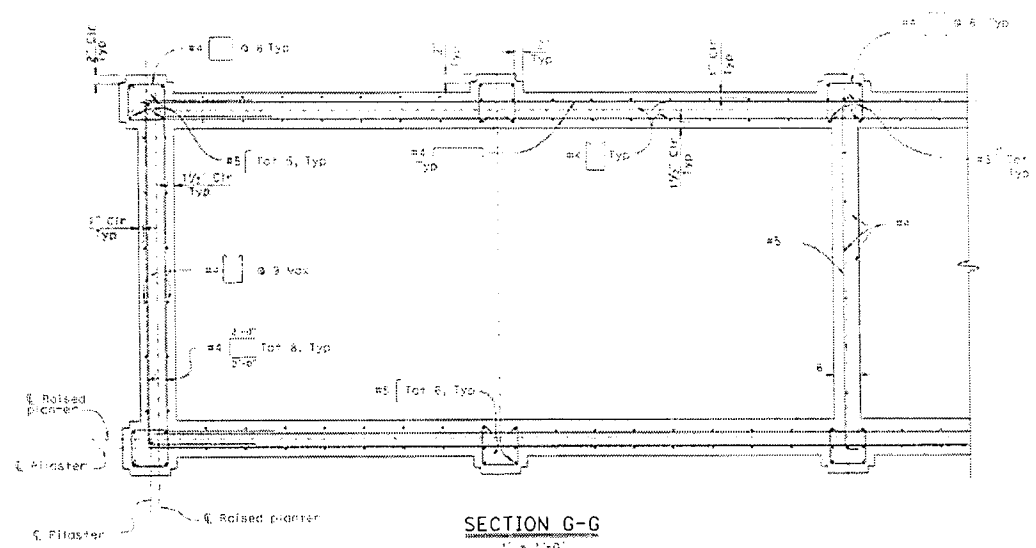
THE STATE OF GUATEMALA or the officials or agents thereof or any other person or persons or the authorities or employees of any national office of the State of Guatemala

1974-8
00000000
00000000

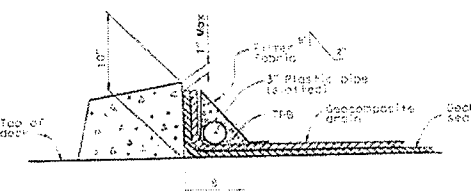
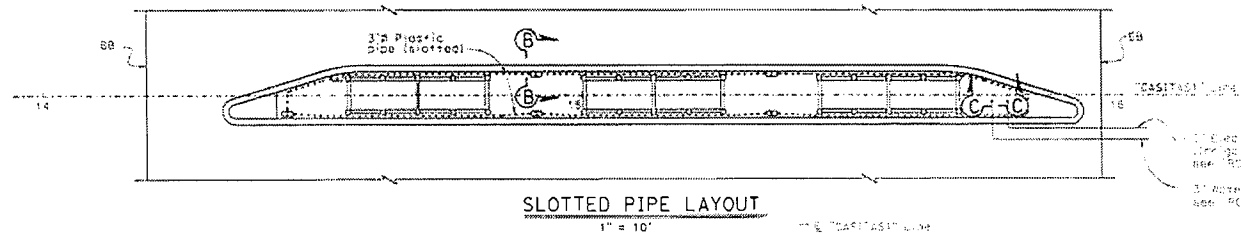
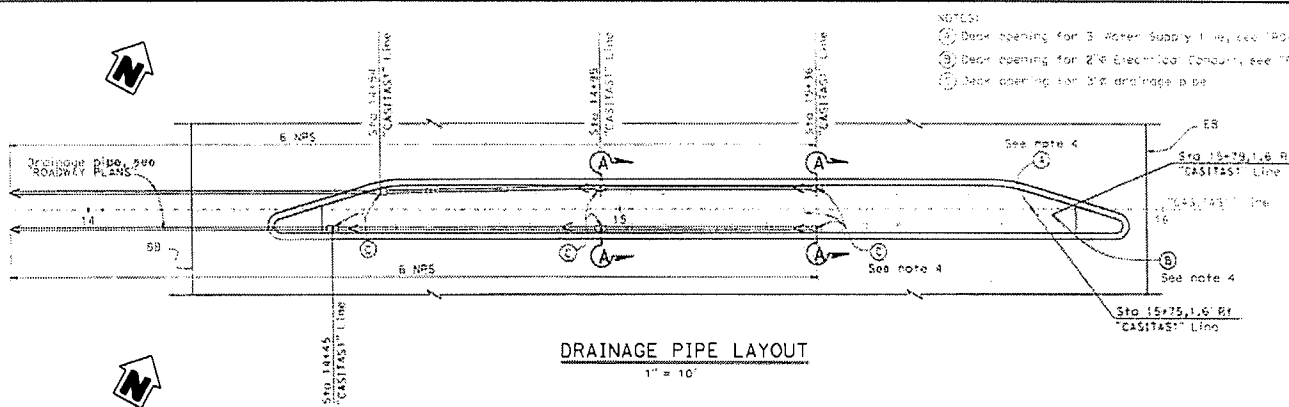


DESIGN NO. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 8	
---	--

DIST.	COUNTY	ROUTE	MILES	SHEET NO.	TOTAL SHEETS
07	SB	101			
REGISTERED CIVIL ENGINEER <i>Rafael Diaz</i> DATE: 6-23-13			PROJECT NO. 445204 CONTRACT NO. 445204		
PLANS APPROVED DATE: _____					
THE SEAL OF THE ENGINEER OR THE OFFICIAL APPROVAL SHALL NOT BE NECESSARY FOR THE QUALITY OF THE WORK OF THE ENGINEER OR THE OFFICIAL					

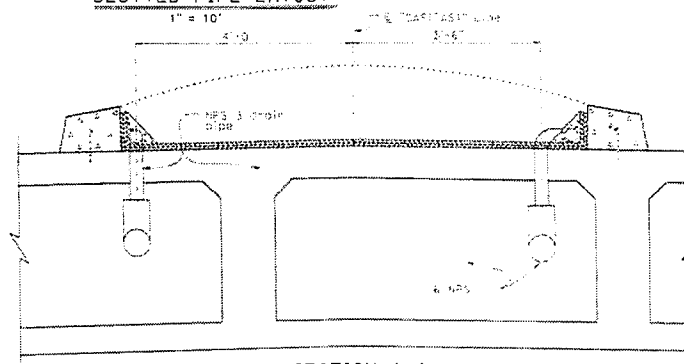


STRUCTURAL DESIGN DETAIL SHEET (EMULSION) (REV. 08-01-10)		DESIGN: B. Lee / S. Talarner CHECKED: G. Talarner / W. Talarner DETAILS: B. Talarner QUANTITIES: B. Lee / S. Talarner		STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 7		PROJECT NO. 445204 CONTRACT NO. 445204		CASITAS PASS ROAD OVERCROSSING (REPLACE) BRIDGE PLANTER DETAILS NO. 2		SHEET NO. 20 OF 27	
---	--	--	--	---	--	---	--	---	--	--	--	--------------------	--

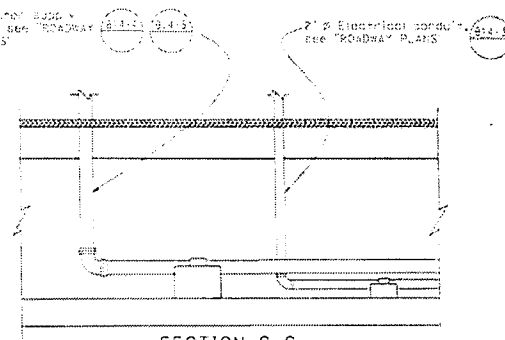


SECTION B-B
No Scale

NOTE:
Typical detail of curb except 3/4 inch plastic pipe is not required where not shown, see slotted pipe layout.



SECTION A-A
No Scale



SECTION C-C
No Scale

- NOTES:
- Deck opening for 3" Water Supply Line, see "ROADWAY PLANS".
 - Deck opening for 2" Electrical Conduit, see "ROADWAY PLANS".
 - Deck opening for 3" drainage pipe.

DATE	05/01/01	PROJECT	05-448204
BY	SS	PROJECT ENGINEER	NO. 100000
Rafael Doo REGISTERED CIVIL ENGINEER		DATE: 05-23-01 PROJECT: 05-448204 SHEET: 42 OF 51	

- NOTES:
- 3" drainage pipe details not shown, see "B-B".
 - NPS 6 drainage pipe to be sloped 2% min.
 - Water supply lines electrical conduit and drainage pipes in bay must be installed prior to placement of concrete for bridge deck.
 - Apply water tight seal around pipe or conduit or deck openings.

DESIGN	BY: B. Doo / S. J. J. J.	CHECKED	BY: S. J. J. J. / S. J. J. J.	STATE OF CALIFORNIA	DIVISION OF ENGINEERING SERVICES	PROJECT NO.	05-448204
DETAILS	BY: C. J. J. J. / S. J. J. J.	CHECKED	BY: S. J. J. J. / S. J. J. J.	DESIGN BRANCH 7	STRUCTURE DESIGN	CASITAS PASS ROAD OVERCROSSING (REPLACE)	
QUANTITIES	BY: H. J. J. J. / S. J. J. J.	CHECKED	BY: S. J. J. J. / S. J. J. J.	DEPARTMENT OF TRANSPORTATION	BRIDGE PLANTER DRAINAGE	BRIDGE PLANTER DRAINAGE	

STRUCTURE DESIGN DETAIL SHEET (ENCLOSURE 1) 05-448204

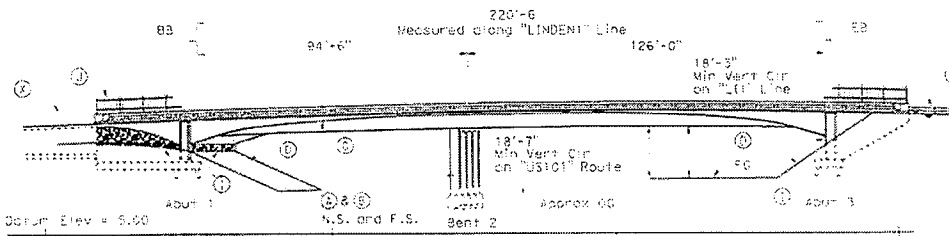
UNIT: 3370 PROJECT NUMBER & (HASS): 05000005421 CONTRACT NO.: 05-448204

DATE: 05-23-01

42 OF 51

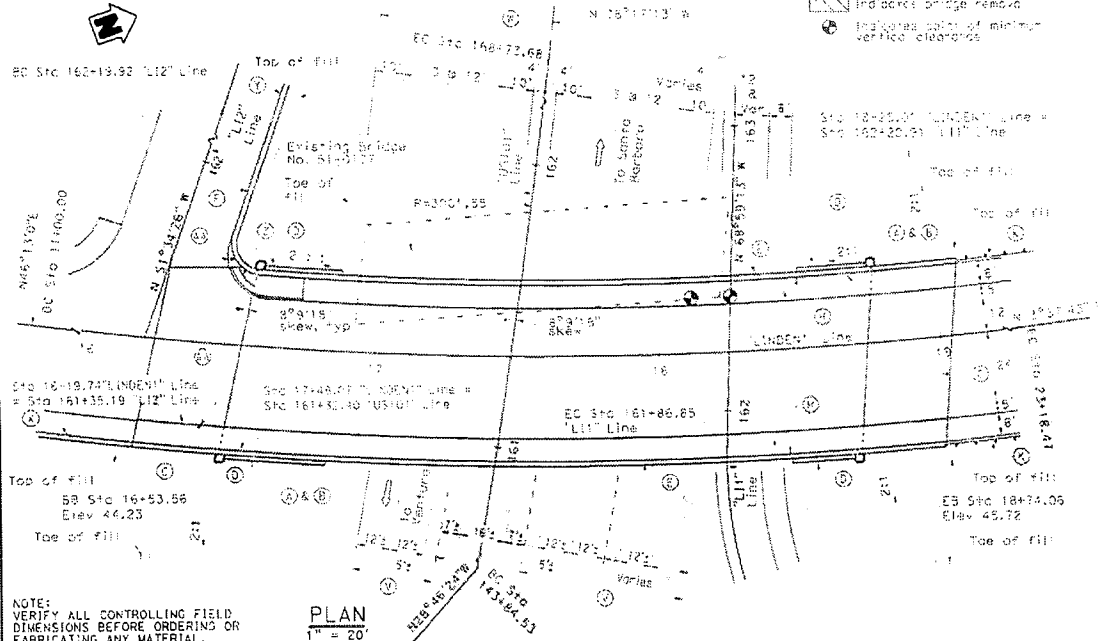
520 VC
+5.183%
BVC Sta 15+52.00 / Elev 40.06
P/C = -2.128% / Sta
EVC Sta 20+72.00 Elev 38.24

PROFILE GRADE NO SCALE



ELEVATION
1" = 20'

LEGEND:
- - - Indicates existing
[Hatched Box] Indicates bridge removal
[Circle with dot] Indicates point of minimum service clearance



NOTE:
VERIFY ALL CONTROLLING FIELD
DIMENSIONS BEFORE ORDERING OR
FABRICATING ANY MATERIAL.

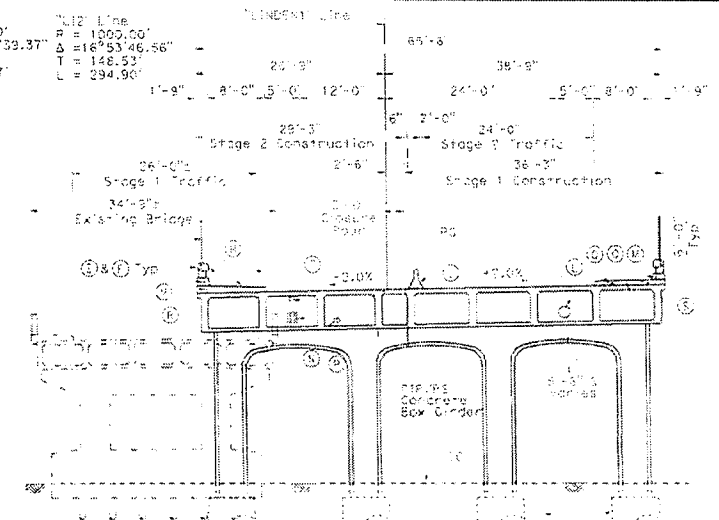
PLAN
1" = 20'

NOTE: For Quantities, see "DECK CONTOUR" sheet.

CURVE DATA

"LINDEN" Line
R = 1400.50' P = 3001.55'
Δ = 49°50'54.91" Δ = 47°30'52.95"
T = 650.81' T = 1321.18'
L = 1273.47' L = 2469.10'

"US101" Line
R = 1500.00' P = 1000.00'
Δ = 44°08'39.37" Δ = 18°53'46.56"
T = 60.82' T = 148.53'
L = 115.57' L = 294.90'



TYPICAL SECTION 1/2" = 1'-0'

NOTES:

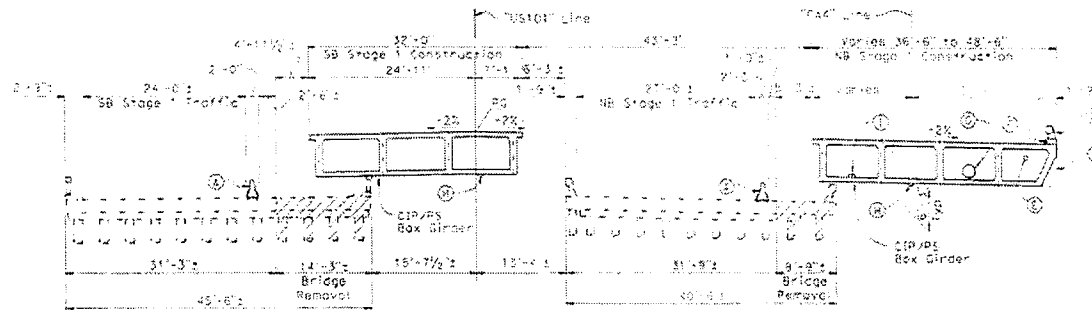
1. Point Linden Avenue Overcrossing
2. Point Br. No. 51-0344
3. Structure Approach Slab Type N130S
4. Slope Paving (Split) Faced Block texture
5. Concrete Barrier (Type 80SW Modified)
6. Concrete Barrier (Type 80A Modified)
7. Architectural details on exterior girder
8. Integrally colored glass and barrier
9. In-and-out block texture and prepare and stain concrete on abutment face
10. Picket Fence Railing
11. MGS, see "ROADWAY PLANS"
12. City of Corbin 12" water line
13. 2" & 4" casing, by others
14. 2" & 4" electric conduit (decorative lights), see "ROADWAY PLANS"
15. 4 - 5" Southern California Edison power conduits, by others
16. 4" Box Cable television conduit, by others
17. 3" water supply line (bridge)
18. 2 - 4" & 6" Future utility opening
19. 2" & 4" electric conduit (Traffic Signal), see "ROADWAY PLANS"
20. 2" & 4" electric conduit (Irrigation), see "ROADWAY PLANS"
21. Deck drainage, see "DECK DRAINAGE DETAILS" sheet
22. Temporary Railing Type K, see "ROADWAY PLANS"
23. Existing "US101" lane configuration
24. Future "US101" lane configuration
25. See "RETAINING WALL J" plans
26. Sidewalk and ADA ramp, see "ROADWAY PLANS"
27. Traffic signal, see "ROADWAY PLANS"

STATE OF
CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES
STRUCTURE DESIGN
DESIGN BRANCH 7

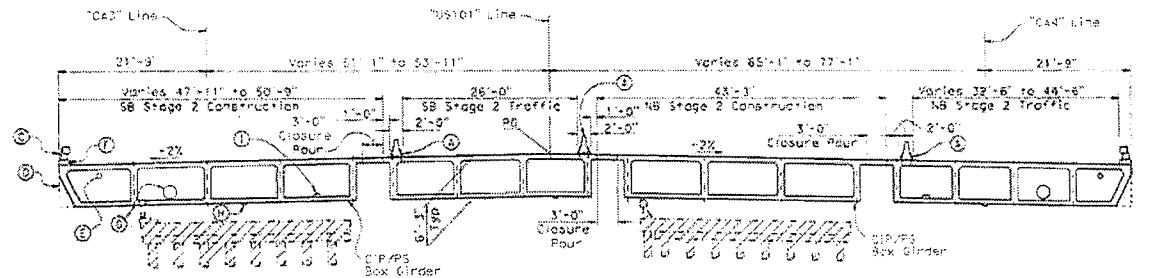
BRIDGE NO.
51-0344
LINDEN AVENUE OVERCROSSING (REPLACE)
GENERAL PLAN

SHEET 1582
PROJECT NUMBER & PHASE: 05C0300543
CONTRACT NO.: 51-42504
DESIGNED BY: [Blank]
CHECKED BY: [Blank]
DATE: [Blank]



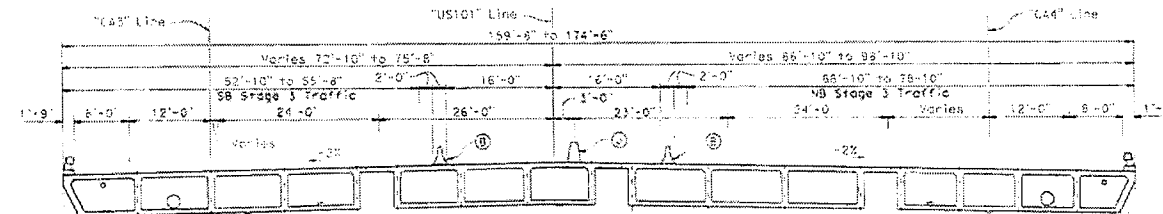
STAGE 1 CONSTRUCTION

1/4" = 1'-0"



STAGE 2 CONSTRUCTION

1/4" = 1'-0"



STAGE 3 CONSTRUCTION

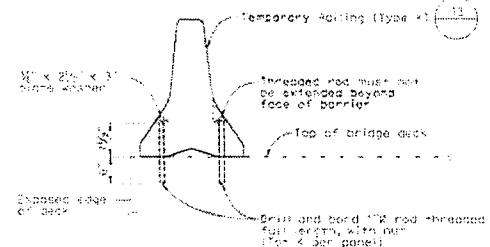
1/2" = 1'-0"

NOTES:
VERIFY ALL CONTROLLING FIELD
DIMENSIONS BEFORE ORDERING OR
FABRICATING ANY MATERIAL.

LEGEND:
1. SB STAGE 1 CONSTRUCTION
2. NB STAGE 1 CONSTRUCTION
3. SB STAGE 2 CONSTRUCTION
4. NB STAGE 2 CONSTRUCTION
5. SB STAGE 3 CONSTRUCTION
6. NB STAGE 3 CONSTRUCTION
7. INDIVIDUAL LIMITS OF
CONSTRUCTION

NOTES:

- ① Temporary Rd. Imp. Type A, see "ROADWAY PLANS"
- ② Temporary Rd. Imp. Type B, see "ROADWAY PLANS"
- ③ Concrete barrier Type 60 Modified
- ④ Architectural finish, see "BRIDGE GEOMETRICS" sheet
- ⑤ Deck Drainage pipe
- ⑥ 2" x Electric Conduit (Irrigation), see "ROADWAY PLANS"
- ⑦ Future Utility
- ⑧ Safety Lights, see "GIRDER LAYOUT NO. 1" and
"GIRDER LAYOUT NO. 2" sheets
- ⑨ 2" Water Supply Line (Irrigation)
- ⑩ Concrete Barrier (Type 60 Modified)



TEMPORARY RAILING
(TYPE K) ATTACHMENT DETAIL
No Scale

DESIGN	BY: Susan Anderson	CHECKED: Susan Anderson	DATE: 10/1/00	STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF ENGINEERING SERVICES STRUCTURE DESIGN DESIGN BRANCH 7	PROJECT NO. 3000 PROJECT NUMBER 3 (PANEL 0000000000)	CONTRACT NO. 07-0000000000	CARPINTERIA CREEK BRIDGE (REPLACE) STAGE CONSTRUCTION
DETAILS	BY: Susan Anderson	CHECKED: Susan Anderson	DATE: 10/1/00					
QUANTITIES	BY: Susan Anderson	CHECKED: Susan Anderson	DATE: 10/1/00					

ATTACHMENT 1

**City Council
Resolution No. 5625**

Exhibit C – Conditions of Approval

June 22, 2015



EXHIBIT C: DRAFT CONDITIONS OF APPROVAL

CITY COUNCIL HEARING PROJECT 09-1522-CUP/CDP

Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension

JUNE 22, 2015

The Conditions set forth in this permit affect the title and possession of the real property which is the subject of this permit and shall run with the real property or any portion thereof. All the terms, covenants, conditions and restrictions herein imposed shall be binding upon and inure to the benefit of the owner (applicant, developer), his or her heirs, administrators, executors, successors and assigns. Upon any sale, division or lease of real property, all the conditions of this permit shall apply separately to each portion of the real property and the owner (applicant, developer) and/or possessor of any such portion shall succeed to and be bound by the obligations imposed on the owner (applicant, developer) by this permit.

1. **Permitted Development.** The development conceptually approved by the City Council on June 22, 2015 is limited to the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements (Project 09-1522-CUP/CDP), consisting of the improvements shown on the plans and written project description and the conditions of approval on file at the City of Carpinteria, subject to further City review and approval as detailed below.

As a condition of project approval, the following project elements and variations shall be incorporated into proposed plans and the project description and detailed more specifically subject to approval of the Community Development Director in consultation with the Public Works Director as follows:

- A. **Nipomo Lane Soundwall (B-2):** The installation of this soundwall shall be achieved at the earliest practical point in the construction of the project.
- B. **Temporary Construction Staging Areas:** The applicant shall submit to the Public Works Director for approval any areas intended for temporary staging of construction equipment and materials which are proposed to be located outside of the US 101 right-of-way.
- C. **Road Surfacing:** Road surfacing shall be made as smooth as possible and lower-noise surfacing materials shall be utilized to the extent determined feasible, to minimize long-term noise and vibration effects.
- D. **Construction Storm Water Pollution Prevention:** In order to provide compliance with relevant Coastal Plan policies, the following measures shall be implemented during project construction:

- a. Best available erosion and sediment prevention and control measures, both structural and non-structural, such as:
 - Stabilize disturbed areas with vegetation, mulch, geotextiles or similar method;
 - Trap sediment onsite using fiber rolls, silt fencing, sediment basin or similar method;
 - Ensure vehicles onsite are parked on areas free from mud; monitor site entrance for mud tracked offsite;
 - Prevent blowing dust from exposed soils.
- b. Best Management Practices to provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemicals and materials, such as:
 - Control the storage, application and disposal of pesticides, petroleum and other construction and chemical materials;
 - Site washout areas more than 50 feet from a storm drain, open ditch or surface water and ensure that runoff flows from such activities do not enter receiving water bodies;
 - Provide sanitary facilities for construction workers;
 - Provide adequate disposal facilities for solid waste produced during construction and recycle where possible.

2. **Plan Review and Approval by City.** At several steps in the development of the improvement and construction plans, the project shall be subject to further review and approvals from City Departments, the Architectural Review Board (ARB) and other agencies (e.g., Carpinteria-Summerland Fire Protection District). Caltrans shall submit design plans for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension on State of California plan format for City approval at the following intervals: *95% completion* plans prior to final ARB review and *final plans* prior to commencement of construction.

The applicant shall submit project plans in accordance with the City of Carpinteria final Architectural Review Board process. Plans shall address design comments made by the ARB as identified in their meeting minutes of May 16, 2013.

The Architectural Review Board shall review the architectural design of all structures, landscaping and proposed project signage for aesthetics, compatibility and community character issues in accordance with General Plan/Coastal Plan policies.

3. **95% Project Plans.** The following plans and information shall be submitted to the City prior to or concurrently with submittal of 95% Completion Project Plans for City review and approval by the Community Development Director in consultation with the Public Works Director prior to final review by the Architectural Review Board.

- A. Storm Water Quality Measures.** Stormwater treatment system details shall be submitted for approval by the Public Works Department. Plans shall identify and describe the proposed stormwater treatment devices to be installed for

treating runoff from the new overcrossing and bridge structures, freeway ramp, and Via Real, including any new drains installed as part of the project. Stormwater treatment devices shall consist of vegetated strips, bio-swales or equivalent. The treatment devices shall have the capacity to treat the first one inch of rainfall and shall have pollutant removal rates consistent with Caltrans' approved NPDES permit if placed on Caltrans property, and shall meet the Central Coast Post-Construction Requirements if placed on City or private property. Plans submitted for approval shall include all systems, including vegetated swales, filters, detention ponds, trash racks, interceptors, etc. Plans shall show any proposed connections or upgrades to the City storm drain system on drainage plans, flow conveyance systems (ditches, dikes, berms and swales), energy dissipaters, hard surface for slope protection systems and vegetated systems and shall preserve existing vegetation where possible. Permanent stormwater systems shall comply with post-construction coastal water quality standards contained in the proposed Transportation Corridor Wetland Overlay District (Development Standard #5).

- B. *Drainage Plans.*** Final drainage design and calculations shall be submitted for Public Works review and approval for all drainage improvements, and shall reflect all upgrades to existing infrastructure required by additional flows. Construction of any new culverts shall commence at the most downstream end and may be completed in phases according to the overall construction schedule. Applicant shall provide Stormwater Pollution Prevention Plan (SWPPP) requirements to bidders for proposed construction prior to accepting bids.
- C. *Agency Cooperative Agreements - Pre-Construction.*** Provide a draft Agency Cooperative Agreement between Caltrans, SBCAG, City of Carpinteria and any other entities carrying forward the project, setting forth pre-construction activities affecting City streets and facilities related to the subject project, including responsibility for environmental permitting, project design, drainage considerations, coordination of City permits for improvements (encroachments) located outside of the US 101 corridor, relocation of existing utilities, provision for any applicable fees, identification of any required project construction staging areas specifically located on City-owned properties and rights-of-ways, if any, and other essential elements.
- D. *Right of Way Map(s) and Actions.*** Provide copies of Right-of-Way Record Maps showing data applicable to the project area as necessary to verify location of Caltrans rights-of-way, City rights-of-way and any affected adjacent properties (in lieu of preliminary title reports). Depict locations of City's affected streets adjacent to the US 101 travel lanes on all plans (i.e., Layout plans, Drainage plans, Utility plans, etc.).
- E. *Recycling Plan.*** Submit to the Public Works Director for approval a waste reduction plan including a completed Construction and Demolition Waste Diversion Plan that demonstrates how at least 65% of the project demolition and construction waste will either be re-used or recycled. Construction and Demolition Waste quantities shall be reported to Public Works on a monthly basis during the construction contract period.

CONDITIONS OF APPROVAL

Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension

09-1522-CUP/CDP

Page 3

F. Construction Traffic Management Plan. Provide a detailed Construction Traffic Management Plan for review by Public Works, Community Development, Carpinteria-Summerland Fire Protection District and the Santa Barbara County Sheriff's Department, and obtain approval from the Community Development Director in consultation with the Public Works Director. The plan shall identify:

- a. Construction Phases. Project construction stage exhibits including work descriptions.
- b. Staging and Parking Areas. Equipment staging, materials storage and construction worker parking areas.
- c. Truck Routes. Construction truck routes to minimize noise and traffic effects to residential neighborhoods.
- d. Ramp Closures and Detours. Any proposed closures of US 101 ramps and/or detours, by construction stage.
- e. City Street Closures and Detours. Any proposed closures of City streets and/or detours, by construction stage.
- f. Signs and Traffic Control Measures. Signage and other planned temporary traffic control measures, by construction stage.

Specific measures to be taken to reduce traffic effects shall be identified, including:

- g. Public Awareness. A program for public awareness and outreach to commuters, property owners, businesses, residents and agencies affected by project construction.
- h. Public Relations Committee. Applicant is required to facilitate the formation and support/staffing of a Public Relations Committee consisting of business, residents and City representatives. The Committee is to meet regularly prior to and during construction. Applicant shall review construction, construction phasing, project mitigation measures and permit conditions of approval with the committee. Applicant shall consider feedback and comments from the committee, as well as the general public, throughout project construction and make necessary adjustments in response to problems and/or concerns when possible.
- i. Maintenance of Access. Plans for providing access to businesses, coastal dependent uses and recreational uses during construction;
- j. Motorist Information Measures. Elements such as radio announcements and appropriate signage.
- k. Incident Response Measures. Strategies such as COZEEP and freeway service patrol.
- l. Alternative Transportation and Transportation Demand Management (TDM). Incentives and other measures to increase use of alternative modes of transportation, flexible hours and TDM to minimize traffic effects of project construction.
- m. Coordination and Reporting. A program for ongoing reporting and coordination with the City and other affected agencies throughout the project construction process.

G. Long-Term Impact Mitigation Measures: Applicant shall submit the following information describing long-term mitigation measures required in the Certified EIR and Addendum and/or included in the Project Description:

- a. Parks & Recreation. [EIR Mitigation 2.1.1.4]
 - Public access to Carpinteria Creek Park shall be provided from the proposed extension of Via Real.
 - The Class I bicycle path shall be replaced with an Americans with Disabilities Act (ADA) compliant bicycle path.
 - When the Class I bicycle path requires closure, Caltrans shall provide a minimum seven-day public notice of the closure and designated detour routes.
- b. Population Relocation. [EIR Mitigation 2.1.3.1]
 - Adequate replacement housing shall be made available to relocate all permanently displaced residents within the community.
- c. Natural Communities [EIR Mitigation 2.3.1]
 - Caltrans shall comply with regulatory agencies' recommendations.
 - Environmentally Sensitive Area (ESA) fencing shall be installed to limit construction activities and protect biological habitats of concern. Proposed ESA fencing shall be established at all wetlands, riparian areas, oak tree areas and all areas of wildlife habitat in order to avoid, minimize and reduce potential impacts to biological resources. ESA fencing locations shall be determined in the Plans, Specifications & Estimates (PS&E) phase of the project. [Addendum Mitigation]
 - All oaks and native trees and shrubs that will remain in the project vicinity shall be delineated on plans and fenced in the field as environmentally sensitive areas.
 - To comply with provisions for the protection of nesting birds found in the Migratory Bird Treaty Act, a 15.2- to 30.5-meter (50.0- to 100.0-foot) buffer area shall be identified and delineated on plans and in the field.
 - Revegetation shall occur in disturbed areas.
 - Replacement ratios for riparian trees greater than four inches diameter at breast height (dbh) shall be 3:1; oaks greater than six inches dbh shall also follow a 3:1 ratio; all other natural community trees and shrubs shall be replaced at a 3:1 ratio based on acreage.
 - Both riparian trees and oak trees will have a three-year plant establishment period.
- d. Wetlands and Other Waters
 - Applicant shall submit detailed restoration plans which shall achieve mitigation of project impacts on biological habitat areas at the

following minimum ratios, in accordance with the development standards contained in the proposed Transportation Corridor Wetland Overlay District (Development Standard #3). Adverse direct impacts shall be mitigated at a ratio of 4:1 for natural wetland areas, including salt marsh and wetlands associated with creeks. Adverse direct impacts to riparian habitats shall be mitigated at a ratio of 3:1. Adverse direct impacts to created wetlands (low functioning wetlands associated with freeway infrastructure) shall be mitigated at a ratio of 3:1. Indirect impacts to wetlands, such as development in wetland buffer areas, shall be mitigated by enhancing (e.g., invasive species removal, native screening vegetation, planting appropriate native species, water quality improvement, sound reduction) all portions of the remaining (undeveloped) wetland buffer area within 100 feet of the impacted wetland. Temporary direct and indirect impacts to wetlands and riparian habitat shall be mitigated at a ratio of 1:1.

- The project shall incorporate environmentally sensitive area fencing; diversion shall be restricted to summer months; cofferdam construction is required. [EIR Mitigation 2.3.2]
- Restoration of 145 square meters (1,560 square feet) of Jurisdictional Waters of the US shall be conducted. [EIR Mitigation 2.3.2]

e. Animal Species [EIR Mitigation 2.3.4]

- Caltrans shall comply with regulatory agencies' recommendations.
- Environmentally Sensitive Area fencing shall be installed prior to beginning construction and depicted in the final design layout plans.
- Bird nests shall be excluded from the US 101 Carpinteria Creek Bridges prior to and during construction.

f. Steelhead Trout [EIR Mitigation 2.3.5]

- Applicant shall comply with regulatory agencies' recommendations.
- Steelhead trout and other native fish within the creek area to be diverted shall be removed and relocated.
- Soil exposed as a result of the project shall be revegetated using native hydroseeding or live planting methods.
- Applicant shall restore the contour, slope and surrounding area of the creek bed to pre-construction conditions or better.
- Applicant shall remove the at-grade concrete bike and pedestrian crossing over Carpinteria Creek to create a free-flowing and natural channel bottom.
- A 3:1 replacement ratio shall be employed for all riparian vegetation.
- Removal of a remaining root ball of invasive giant reed (*Arundo donax*) on the north bank of Carpinteria Creek within and adjacent to

CONDITIONS OF APPROVAL

Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension

09-1522-CUP/CDP

Page 6

the property at 1212 Casitas Pass Road shall be included as part of this project.

- Applicant shall complete a Section 7 Endangered Species Consultation with US Fish and Wildlife Service and National Oceanic and Atmospheric Administration Fisheries.
- Applicant shall obtain a National Pollution Discharge Elimination System Permit from the State Water Resources Control Board.

g. Tidewater Goby [EIR Mitigation 2.3.5]

- Applicant shall comply with regulatory agencies' recommendations.
- Intakes shall be completely screened with wire mesh no larger than five millimeters.
- Approved fish removal and relocation techniques shall be implemented.
- Upon completion of construction activities, the barriers to flow shall be removed in a manner that will allow flow to resume with the least disturbance to the substrate.
- Fish passage shall be maintained during and after construction.
- Environmentally Sensitive Area fencing shall be installed prior to beginning construction and depicted in the final design layout plans.
- Applicant shall restore the contour, slope and surrounding area of the creek bed to pre-construction conditions or better.

h. Western Pond Turtle and Two-striped Garter Snake [Addendum Mitigation]

- Applicant shall comply with regulatory agencies' recommendations.
- Prior to construction, a biologist determined qualified by Caltrans shall survey the ADI and, if present, capture and relocate any western pond turtles or two-striped garter snakes to suitable habitat downstream of the project study area.
- Observations of Species of Special Concern (SSC) or other special-status species shall be documented on CNDDB forms and submitted to CDFW upon project completion.
- If these species or other SSC aquatic species are observed during construction, they shall likewise be relocated to suitable downstream habitat by a qualified biologist.

i. Invasive Species [EIR Mitigation 2.3.6]

- In compliance with Executive Order 13112 on Invasive Species and subsequent guidance from the Federal Highway Administration, landscaping and erosion control shall not use species listed as noxious weeds.

- In areas of particular sensitivity, extra precaution shall be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.
 - Invasive species shall be removed within the project footprint including sticky snakeroot (*Ageratina adenophora*), sweet fennel (*Foeniculum vulgare*) and bristly ox-tongue (*Helminthotheca echioides*). [Addendum Mitigation]
- j. Visual/Aesthetics [EIR Mitigation 3.3]
- All new lighting in the vicinity of the residential neighborhoods north of US 101 shall be minimized for excess light and glare.
 - Sufficient area shall be designated for landscaping.
 - Landscape shall be included at retaining walls, sound walls, roundabouts and medians.
 - Aesthetic treatments and design shall be integrated into all new bridge structures.
 - Trees shall be planted at the bridge abutments. Street trees shall be included along all new local roads.
 - Planting shall be included along Via Real in the vicinity of the "Ogan property."
 - Native vegetation planting shall be included in the vicinity of the Via Real/Carpinteria Creek bridge and the bicycle paths.
 - All soundwalls shall include landscaping to reduce their urban appearance.
 - The US 101/Carpinteria Creek bridges and the Via Real/Carpinteria Creek bridge shall include open-style bridge rail.
 - Any existing median planting removed or damaged shall be replaced in the median, to the greatest extent possible.
 - All paving and base material shall be removed, the earth shall be ripped or scarified, and topsoil placed and made ready for planting.
 - Yellow barrel-type crash cushion end treatments shall not be installed.
- k. Hazardous Waste. Applicant shall submit hazardous waste/materials investigation reports and evidence of compliance with applicable regulatory requirements for any clean-up and/or disposal of hazardous materials to the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) for review. This same information shall be submitted to Community Development with comments from DTSC for City review.

CONDITIONS OF APPROVAL

Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension

09-1522-CUP/CDP

Page 8

- l. Road Surfacing. Applicant shall submit information demonstrating how road surfacing will be made as smooth as possible to minimize long-term noise and vibration impacts, with an analysis of the feasibility of using rubberized or other non-traditional surfacing.
- m. Agriculture Resources. Prior to commencement of construction, applicant shall provide funding for the Agriculture Preservation Program in the amount of \$485,422 to the City of Carpinteria to be placed in an escrow account and distributed for the implementation of the Program. The applicant shall also transfer to the City, as a single legal parcel, the remaining portion of the former Whitney property not developed with transportation improvements at the time of completion of the Casitas Pass Road Interchanges and Via Real Extension. A permanent agriculture easement shall be placed on the property at the time of transfer to the City.
- n. Stormwater Quality.
 - Applicant shall submit plans and information demonstrating compliance with the post-construction coastal water quality standards contained in the proposed Transportation Corridor Wetland Overlay District (Development Standard #5).
 - Revegetation shall occur for disturbed areas along creeks. Work in the creek bed shall be performed during the dry season. Contractor shall comply with Stormwater Pollution Prevention Plan. [EIR minimization techniques 2.2.2]
- o. Coastal Access and Recreation. Construction of the Rincon Trail shall be completed prior to completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension.
- p. Noise/Soundwalls.
 - Soundwalls shall be included in the project varying in height from eight feet to 12 feet. [EIR minimization technique 2.2.7]
 - Applicant shall submit information demonstrating soundwall construction in the locations indicated in the project description and shown on the project plans, including length, height, surface materials and landscaping.

H. Mitigation Compliance, Monitoring and Reporting Requirement. Applicant shall submit to the Community Development Department a draft monitoring program for the mitigation measures as identified in the Certified EIR, approved Project Description and Conditions of Approval for review and comment. A Project Environmental Coordinator (PEC) and mitigation monitors responsible for permit compliance monitoring shall be retained and paid for by the applicant. The mitigation monitoring program shall include, but not be limited to:

- a. **Mitigation Measures.** A list of the project's mitigation measures.
- b. **Implementation of Mitigation.** Timing and party responsible for implementation of each mitigation measure.

- c. Mitigation Monitoring. Timing and party responsible for monitoring of each mitigation measure and a list of mitigation monitors to be retained.
 - d. Mitigation Reporting. Procedures, timing and responsible party for reporting to the City on project mitigation compliance and monitoring.
- I. **Project Environmental Coordinator Required; Monitoring/Reporting.** A qualified Project Environmental Coordinator (PEC) shall be designated by the applicant. The PEC shall be responsible for ensuring compliance with the provisions of the Mitigation Monitoring and Reporting Program. The PEC shall have authority over all other monitors. The applicant shall submit the name, contact information and qualifications of the PEC and obtain approval from the Community Development Director prior to commencement of construction.
 - J. **Archaeologist and Native American Monitors.** Applicant shall submit to the Community Development Department for approval the names of archaeologists and Native American monitors for the project who are familiar and experienced with local archaeological conditions. Monitors shall be approved by the City prior to commencement of construction.
 - K. **Dust Control Plan.** Applicant shall submit a Dust Control Plan that incorporates EIR mitigation measures and includes complaint resolution procedures and a reporting structure, consistent with SBCAPCD requirements, for approval by the City.
4. **Final Plans.** Prior to final approval for project site preparation, earthwork or construction, applicant shall submit final project construction plans and the following, or evidence of completion of the following for approval by the Community Development Director in consultation with the Public Works Director:
- A. **Hazardous Materials Clean-Up/Remediation.** Applicant shall submit evidence to Community Development verifying completion of required soil and/or groundwater clean-up or remediation in accordance with applicable regulations and approved plans and shall obtain DTSC approval of remediation completion.
 - B. **Fire District/Sheriff's Department Notification.** The Fire District and Sheriff's Department shall be contacted prior to ramp or lane closures and/or circulation alterations and restrictions. A final construction Traffic Management Plan (TMP) with projected dates including closures and restrictions of ramps and lanes shall be provided to the Fire District and Sheriff's Department for review and approval prior to the commencement of construction.
 - C. **Agency Cooperative Agreement.** Prior to commencement of project construction, the applicant shall obtain City approval of an Agency Cooperative Agreement for the project.
 - D. **Pre-Construction Conference.** Prior to commencement of construction, a pre-construction conference shall be held by the General Contractor to include construction processes and environmental mitigation and monitoring. The conference shall include representatives from Public Works, Fire District, Sheriff's Department, Community Development, Project Engineer, Landscape

CONDITIONS OF APPROVAL

Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension

09-1522-CUP/CDP

Page 10

Architect, Contractor and Subcontractor(s), Project Environmental Coordinator, Archaeologist and Mitigation Monitors.

5. **Record Drawings.** Upon completion of construction of the project, the applicant shall submit record drawings, stamped and signed by a registered civil engineer, to the City for review, approval and signature by the City Engineer. The record drawings shall include, but not be limited to, all facilities that will be relinquished to the City including all traffic signal and electrical plans, roadway improvements, drainage structures, soundwalls and the Via Real bridge over Carpinteria Creek.
6. **Construction Mitigation.** The following measures shall be implemented by the applicant during project site preparation, demolition, grading and/or construction processes to mitigate environmental impacts. Mitigation monitoring and reporting shall be implemented in accordance with the City-approved plan.
 - A. **Temporary Construction Staging Areas:** Temporary staging of construction equipment and materials outside of the Caltrans right-of-way shall be restricted to locations approved by the Public Works Director. Staging areas shall be screened to the maximum extent feasible.
 - B. **Traffic and Parking.** The Traffic Management Plan approved by Public Works shall be implemented by the applicant throughout project construction.
 - a. Detour routes shall be provided for all full closures. [EIR Construction Impact Mitigation]
 - b. The Traffic Management Plan shall include: Public Awareness Campaign: Flyers, brochures, press releases, website and advertising as required to inform travelers of the project. Construction Zone Enhanced Enforcement Plan (COZEEP); Additional strategies for motorist information, incident management, construction, demand management and alternate route(s) Temporary facilities such as changeable message signs as listed in the Caltrans Transportation Management Plan Guidelines. [EIR Construction Impact Mitigation]
 - C. **Recreation Access.** Vehicular, pedestrian and bicycle access to Carpinteria Creek Park shall be maintained at all times during construction. For short periods of time when direct vehicle access cannot be maintained, temporary parking proximate to the park shall be provided along with a pedestrian route from the parking area to the park.
 - D. **Cultural Resources Mitigation.** Applicant shall implement EIR mitigation measures and standard City monitoring and archaeological resource discovery procedures as identified in the City's archaeological guidelines. The following apply:
 - a. Construction Worker Notification. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the project area, and procedures that shall occur in the event of discoveries.

- b. Archaeological and Native American Monitors. Ground disturbance in areas sensitive for subsurface archaeological resources as identified in the EIR shall be monitored by a qualified archaeologist, who shall consult with a qualified Native American representative in the event that resources are discovered. Reports on monitoring shall be provided in accordance with the approved Mitigation Monitoring and Reporting Plan.
- c. Discovery Procedures. If cultural resources are encountered, work shall be halted immediately in the vicinity of the find. The Project Environmental Coordinator and Native American Heritage Commission shall be notified, a qualified archaeologist shall be consulted to evaluate the find, and mitigation measures shall be undertaken as necessary to avoid significant impacts in accordance with Public Resources Code Section 5097.98. If the discovery potentially consists of human remains, the Santa Barbara County Coroner shall also be contacted per regulatory requirements. Work in the area may only proceed after authorization is granted by the Project Environmental Coordinator.

E. *Water Quality BMPs.*

- a. Temporary measures to protect water quality as required by an approved Stormwater Pollution Prevention Plan (SWPPP), including sediment control, soil stabilization, concentrated flow conveyance systems, scheduling of ground disturbance activities with respect to rainy season, preservation of existing vegetation, clear water diversion, dewatering operations, wind erosion control, sediment tracking, solid waste management, materials handling, concrete waste management, vehicle and equipment operations, paving operations, stockpile management, water conservation practices, illegal connection or discharge detection and reporting, storm drain inlet protection and contaminated soil management.
- b. There will be storm water inspections both by the contractor and Caltrans during construction. The project shall be subject to the Caltrans General Permit (RWQCB). Work in the creek bed shall be performed during the dry season (June 1 – October 31). Contractor shall acquire SWPPP. [EIR Construction Impact Mitigation]

F. *Hazardous Materials.* Measures shall be implemented in the event of discovery of hazardous materials during project construction to ensure protection of the public, construction workers and environment from hazardous exposure and assessment and remediation of contamination in accordance with regulatory requirements and procedures. Any contaminated soil identified with the proposed project shall be transferred to an appropriate disposal site during construction. All procedures governing the handling or disposal of hazardous waste shall be in accordance with the appropriate regulatory agencies. California regulatory criteria for determining whether excavated soils are to be classified as hazardous waste for disposal purposes based on their metal content are contained in the California Code of Regulations, Title 22, Division 4.5, Chapter 11, Article 3, Section 66261.24. [EIR Construction Impact Mitigation]

G. *Air Quality Mitigation Measures.*

- a. Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 7-1.01F (Air Pollution Control) require the contractor to comply with the more stringent of local or state rules, regulations and ordinances regarding air quality (Government Code §11017). Section 10 of the Standard Specifications regulates dust control. California Health and Safety Code requires the contractor to keep visible dust from blowing offsite. [EIR Construction Impact Mitigation]
- b. A final dust control plan is required to be prepared by Caltrans and approved by SBCAPCD and shall include standard APCD construction-related control measures that mandate minimizing disturbed areas, watering of disturbed areas and stockpiles; stabilization and paving of disturbed areas; covering of trucks and reduction of vehicle speeds on unpaved construction areas. Construction equipment and vehicles shall be maintained in proper tune and low sulfur fuel shall be used in construction equipment.

H. Noise and Vibration. Applicant shall implement mitigation measures identified in Certified EIR/Addendum as follows:

- a. Construction Hours. Construction activities that create sporadic disruptive noise that cannot be muffled (such as pile driver striking a steel beam, reinforced concrete piles and jackhammer breaking pavement) shall be limited to weekday hours between 8:00 a.m. and 5:00 p.m.
- b. Equipment Maintenance and Mufflers. All construction equipment shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
- c. Staging Area Siting. Staging and equipment areas shall be sited to minimize noise effects to residential uses to the extent feasible.
- d. Noise Barriers. Temporary noise barriers shall be provided around the construction site as necessary to avoid extended disturbance to residents from construction noise.
- e. Neighbor Notification. Within 10 days prior to commencement of each construction stage, the applicant shall provide notification of the construction schedule to surrounding neighborhoods impacted by noise and vibration, in accordance with locations and in a manner specified in the City-approved Construction Management Plan, and shall post information onsite in a location visible to the public, including the hours of operation and contact person with telephone number.
- f. Vibration. Notify residents two weeks prior to pile driving and use vibratory pile driving when available. Use rubber-tired vehicles. Maintenance of night joints and bridge conforms. Restrict severe vibration activities to daylight hours as much as possible. Nighttime demolition work limited to overcrossings. Arrange hotel/motel rooms for residents living within 100 feet of the proposed activity when protracted vibrations in excess of the threshold

are expected at their residence during hours that they normally sleep. [EIR Construction Impact Mitigation]

I. *Wildlife Mitigation.* Measures for protection of wildlife species during project construction as identified in the Certified EIR/Addendum and required by any resource agency permits shall be implemented by the applicant during project construction as follows.

- a. Animal Species: Environmentally Sensitive Area fencing shall be used to prevent animals from entering the work areas. [EIR Construction Impact Mitigation]
- b. Migratory Birds: In project construction areas, habitat shall be removed before migratory nesting season begins, using bird netting if needed. [EIR Construction Impact Mitigation]
- c. Steelhead Trout and Tidewater Goby: Use of Environmentally Sensitive Area exclusionary fencing; dewatered fish shall be removed and relocated; maintain downstream flow; Wildlife Identification Training; restore the contour, slope and surrounding area of the creek bed to pre-construction conditions or better. [EIR Construction Impact Mitigation]
- d. Tidewater Goby: Work conducted outside primary breeding season; approved fish removal and relocation techniques shall be implemented; Environmentally Sensitive Area fencing shall be employed; riparian areas disturbed during construction shall be revegetated using native hydroseeding. [EIR Construction Impact Mitigation]

J. *Habitat Protection.* Measures for the prevention of impacts to habitat area and native plant communities during project construction as identified in the Certified EIR/Addendum and required by any resource agency permits shall be implemented by the applicant during project construction as follows.

- a. Natural Communities: The number of access routes, size of staging areas, and total area of activity shall be limited to the minimum necessary. [EIR Construction Impact Mitigation]
- b. Wetlands and Other Waters: Compliance with California Coastal Commission and the US Army Corps of Engineers; Environmentally Sensitive Area fencing; silt fencing; diversion restricted to summer months (June 1 – October 31); use of cofferdams; restoration to natural channel bottom; project shall incorporate Best Management Practices and abide by Stormwater Pollution Prevention Plan. [EIR Construction Impact Mitigation]

K. *Pre-construction Surveys.* [Addendum Mitigation].

- a. To ensure that potential impacts to biological resources are avoided and/or minimized, and due to the long lead-time until construction, pre-construction surveys for tidewater goby, California red-legged frog (although their presence is not expected, this will allow for time to coordinate use of the Programmatic Biological Opinion if California red-legged frogs are unexpectedly found), western pond turtle and two-striped garter snake shall be conducted by a qualified Caltrans biologist or designee. Surveys for nesting birds (if work is proposed to occur from

February 15 to September 1 during the nesting season) shall be conducted by a qualified biologist or designee no more than 14 days prior to initiation of construction.

- b. If any federally listed species are found during the pre-construction surveys, other than steelhead trout and tidewater goby, construction shall cease until Formal Section 7 Consultation between Caltrans/FHWA and USFWS is completed. If California red-legged frog is found during pre-construction surveys, Caltrans shall coordinate with USFWS to use the Programmatic Biological Opinion as Formal Section 7 Consultation.
- c. If any state-listed endangered or threatened species are found during the pre-construction surveys, the project shall cease until consultation between Caltrans and CDFW is completed.

L. *Duties of the Biologist and/or Environmental Monitor.* [Addendum Mitigation].

- a. If any special status species are found in the ADI during construction, the Caltrans Biologist or designee shall be present at the construction site until such time as instruction has been given to the workers, the special-status species has been allowed to move out of the ADI on its own, or the special-status species has been relocated outside of the ADI (if authorized by the relevant regulatory agencies).
- b. A Biological/Environmental Monitor shall be onsite during construction activities that may impact special status species and/or migratory birds. This includes clearing and grubbing of Carpinteria Creek, the stream diversion/dewatering of Carpinteria Creek, and the removal of trees during the nesting season from February 15 to September 1.

M. *Authority of the Biologist and/or Environmental Monitor.* The Caltrans Biologist and/or Environmental Monitor shall have the authority to halt any action that might result in impacts that exceed the anticipated levels of impact that were determined during agency review (by Caltrans, U.S. Army Corps of Engineers [ACOE], CDFW, California Coastal Commission (CCC) and/or USFWS) of the proposed plans. If work is stopped, these same regulatory agencies shall be notified immediately by the Caltrans Biologist or Environmental Monitor. [Addendum Mitigation]

N. *Equipment Maintenance and Staging and Materials Storage Restrictions.* All refueling and maintenance of equipment and vehicles shall be conducted at least 60 feet from any aquatic habitat, wetland area or any water body. The contractor shall ensure contamination of habitat does not occur during such operations. All workers shall be informed of the importance of preventing spills of fuels and of the appropriate measures to take should a spill occur. Equipment staging and materials storage shall be located outside of stream corridors and associated riparian habitat. [Addendum Mitigation]

K. *Geology and Soils.* At Linden Avenue, recommendations of the geotechnical report shall be followed, including a likely fill delay period and/or a fill surcharge before placement of the bridge piles and the pavement structural section. Geosynthetic reinforcement shall be required for slope angles to 1:1.5. The

project shall incorporate a revegetation program, including irrigation required on both cut and fill slopes. [EIR Construction Impact Mitigation]

- L. Paleontology.** Because there still exists the potential to find sensitive paleontological remains in low sensitivity formations, the following statement shall be included in the Resident Engineer's Instructions: If any vertebrate or plant fossils are discovered during construction, it is required that construction be halted in the immediate vicinity (33-foot radius) of the discovery until the District Paleontology Coordinator has the opportunity to review the find. Remediation of any sensitive resources encountered before or during construction may include removal, preparation and curation of any significant finds. [EIR Construction Impact Mitigation]
 - M. Solid Waste.** The project solid waste management plan for demolition and construction waste shall be reviewed and approved by the Public Works Department prior to project construction and shall be implemented throughout construction. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt) with a minimum 65% diversion rate. During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. This requirement shall be printed on grading and construction plans. Applicant shall provide Public Works with receipts for recycled materials. Materials shall be recycled as necessary. During construction, all trash that may attract predators shall be properly contained, removed from the work site and disposed of regularly.
 - N. Project Implemented as Approved by City.** Applicant shall implement the project in accordance with the final plans and provisions approved by the City of Carpinteria as outlined in these conditions of approval. After final design approval, any minor alterations in project components, design or construction processes shall require prior approval by the Community Development Director and any major alterations shall require prior approval by the Planning Commission and/or City Council. Project structures, facilities and landscaping shall be maintained for the life of the project.
 - O. Annual Report.** Annually through completion of project construction, the applicant shall submit a report to the Public Works Department on the progress and status of the project.
- 7. Design.** The project shall obtain final design review by the Architectural Review Board (ARB) prior to commencement of construction. Structural improvements of the project, including but not limited to overcrossings, bridges, retaining walls, soundwalls, railings, light standards, sidewalks, etc., and landscaping, shall be constructed and installed in conformance with the final design review.
 - 8. Graffiti Abatement.** The applicant shall clean up graffiti within 72 hours. If the problem persists, as determined by Community Development, a plan for preventing recurrence shall be submitted to Community Development for review and approval, and shall be implemented as approved. Suggested anti-graffiti measures include the use of vertical landscaping or vines along affected wall surfaces and/or the use

of anti-graffiti paint. This condition shall be printed on final construction plans. A graffiti prevention plan shall be submitted upon determination of need by Community Development.

9. **Staging Area Closeout.** The applicant shall clear the project staging areas of all excess construction debris. This requirement shall be noted on final construction plans. Debris clearance shall occur upon project completion and obtain approval from Public Works.

CONDITIONAL USE PERMIT

10. This Conditional Use Permit is not valid until a Grading Permit for the development and/or use has been obtained. Failure to obtain said Grading Permit shall render this Conditional Use Permit null and void. Prior to the approval of the Grading Permit, all of the conditions listed in this Conditional Use Permit that are required to be satisfied prior to approval of a Grading Permit must be satisfied. Upon issuance of the Grading Permit, the Conditional Use Permit shall be valid. The effective date of this Permit shall be the date of action by the City Council.
11. If the Planning Commission or City Council determines at a noticed public hearing that the permittee is not in compliance with any permit condition(s), the Planning Commission or City Council is empowered, in addition to revoking the permit pursuant to said section, to amend, alter, delete or add conditions to this permit.
12. Any use authorized by this Conditional Use Permit shall immediately cease upon expiration or revocation of this Conditional Use Permit. Any Building Permit issued pursuant to this Conditional Use Permit shall expire upon expiration or revocation of the Conditional Use Permit. Conditional Use Permit renewals must be applied for prior to expiration of the Conditional Use Permit.
13. The applicant's acceptance of this permit and/or commencement of construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the permittee.
14. Within two years after the effective date of this permit, construction shall commence. Construction cannot commence until a Grading Permit has been issued. Failure to commence the construction pursuant to a valid Grading Permit shall render the Conditional Use Permit null and void.
15. All time limits may be extended by the Planning Commission or City Council for good cause shown, provided a written request, including a statement of reasons for the time limit extension request is filed with Community Development prior to the expiration date.

CONDITIONS OF APPROVAL

Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension

09-1522-CUP/CDP

Page 17

16. If the applicant requests a time extension for this permit, the permit may be revised to include updated language to standard conditions and/or mitigation measures and additional conditions and/or mitigation measures which reflect changed circumstances or additional identified project impacts. Mitigation fees shall be those in effect at the time of issuance of a Building Permit.
17. Approval of this Conditional Use Permit/Coastal Development Permit is subject to the Coastal Commission approving the required Local Coastal Program Amendments.
18. Before commencing any work pertaining to the erection, alteration, enlarging or rebuilding of any structure or improvement, the applicant shall obtain a Grading Permit. The permit is necessary to ensure implementation of the conditions required by the City Council. Before any Permit will be issued by Community Development, the applicant must obtain written clearance from all agencies having conditions; such clearance shall indicate that the applicant has satisfied all pre-construction conditions. A form for such clearance is available from Community Development.
19. Prior to issuance of a Grading Permit, applicant shall notify in writing all property owners and occupants of parcels within 300 feet of the project site of its approval and conditions. Proof of mailing the notices shall be provided to Community Development.
20. If, at any time, the City or Planning Commission determines that there has been, or may be, a violation of the findings or conditions of this Development Plan and Coastal Development Plan, or of the Municipal Code regulations, a public hearing may be held before the Planning Commission to review this permit. At said hearing, the Planning Commission may add additional conditions, or recommend enforcement actions, or revoke the permit entirely, as necessary to ensure compliance with the Municipal Code, and to provide for the health, safety, and general welfare of the City. The applicant shall reimburse the City for all costs associated with gaining compliance with the original conditions of approval.
21. Any changes to the approved project must be reviewed and approved by the Community Development Director.
22. Any minor changes may be approved by the City Manager and/or Community Development Director. Any major changes will require the filing of a revision application to be considered by the Planning Commission.
23. All requirements of the City of Carpinteria (including but not limited to public improvements as defined in the City of Carpinteria Municipal Code (CMC), Section 15.16.110) and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met.

CONDITIONS OF APPROVAL

Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension

09-1522-CUP/CDP

Page 18

24. The standards defined within the City's adopted model Building Codes (UBC; NEC; UMC; UFC; UPC; UHC) relative to the building and occupancy shall apply to this project.
25. Any and all damage or injury to public property resulting from this development, including without limitation, City streets, shall be corrected or result in being repaired and restored to its original or better condition.
26. No Grading Permits shall be issued for this project prior to meeting all required terms and conditions listed herein. When not specified herein, all conditions shall be satisfied prior to issuance of a Grading Permit or prior to commencement of construction when allowed by the Community Development Director.
27. To allow time for the utility companies to locate and mark their facilities for the contractor, the applicant shall telephone Underground Service Alert (USA) toll free at 1-800-227-2600 a minimum of 48 hours prior to the start of construction. For best response, provide as much notice as possible, up to 10 working days.
28. Compliance with the Carpinteria Valley Water District letter dated June 12, 2015.
29. All applicable final conditions of approval shall be printed in their entirety on applicable pages of grading/construction or building plans submitted to CDD. These shall be graphically illustrated where feasible. The approved set of plans shall be retained at the construction site for review by the Building Inspector during the course of construction.
30. Applicant shall ensure that the project complies with all approved plans and all project conditions including those which must be monitored after the project is built and occupied. To accomplish this, applicant agrees to contact CDD at least two weeks prior to commencement of construction activities to schedule an onsite pre-construction meeting with the owner, other agency personnel and with key construction personnel.
31. *Pre-project Flood Risk Determination* – The applicant shall obtain a Federal Emergency Management Agency (FEMA) Letter of Map Revision under the National Flood Insurance Program for City of Carpinteria area Flood Insurance Rate Map, Panel No. 06083C1420G. The Letter of Map Revision (LOMR) shall address the pre-project flood risk associated with US 101. The pre-project risk condition shall include the previously mapped diversion of the 1% chance per year flood flow to the Franklin Creek watershed caused by the existing US 101 bridges over Carpinteria Creek and the risk that all of the floodwaters will follow Carpinteria Creek to the ocean. The applicant shall obtain the LOMR prior to commencement of construction. The applicant shall reimburse all costs the City of Carpinteria may incur, including costs for staff time, to obtain the LOMR from FEMA. The applicant shall also offer to assist

CONDITIONS OF APPROVAL

Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension

09-1522-CUP/CDP

Page 19

with and pay for the preparation and filing of Flood Determination Letters and Elevation Certificates for all properties that area affected by the resultant change in the FIRM. The offer to the property owners must be made by certified mail and be available for no less than one year after the approval of the LOMR by FEMA.

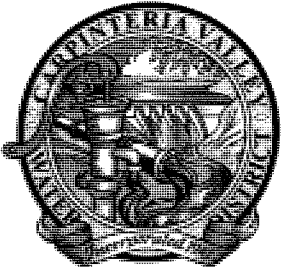
32. *Project Related Flood Risk Determination* – The applicant shall prepare all FEMA required documents and Flood Insurance Rate Map revisions that may be required as result of the proposed project. This shall include, but is not limited to, all costs the City of Carpinteria may incur. If a Conditional Letter of Map Revision (CLOMR) is required, the FEMA-approved CLOMR shall be obtained by the applicant prior to commencement of construction.
33. Prior to issuance of a Grading Permit, the applicant shall provide a signed copy of the Conditions of Approval on a form acceptable to Community Development. Such form may be obtained from the CDD office.

Written authorization to proceed and consent to conditions of approval by the applicant shall be provided to the City prior to commencement of any demolition or construction activity.

I HAVE READ AND UNDERSTOOD, AND I WILL COMPLY
WITH ALL ABOVE STATED CONDITIONS OF THIS PERMIT

Applicant

Date



Carpinteria Valley Water District

1301 Santa Ynez Avenue • Carpinteria, CA 93013
Phone (805) 684-2816

BOARD OF DIRECTORS

Alonzo Orozco
President
Polly Holcombe
Vice President
Richard Forde
Matthew Roberts
June Van Wingerden

GENERAL MANAGER

Charles B. Hamilton

June 12, 2015

City of Carpinteria
Attention Jackie Campbell
5775 Carpinteria Ave.
Carpinteria CA. 93013
Summerland, CA. 93067

SUBJECT: LINDEN AVENUE AND CASITAS PASS BRIDGES CONDITIONS LETTER

Hello Mrs Campbell

Please be advised, this parcel is within the Carpinteria Valley Water District and therefore is entitled to District water service in accordance with District Rules and Regulations. Currently the District is in a Stage II Drought Emergency for more information on the recently passed Ordinance 15-2, please visit the District website www.cvwd.net.


Listed are the Carpinteria Valley Water District conditions for the project.

The Owner will be required to pay the necessary Capital Cost Recovery Fees CCRF for the new meters for the project. These fees will be required to be paid prior to the meters being installed and the District signing off on the Final sign off. (See attached fee estimate)

The Owner will need to supply to the District a copy of the irrigation plan that includes flow demands and plant list.

If you have any questions please feel free to contact me at brian@cvwd.net or 684-2816x103.

Very truly yours,
Carpinteria Valley Water District


Brian King, P.E.
Associate Engineer

BVK/bvk
C: file copy

CARPINTERIA VALLEY WATER DISTRICT

FEE ESTIMATE FOR NEW SERVICES

Project Name	CAL TRANS 101 IMPROVEMENT
---------------------	----------------------------------

Description:

DOWNSIZE TWO EXISTING 2 INCH METERS TO 1 1/2 INCH METERS AND GET 4 NEW 3/4 INCH METERS

Owner	CAL TRANS
-------	-----------

Date of Fee estimate 06/12/2015

Estimate valid through: 06/30/2016

Capital Cost Recovery Fees (CCRF) CREDIT

Description	Qty	Unit Fee	Fee
2 INCH METER EXISTING	2	\$50,941.00	\$101,882.00
			\$0.00
CCRF SUBTOTAL CREDIT =			\$101,882.00

Capital Cost Recovery Fees for new meters

Description	Qty	Unit Fee	Fee
1 1/2 inch meter	2	\$33,217.00	\$66,434.00
3/4 inch meter	4	\$12,579.00	\$50,316.00

CCRF SUBTOTAL = \$116,750.00

CCRF Subtotal =	\$116,750.00
MINUS CCRF SUBTOTAL CREDIT =	\$101,882.00
CCRF DUE=	\$14,868.00

ATTACHMENT 1

**City Council
Resolution No. 5625**

**Exhibit D – Final EIR Chapter 3 (CEQA Analysis)
And
Appendix D (Mitigation Summary)**

June 22, 2015

Linden Avenue & Casitas Pass Road Interchanges Project

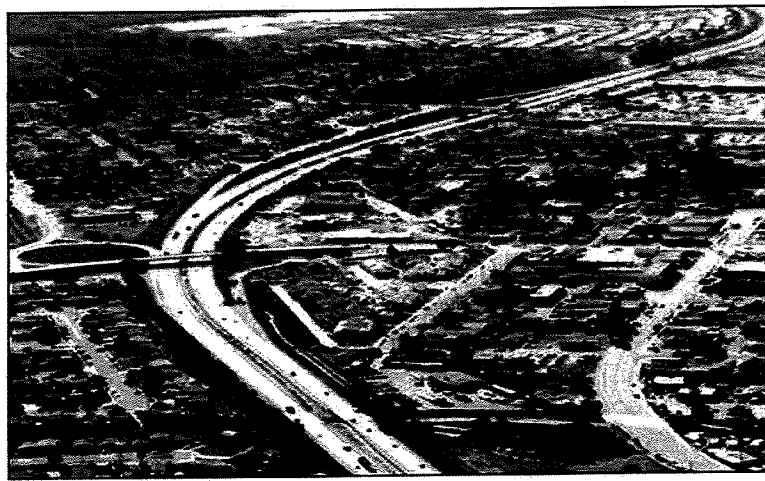
In the City of Carpinteria, 0.4 kilometer (0.2 mile) south of Carpinteria Creek
Bridge to 0.5 kilometer (0.3 mile) north of Linden Avenue Overcrossing

05-SB-101-KP 3.5/5.5 (PM 2.2/3.4)

05-4482U0

SCH# 2008041158

Final Environmental Impact Report/ Finding of No Significant Impact



State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the California Department of Transportation under its assumption of responsibility pursuant to 23 US Code 327.

July 2010



Chapter 3 California Environmental Quality Act Evaluation

3.1 Determining Significance under the California Environmental Quality Act

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act and the National Environmental Policy Act. The Federal Highway Administration's responsibility for environmental review, consultation, and any other action required in accordance with the National Environmental Policy Act and other applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 US Code 327. Caltrans is the lead agency under the California Environmental Quality Act and the National Environmental Policy Act.

One of the main differences between the National Environmental Policy Act and the California Environmental Quality Act is the way significance is determined.

Under the National Environmental Policy Act, significance is used to determine whether an Environmental Impact Statement, or some lower level of documentation, will be required. The National Environmental Policy Act requires that an Environmental Impact Statement be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under the California Environmental Quality Act may not be of sufficient magnitude to be determined significant under the National Environmental Policy Act.

Under the National Environmental Policy Act, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. The National Environmental Policy Act does not require that a determination of significant impacts be stated in the environmental documents.

The California Environmental Quality Act, on the other hand, does require Caltrans to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Each significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible.

In addition, the California Environmental Quality Act Guidelines list a number of mandatory findings of significance, which also require the preparation of an Environmental Impact Report. There are no types of actions under the National Environmental Policy Act that parallel the findings of mandatory significance under the California Environmental Quality Act. This chapter discusses the effects of this project and California Environmental Quality Act significance.

3.2 Discussion of Significant Impacts

See Chapter 2 for a discussion of affected environments, potential impacts, and avoidance, minimization and/or mitigation measures. Chapter 3 discusses the impacts addressed in Chapter 2 that fall under the jurisdiction of the California Environmental Quality Act.

3.2.1 Less than Significant Effects of the Proposed Project

Farmland: For purposes of the California Environmental Quality Act, the impact to farmland is considered less than significant. This is due to the low rating on the Farmland Conversion Impact Rating Form (see Table 2.5), the relatively small amount of farmland that will be converted, and the location of the farmland in a highly urbanized area.

Geology and Soils: The project will be constructed to seismic standards to minimize impacts of liquefaction and seismic activity.

Hazards and Hazardous Materials: Two contaminated sites near the project limits have been identified, neither of which will affect the project construction.

Mineral Resources: When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the project will not have substantial energy impacts. No other mineral resources will be affected by the project.

Population and Housing: The project will require the demolition of one residence and the relocation of the inhabitants of that residence.

Public Services: The project will not require additional public services. The project will enhance access by emergency services to neighborhoods within the project limits.

Recreation: The project will change access to the Carpinteria Creek Park.

Transportation and Traffic: The project will change traffic patterns and improve level of service within the project limits.

Utility and Service Systems: The project will use approximately 6 acre-feet of water per year for three years after the completion of construction to support landscape planting.

Hydrology and Water Quality: The project will remove an obstruction to water flow from Carpinteria Creek, allowing the full 100-year flow to pass. For more information, see Hydrology and Floodplain Section 2.2.1.

Noise: *Special note about noise:* When determining whether a noise impact is significant under CEQA, comparison is made between the existing noise level and the future (design year) noise level. The CEQA noise analysis is completely independent of the NEPA-23 CFR 772 analysis discussed in Chapter 2, which is centered on noise abatement criteria. Under CEQA, the assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected, and the absolute noise level. Under CEQA, a significant impact occurs when the design year noise levels (20 years after construction of the project) increase by 12 or more decibels over existing noise levels.

The existing noise level at Receptor 1 is 65 dBA; the predicted noise level under all build alternatives is 69 dBA. This 4-dBA increase between existing noise levels and the build alternative will be barely perceptible to the human ear. Therefore, under CEQA, no significant noise impact will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor will approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 2 is 73 dBA; the predicted noise level under all build alternatives is 76 dBA. This 3-dBA increase between existing noise levels and the build alternative will be barely perceptible to the human ear. Therefore, under CEQA, no significant noise impact will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 3 is 66 dBA; the predicted noise level under all build alternatives is 73 dBA. This 5-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. However, under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor will approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 4 is 68 dBA; the predicted noise level under all build alternatives is 75 dBA. This 7-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. However, under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 5 is 73 dBA; the predicted noise level under all build alternatives is 80 dBA. This 7-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. However, under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 6 is 72 dBA; the predicted noise level under all build alternatives is 78 dBA. This 6-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. However, under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 7 is 71 dBA; the predicted noise level under all build alternatives is 77 dBA. This 6-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. However, under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 8 is 64 dBA; the predicted noise level under all build alternatives is 67 dBA. This 3-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. Therefore, under CEQA, no significant noise impact will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 9 is 64 dBA; the predicted noise level under all build alternatives is 67 dBA. This 3-dBA increase between existing noise levels and the build alternative will be barely perceptible to the human ear. Therefore, under CEQA, no significant noise impact will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 10 is 65 dBA; the predicted noise level under all build alternatives is 69 dBA. This 4-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. Therefore, under CEQA, no significant noise impact will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 11 is 61 dBA; the predicted noise level under all build alternatives is 64 dBA. This 3-dBA increase between existing noise levels and the build alternative will be barely perceptible to the human ear. Under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project, and no mitigation is required.

The existing noise level at Receptor 12 is 68 dBA; the predicted noise level under all build alternatives is 75 dBA. This 7-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. However, under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 13 is 66 dBA; the predicted noise level under all build alternatives is 69 dBA. This 3-dBA increase between existing noise levels and the build alternative will be barely perceptible to the human ear. Therefore, under CEQA, no significant noise impact will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 14 is 65 dBA; the predicted noise level under all build alternatives is 64 dBA. This 1-dBA decrease between existing noise levels and the build alternative will be barely perceptible to the human ear. The decrease in noise levels will be due to the extension of Via Real acting like a noise attenuator, due to its raised elevation. Under CEQA, no significant noise impact will occur as a result of the project and no mitigation will be required.

The existing noise level at Receptor 15 is 62 dBA; the predicted noise level under all build alternatives is 64 dBA. This 2-dBA increase between existing noise levels and the build alternative will be barely perceptible to the human ear. Therefore, under CEQA, no significant noise impact will occur as a result of the project and no mitigation will be required.

The existing noise level at Receptor 16 is 70 dBA; the predicted noise level under all build alternatives is 77 dBA. This 7-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. However, under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

The existing noise level at Receptor 17 is 65 dBA; the predicted noise level under all build alternatives is 61 dBA. This 4-dBA decrease between existing noise levels and the

build alternative will be perceptible to the human ear. The decrease in noise levels will be due to the extension of Via Real acting like a noise attenuator, due to its raised elevation. Under CEQA, no significant noise impact will occur as a result of the project and no mitigation will be required.

The existing noise level at Receptor 18 is 76 dBA; the predicted noise level under all build alternatives is 81 dBA. This 5-dBA increase between existing noise levels and the build alternative will be perceptible to the human ear. However, under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project and no mitigation is required. However, under NEPA/23 CFR 772, because the noise levels at this receptor already approach or exceed the noise abatement criteria of 67 dBA, noise abatement will need to be considered.

3.2.2 Significant Environmental Effects of the Proposed Project

The following impacts will have a significant effect on the environment:

Visual/Aesthetics: The existing visual character and quality of the project area will be diminished due to the placement of sound walls and the greater urbanization of the project area due to larger overcrossings, bridges, and the extension of Via Real. New lighting along the extension of Via Real will adversely affect nighttime views. Scenic vistas of the mountains will be impaired due to the placement of sound walls, but the impact is considered less than significant. For more information, see Visual/Aesthetics, Section 2.1.6.

Biological Resources: The project will have an impact on riparian habitat and Coastal Commission-defined wetlands. The removal of oak trees potentially conflicts with the City of Carpinteria's Local Coastal Plan (Policy OSC-7a). For more information, see Biological Environment, Section 2.3, and the State and Local Policy Analysis in Appendix E.

The City of Carpinteria Local Coastal Program does not contain an exception to the required 30.5-meter (100-foot) minimum setback along the upland limits of all wetlands. Therefore, the project will need a Coastal Land Use Plan Amendment.

Construction Impacts

Biology: Due to creek diversion, the project could have an impact on migratory fish (steelhead trout). Creek diversion during construction could have an adverse effect on special-status species (tidewater goby and steelhead trout). For more information, see Biological Environment, Section 2.3.

Air Quality: The project will add to particulate matter less than 10 microns in size and ozone during construction. For more information, see Air Quality, Section 2.2.5.

3.2.3 Unavoidable Significant Environmental Effects

There are no significant impacts after mitigation.

3.2.4 Climate Change under the California Environmental Quality Act

Regulatory Setting

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 (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of greenhouse gasses related to human activity that include carbon dioxide (CO₂), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (1, 1, 1, 2 -tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level. Assembly Bill 1493 requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the U.S. Environmental Protection Agency (EPA). The waiver was denied by Environmental Protection Agency in December 2007 and efforts to overturn the decision had been unsuccessful. See *California v. Environmental Protection Agency*, 9th Cir. Jul. 25, 2008, No. 08-70011. However, on January 26, 2009, it was announced that EPA would reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5-mpg fuel economy standard for automobiles and light duty trucks, which will take effect in 2012. On June 30, 2009, the EPA granted California the waiver. California is expected to enforce its standards for 2009 to 2011 and then look to the federal government to implement equivalent standards for 2012 to 2016. The granting of the waiver will also allow California to implement even stronger standards in the future. The state is expected to start developing new standards for the post-2016 model years later this year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this order is to reduce California's greenhouse gas emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent 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 greenhouse gas emissions reduction goals while further mandating that CARB 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 order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and greenhouse gas reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing greenhouse gas emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate greenhouse gas as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.*, 549 U.S. 497 (2007)). The court ruled that greenhouse gas does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority to regulate greenhouse gas. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting greenhouse gas emissions.

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

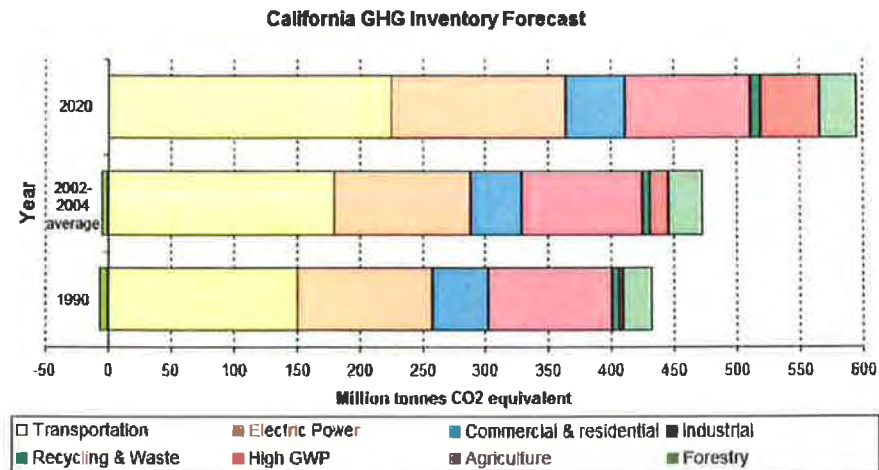
- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)--in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009. ⁹

According to *Recommendations by the Association of Environmental Professionals on How to Analyze greenhouse gas Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of greenhouse gas. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

As part of its supporting documentation for the Draft Scoping Plan, CARB recently released an updated version of the greenhouse gas inventory for California (June 26, 2008). Shown below is a graph from that update that shows the total greenhouse gas emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.

⁹ <http://www.epa.gov/climatechange/endangerment.html>

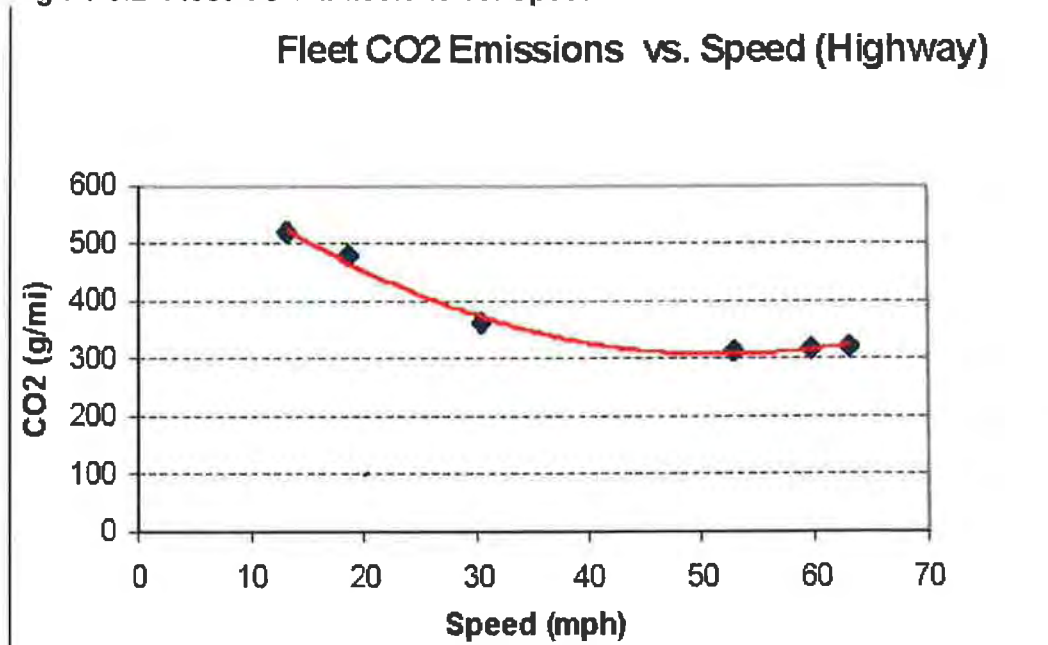
Figure 3.1 California Greenhouse Gas Inventory

Source: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing greenhouse gas emission reduction and climate change. Recognizing that 98 percent of California's greenhouse gas emissions are from the burning of fossil fuels and 40 percent of all human made greenhouse gas emissions are from transportation (see Climate Action Program at Caltrans (December 2006), Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006. This document can be found at: <http://www.dot.ca.gov/docs/ClimateReport.pdf>.

Project Analysis

One of the main strategies in the Department's Climate Action Program to reduce greenhouse gas emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0-25 miles per hour (see figure below). Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in greenhouse gas emissions.

Figure 3.2 Fleet CO2 Emissions vs. Speed

Source: Center for Clean Air Policy— [http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20\(1-13-04\).pdf](http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf)

The project lies in the South Central Coast Air Basin, which is classified as “in attainment/unclassified” for all current federal air quality standards and in non-attainment for state standards for PM10 and ozone. No criteria exist at this time for greenhouse gases.

This project is designed to improve operations on Route 101; reduce use of Route 101 for local trips; and improve local vehicular, bicycle, and pedestrian circulation. The project will provide a slight improvement in operations on the mainline of Route 101 in both 2016 and 2036. In 2016, the project will provide a substantial improvement in operations and levels of service at six of the local intersections within the study area. In 2036, the project will provide a substantial improvement in operations and levels of service at five of the local intersections within the study area.

The project is consistent with the Santa Barbara County Association of Government’s Regional Transportation Plan and Metropolitan Transportation Plan as well as the City of Carpinteria’s General Plan, Circulation Element.

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction greenhouse gas emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

CEQA Conclusion

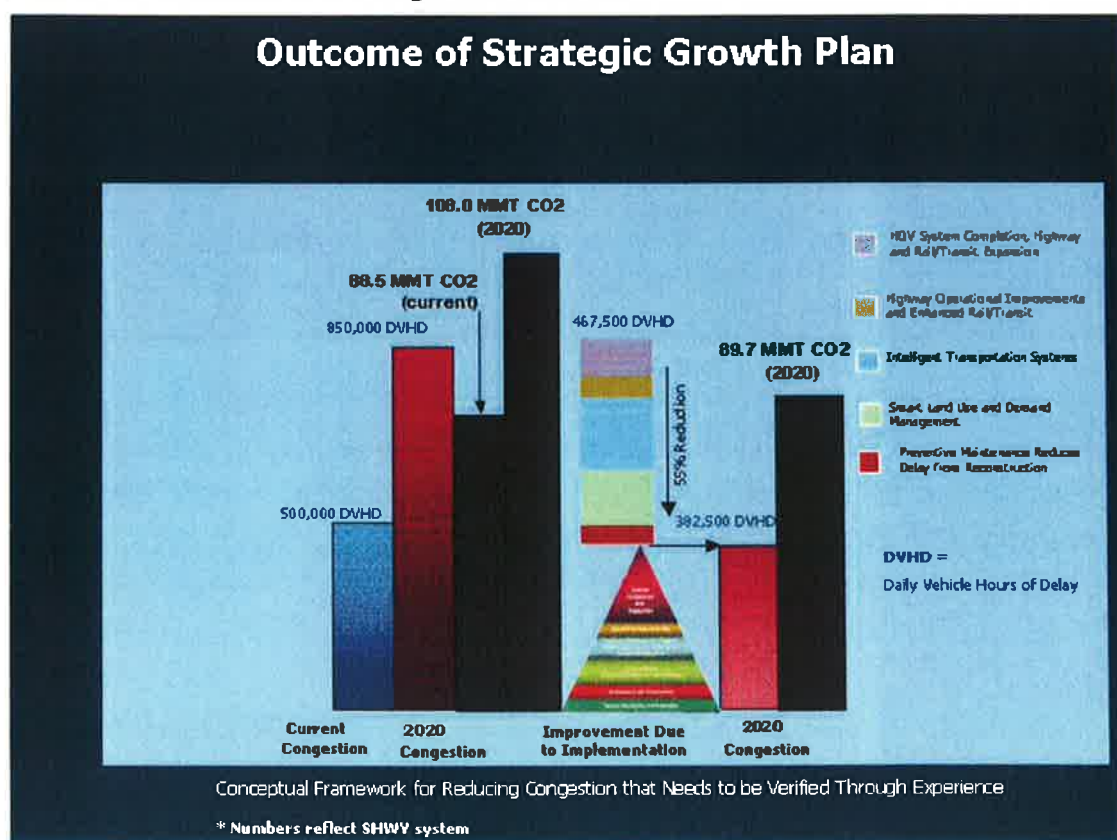
This project will improve operations on Route 101; reduce use of Route 101 for local trips; and improve local vehicular, bicycle, and pedestrian circulation. With the project shoulder widening, safety will be improved leading to fewer accidents, less vehicle delays, which may reduce greenhouse gas emissions. Based on the above, it is Caltrans determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding the project's direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following section.

AB 32 Compliance

The Department continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governors Executive Orders and help achieve the target set forth in AB 32. Many of the strategies Caltrans 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 calls for a \$222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding during the next decade. As shown on the figure below, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding

reduction in greenhouse gas emissions. The Strategic Growth Plan 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 Strategic Growth Plan 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.

Figure 3.3 Outcome of Strategic Growth Plan



As part of the *Climate Action Program at Caltrans* (December 2006), Caltrans 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. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans 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; Caltrans is doing this by supporting ongoing research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and CARB. 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 at Davis.

Table 3.1 summarizes Caltrans' and statewide efforts that Caltrans is implementing in order to reduce greenhouse gas 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 3.1 Climate Change Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO ₂ Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.007	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated

Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services	Fleet Replacement B20 B100	0.0045	0.0065 0.45 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team	Energy Conservation Opportunities	0.117	0.34
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	3.6
Goods Movement	Office of Goods Movement	Cal EPA, CARB, BT&H, MPOs	Goods Movement Action Plan	Not Estimated	Not Estimated
Total				2.72	18.67

To the extent that it is applicable or feasible for the project and through coordination with the project development team, the following measures will be included in the project to reduce the greenhouse gas emissions from the project:

- Caltrans Standard Specification Provisions restricts idling time for lane closure during construction to 10 minutes in each direction; in addition, the contractor must comply with Santa Barbara County Air Pollution Control District's rules, ordinances, and regulations in regard to air quality restrictions.
- The project will incorporate energy-efficient light emitting diode (LED) traffic signals. High-pressure sodium lighting is planned at this time for other applications, however testing is underway to determine if light emitting diode lighting is also feasible for other project applications.
- Crossing the highway is currently difficult on foot or bicycle. Sidewalks and bicycle lanes on both sides of both overcrossings will be built with this project to help facilitate pedestrian or bicycle use.

Generally speaking, the overall benefits of landscaping and erosion control work will be expected to outweigh their detriments with respect to energy use or climate change. Trees sequester atmospheric carbon to create beneficial greenhouse gases sinks. Tree canopy also creates a drop in paved surface temperatures through shade and the cooling effect of water as it evaporates into the air from leaves through transpiration. Vegetation increases the amount of vapor in the air and rainwater retained in a location resulting in a cooling effect as well as increasing groundwater recharge.

- The proposed project will be designed to minimize removal of existing trees, especially mature trees. The proposed project will overlap existing road surfaces or will remove existing pavement that is no longer needed and will re-vegetate those surfaces thus helping to maintain the carbon sequestration potential of the project site.
- Disturbed areas will be planted with a variety of native and drought-tolerant trees and shrubs in ratios sufficient to replace the air quality and cooling benefits of trees removed by construction of the project. Additional trees will be planted as space allows to further increase those benefits. Street trees will be planted from large-sized containers to accelerate reestablishment of the

greenhouse gas sink and to shade the pavement. Riparian planting will also be included to maintain shade along creek corridors.

- Slopes, drainage channels, and other disturbed areas will be seeded with native and drought-tolerant shrubs, perennials and grasses.

The proposed project will include measures to reduce potential project contributions to greenhouse gas emissions and energy use. To the extent that it is applicable or feasible, the following measures will be incorporated into the project:

- Use of non-chlorinated High Density Polyethylene irrigation crossover conduit.
- Application of compost and soil amendments derived from waste materials.
- Use of fiber produced from recycled pulp such as newspaper, chipboard, cardboard.
- Application of wood mulch made from green waste and/or clean manufactured or natural wood.
- Use of irrigation controllers with water conservation features such as flow monitoring and seasonal scheduling adjustments, which can detect leaks, identify broken sprinkler heads, and reduce over watering.
- Restricted pesticide use and reduction goals.
- The concrete mix used for the project will incorporate fly ash to the maximum extent allowable (currently 35%).

The State of California maintains several websites, which provide public information on measures to improve renewable energy use, energy efficiency, water conservation and efficiency, land use and landscape maintenance, solid waste measures, and transportation alternatives.

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and

inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a statewide level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, Governor Schwarzenegger signed Executive Order S-13-08, which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change.

The California Resources Agency [now the Natural Resources Agency, (Resources Agency)], through the interagency Climate Action Team, was directed to coordinate with local, regional, state and federal public and private entities to develop a state Climate Adaptation Strategy. The Climate Adaptation Strategy will summarize the best known science on climate change impacts to California, assess California's vulnerability to the identified impacts and then outline solutions that can be implemented within and across state agencies to promote resiliency.

As part of its development of the Climate Adaptation Strategy, Resources Agency was directed to request the National Academy of Science to prepare a *Sea Level Rise Assessment Report* by December 2010 to advise how California should plan for future sea level rise. The report is to include:

- Relative sea level rise projections for California, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- The range of uncertainty in selected sea level rise projections.
- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise for California.

Furthermore Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system and economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Prior to the release of the final *Sea Level Rise Assessment Report*, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. However, all projects that have filed a Notice of Preparation, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. (Executive Order S-13-08 allows some exceptions to this planning requirement.) This project is not subject to EO S-13-08. The Notice of Preparation was issued in April 2008.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. The Department is an active participant in the efforts being conducted as part of Governor Schwarzenegger's Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on *Sea Level Rise Assessment*, which is due to be released by December 2010.

On August 3, 2009, the Natural Resources Agency in cooperation and partnership with multiple state agencies, released the 2009 California Climate Adaptation Strategy Discussion Draft, which summarizes the best known science on climate change impacts in seven specific sectors and provides recommendations on how to manage against those threats. The release of the draft document set in motion a 45-day public comment period. Led by the California Natural Resources Agency, numerous other state agencies were involved in the creation of discussion draft, including Environmental Protection; Business, Transportation and Housing; Health

and Human Services; and the Department of Agriculture. The discussion draft focuses on sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. The strategy is in direct response to Governor Schwarzenegger's November 2008 Executive Order S-13-08 that specifically asked the Natural Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings. A revised version of the report was posted on the Natural Resources Agency website on December 2, 2009; it can be viewed at: <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>.

Currently, the Department is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, the Department has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, the Department will be able review its current design standards to determine what changes, if any, may be warranted to protect the transportation system from sea level rise.

3.3 Mitigation Measures for Significant Impacts under the California Environmental Quality Act

Visual

To maintain the visual quality of Carpinteria and the Route 101 corridor and to provide a project consistent with community visual resource objectives, the following actions are recommended:

1. To the greatest extent possible, final determination of state right-of-way needs shall include sufficient area for landscaping, determined in conjunction with the Caltrans District Landscape Architect.
2. The project shall include replacement planting to the greatest extent possible, including but not limited to:

- Trees shall be planted at the bridge abutments at Casitas Pass Road and Linden Avenue overcrossings, and at the Via Real/Carpinteria Creek bridges to soften the presence of the structures.
 - Street trees shall be included along all new local roads. Street trees shall be clustered as necessary to maintain views to the Santa Ynez Mountains as seen from public areas.
 - Additional planting shall be included along Via Real in the vicinity of the “Ogan property” to visually screen the property from the new roadway. Specific planting design shall be determined in conjunction with the Caltrans District Cultural Resources specialist.
 - Native vegetation planting shall be included in the vicinity of the Via Real/Carpinteria Creek bridges and the bicycle paths to help visually integrate the project with the natural setting and the Carpinteria Creek Park.
 - All sound walls shall include landscaping to reduce their urban appearance.
3. Appropriate safe and maintainable planting shall be included in the center of the roundabout proposed with Alternative 3.
 4. Aesthetic treatments and design shall be incorporated into all new bridge structures, for example: texturized surfaces, architectural relief, and color application.
 5. The Route 101/Carpinteria Creek bridges and the Via Real/Carpinteria Creek bridges shall include open-style bridge rails.
 6. Aesthetic treatment (for example split-face blocks, textures, and colors) and safe, maintainable planting opportunities shall be incorporated into all proposed retaining walls and sound walls.
 7. Any existing median planting removed or damaged as part of the project shall be replaced in the median, to the greatest extent possible.
 8. All areas where existing ramps and other roadways are removed shall be made suitable for planting. All paving and base material shall be removed, the earth shall be ripped or scarified, and topsoil placed.

9. All new lighting in the vicinity of the residential neighborhoods north of Route 101 shall minimize excess light and glare by careful placement of the poles, height and position of luminaires, and the use of full cut-off lenses where feasible.
10. To the greatest extent possible, integrate and/or relocate the elements of the Traffic Management System (TMS) project (EA 480620, expected to be constructed before this project) into this project, with the goal of reducing noticeability of poles and vertical elements.
11. During the Coastal Development Permit application phase of the project, Caltrans shall work with the City of Carpinteria's Architectural Review Board, using the Santa Barbara County Highway 101 Design Guidelines, and applicable Caltrans design guidance, so that to the greatest extent feasible the project is consistent with City of Carpinteria aesthetic goals.

Biological Resources

Natural Communities

- Replacement planting of riparian habitat will be at a 3:1 ratio.
- Removal of a remaining root ball of invasive giant reed (*Arundo donax*) on the north bank of Carpinteria Creek within and adjacent to the property at 1212 Casitas Pass Road will be included as part of this project.
- Oak replacement plantings will be at a 10:1 ratio for each oak tree removed.
- Tree and vegetation removal will be limited to September 1 through February 28 to avoid nesting birds.
- Removal of ornamental/landscape and non-native trees will require replacement at a ratio of 1:1 using native trees.
- A 15- to 30-meter (50- to 100-foot) buffer area will be delineated in the field to protect nesting migratory birds during construction.

Wetlands and Other Waters

Permanent impacts to wetlands will be mitigated at a 3:1 ratio.

Steelhead Trout, Southern California Evolutionary Significant Unit

During the project development process, it was concluded that the removal of the existing concrete low-flow bike and pedestrian crossing on Carpinteria Creek would

be included as an avoidance and minimization feature of each build alternative. Removal of the existing crossing will clear the channel of a potential movement barrier and return this portion of the creek to a natural channel bottom condition, which will benefit both the steelhead trout and tidewater goby.

The following additional avoidance and minimization measures will be incorporated into each build alternative:

- A 3:1 ratio replacement of all riparian vegetation to be removed during construction is required for all project alternatives.
- Removal of a remaining root ball of invasive giant reed (*Arundo donax*) on the north bank of Carpinteria Creek within and adjacent to the property at 1212 Casitas Pass Road will be included as part of this project.
- Construction within or adjacent to Carpinteria Creek will only take place during low flow conditions between May 1 and October 31 to avoid affecting migrating steelhead trout.
- Following water diversion installation, any remaining fish within the area to be dewatered will be removed using a seine and dip nets. Any steelhead trout encountered during the seining of the dewatered area will be relocated to a suitable location in Carpinteria Creek.
- Disturbance of riparian vegetation and jurisdictional waters shall be minimized by identifying and protecting any adjacent environmentally sensitive areas with fencing. Soils disturbed by the project shall be hydroseeded or planted with native species.
- Creek beds and banks will be graded to pre-construction conditions or to resemble natural terrain.
- Due to the extensive avoidance and minimization efforts, additional compensatory mitigation measures will not be required.

Tidewater Goby

During the project development process it was concluded that the removal of the existing concrete low-flow bike and pedestrian crossing on Carpinteria Creek will be included as an avoidance and minimization feature of each build alternative. The removal of the existing crossing will clear the channel of a potential movement

barrier and return this portion of the creek to a natural channel bottom condition which will benefit both steelhead and tidewater goby.

Additional avoidance and minimization measures include:

- A 3:1 ratio for replanting of all removed native riparian vegetation and the removal of non-native invasive plant species.
- All work activities within and adjacent to Carpinteria Creek shall be completed outside of the primary breeding season to reduce the potential harassment and mortality of tidewater gobies. The window of work for construction within or adjacent to Carpinteria Creek and Franklin Creek will be during the low flow period between May 1 and October 31.
- Only qualified personnel authorized under a biological opinion shall participate in activities associated with the capture, handling, and relocation of tidewater gobies. The names and credentials of personnel who will conduct these activities shall be supplied to the US Fish and Wildlife Service for review and approval at least 15 days prior to the onset of these activities.
- If water is to be pumped around work sites, intakes shall be completely screened with wire mesh not larger than 5 millimeters (0.2 inch) to prevent tidewater gobies from entering the pump system.
- If present during the de-watering effort, as many tidewater gobies as possible shall be removed prior to draining the site. After barriers are constructed, tidewater gobies shall be captured, transported in buckets, and released in the most appropriate habitat immediately adjacent to the de-watered area. If a beach seine is used, it shall be pulled to shore in a deliberate manner with care being taken to avoid rolling the lead line inward. The number of tidewater gobies shall be estimated prior to release. All debris and aquatic and emergent vegetation in the pumped area shall be carefully inspected for tidewater gobies and other vertebrates. As the work site is diverted, remaining pools shall be inspected for tidewater gobies. As many individuals as possible shall be captured using dip nets and other appropriate tools and moved as described above. Handling time for tidewater gobies shall be minimized to the maximum extent practicable.

- In work areas that have been dewatered, water above the barrier shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, the barriers to flow shall be removed in a manner that will allow flow to resume with the least disturbance to the substrate.
- Fish passage will be maintained during and after construction.
- All disturbance to potential tidewater goby habitat including riparian vegetation and jurisdictional waters shall be minimized with the use of environmentally sensitive area fencing and all soil exposed as a result of the project shall be revegetated using native hydroseeding or live planting methods.
- If the substrate of the stream is altered during work activities, it shall be graded or otherwise treated to preconstruction conditions or better after the work is completed.

Invasive Species

To assist with controlling the spread of invasive plants, weeds will be removed in the area of direct impact, and all remaining topsoil that was full of weed seeds will either be removed from the area or buried (due to the presence of a high quantity of weed seeds). Measures to control invasive exotic plants long term shall also be implemented.

In compliance with the Executive Order on Invasive Species, Executive Order 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project will not use species on the California List of Noxious Weeds <http://ucce.ucdavis.edu/files/filelibrary/5319/4893.pdf>. Measures to control invasive exotic plants shall be implemented according to the Caltrans landscape architect's recommendations. Exotic and invasive weeds such as ice plant, kikuyu grass, fennel, pampas grass, fountain grass and other assorted invasive plants that are listed as "most invasive" on the list will be removed within the area of direct impact and topsoil will not be used in any revegetation areas due to the presence of a high quantity of weed seeds.

After construction is complete, all soil surfaces remaining will be revegetated with native plants suitable for the area.

Compensatory mitigation is not proposed for invasive plant removal and control; it is part of the avoidance and minimization efforts for the project.

Construction Impacts

Utilities/Emergency Services

Before and during construction, all utilities in conflict with the proposed project will be relocated.

Advanced coordination between Caltrans and Carpinteria public safety officials will ensure that services are not disrupted. Accurate pre-construction utility location will be required in conjunction with service providers to avoid accidental disruption of any utility service.

Traffic and Transportation/Pedestrian and Bicycle Facilities

A traffic management plan will be developed for the project. Detour routes will be provided for all full closures.

The Traffic Management Plan for this project may include the following items:

- Public Awareness Campaign: Flyers, brochures, press releases, web site, and advertising as required informing travelers of the project.
- Construction Zone Enhanced Enforcement Plan (COZEEP): Additional California Highway Patrol will be assigned to the construction zone during peak travel times, to ensure construction zone safety.
- Temporary facilities such as changeable message signs and ramp detours to provide notice of road closures, detours and other pertinent information.
- Temporary access to residences and/or businesses will be provided as necessary.
- The project contract specifications will require that emergency services be notified before any required roadway or highway lane closures.
- The maintenance of traffic and sequencing of construction will be planned and scheduled to minimize traffic delays.
- When ramps are closed, detour signs will direct traffic to the nearest available ramp.

- Alternative bicycle and pedestrian routes will be identified and demarcated throughout construction.

Cultural Resources

If cultural materials were discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist could assess the nature and significance of the find.

State Health and Safety Code Section 7050.5 states that, if human remains are discovered, further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner shall be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains were thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendent. At this time, the person who discovered the remains would contact Terry Joslin, who would work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 would be followed as applicable.

Water Quality and Stormwater Runoff

Standard stormwater best management practices will be used during and after construction of the project to control potential discharges of pollutants to surface water. Work in the creek bed will be performed during the dry season. A stream diversion may be necessary if the creek is flowing during construction.

Paleontology

Though the potential to find sensitive paleontological remains in low sensitivity formations, the following statement shall be included in the resident engineer's file:

If any vertebrate or plant fossils are discovered during construction, it is required that construction be halted in the immediate vicinity (33-foot radius) of the discovery, until the District Paleontology Coordinator has the opportunity to review the find.

Remediation of any sensitive resources encountered before or during construction may include removal, preparation, and curation of any significant finds.

Hazardous Waste

Any contaminated soil identified with the proposed project will be transferred to an appropriate disposal site during construction. All procedures governing the handling or disposal of hazardous waste shall be in accordance with the appropriate regulatory

agencies. California regulatory criteria for determining whether excavated soils are to be classified as hazardous waste for disposal purposes based on their metal content are contained in the California Code of Regulations, Title 22, Division 4.5, Chapter 11, Article 3, Section 66261.24.

Air Quality

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 7-1.01F (Air Pollution Control) require the contractor to comply with the more stringent of local, or state rules, regulations, and ordinances regarding air quality (Government Code 11017). Section 10 of the Standard Specifications regulates dust control. California Health and Safety Code requires the contractor to keep visible dust from blowing offsite.

Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in adverse or long-term conditions. Implementation of the following measures will reduce any air quality impacts resulting from construction activities:

1. Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.
2. Spread soil binder on any unpaved roads used for construction purposes and on all project construction parking areas.
3. Wash trucks off as they leave the right-of-way as necessary to control fugitive dust emissions.
4. Properly tune and maintain construction equipment and vehicles. Use low sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
5. Develop a special dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
6. Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.

7. To the extent feasible, establish Environmentally Sensitive Areas for sensitive air receptors (e.g., schools, parks, adult and child care facilities) within which extended idling of diesel equipment will be restricted.
8. Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
9. Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM₁₀ and deposition of particulate during transportation.
10. Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.
11. To the extent feasible, route and schedule construction traffic to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
12. Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.

Noise

Caltrans Standard Specifications (May 2007, Chapter 7 101I Noise Control) that are applicable on all state highway construction projects require that the contractor "... comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion shall be operated on the job site without the muffler."

Advanced Notice: The resident engineer shall notify the District 5 Public Information office to place notice of the proposed project in local news media in advance of construction. The notice will give estimated dates of construction and mention potential noise impacts.

Construction Schedule: Whenever possible, schedule the noisiest operations during the daylight or early evening hours.

Early Construction of Sound Barriers: In cases where sound barriers are required to be installed with the project, and where the barriers will not interfere with

construction, construction of the barriers prior to project construction is recommended.

Public Relations: A telephone shall be installed in the resident engineer's office to receive noise complaints. The telephone number shall be publicized in local newspapers, and by letter to residences near the construction area.

Temporary Sound Barriers: When necessary and warranted, temporary noise barriers shall be installed to mitigate construction noise, dust, glare, and visual impacts.

Natural Communities

To ensure that all potential impacts to biological resources are avoided and/or minimized, and due to the long lead-time until construction, pre-construction surveys for special-status species (both plants and animals) must be conducted by a qualified Caltrans biologist or designee. Surveys will be conducted about one year before construction, during the appropriate survey season.

The number of access routes, size of staging areas, and the total area of the activity shall be limited to the minimum necessary to safely construct this project. All access will be restricted to the existing roads and designated temporary access areas.

Environmentally sensitive area fencing will be installed to limit construction activities and protect biological habitats of concern. Proposed environmentally sensitive area fencing will be established at all wetland and riparian areas and all areas that exhibit good wildlife habitat potential, to avoid and minimize any potential impacts to biological resources.

Special Provisions for installation of environmentally sensitive area fencing shall also be included in the Construction Contract and shown on Project Plans and Layout Sheets. Routes and boundaries shall be clearly delineated in the field with environmentally sensitive area fencing to minimize activities adjacent to biological resources, including drainages, wetlands and/or native plant communities. All environmentally sensitive area fencing delineated in the field must be approved by the project biologist prior to beginning any construction activities, including vehicle storage. In advance of construction, the resident engineer will contact Lisa Schicker, Caltrans Biologist, (805-549-3628), Caltrans Construction Environmental Liaison George Sisteck (805-549-3487) or Caltrans Environmental Planning Supervisor Chuck Cesena (549-3622).

All oaks and native plants that will remain in the project vicinity will be delineated on the plans and fenced in the field as environmentally sensitive areas, to protect and preserve them during construction.

Wetlands and Other Waters

Environmentally sensitive area fencing to prevent damage to areas where no construction will be necessary shall be delineated on all plans and installed in the field prior to construction.

Riparian wetland and wetland areas are regulated under the jurisdiction of the both the California Coastal Commission (through Carpinteria City Local Coastal Program and the Coastal Act) and the US Army Corps of Engineers. To reduce/minimize and compensate for any possible direct or indirect impacts to the wetland areas adjacent to the area of direct impact during construction, the following measures shall be followed:

- Adjacent wetlands shall be fenced off as an environmentally sensitive area with either environmentally sensitive area fencing or silt fencing, depending on the proximity of the work area to the wetlands and the drainage. The project biologist must be contacted prior to beginning any activities in this area to approve the environmentally sensitive area in the field.
- Diversion of the creeks and the Caltrans' drainage channel leading to Franklin Creek will only take place during the low flow summer months, from May 1 through October 31. Water will be diverted around the work sites using the same method for both creeks. Sandbags and filter fabric will be used to form a cofferdam just upstream of the work sites. The water will be diverted in a flexible pipe culvert of adequate size to facilitate fish passage. Following construction, the channel bottom of Carpinteria Creek will be restored to a natural channel bottom and to its original elevation.
- Following construction within Franklin Creek for Alternatives 1 and 4, the channel would be cleaned of any debris and left in its current condition. On completion of construction activities on both creeks, the materials for diversion would be removed in a manner that would allow flow to resume with the least disturbance to the substrate.
- If a work site were to be temporarily dewatered by diversion, pumping and treating, intakes shall be completely screened with wire mesh not larger than

five millimeters (0.2 inch) to prevent all aquatic wildlife from entering the pump system. Water shall be released or pumped to an appropriate location at a rate to maintain downstream flows during construction. On completion of construction activities, any barriers to flow shall be removed in a manner that will allow flow to resume with the least disturbance to the substrate.

- All refueling and maintenance of equipment and vehicles shall be at least 18 meter (60 feet) from any aquatic habitat, wetland area, or any water body. The contractor shall ensure contamination of habitat does not occur during such operations. All workers shall be informed of the importance of preventing spills of fuels and of the appropriate measures to take should a spill occur.
- Prior to the onset of work, the Army Corps of Engineers shall ensure that the permittee has prepared a plan to allow a prompt and effective response to any accidental spills around aquatic habitats. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
- During construction, all trash that may attract predators shall be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.
- All construction activities shall be completed in accordance with Caltrans National Pollution Discharge Elimination System Permit, the General Construction Permit and Caltrans Statewide Stormwater Management Plan.
- To protect all adjacent biological habitats of concern (including willow riparian wetlands and native vegetation areas) and for all exposed soils and drainage repair areas during and after construction, Caltrans shall implement best management practices, as identified by the Central Coast Regional Water Quality Control Board. These best management practices will be implemented to minimize or eliminate the potential for a non-stormwater discharge. Construction site best management practices will be addressed in detail in the Storm Water Pollution Control Plan that will be developed for the project site.

Animal Species

General avoidance and minimization measures, such as the use of environmentally sensitive area fencing and exclusion will reduce excavation, grading and disturbance of natural habitat areas, which will minimize impacts to wildlife.

Animal Species (Migratory Birds)

Provisions will be incorporated into the project to address specific protection measures for migratory birds before, during, and after construction. Tree and vegetation removal will be limited to September 1 through February 28 to avoid nesting and raising young. Preconstruction surveys will be conducted to determine if nesting is occurring within or adjacent to the project limits. Delineation on the construction plans and installation of environmentally sensitive area fencing in the field will be required. A 15- to 30-meter (50- to 100-foot) buffer area will be identified and delineated on the plans and in the field to protect nesting migratory birds during construction.

Barn swallows are also protected under the Migratory Bird Treaty Act, and have been observed nesting under the bridges within the area of direct impact. If necessary, special measures can be taken before the breeding season to ensure that swallows and other migratory birds do not nest in the area of direct impact during project construction.

- All habitat used by migratory birds that will be removed to construct the project should be removed from September 1- February 28, before the migratory season begins.
- Preconstruction surveys should be conducted for presence/absence for active nests of birds that are protected under the Migratory Bird Treaty Act one year before the period of construction, during the nesting season (March 1–August 31).
- Bird netting may be used to limit or restrict use of the bridges during the nesting season (March 1–August 31). If necessary to install bird netting, it shall be installed before nesting season.
- Special Provisions to address migratory and nesting bird protection shall be included with the Project Plans and Specifications.

The area of direct impact includes all temporary construction access areas and routes, vehicle and equipment storage areas, and staging areas.

Threatened and Endangered Species

General avoidance and minimization measures for threatened and endangered species are as follows:

- Preconstruction surveys for special-status wildlife will be re-conducted by the Caltrans biologist (or designee) for all species known to occur in the project vicinity about two weeks before beginning construction.
- If any additional federal listed species were found during the preconstruction surveys, the project would cease until formal Section 7 consultation between Caltrans and the US Fish and Wildlife Service were completed.
- If any state special-status species were found during the preconstruction surveys, the project would cease until consultation between Caltrans and the Department of Fish and Game is completed.
- Before the start of construction, the resident engineer shall notify Lisa Schicker, Biologist, at 805-549-3628.
- If any special-status species are found in the area of direct impact during construction and then after any and all required consultations with agencies have occurred, the Caltrans biologist or designee shall be present at the construction site until such time as removal of all special-status species has occurred and all instruction has been given to the workers.
- A Biological/Environmental Monitor will be present onsite during construction activities that may affect special-status species and/or migratory birds. This includes drilling and blasting for the construction of piers and abutments for new bridges and sound walls and any associated diversion activities.
- The Caltrans resident engineer, in consultation with the biologist and/or Environmental Monitor shall have the authority to halt any action that might result in impacts that exceed the anticipated levels of impact that were determined during agency review (by Caltrans, Army Corps of Engineers, California Department of Fish and Game, California Coastal Commission

and/or US Fish and Wildlife Service) of the proposed actions. If work were stopped, these same regulatory agencies shall be notified immediately by the biologist or Environmental Monitor.

Steelhead Trout, Southern California Evolutionary Significant Unit and Tidewater Goby

The following avoidance and minimization measures will be incorporated into each build alternative:

- Caltrans will adhere to all agreements made in the Biological Opinions.
- Construction within or adjacent to Carpinteria Creek will take place only during low flow between May 1 and October 31 to avoid affecting migrating steelhead trout.
- Fish passage will be maintained during construction through a flexible pipe culvert of adequate size to facilitate fish passage.
- Following water diversion installation, any remaining fish in the area to be dewatered will be removed using a seine and dip nets. Any steelhead trout or tidewater goby encountered during the seining of the dewatered area will be relocated to a suitable location in Carpinteria Creek.
- All disturbance to riparian vegetation and jurisdictional waters shall be minimized with the use of environmentally sensitive area fencing, and all soil exposed as a result of the project shall be re-vegetated using native hydroseeding, or live planting methods.
- In work areas that have been dewatered, water above the barrier shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction.
- Upon completion of construction activities, the barriers to flow shall be removed in a manner that will allow flow to resume with the least disturbance to the substrate.
- If the substrate of the stream is altered during work activities, it shall be graded or otherwise treated to preconstruction conditions or better after the work is completed.

- Onsite Wildlife Identification Training will be conducted before construction begins. A Caltrans biologist (or designee) will conduct a training session for all construction personnel before any construction activities begin. The training session shall include a description of all special-status species known to occur in the project vicinity (tidewater goby and steelhead). The biologist will discuss their habitats, their importance and general measures being implemented to conserve these species as they relate to the project boundaries. Brochures, photographs, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.
- The Environmental Monitor/biologist will monitor all aquatic activity during construction to insure compliance with conditions found in the Biological Opinions. If the monitor observes abnormal activities or behaviors, she/he will ask the resident engineer to cease all activities until the US Fish and Wildlife Service and National Oceanic and Atmospheric Administration could be consulted and additional avoidance and minimization measures are put in place.
- Caltrans shall restore the contour, slope and surrounding area of the creek bed to preconstruction conditions or better.

Additional Avoidance and Minimization Measures for Tidewater Goby

- All work activities within and adjacent to Carpinteria Creek shall be completed outside of the primary breeding season to reduce the potential harassment and mortality of tidewater goby. The window of work for construction within or adjacent to Carpinteria Creek and Franklin Creek will be during the low flow period between May 1 and October 31.
- Only qualified personnel authorized under a biological opinion shall participate in activities associated with the capture, handling, and relocation of tidewater goby. The names and credentials of personnel who desire to conduct these activities shall be supplied to the US Fish and Wildlife Service for the review and approval at least 15 day before the onset of these activities.
- If water is to be pumped around work sites, intakes shall be completely screened with wire mesh not larger than five millimeters to prevent tidewater goby from entering the pump system.

- During the diversion effort, if present, as many tidewater goby as possible shall be removed prior to draining the site. After barriers are constructed, tidewater goby shall be captured, transported in buckets, and released in the most appropriate habitat immediately adjacent to the de-watered area. If a beach seine is used, it shall be pulled to shore in a deliberate manner with care being taken to avoid rolling the lead line inward. The number of tidewater gobies shall be estimated prior to release. All debris and aquatic and emergent vegetation in the pumped area shall be carefully inspected for tidewater goby and other vertebrates. As the work site is diverted, remaining pools shall be inspected for tidewater goby. As many individuals as possible shall be captured using dip nets and other appropriate tools and moved as described above. Handling time for tidewater goby shall be minimized to the maximum extent practicable.
- All disturbance to potential tidewater goby habitat including riparian vegetation and jurisdictional waters shall be minimized with the use of environmentally sensitive area fencing and all soil exposed as a result of the project shall be revegetated using native hydroseeding or live planting methods.

Vibration

Vibration sensitivity zones resulting from pile driving, structure demolition, and pavement breaking are divided into 18-meter (60-foot), 30-meter (100-foot), and 90-meter (300-foot) intervals. These are shown in Figure 2.14.

To reduce the effects of construction vibration, the following measures are recommended:

- Individually notify residents within 90 meters (300 feet) of areas where pile driving and pavement breaking will take place at least two weeks in advance of the proposed activity. Residents may wish to secure fragile items that could be broken by shaking.
- Arrange motel rooms for residents living within 30 meter (100 feet) of the proposed activity when protracted vibrations in excess of the threshold are expected at their residence during hours that they are normally asleep.¹⁰

¹⁰ Refer to Table 1 that shows the level at which continuous vibrations can disturb an individual's sleep, and Table 4 that shows the residences that are anticipated to be within the 100-foot zone.

- Conduct a photo or video survey of susceptible areas in advance of the potentially damaging construction work. Such activities will occur along the northbound Linden Avenue on-ramp, Ogan Road, Via Real (near the Verizon Switching Center), and residences near the intersection of Sawyer and Holly Lane.
- Monitor and record peak particle velocities near the sensitive receptors while the highest vibration-producing activities are taking place.
- Use vibratory pile driving when soil and other conditions are favorable for employment of this method. Pre-drill pile-holes, or use cast in drill hole or cast in steel shell piles when feasible.
- Use rubber tires instead of tracked vehicles near vibration-sensitive areas.
- Assure that night joints and bridge conforms are as smooth as possible, especially where there is heavy truck traffic near residences.
- Perform activities most likely to propagate objectionable vibrations during the day, or at least before most residents retire for the night.
- Pavement breaking shall be restricted to daylight hours.
- Nighttime demolition work shall be limited to removal of the Linden Avenue and Casitas Pass Road overcrossings.
- All pile driving shall be done during daylight hours.

Appendix D Minimization and/or Mitigation Summary

Section Number Reference & Resource	Minimization and Mitigation Commitments
2.1.1 Land Use	Minimization measures include designing ramp geometrics, which meet minimum design standards and aligning the Via Real extension as close to Route 101.
2.1.1.4 Parks and Recreation	<p>Bicycle and pedestrian detours clearly marked during the construction.</p> <p><u>Mitigation</u></p> <p>New public access to the park will be provided from the proposed extension of Via Real.</p> <p>The Class I bicycle path will be replaced with an Americans with Disabilities Act compliant bicycle path.</p> <p>When the Class I bicycle path requires closure, Caltrans will provide a minimum seven-day public notice of the closure and designated detour routes.</p>
2.1.3.1 Relocations	<p><u>Mitigation</u></p> <p>Adequate replacement housing available to relocate all permanently displaced residents within the community.</p>
2.2.2 Water Quality	Revegetation along creeks. Permanent and temporary construction design pollution prevention Best Management Practices. Work in the creek bed will be performed during the dry season. Contractor will acquire Storm Water Pollution Prevention Plan.
2.2.7 Noise	<p>Abatement for this project includes:</p> <p>Caltrans intends to incorporate noise abatement in the form of sound barriers at nine locations. The proposed sound barriers vary in height from 8 feet to 12 feet. Most of the proposed barriers will be 12 feet tall.</p>

<p>2.3.1 Natural Communities</p>	<p>Caltrans will comply with regulatory agencies' recommendations.</p> <p>All oaks and native trees and shrubs that will remain in the project vicinity will be delineated on the plans and fenced in the field as environmentally sensitive areas.</p> <p>To comply with provisions for the protection of nesting birds found in the Migratory Bird Treaty Act, a 15.2- to 30.5-meter (50.0- to 100.0-foot) buffer area will be identified and delineated on the plans and in the field.</p> <p><u>Mitigation</u></p> <p>Re-vegetation will occur in disturbed areas.</p> <p>Replacement ratios for Riparian trees >10 cm dbh (4 inches) will be 3:1, Oaks >10 cm dbh (4 inches) will follow a 10:1 ratio, and all other natural community trees and shrubs will be replaced 3:1 (acreage)</p> <p>Both riparian and oaks will have a three-year plant establishment period.</p>
<p>2.3.2 Wetlands and other Waters</p>	<p>Plants that will be removed due to channel improvements shall be collected and relocated to a suitable area.</p> <p>The project will incorporate environmentally sensitive area fencing; diversion will be restricted to summer months; cofferdam construction required.</p> <p><u>Mitigation</u></p> <p>Permanent wetland impacts will be mitigated at a 3:1 ratio (acreage).</p> <p>Temporary wetland impacts will be mitigated at a 1:1 ratio (acreage).</p> <p>Restoration of 145-square-meters (1,560 square-feet) of Jurisdictional Waters of the US will be conducted.</p>
<p>2.3.4 Animal Species</p>	<p>Caltrans will comply with regulatory agencies' recommendations</p> <p>In coordination with the project's biologist, Environmentally Sensitive Area fencing will be installed prior to beginning construction and in depicted in the final design layout plans.</p>

<p>2.3.5 Threatened and Endangered Species</p>	<p><i>Steelhead Trout, Southern California Evolutionary Significant Unit:</i></p> <p>Caltrans will comply with regulatory agencies' recommendations.</p> <p>Steelhead trout, and native fish, within the project area to be diverted will be removed and relocated.</p> <p>Soil exposed as a result of the project shall be re-vegetated using native hydroseeding, or live planting methods.</p> <p>Caltrans shall restore the contour, slope and surrounding area of the creek bed to pre-construction conditions or better.</p>
	<p><u>Mitigation: Steelhead Trout</u></p> <p>The removal of the at-grade concrete bike and pedestrian crossing over Carpinteria Creek to create a free-flowing and natural channel bottom.</p> <p>A 3:1 replacement ratio for all riparian vegetation.</p> <p>Removal of a remaining root ball of invasive giant reed (<i>Arundo donax</i>) on the north bank of Carpinteria Creek within and adjacent to the property at 1212 Casitas Pass Road will be included as part of this project.</p>
	<p><u>Permits</u></p> <p>Section 7 Endangered Species Consultation from US Fish and Wildlife Service and National Oceanic and Atmospheric Administration Fisheries.</p> <p>National Pollution Discharge Elimination System Permit from State Water Resources Control Board.</p>

<p>2.3.5 Threatened and Endangered Species</p>	<p><i>Tidewater Goby:</i></p> <p>Caltrans will comply with regulatory agencies' recommendations.</p> <p>Intakes shall be completely screened with wire mesh no larger than 5 millimeters.</p> <p>Approved fish removal and relocation techniques shall be implemented.</p> <p>Upon completion of construction activities, the barriers to flow shall be removed in a manner that will allow flow to resume with the least disturbance to the substrate.</p> <p>Fish passage will be maintained during and after construction.</p> <p>In coordination with the project's biologist, Environmentally Sensitive Area fencing will be installed prior to beginning construction and in depicted in the final design layout plans.</p> <p>Caltrans shall restore the contour, slope and surrounding area of the creek bed to <u>pre-construction conditions</u> or better.</p> <p><u>Mitigation: Tidewater Goby</u></p> <p>Removal of the at-grade concrete bike and pedestrian crossing over Carpinteria Creek to create a free-flowing and natural channel bottom.</p> <p>A 3:1 ratio for replanting of all removed riparian.</p> <p>Removal of a remaining root ball of invasive giant reed (<i>Arundo donax</i>) on the north bank of Carpinteria Creek within and adjacent to the property at 1212 Casitas Pass Road will be included as part of this project.</p>
<p>2.3.6 Invasive Species</p>	<p>In compliance with the Executive Order on Invasive Species, Executive Order 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project will not use species listed as noxious weeds.</p> <p>In areas of particular sensitivity, extra precautions will be taken if invasive species were found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.</p>
<p>3.3 Visual/ Aesthetics</p>	<p>The project will be reviewed by the City's Architectural Review Board as part of the Coastal Development Permit Process.</p> <p>All new lighting in the vicinity of the residential neighborhoods north of Route 101 will be minimized for excess light and glare.</p>

	<p><u>Mitigation</u></p> <p>Sufficient area designated for landscaping.</p> <p>Landscape will be included at retaining walls, sound walls, roundabouts, and medians.</p> <p>Aesthetic treatments and design shall be integrated into all new bridge structures.</p> <p>Trees shall be planted at the bridge abutments. Street trees shall be included along all new local roads.</p> <p>Planting shall be included along Via Real in the vicinity of the “Ogan property.”</p> <p>Native vegetation planting shall be included in the vicinity of the Via Real/Carpinteria Creek bridge and the bicycle paths.</p> <p>All sound walls shall include landscaping to reduce their urban appearance.</p> <p>The Route 101/Carpinteria Creek bridges and the Via Real/Carpinteria Creek bridge shall include open-style bridge rail.</p> <p>Any existing median planting removed or damaged as part of the project shall be replaced in the median, to the greatest extent possible.</p> <p>All paving and base material will be removed, the earth shall be ripped or scarified, and topsoil placed and made ready for planting.</p> <p>Project shall not install yellow barrel-type crash cushion end treatments.</p>
--	--

<p>3.4 Construction Impacts</p>	<p><i>Natural Communities:</i> The number of access routes, size of staging areas, and total area of activity shall be limited to the minimum.</p> <p><i>Wetlands and Other Waters:</i> Compliance with California Coastal Commission and the US Army Corps of Engineers; Environmentally sensitive area fencing; silt fencing; diversion restricted to summer months; use of cofferdam; restoration to natural channel bottom; projects will incorporate best management practices and abide by Storm Water Pollution Control Plan.</p> <p><i>Animal Species:</i> use of environmentally sensitive area fencing.</p> <p><i>Migratory Birds:</i> habitat removed before migratory nesting season begins; use of bird netting, if needed.</p> <p><i>Threatened and Endangered Species:</i> Biologist present; Biologist shall have the authority to halt action.</p> <ul style="list-style-type: none"> • <i>Steelhead Trout, Southern California Evolutionary Significant Unit and Tidewater Goby:</i> Use of environmentally sensitive area; dewatered fish will be removed and relocated; maintain downstream flow; Wildlife Identification Training; Caltrans shall restore the contour, slope and surrounding area of the creek bed to pre-construction conditions or better. • <i>Additional minimization for Tidewater Goby:</i> Work conducted outside primary breeding season; Approved fish removal and relocation techniques shall be implemented; environmentally sensitive area fencing; revegetated using native hydroseeding. <p><i>Hazardous Waste:</i> Any contaminated soil identified with the proposed project will be transferred to an appropriate disposal site during construction. All procedures governing the handling or disposal of hazardous waste shall be in accordance with the appropriate regulatory agencies. California regulatory criteria for determining whether excavated soils are to be classified as hazardous waste for disposal purposes based on their metal content are contained in the California Code of Regulations, Title 22, Division 4.5, Chapter 11, Article 3, Section 66261.24.</p>
--	--

	<p><i>Paleontology:</i> Because there still exists the potential to find sensitive paleontological remains in low sensitivity formations, the following statement shall be included in the Resident Engineer's Instructions: If any vertebrate or plant fossils are discovered during construction, it is required that construction be halted in the immediate vicinity (33-foot radius) of the discovery, until the District Paleontology Coordinator has the opportunity to review the find. Remediation of any sensitive resources encountered before or during construction may include removal, preparation, and curation of any significant finds.</p> <p><i>Utilities and/or Emergency Services:</i> A Traffic Management Plan will be developed for the proposed project. Detour routes will be provided for all full closures. A Public Awareness Campaign will be developed.</p> <p><i>Cultural Resources:</i> If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist could assess the nature and significance of the find.</p> <ul style="list-style-type: none"> • State Health and Safety Code Section 7050.5 states that, if human remains are discovered, further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner shall be contacted. • Pursuant to Public Resources Code Section 5097.98 <p><i>Traffic and Transportation/ Pedestrian and Bicycle Facilities:</i> A Traffic Management Plan will be developed to accommodate local traffic patterns and reduce delays, congestions, and collisions.</p> <p>Detour routes will be provided for all full closures.</p> <p>The Traffic Management Plan will include: Public Awareness Campaign: Flyers, brochures, press releases, web site, and advertising as required informing travelers of the project. Construction Zone Enhanced Enforcement Plan (COZEEP); Additional California Highway Other strategies: Temporary facilities such as changeable message signs and ramp.</p>
--	--

<p style="text-align: center;">3.4 Construction Impacts</p>	<p><i>Vibrations:</i> Notify residents two weeks prior to pile driving Use of vibratory pile driving when available. Use rubber-tired vehicles. Maintenance of night joints and bridge conforms. Restrict severe vibration activities to daylight hours as much as possible. Nighttime demolition work limited to overcrossings.</p> <p>Arrange motel rooms for residents living within 100 feet of the proposed activity when protracted vibrations in excess of the threshold are expected at their residence during hours that they are normally asleep.</p> <p><i>Water Quality:</i> Temporary construction site pollution prevention Best Management Practices will be included. There will be storm water inspections both by the contractor and Caltrans during construction. The project will be subject to the new CGP. Work in the creek bed will be performed during the dry season. Contractor shall acquire SWPPP.</p> <p><i>Geology and Soils:</i> At Linden Avenue, it is likely a fill delay period and/or a fill surcharge will be required before placement of the bridge piles and the pavement structural section. Geosynthetic reinforcement required for slope angles to 1:1.5. The project will incorporate a revegetation program, including irrigation required on both cut and fill slopes.</p> <p><i>Air Quality:</i> Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 7-1.01F (Air Pollution Control) require the contractor to comply with the more stringent of local, or state rules, regulations, and ordinances regarding air quality (Government Code 11017). Section 10 of the Standard Specifications regulates dust control. California Health and Safety Code requires the contractor to keep visible dust from blowing off site.</p> <p>Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in adverse or long-term conditions. Implementation of the following measures will reduce any air quality impacts resulting from construction activities:</p> <ul style="list-style-type: none"> • Apply water or dust palliative to the site and equipment. • Spread soil binder on any unpaved roads and on all project construction parking areas. • Wash trucks off. • Properly tune and maintain construction equipment and vehicles. Use low sulfur fuel in all construction equipment.
--	--

	<ul style="list-style-type: none">• Develop a dust control plan.• Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.• Identify areas where extended idling is allowed.• Use track-out reduction measures such as gravel pads at project access points.• Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard.• Remove dust and mud that are deposited on paved, public roads.• Route and schedule construction traffic to reduce congestion and related air quality impacts.• Install mulch or plant vegetation as soon as practical after grading.
--	--

ATTACHMENT 1

**City Council
Resolution No. 5625**

**Exhibit E – Caltrans EIR Addendum,
Linden Avenue and Casitas Pass Road Interchanges**

June 22, 2015

NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	05/SB/101
PM/PM	2.2/3.3
E.A. or Fed-Aid Project No.	05-4482u
PROJECT TITLE	Linden Avenue & Casitas Pass Interchanges
ENVIRONMENTAL APPROVAL TYPE	EIR/FONSI
DATE APPROVED	7/20/2010
REASON FOR CONSULTATION (23 CFR 771.129)	Check reason for consultation: <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
DESCRIPTION OF CHANGED CONDITIONS	Realignment of Via Real, closer to US 101. Provide temporary planted median in 5th lane on Casitas Pass Road overcrossing. Directional drilling of sanitary sewer line under Carpinteria Creek. Removal of soundwall B-3. Realignment and narrowing of Linden Avenue overcrossing. Lengthen soundwall B-9 by approximately 270 feet.

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- ☐ The original environmental document or CE remains valid. No further documentation will be prepared.
- ☒ The original environmental document or CE is in need of updating; further documentation has been prepared and ☐ is included on the continuation sheet(s) or ☒ is attached. With this additional documentation, the original ED or CE remains valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☐
- ☐ The original document or CE is no longer valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☐
- Supplemental environmental document is needed. Yes ☐ No ☐
- New environmental document is needed. Yes ☐ No ☐ (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief

Date

03/26/15 David Beard

Signature: Project Manager/DLAE

Date

3/26/15

CEQA CONCLUSION : (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- ☐ Original document remains valid. No further documentation is necessary.
- ☒ Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be ☒ prepared and is ☐ included on the continuation sheets or ☒ will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- ☐ Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- ☐ Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR.)
- ☐ The CE is no longer valid. New CE is needed. Yes ☐ No ☐

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief

Date

03/26/15 David Beard

Signature: Project Manager/DLAE

Date

3/26/15

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment

Realignment of Via Real, closer to US 101. Provide temporary planted median in 5th lane on Casitas Pass Road overcrossing. Directional drilling of sanitary sewer line under Carpinteria Creek. Removal of soundwall B-3. Realignment and narrowing of Linden Avenue overcrossing. Lengthen soundwall B-9 by approximately 270 feet. See attachment for more information. See attachment for more information.

Changes in environmental setting, e.g., new development affecting traffic or air quality;

Revised wetland delineations resulted in additional wetland impacts. Raptor nests near Carpinteria Creek appear to no longer exist. Additional invasive species were identified. See attachment for more information.

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

Changes in special status species have occurred. See attachment for more information.

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

Changes in impacts have been identified in Traffic and Transportation, Visual/Aesthetics, Natural Communities, Wetlands and Other Waters, Animal Species, Special Status Species, and Invasive Species. See attachment for more information.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

New or revised avoidance, minimization, and/or mitigation measures have been identified for Natural Communities, Wetlands and Other Waters, Animal Species, and Special Status Species. See attachment for more information.

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

Biological environmental commitments have been revised to reflect the project changes and the latest regulatory requirements and policies. See attachment for more information.

NEPA/CEQA RE-VALIDATION FORM

Introduction

In July 2010, Caltrans approved an Environmental Impact Report and Finding of No Significant Impact (EIR/FONSI) for the Linden Avenue & Casitas Pass Road Interchanges Project. Alternative 3 was the alternative selected for design and construction. Since the environmental approval, several changes to the project have occurred, requiring an update to the environmental document.

This revalidation is intended to update the Final EIR/FONSI based on changes to the project since its approval. For information about the original project, including the affected environment, project effects, and avoidance, minimization, and mitigation measures, please refer to the Final EIR/FONSI (July 2010).

California Environmental Quality Act (CEQA) Guidelines Section 15164 provides for the preparation of an Addendum when "minor technical changes or additions "that are necessary to assure that the original environmental analysis is adequate under CEQA, provided that:

- there are no new significant environmental effects,
- there is no substantial increase in the severity of previously identified significant effects,
- no substantial changes occur with respect to the circumstances under which the project is undertaken requiring major revisions to the previous environmental document,
- there is no new information of substantial importance which was previously unknown,
- there are no considerably different mitigation measures or alternatives identified that do not become adopted by the project sponsor."

Caltrans finds that the previous environmental document as amended may be used to fulfill the environmental review requirements of the current project. The changes in the project are minor, technical changes that do not change the significance of the project's environmental impacts. There has been no substantial increase in the severity of significant effects. No substantial changes in the regulatory circumstances have occurred. No new information that was previously unknown has been identified. No new alternatives have been identified. Mitigation measures proposed herein are substantially similar to the original mitigation measures provided for the project.

Under NEPA, there are three triggers that necessitate the initiation of the consultation or reevaluation process:

1. Project is proceeding to the next major federal approval
2. Project changes

NEPA/CEQA RE-VALIDATION FORM

3. Three year timeline for an EIS

23 CFR 771.129(c) provides that the Department must consult (ensure that the original environmental document/determination is still valid) prior to requesting any major approvals from the Federal Highway Administration (FHWA). Although project changes are not specifically called out in 23 CFR 771.129, they can be important triggers for reevaluation.

While the entire project must be re-examined for changes, an evaluation of the NEPA document should focus on any changes to the project, its setting, impacts, or new issues that have arisen since the circulation of the document. Based on the written evaluation, a decision is made whether the existing NEPA document remains valid, to supplement the existing document, or prepare a new document.

Caltrans finds that the previous environmental document as amended herein may be used to fulfill the environmental review requirements of the current project. The changes in the project are minor, technical changes that do not change the significance of the project's environmental impacts. There has been no substantial increase in the severity of significant effects. No substantial changes in the regulatory circumstances have occurred. No new information of substantial importance that was previously unknown has been identified. No new alternatives have been identified. Mitigation measures proposed herein are not considerably different from the original mitigation measures identified for the project.

Project Description Summary

The project description summary is unchanged from the original project description. Caltrans proposes to make operational improvements to Route 101 within the City of Carpinteria, including: reconstructing the Linden Avenue and Casitas Pass Road interchanges, reconfiguring on- and off-ramps, replacing Route 101 bridges over Carpinteria Creek, extending the Via Real frontage road from Bailard Avenue through to Linden Avenue, adding a new bridge over Carpinteria Creek at Via Real, and reconstructing bike paths.

Purpose and Need

The project purpose and need are unchanged from the original purpose and need. The purpose of the project is to improve access and operations at two interchanges on Route 101; improve operations on Route 101; reduce use of Route 101 for local trips; and improve local vehicular, bicycle, and pedestrian circulation.

The project is needed because the Linden Avenue and Casitas Pass Road overcrossings have nonstandard vertical clearance over Route 101; on-ramps within the project limits have nonstandard spacing and merging lengths; three discontinuous sections of Via Real create difficulties for local traffic on the north side of Route 101, including bicycles, pedestrians, and

NEPA/CEQA RE-VALIDATION FORM

emergency vehicles; the northbound on-ramp at Casitas Pass Road interchange is combined with two-way traffic on Via Real, including traffic from Vallecito Road and Hales Lane; pedestrian facilities are provided on only one side of both the Linden Avenue overcrossing and the Casitas Pass Road overcrossing, and there is insufficient room to provide bicycle lanes.

Background of Project Changes

During a Value Analysis study, and at the request of the City of Carpinteria, Caltrans revisited the traffic report and found that three lanes would accommodate future traffic at the Linden Avenue overcrossing. Caltrans also determined that realigning Linden Avenue with a slight curve to the east would help to avoid impacts to an existing wetland along the northwest side of Linden Avenue, would help to lower the overall height of the new overcrossing, and would facilitate construction.

At the request of the City of Carpinteria and the California Coastal Commission, the project team determined that impacts could be lessened by realigning the extension of Via Real over Carpinteria Creek closer to Route 101.

At the request of the City of Carpinteria, the project team developed a supplemental traffic report and determined that four functioning lanes would accommodate future traffic at the Casitas Pass Road overcrossing under 2016 traffic conditions, however, under 2036 traffic conditions, five lanes would be required. In order to minimize the initial visual impact of a five-lane overcrossing, the central lane would be constructed with a temporary planted median. This median can be removed and used as a traffic lane in the future when traffic conditions require it.

At the request of affected property owners along Via Real, and with the approval of the City Council, the project development team determined that noise barriers proposed along Via Real on the property lines could instead be combined into one wall and located between Route 101 and Via Real.

Soundwall B-3 was removed from the project due to rejection by affected property owners in Pacific Village during the soundwall voting process.

The South Coast 101 High Occupancy Vehicle Lanes project has proposed an extension to Soundwall B-9. In order to minimize construction impacts to an existing wetland along the Linden southbound off-ramp between Linden Avenue and Carpinteria Creek, the project team decided to construct the entire length of soundwall B-9 in the Linden Avenue & Casitas Pass Interchanges project.

All of the previous changes to Alternative 3 were evaluated and discussed with State and federal agencies. In coordination with these agencies, the extent of RSP in the Carpinteria

NEPA/CEQA RE-VALIDATION FORM

Creek corridor was reduced in order to minimize project effects on Waters of the US (i.e., wetlands and other waters), riparian habitat, and critical habitat for steelhead trout.

Revised Project Description

Changes to the project are shown in *italics*. Table 1 allows for a comparison of changes to project features.

- Replace, widen, lengthen, and raise the northbound and southbound Route 101 Carpinteria Creek Bridges.
- Extend Via Real from the current cul-de-sac at the San Roque Mobile Home Park over Carpinteria Creek to Linden Avenue, building a new bridge for Via Real over Carpinteria Creek (including one lane in each direction, one Class II bike path in each direction, and five-foot sidewalks on the north side). *The proposed alignment of Via Real has been moved closer to Route 101. An approximately 535 linear-ft section of Carpinteria Creek would be regraded and widened. The width of the bottom of the channel near the ordinary high water marks (OHWMs) would be widened from an existing width of approximately 35 ft to a new width of approximately 65 ft. The width between banks would be widened from an existing width of approximately 110 ft to a new width of approximately 140 ft. An estimated 5,021 cubic yards of material would be excavated from the existing Carpinteria Creek channel, including approximately 638 cubic yards of material below the new OHWMs of the widened channel. An estimated 4,848 cubic yards of rock slope protection (RSP) would be installed along the restored banks of Carpinteria Creek and in adjacent areas, including approximately 393 cubic yards of RSP below the new OHWMs of the widened channel*

NEPA/CEQA RE-VALIDATION FORM

- Construct Class I bike lane between Casitas Pass Road and existing Carpinteria Creek Class I bike lane adjacent to Carpinteria Creek.
- Remove the existing bike path that crosses Carpinteria Creek connecting to the end of Via Real.
- Reconstruct the Casitas Pass Road southbound on- and off-ramps.
- Remove the existing Casitas Pass Road northbound on- and off-ramps, and build new northbound on- and off-ramps to be accessed from the new Via Real frontage road extension.
- Replace the Casitas Pass Road overcrossing with a five-lane structure including bike lanes and sidewalks on both sides. *The overcrossing will include a temporary, planted median in the center lane leaving four lanes of traffic.*
- Install signals at the intersections of Via Real and the northbound Casitas Pass Road on- and off-ramps, Casitas Pass Road and Via Real, and Casitas Pass Road and the southbound Route 101 on- and off-ramps.
- Remove the existing southbound off-ramp and build a new southbound off-ramp at Linden Avenue.
- Remove the existing northbound on-ramp and build a new roundabout, including the new northbound on-ramp as one of the four legs.
- Replace the Linden Avenue overcrossing with a *3-lane structure* (previously 4 lanes), including bike lanes and sidewalks on both sides.
- Reconfigure Ogan Road to form a third connection to the new roundabout, located on its northeastern side.
- Install signals at the intersections of Linden Avenue and Ogan Road, and Linden Avenue and the southbound Route 101 off-ramp.
- *Prior to construction of new Via Real bridge, replace existing above-ground sewer line at Carpinteria Creek 20 feet below the creek bed using horizontal directional drilling method within the existing project limits parallel to the Via Real extension.*
- Construct the following soundwalls:
 - Soundwall B-4 along northbound Route 101 located between Via Real and Route 101, between the existing soundwall and the Verizon property. (Previously broken into B-6, B-5, B-4, and B-8 between property lines and Via Real/northbound Route 101 on-ramp)
 - Soundwall B-7 along southbound Route 101, between Church Lane and Vallecito Road.

NEPA/CEQA RE-VALIDATION FORM

- Soundwall B-2 along northbound Route 101, between Linden Avenue overcrossing and Franklin Creek Bridge.
- *Soundwall B-9 along southbound Route 101, between Franklin Creek and the end of the existing soundwall along the Linden Avenue southbound off-ramp.*
(Previously shorter wall ending before Franklin Creek)
- *Soundwall B-3 near Pacific Village along Ogan Road has been removed from the project.*

NEPA/CEQA RE-VALIDATION FORM

Table 1: Comparison of Project Feature Descriptions

Project Feature	Original Project Description	New Project Description
Extend Via Real from Bailard Avenue to Linden Avenue.	Bridge alignment across Carpinteria Creek would be approximately 150 feet upstream of Route 101 Bridges.	Bridge alignment across Carpinteria Creek would be approximately 10 feet upstream of Route 101 Bridges.
Sewer Line At Carpinteria Creek	Although Caltrans was aware of the need to move the existing sewer line at Carpinteria Creek, construction methods were previously unknown.	Construct new, underground sewer line between San Roque mobile home park and Casitas Pass Road at Carpinteria Creek using horizontal directional drilling methods.
Carpinteria Creek	Extent of RSP, channel contouring, widening, and grading were unknown.	An approximately 535 linear-ft section of Carpinteria Creek would be regraded and widened to widths of approximately 65 ft (bottom of channel) to 140 ft (new banks). An estimated 5,021 cubic yards of material would be excavated from the existing Carpinteria Creek channel and an estimated 4,848 cubic yards of RSP would be installed along the restored banks of Carpinteria Creek and in adjacent areas, including approximately 393 cubic yards of RSP below the new OHWM of the widened channel.
Casitas Pass Road Overcrossing	Replace existing two-lane overcrossing with a five-lane overcrossing (two northbound lanes and two southbound lanes with a left turn lane in the center).	Replace existing two-lane overcrossing with a five-lane overcrossing. Two northbound lanes and two southbound lanes would be constructed. The center lane would be used as a temporary planted median until congestion requires replacement of the planted median with a center left turn lane.
Linden Avenue Overcrossing	Construct a four-lane overcrossing on a straight alignment.	Construct a three-lane overcrossing on an eastward curved alignment
Soundwalls	Construct soundwalls B-6, B-5, B-4 and B-8 between property lines and Via Real.	Construct a single soundwall (B-4) between northbound Route 101 and Via Real.
	Construct Soundwall B-9 along the southbound Linden Avenue off-ramp for 250 feet.	Construct soundwall B-9 along the southbound Linden Avenue off-ramp for 520 feet.
	Construct Soundwall B-3 along Ogan Road near Pacific Village.	Removed from project.

NEPA/CEQA RE-VALIDATION FORM

Changes to Affected Environment

This section describes changes that have occurred in the environmental setting and/or circumstances (e.g. new law or regulation or change in the status of a listed species). For information regarding existing resources in the Affected Environment that have not changed, please refer to the Final Environmental Impact Report/Finding of No Significant Impact (Final EIR/FONSI) (July 2010).

Natural Communities

A total of 177 coast live oak trees ≥ 6 " diameter at breast height (dbh) were identified and mapped throughout the project study area during final design of the project. The Final EIR/FONSI identified a stand of coast live oak trees (*Quercus agrifolia*) located next to a field east of Carpinteria Creek that would not have been affected by the project. However, in realigning Via Real, more of those oaks will be removed, though the alignment was carefully designed to avoid as many of these trees as possible. In addition to these oaks, several other coast live oak trees were identified and mapped throughout the project study area. The majority of the remaining oaks that occur within Caltrans right of way are individual trees that are interspersed randomly throughout roadside landscaping along the highway shoulder and are not considered a natural oak woodland community.

ACOE Wetlands and Other Waters

Through final design and negotiations with regulatory agencies regarding areas of jurisdiction, Caltrans has refined the areas identified as jurisdictional waters.

Preliminary ACOE jurisdictional wetlands were delineated along Carpinteria Creek in August and October 2013. In-stream wetlands in the vicinity of the bike path crossing over Carpinteria Creek and in other areas downstream were found to support hydrophytic vegetation, hydric soil, and wetland hydrology indicators (i.e., three-parameter wetlands). The approximate position of the existing OHWM and the presence of Army Corps of Engineers (ACOE) jurisdictional wetlands and other waters was verified by ACOE. Caltrans also ceded jurisdiction of the drainage ditch adjacent to the Linden Avenue off-ramp to ACOE. ..

CCC Riparian ESHA and Drainage Ditches

Upon further review of the project area, CCC recommended that Caltrans characterize riparian habitat at Carpinteria Creek as "Riparian ESHA" rather than "coastal wetlands." CCC also recommended that Caltrans characterize the drainage ditches leading to Franklin Creek as man-made ditches rather than "coastal wetlands." These recommendations resulted in changes to

NEPA/CEQA RE-VALIDATION FORM

how existing and affected resources under CCC jurisdiction are characterized and, therefore how the impacts are quantified.

Animal Species

Migratory Birds

The eucalyptus trees adjacent to Carpinteria Creek have a history of use from a nesting pair of red-tailed hawks. These eucalyptus trees are currently proposed for removal. No evidence of recent red-tailed hawk nesting was observed in August and October 2013, as no nests were observed in the eucalyptus trees adjacent to Carpinteria Creek.

Evidence of nesting by either barn swallows (*Hirundo rustica*) or American cliff swallows (*Petrochelidon pyrrhonota*) was observed under the existing Route 101 Carpinteria Creek bridges, where remnants of nests remained after apparently being knocked down through presumed maintenance. Barn swallows have been observed nesting under the Route 101 bridges in the past.

Special Status Species

The list of species considered in the Natural Environment Study Addendum (March 2015) has been updated based on the updated United States Fish and Wildlife Service (USFWS), California Natural Diversity Database (CNDDDB), and California Native Plant Society (CNPS) species lists. Based on individual species' distribution patterns and habitat associations observed within the study area, the list was narrowed down for those considered having potential to occur within the area of direct impact, those with potential to be impacted by the project, and/or species for which additional information is warranted.

Plants

Special status plant species that were identified on the USFWS species list and/or on the CNDDDB and CNPS searches that have potential to occur within the area of impact include Gambel's watercress (*Nasturtium gambelii*) and marsh sandwort (*Arenaria paludicola*).

The habitat requirements for Gambel's watercress and marsh sandwort occur within or adjacent to the project limits at both Carpinteria Creek and the tributary drainages to Franklin Creek. Botanical surveys within the study area were negative for the presence of these species and the project will not impact these species. No further discussion is required.

NEPA/CEQA RE-VALIDATION FORM

Animals

Special status animal species that have a potential to occur within the area of impact or for which additional information is warranted were identified from the USFWS species list and a search of the CNDDDB. These include the steelhead trout southern California distinct population segment (DPS) (*Oncorhynchus mykiss*), tidewater goby (*Eucyclogobius newberryi*), California red-legged frog (*Rana draytonii*), western pond turtle (*Emys marmorata*), two-striped garter snake (*Thamnophis hammondi*), southwestern willow flycatcher (*Empidonax traillii extimus*), and least Bell's vireo (*Vireo bellii pusillus*). Of these species, the western pond turtle and two-striped garter snake were not addressed in previous documents.

Suitable habitat is present along Carpinteria Creek for western pond turtle and two-striped garter snake. No specific agency survey protocols exist for western pond turtle and two-striped garter snake, but these species would have been observable, if present, during protocol California red-legged frog surveys. During numerous field surveys along Carpinteria Creek, neither species has been observed. Although there is a low potential for these species to occur along Carpinteria Creek, avoidance and minimization measures are proposed.

The project changes presented herein do not affect the results of previous discussions of the special status animal species.

Invasive Species

Additional invasive species observed during recent field work conducted along Carpinteria Creek include sticky snakeroot (*Ageratina adenophora*), sweet fennel (*Foeniculum vulgare*), and bristly ox-tongue (*Helminthotheca echioides*).

Changes in Environmental Consequences

This section describes the effects of the project changes to identified resources. For information regarding the Affected Environment, please refer to the Final EIR/FONSI (July 2010).

Traffic and Transportation/Pedestrian and Bicycle Facilities

Linden Avenue Overcrossing

In December 2009 an update to the traffic study indicated that the Linden Avenue overcrossing would operate at similar levels of service with three lanes as it would with four lanes. One intersection (Hwy 101 SB off-ramp and Linden Avenue) would degrade with this configuration from level of service (LOS) A to LOS B in 2020, still an acceptable level of service.

NEPA/CEQA RE-VALIDATION FORM

With construction of a three lane-facility rather than a four-lane facility, the available storage on Linden Avenue between Hwy 101 SB off-ramp and Ogan Road is estimated to be 350 ft. The 95th percentile queues for three-lane bridge overpasses are estimated to be longer than those experienced under the four-lane analysis. However, estimated AM/PM peak hour queues for both options would be accommodated within the available storage. Therefore, queue spill-backs are not anticipated.

Casitas Pass Road Overcrossing

In January 2013 the Traffic Study was updated to review the effects of four lanes of traffic on the Casitas Pass Road overcrossing. Under Year 2016 conditions, all three study intersections at the Casitas Pass Road interchange are anticipated to operate at acceptable levels (LOS C or better) during both AM and PM peak hours when the Casitas Pass Road overcrossing provides four lanes. In order to maintain acceptable levels of service by the year 2036, the temporary planted median barrier would have to be removed and turned into a travel lane in order to retain acceptable levels of service. Under Year 2036 conditions, all three study intersections at the Casitas Pass Road interchange are anticipated to operate at acceptable levels (LOS C or better) during both AM and PM peak hours when the Casitas Pass Road overcrossing provides five lanes.

Visual/Aesthetics

Via Real Extension

The realignment of Via Real closer to US 101 would add to a more open, urban character within the balance of Carpinteria Creek Park. Although the removal of mature roadside vegetation would have a negative effect on visual intactness and unity, the elevated profile of Highway 101 over Carpinteria Creek and the removal of roadside trees would expand views of the Santa Ynez Mountains, resulting in a somewhat increased vividness rating from the perspective of the US 101 traveler. The proposed northbound off-ramp and Via Real bridges over Carpinteria Creek would be more visually dominant because of their increased size, elevations, and the removal of mature vegetation in the immediate vicinity when viewed from the Class I Bike Path at Carpinteria Creek. Views in this area would also include the newly aligned bike path. The prominence of the new bridges combined with the loss of mature trees would alter the visual character as seen from this viewing area. Although the overall vegetative character would be reduced, the new bridges would create a somewhat more unified appearance compared to the existing structures. It is expected that the improved bike path in this area would also increase visual access to Carpinteria Creek, both upstream and downstream of the new structures. The increased visual access to this natural visual resource would add to the memorability of the views in these areas. Substantial new planting would be required in the

NEPA/CEQA RE-VALIDATION FORM

vicinity of the creek which would over time re-establish much of the vegetative character as well as minimize visibility of the bridge structures as seen from the bike path.

Casitas Pass Road Overcrossing

Views approaching the Casitas Pass Road overcrossing would show a wider structure, with the local roadway lanes continuing over the bridge to the north. From vantage points on Casitas Pass Road, the visual changes would be most evident in terms of the additional lanes, the proposed planted median and the new bridge rails and sidewalks. Although the visual scale of the bridge deck would be evident, the scale would generally be consistent with the local city street and would increase visual continuity in the area. The landscaped median and architectural details on the bridge rail would help the structure and roadway maintain a pedestrian scale and character and would add visual interest compared to the existing condition. In addition, the removal of existing overhead utility poles and lines along the proposed overcrossing would reduce visual clutter and increase visual unity as seen from Casitas Pass Road as well as US 101.

Soundwall B-9

The project in this area would extend the previously proposed soundwall toward Franklin Creek. The construction of the wall would result in the removal of some of the roadside vegetation in this area. New landscaping in combination with the remaining vegetation would help retain much of the visual unity and intactness although a minor reduction in vegetative character would occur. The vividness would remain the same as the existing view since the distant mountains would still be seen.

Combined Soundwalls along Via Real and Southbound US 101

The northbound view along Highway 101 north of Casitas Pass Road would undergo a visual change as a result of the combination of retaining and sound wall at this location. Proposed landscaping associated with the walls would somewhat off-set the increased visual scale of the walls and provide some degree of continuity. However the increase in built elements and the alteration of spatial characteristics would be noticeable, resulting in a decrease in the visual unity and intactness. Northerly views of the distant Santa Ynez Mountains would be somewhat reduced, although hillside views toward the west and northwest would remain dominant visual elements. As a result, the loss of hillside views to the north would result in the vividness, or memorability of the view being reduced in this area.

NEPA/CEQA RE-VALIDATION FORM

Linden Avenue Overcrossing

The project in the area approaching the southbound Linden Avenue off-ramp on Highway 101 would extend the previously proposed soundwall toward Franklin Creek. The construction of the wall would result in the removal of some of the roadside vegetation in this area. New landscaping in combination with the remaining vegetation would help retain much of the visual unity and intactness although a minor reduction in vegetative character would occur. The vividness would remain the same as the existing view since the distant mountains would still be seen.

Visible improvements from along westbound Ogan Road would mainly include the slight realignment of Ogan Road and the temporary reduction of some landscaping along the north side of Ogan Road. Re-landscaping the area along the sidewalk would re-establish much of the vegetated character lost by removing the existing plants. The general scale of the roadway would increase, although the overall appearance of the new facility would not be out-of place with the existing suburban highway ramp/local road interface. As a result, the intactness and unity of the view would remain basically the same as the existing condition. The proposed realignment of Ogan Road would not affect views of the Santa Ynez Mountains to the north, resulting in no changes to the visual memorability.

Natural Communities

All oak trees to be affected by the proposed project are coast live oaks (*Quercus agrifolia*). Up to 147 coast live oak trees would be removed from the project site during construction. Most of the impacts would be a result of the clearing/grubbing required for the various proposed roadway improvements. Table 2, below enumerates the number and size range of oak trees requiring removal.

NEPA/CEQA RE-VALIDATION FORM

Table 2: Coast Live Oak Tree Impacts

Oak Tree Size Class (dbh)	Estimated Number of Trees Removed
6 – 12"	92
13 – 18"	24
19 – 24"	8
25 – 30"	13
31 – 36"	6
37 – 42"	1
43 – 48"	2
49"+	1
Total	147

ACOE Wetlands and Other Waters

Carpinteria Creek

A total of 0.059 acre of ACOE wetlands along the bed of Carpinteria Creek were delineated in 2013; these wetlands did not occur when the original EIR was prepared and were determined to have become recently established in the channel. Channel widening will temporarily impact all of the existing ACOE wetlands but new wetlands will be established in the widened channel. Channel widening and mitigation (e.g., planting of emergent wetland species along the streambed) are anticipated to result in an eventual net increase of ACOE wetlands along Carpinteria Creek. This will create a widened two-year floodline/OHWM that will exist post-construction, allowing for revegetation opportunities and natural recruitment of emergent vegetation along the newly widened channel. The federal jurisdictional impacts to Carpinteria Creek have been quantified under ACOE wetlands ACOE other waters in Table 3.

The proposed sewer line relocation will not result in any additional impacts to ACOE wetlands because it will be installed via horizontal directional drilling under the channel in the vicinity of the area that will eventually be disturbed to accommodate the Route 101 and Via Real bridges

NEPA/CEQA RE-VALIDATION FORM

Drainage Ditch Leading to Franklin Creek

Temporary and permanent impacts to the drainage ditch adjacent to the Linden Avenue off-ramp will occur during construction. The western section will be temporarily filled to allow work access to the area where Soundwall B-9 will be constructed. This area will be restored to the pre-existing condition after construction of the soundwall. The middle section of the ditch will be widened to increase post-construction capacity. This will result in a reconfiguration of the ACOE other waters along a new low-flow channel/OHWM in this section of the ditch. The eastern section of the ditch will be permanently impacted/filled, including a small area of RSP to accommodate a proposed culvert outfall and headwall. The federal jurisdictional impacts to the drainage ditch have been quantified under ACOE other waters in Table 3.

CCC Riparian ESHA and Drainage Ditch

Impacts to CCC jurisdictional riparian habitat/Riparian ESHA have been quantified and updated in Table 3. Temporary and permanent impacts to riparian habitat along Carpinteria Creek will occur in order to facilitate construction of a new Via Real Bridge, the northbound Route 101 off ramp, the widening and replacement of the Route 101 bridges, and the widening of a section of the stream channel, and installation of RSP. Channel widening and installation of RSP will impact riparian vegetation, but this will be partially offset by incorporating riparian mitigation plantings into specific areas within RSP where replanting is feasible, and therefore considered temporary impacts. Temporary and permanent impacts to the drainage ditch adjacent to the Linden Avenue off-ramp will occur during construction. See description above for more information. These CCC jurisdictional impacts have been quantified under CCC drainage ditch in Table 3.

Animal Species

Migratory birds

Adverse changes in adult nesting behaviors, nest abandonment, nest failure, or injury/mortality of eggs or young could occur if birds are found to be nesting under the existing bridges at the time of demolition or disturbance associated with the removal of the bridges during the nesting season.

Special Status Species

Suitable habitat for western pond turtle and two-striped garter snake have been determined to exist along Carpinteria Creek. These species were not addressed in the original EIR. Updates on Section 7 Endangered Species Act consultation for steelhead trout and tidewater goby have

NEPA/CEQA RE-VALIDATION FORM

been provided to account for updates to consultation that occurred after the original EIR was prepared.

Western pond turtle, two-striped garter snake

Project construction could result in the injury or mortality of western pond turtle or two-striped garter snake (if present) during diversion/dewatering. The potential need to capture and relocate these species could subject these animals to stresses that could result in adverse effects. Injury or mortality could occur via accidental crushing by worker foot-traffic or construction equipment. Erosion and sedimentation could also occur, which could directly or indirectly affect water quality. While these would be new impacts not previously identified in the EIR, the potential for these impacts is anticipated to be low because the species were not observed within the study area during surveys.

Steelhead trout

The project “may affect, and is likely to adversely affect” steelhead. If the project were to affect this species, “incidental take” of steelhead may occur. Incidental take could be a result of harassment, harm, or mortality of steelhead during water diversion, demolition and construction, or relocation actions if they become necessary.

The project “may affect, but is not likely to adversely affect” steelhead critical habitat. Most impacts will be temporary and minor, and sections of the stream corridor will be restored. The project is expected to allow critical habitat to retain habitat functions and preserve its primary constituent elements.

Formal Section 7 of the Endangered Species Act consultation has been conducted between the Federal Highway Administration (FHWA)/Caltrans and National Oceanic and Atmospheric Administration (NOAA) as a result of potential impacts to steelhead trout and critical habitat. A federal Biological Opinion for steelhead was issued by NOAA Fisheries to Caltrans on April 20, 2010 (File Number 151422SWR2009PR00467) and amended on 11/18/2013 to reflect changes to the project description. The National Marine Fisheries Service (NMFS) indicated that the project description changes would result in no additional adverse effects to steelhead trout.

Tidewater Goby

The project “may affect, and is likely to adversely affect” tidewater goby. If the project were to affect the species, then “incidental take” of tidewater gobies may occur. Incidental take could be a result of harassment, harm, or mortality of tidewater gobies during water diversion,

NEPA/CEQA RE-VALIDATION FORM

demolition, construction, or relocation actions if they become necessary. Take of tidewater gobies is not anticipated although it has the potential to occur.

Formal Section 7 of the Endangered Species Act consultation has been conducted between FHWA/Caltrans and USFWS as a result of potential impacts to tidewater goby. A federal Biological Opinion for tidewater goby was issued by USFWS to Caltrans on January 8, 2010 (File Number 8-8-09-F-57) and amended on September 27, 2013 to reflect changes to the project description. The USFWS indicated that the project description changes would result in no additional adverse effects to tidewater goby.

Invasive Species

No changes to the project impacts have been identified.

Changes to Avoidance, Minimization, and/or Mitigation Measures

The avoidance, minimization and mitigation measures identified in the EIR/FONSI will be implemented with the addition of the following new or modified avoidance, minimization, and/or mitigation measures that would be required as part of this project. A summary of all currently proposed Avoidance, Minimization, Compensatory Mitigation, Monitoring and Reporting Measures is included in the Environmental Commitments section.

Traffic and Transportation/Pedestrian and Bicycle Facilities

The proposed changes to both Linden Avenue and Casitas Pass Road overcrossings would not have different environmental impacts than those discussed in the original EIR/FONSI (July 2010). No additional avoidance, minimization, or mitigation measures are required.

Visual/Aesthetics

The proposed changes to the project would not change the visual environment substantially. No changes to the avoidance, minimization, or mitigation measures are proposed.

Natural Communities

Impacts to native oak trees $\geq 6"$ dbh would be offset by replacement planting within the project limits. Replacement plantings will be achieved using a 3:1 ratio for each oak tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). Oak tree plantings would be monitored to ensure successful revegetation at six months and then once a year for three years. Native tree and shrub species such as western sycamore, lemonade berry, toyon, laurel sumac and coyote brush will also be included as replacement plantings.

NEPA/CEQA RE-VALIDATION FORM

ACOE Wetlands and Other Waters

Caltrans anticipates that proposed mitigation can be accomplished on-site. ACOE jurisdictional wetlands and other waters mitigation ratios and total areas are quantified in Table 3.

CCC Riparian ESHA and Drainage Ditch

For this Addendum, Caltrans has taken an acreage approach to mapping and assessing impacts to riparian habitat and jurisdictional waters. To offset impacts to riparian habitat, Caltrans proposes 3:1 replacement for permanent impacts and 1:1 replacement for temporary impacts. Caltrans anticipates that proposed mitigation can be accomplished on-site. CCC Riparian ESHA and Drainage Ditch mitigation ratios and total areas are quantified in Table 3.

Table 3: CCC Riparian ESHA, Drainage Ditch, and ACOE Wetlands/Other Waters Impacts and Mitigation

	CCC Riparian ESHA ¹		Drainage Ditch ²		ACOE Wetlands ³		ACOE Other Waters ⁴	
	Perm Impact	Temp Impact	Perm Impact	Temp Impact	Perm Impact	Temp Impact	Perm Impact	Temp Impact
Carpinteria Creek	0.420 ac	0.886 ac	0	0	0	0.059 ac	0	0.136 ac
Drainage Ditch-to Franklin Ck - Linden/101 SB off ramp	0	0	0.023 ac	0.067 ac	0	0	0.023 ac	0.067 ac
Total Acreage Impacted	0.420 ac	0.886 ac	0.023 ac	0.067 ac	0	0.059 ac	0.023 ac	0.203 ac
Proposed Mitigation Ratio	3:1	1:1	3:1	1:1	3:1	1:1	3:1	1:1
Total Mitigation Acreage Needed to Compensate for Impacts	(0.420 ac X 3)+(0.886 ac X 1) = 2.146 ac total		(0.023 ac X 3)+(0.067 ac X 1) = 0.136 ac total		0.059 ac total		(0.023 ac X 1)+(0.203 ac X 3) = 0.272 ac total	
Potential On-site Mitigation Acreage Proposed	Up to 0.886 ac replanted in temporary impact areas + Up to 3.814 ac available in additional areas currently lacking riparian vegetation = Up to 4.7 ac available for riparian habitat mitigation		0.666 ac		0.370 ac on-site		0.296 ac on-site	

¹ CCC Riparian ESHA are defined as areas along stream courses within the ADI dominated primarily by native trees/woody overstory.

² This feature is a man-made drainage ditch that supports one or more wetland parameters, but is considered non-ESHA because it is of low-quality and its primary function is for water conveyance. The Linden/101 SB off ramp ditch supports high ground water and stormwater infiltration is not possible at this location.

³ ACOE Wetlands are defined as federally jurisdictional non-isolated three-parameter wetlands (i.e., supporting hydrophytic vegetation, hydric soils, and wetland hydrology).

⁴ ACOE Other Waters are defined as federally jurisdictional non-isolated waters featuring an ordinary high water mark and lacking one or more of the three wetland parameters.

NEPA/CEQA RE-VALIDATION FORM

Animal Species

Migratory Birds

As an additional avoidance and minimization measure, bird nests will be excluded from the existing Route 101 Carpinteria Creek Bridges prior to and during project construction. Nesting bird exclusion methods may include installation of exclusion netting, removing/knocking down nests before they contain eggs, or other methods approved by CDFW. The proper time for installation of bird exclusion netting is outside of the typical nesting season (i.e., implement exclusion methods from September 2 to February 14).

Threatened and Endangered Species

Steelhead Trout

No changes to avoidance, minimization or mitigation measures are proposed.

Tidewater goby

No changes to avoidance, minimization or mitigation measures are proposed. .

Western pond turtle, two-striped garter snake

Prior to construction, a biologist determined qualified by Caltrans shall survey the ADI and, if present, capture and relocate any western pond turtles or two-striped garter snakes to suitable habitat downstream of the project study area. Observations of Species of Special Concern (SSCs) or other special-status species shall be documented on CNDDDB forms and submitted to CDFW upon project completion. If these species or other SSC aquatic species are observed during construction, they will likewise be relocated to suitable downstream habitat by a qualified biologist.

Invasive Species

Additional invasive species have been identified for removal within the project footprint including sticky snakeroot (*Ageratina adenophora*), sweet fennel (*Foeniculum vulgare*), and bristly ox-tongue (*Helminthotheca echioides*).

Summary of Biological Environmental Commitments

Caltrans has revised the biological environmental commitments in order to reflect the project changes and the latest regulatory requirements and policies.

All other environmental commitments remain unchanged.

NEPA/CEQA RE-VALIDATION FORM

Summary of Existing Mitigation Ratios

Native oak trees ≥ 6 " diameter at breast height (dbh) shall be replaced at 3:1 for trees removed.

All of the following ratios are expressed in area.

In general, temporary impacts on all habitat types will be mitigated at a ratio of 1:1.

Permanent impacts to riparian habitat will be mitigated at a ratio of 3:1.

Permanent impacts to Coastal Commission riparian ESHA will be mitigated at a ratio of 3:1.

Permanent impacts to ACOE wetlands will be mitigated at a ratio of 3:1.

Permanent impacts to ACOE other waters will be mitigated at a ratio of 3:1.

Avoidance and Minimization Measures

This Addendum includes avoidance, minimization, compensatory mitigation and monitoring agreements that are negotiated with the Project Development Team (PDT) and all of the regulatory agencies that have jurisdiction over this project.

This list of measures has been prepared for use by Caltrans personnel who are and/or who will be responsible for implementing various recommendations that are made by the PDT and all regulatory agencies during and after construction.

A. General Avoidance and Minimization Measures

To avoid and minimize impacts to all biological resources within the project area, the following avoidance and minimization measures shall be implemented project wide:

1. **Limit the Work Area and Install Environmentally Sensitive Area (ESA) Fencing.** The number of access routes, size of staging areas and the total area of the activity shall be limited to the minimum necessary to safely construct this project. All access will be restricted to the existing roads and designated temporary access areas.

ESA fencing will be installed to limit construction activities and protect biological habitats of concern. Proposed ESA fencing will be established at all wetlands, riparian areas, oak tree areas, and all areas that exhibit good wildlife habitat potential, in order to avoid, minimize and reduce any potential impacts to biological resources. ESA fencing locations will be determined in the Plans, Specifications & Estimates (PSE) phase of the project.

NEPA/CEQA RE-VALIDATION FORM

The installation of ESA fencing shall also be included in the Construction Contract and shown on Project Plans and Layout Sheets. Routes and boundaries shall be clearly delineated in the field with ESA fencing to minimize activities adjacent to biological resources, including drainages, wetlands and/or native plant communities. All ESA fencing delineated in the field must be approved by the project Biologist prior to beginning any construction activities, including equipment and materials storage. The Resident Engineer should contact George Sistik, Construction Liaison (805-549-3487), Larry Bonner, Senior Environmental Planner (805-549-3337), or Lara Bertaina, Associate Environmental Planner (805-542-4610) if there are questions regarding ESA fencing.

2. **Preconstruction Surveys.** In order to ensure that potential impacts to the biological resources discussed in this document are avoided and/or minimized, and due to the long lead-time until construction, pre-construction surveys for tidewater goby, California red-legged frog (although their presence is not expected, this will allow for time to coordinate use of the Programmatic Biological Opinion if California red-legged frogs are unexpectedly found), western pond turtle, and two-striped garter snake will be conducted by a qualified Caltrans biologist or designee. Surveys for nesting birds (if work is proposed to occur from February 15 to September 1 during the nesting season) will be conducted by a qualified biologist or designee within 14 days prior to initiation of construction.

As delineated on project maps in Appendix A of the Natural Environment Study Addendum (NESA), the Area of Direct Impact (ADI) encompasses all temporary and permanent impacts to vegetated areas.

If any federally listed species are found during the preconstruction surveys, other than steelhead trout and tidewater goby, construction shall cease until Formal Section 7 Consultation between Caltrans/ FHWA and USFWS is completed. If California red-legged frog is found during preconstruction surveys, Caltrans shall coordinate with USFWS to use the Programmatic Biological Opinion as Formal Section 7 Consultation.

If any state-listed endangered or threatened species are found during the pre-construction surveys, the project shall cease until consultation between Caltrans and CDFW is completed.

3. **Duties of the Biologist and/or Environmental Monitor.** If any special status species are found in the ADI during construction the Caltrans Biologist or designee shall be present at the construction site until such time as instruction has been given to the workers, the special-status species has been allowed to move out of the ADI on its own, or the special-status species has been relocated outside of the ADI (if authorized by the relevant regulatory agencies).

NEPA/CEQA RE-VALIDATION FORM

A Biological/Environmental Monitor will be present on site during construction activities that may impact special status species and/or migratory birds. This includes clearing and grubbing of Carpinteria Creek, the stream diversion/dewatering of Carpinteria Creek, and the removal of trees during the nesting season from February 15 to September 1.

4. **Authority of the Biologist and/or Environmental Monitor.** The Caltrans Biologist and/or Environmental Monitor, shall have the authority to halt any action that might result in impacts that exceed the anticipated levels of impact that were determined during agency review (by Caltrans, U.S. Army Corps of Engineers [ACOE], CDFW, California Coastal Commission (CCC), and/or USFWS) of the proposed actions. If work is stopped, these same regulatory agencies shall be notified immediately by the Caltrans Biologist or Environmental Monitor.
5. **Equipment Maintenance and Staging and Materials Storage Restrictions.** All refueling and maintenance of equipment and vehicles shall be at least 60 feet from any aquatic habitat, wetland area or any water body. The contractor shall ensure contamination of habitat does not occur during such operations. All workers shall be informed of the importance of preventing spills of fuels and of the appropriate measures to take should a spill occur. Equipment staging and materials storage shall be located outside of stream corridors and associated riparian habitat.
6. **Trash Control.** During construction, all trash that may attract predators shall be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.
7. **Invasive Plant Control.** In compliance with Executive Order 13112 on Invasive Species and subsequent guidance from the FHWA, the landscaping and erosion control included in the project will not use species on the California List of Noxious Weeds <http://plants.usda.gov/java/noxious?rptType=State&stateflips=06>. Measures to control invasive exotic plants shall be implemented according to the Caltrans Landscape Architect's recommendations. Exotic and invasive weeds such as ice plant, kikuyu grass, fennel, pampas grass, fountain grass and other assorted invasive plants that are listed as "most invasive" on the list will be removed within the ADI and topsoil from weed-infested areas will not be used in any revegetation areas due to the presence of a high quantity of weed seeds.
8. **Revegetation and Site Restoration.** The ADI, encompassing all temporary and permanent impacts to vegetated areas (as opposed to existing impermeable surfaces such as Route 101 and other roadways), has been estimated at approximately 25 acres.

NEPA/CEQA RE-VALIDATION FORM

After construction is complete, project sites shall be first evaluated for the potential for successful revegetation and restorations. An appropriate assemblage of suitable native riparian wetland and/or native vegetation shall be recommended by Biology and Landscape Architecture.

Permanently impacted wetlands and waters shall be replaced as part of the project and considered as part of the avoidance and minimization measures. Vegetation and habitat loss in these areas shall be replaced onsite using native plants at a 3:1 ratio for permanent impacts and at a 1:1 ratio for temporary impacts. Native riparian vegetation shall be replaced at 3:1 (acreage) for permanent impacts and 1:1 (acreage) for temporary impacts. Native oak trees $\geq 6"$ dbh shall be replaced at 3:1 for trees removed. Plant salvage, local seed collection, and contract growing are potential techniques that may be used to minimize the loss of native wetland plants. Locally collected and salvaged plants and seeds can then be used for project revegetation and restoration purposes.

A Mitigation and Monitoring Plan (MMP) will also be prepared to satisfy ACOE requirements.

B. Avoidance and Minimization Measures for Special-status Wildlife

1. All avoidance, minimization, and mitigation measures contained within the Biological Opinions for the project shall be incorporated into the project PSE package and shall be implemented, as appropriate, before, during, and/or post construction.
2. If any additional federal listed species are found during the preconstruction surveys, the project shall cease until Formal Section 7 Consultation between FHWA and USFWS is completed.
3. If any state-listed endangered or threatened species are found during the pre-construction surveys, the project shall cease until consultation between Caltrans and CDFW is completed.
4. On-site Special-status Species Identification Training shall be conducted and shall include a description of steelhead trout, tidewater goby, California red-legged frog, western pond turtle, two-striped garter snake, and nesting birds. A Caltrans Biologist (or designee) will conduct training sessions for all construction personnel before they perform work onsite. The biologist will discuss a description of these special-status species and their habitats, their legal status, project boundaries, general measures to be implemented to conserve these species as they relate to the project, and what to do if these species are observed during construction. Brochures, photographs, books and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

NEPA/CEQA RE-VALIDATION FORM

5. Steelhead and Tidewater Goby

Construction within or adjacent to Carpinteria Creek would only take place during the low flow period defined as between June 1st and October 31st in order to minimize impacts to steelhead trout and tidewater goby.

Only qualified personnel authorized under a Biological Opinion shall participate in activities associated with the capture, handling, and relocation of tidewater gobies. The names and credentials of personnel who desire to conduct these activities shall be supplied to the USFWS for their review and approval at least 15 day prior to the onset to these activities. NOAAF does not require approval of steelhead biologists; however, the names and credentials of personnel who desire to conduct steelhead relocation and monitoring activities shall be supplied to Caltrans for their review and approval at least 15 day prior to the onset to these activities.

The Environmental Monitor/biologist shall monitor stream diversion/dewatering activities during construction to insure compliance with conditions found in the Biological Opinions. Monitoring shall be continuous throughout installation and removal of the stream diversion, reverting to periodically (e.g., two site visits a week) to check on the status of the diversion once it has successfully been installed. If necessary to protect listed species, the monitor shall coordinate with the Resident Engineer to cease all activities until USFWS and NOAAF can be consulted to determine if additional avoidance and minimization measures are required.

Fish passage would be maintained during construction through a flexible pipe culvert of adequate size in order to facilitate fish passage.

During the de-watering effort, if present, as many steelhead and tidewater gobies as possible shall be removed prior to draining the site. After barriers are constructed, steelhead and tidewater gobies shall be captured with a seine and dip nets, transported in buckets, and released in the most appropriate habitat adjacent to the de-watered area. If a beach seine is used, it shall be pulled in a deliberate manner with care being taken to avoid rolling the lead line inward. The number of steelhead and tidewater gobies shall be estimated prior to release. All debris and aquatic and emergent vegetation in the pumped area shall be carefully inspected for steelhead, tidewater gobies, and other vertebrates. If water is to be pumped around work sites, intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent small steelhead and tidewater gobies from entering the pump system. As the work site is de-watered, remaining pools shall be inspected for steelhead and tidewater gobies. As many individuals as possible shall be captured using dip nets and other appropriate tools and moved as described above. Handling time for steelhead and tidewater gobies shall be minimized to the maximum extent practicable.

NEPA/CEQA RE-VALIDATION FORM

In work areas that have been de-watered, water above the barrier shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, the barriers to flow shall be removed in a manner that will allow flow to resume with the least disturbance to the substrate.

All disturbance to potential steelhead and tidewater goby habitat including riparian vegetation and jurisdictional waters shall be minimized with the use of ESA (environmentally sensitive area) fencing and all soil exposed as a result of the project shall be revegetated using native hydroseeding or live planting methods.

If the substrate of the stream is altered during work activities, it shall be graded or otherwise treated to pre-construction conditions or better after the work is completed.

6. Western Pond Turtle and Two-striped Garter Snake.

Prior to construction, a biologist determined qualified by Caltrans shall survey the ADI and, if present, capture and relocate any western pond turtles or two-striped garter snakes to suitable habitat downstream of the ADI. Observations of SSCs or other special-status species shall be documented on California CNDDB forms and submitted to CDFW upon project completion. If these species or other SSC aquatic species are observed during construction, they will likewise be relocated to suitable downstream habitat by a qualified biologist.

C. Avoidance and Minimization Measures for Migratory Bird Treaty Act Compliance

1. If feasible, habitat used by migratory birds that will be removed to build the project should be removed from September 2 to February 14, before the nesting season begins.
2. Preconstruction surveys shall be conducted by a qualified biologist or designee for presence/absence for active nests of birds that are protected under the Migratory Bird Treaty Act if vegetation removal or other work is proposed within potential nesting habitat during the nesting season (February 15 to September 1). 100-foot exclusion zones around active nests shall be established by a qualified biologist or designee until nesting activity has ceased.

As an additional avoidance and minimization measure, it is recommended that bird nests be excluded from the existing Route 101 Carpinteria Creek Bridges Nesting bird exclusion methods may include, installation of exclusion netting, removing/knocking down nests before they contain eggs, or other methods approved by CDFW. The proper time for installation of bird exclusion netting is outside of the typical nesting season (i.e., implement exclusion methods from September 2 to February 14).

ATTACHMENT 2

**Action Minutes from the April 11, 2013 and May 16, 2013
Architectural Review Board Meeting**

June 22, 2015

ACTION MINUTES

The meeting was called to order at 5:35 p.m. by Richard Johnson, Chair.

ROLL CALL

Boardmembers present: Richard Johnson
Scott Ellinwood
Bill Araluce
Rachelle Gahan
Jim Reginato

Boardmembers absent: None

OTHERS PRESENT: Approximately 20 interested persons were present.

PRESENTATIONS BY CITIZENS: None

PROJECT REVIEW

- 1) Applicant: David Beard, Project Manager, Caltrans Planner: Jonathan Leech
Project Number: 09-1522-CUP/CDP/LCPA
Project Location: Casitas Pass Road and Linden Avenue at Highway 101, Via Real from San Roque
Mobile Home Park to Linden Avenue
Zoning: Multiple zone districts including MHP, REC, A-5, 7-R-1 and UT

Hearing on the request of the California Department of Transportation (Caltrans) to construct replacement overcrossings and interchanges with traffic signals for Linden Avenue and Casitas Pass Road at US Highway 101; to replace the US Highway 101 mainline bridges over Carpinteria Creek; and to construct a roadway extension for Via Real from its terminus at San Roque Mobile Home Park across Carpinteria Creek to Casitas Pass Road and from Vallecito Road to Linden Avenue. The proposed project will provide vehicle travel lanes and a dedicated bike lane and sidewalk on both sides of the overcrossings. The Via Real extension will also include bike lanes and the abandonment of the existing dry weather pedestrian/bike crossing in Carpinteria Creek. A sidewalk will be added on one side of Via Real. Lighting and landscaping is also included throughout the project area.

Following a staff report presentation by Jonathan Leech, Caltrans Project Manager David Beard and Caltrans Landscape Architect Dave Emerson provided additional information.

Public Comment

Catherine Olerman – likes soundwalls aesthetics and would like to see them extended in front of the Mobile Home Parks on Via Real (San Roque and Rancho Granada).

Linda Tornello – praise for the project design; concern regarding soundwalls locations where walls are not being built due to infeasibility. Pacific Village and Cameo Road walls are needed.

Boardmember Discussion

Scott Ellinwood – Participated in the ten Design Review Team (DRT) meetings. The designs represent the consensus reached by the DRT regarding the number of lanes and width of Casitas Pass Road. Purpose of bridges is to connect the City across the freeway.

William Araluce – Compliments to the DRT and appreciation for Boardmember Ellinwood's service. Soundwall along Via

Real doesn't help to connect City even though it benefits the neighbors (he still favors the soundwall at property lines on Via Real rather than at northbound Highway 101 shoulder). Likes bridge designs – wants to see shear key feature at center support of Casitas Pass Road bridge similar to how it looks at the abutments with chamfered edges.

Likes light standards position and integration on Linden Avenue bridge. Would like light standards on top of the shear key at Casitas Pass Road abutments. Asked about the Casitas Pass Road planted median. Three groups of planted trees at 2.5-foot soil depth with a stepped wall down to curb height adjacent to the travel lanes are proposed. May include queen palm, redbud and/or strawberry trees, Australian grasses; drainage goes into a system that travels underground toward McDonalds. Will bike path survive 100-year flood? Yes, as path will be higher than current location, but it could suffer damage in that type of event.

View impacts from new trees? Skyline trees are concentrated at structures, others are oaks. Maybe add something significant at the roundabout, like sycamores. Very nice job, he was impressed with the progress.

Boardmember Reginato: Good job responding to public and decisionmaker comments. What about the public comments regarding the soundwalls? Also prefers Via Real soundwall on property lines vs. Highway 101 shoulder; likes the proposed landscaping.

Boardmember Ellinwood: Center column on freeway bridges comment from Boardmember Araluce wasn't clear. Thinks the addition of a shear key element would diminish the effect of the haunch arch feature. Maybe a chamfer instead, or hold the column back one foot? Maybe a reveal or capital, but a capital is too fussy.

Boardmember Gahan: Curious regarding the gap between the bottom of the rail and the bridge deck. This will be closed with green vinyl-coated chain link (one inch mesh) to prevent debris from falling onto the freeway but will appear open. Likes that there are lots of plants and lots of native plants in particular. Asked if there was any way to reduce the density of trees and move some out into the community? No, plantings cannot be located outside of the project boundaries. Suggested using ginkgos since there are some on Linden Avenue already. Could there be Jacarandas farther from roadways or as an isolated accent plant? Caltrans Landscape Architect Dave Emerson responded that this could be considered.

Boardmember Johnson: The project design is coming along great. Is there lighting under the creek bridge? There are issues regarding creek habitat, but maybe some low level (foot-lighting) for the bike path. Likes rocks and even giant boulders along the creek. Likes curved inset arch on Via Real bridge. Could that be done on freeway bridges? Likes stained concrete sandstone color. What is in the median planters? Plants on the bridges would be low water, super hardy plants, like *Raphiolepis*, with white or pink flowers in spring. Height of fence on bridges? There is six feet of fencing on top of a two-foot high rail. Detailing on faces of overcrossing? Not as ornate as in Santa Barbara, but something.

Boardmember Ellinwood: DRT consensus was for something simpler in terms of treatments, with maybe some Chumash iconography on the fencing.

Boardmember Johnson: Agrees with Boardmember Araluce regarding light fixture placement at the shear keys and bridge center. Asked about "stone" treatment at abutments. Dave Emerson replied that it is not stone but a concrete form liner that is split-face block with staggered relief, like the Serena Park soundwall.

Boardmember Araluce: Maybe add concrete on top of the wing wall with similar (mirror) haunch arch.

Boardmember Johnson: Lower top of arches in median support under bridge to provide "rustication."

Boardmember Araluce: Will retaining walls and soundwalls be consistent with the median wall in the Mussel Shoals project? Yes, that is the intent.

ACTION: Motion by Boardmember Araluce, seconded by Boardmember Ellinwood, to continue the item to the meeting of May 16th, with the direction for Caltrans staff to respond to the comments raised by the Board as follows:

1. Would like the median bridge column to be separated visually by extending outward from the girder face, creating a vertical element similar to the shear key elements at the bridge ends. The column could also be separated by recessing it back behind the girder face, or by using a chamfer or capital.
2. Would like the light standards and related details to be directly above the vertical bridge elements (columns/shear keys).
3. Incorporate an arch form using a chamfer in the girder face of the overcrossings, blended into the haunches at the ends.
4. Walls to be broken up visually and mirror the haunch form in concrete at the top of the wingwall, above the block wall pattern.
5. Tops of the open arches between columns in the center median under the bridge should be lowered from the soffit, leaving more space above.

VOTE: 5-0

OTHER BUSINESS: None

CONSENT CALENDAR:

- Action Minutes of the Architectural Review Board meeting held March 21, 2013.

ACTION: Motion by Boardmember Johnson, seconded by Boardmember Gahan to approve the minutes of March 21, 2013.

VOTE: 3-0-2 (Reginato and Araluce abstained)

- Action Minutes of the Architectural Review Board meeting held March 28, 2013.

ACTION: Motion by Boardmember Johnson, seconded by Boardmember Reginato to approve the minutes of March 28, 2013.

VOTE: 5-0

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL: None

MATTERS PRESENTED BY STAFF: None

ADJOURNMENT

Chair Johnson adjourned the meeting at 7:00 p.m. to the next regularly scheduled meeting to be held at 5:30 pm on Thursday, May 16, 2013 in City Council Chambers. All Boardmembers thought they would be in attendance.

Secretary, Architectural Review Board

ATTEST:

Chair, Architectural Review Board

ACTION MINUTES

The meeting was called to order at 5:35 p.m. by Richard Johnson, Chair.

ROLL CALL

Boardmembers present: Richard Johnson
Scott Ellinwood
Bill Araluce
Rachelle Gahan
Jim Reginato

Boardmembers absent: None

OTHERS PRESENT: Approximately six interested persons were present.

PRESENTATIONS BY CITIZENS: None

PROJECT REVIEW

- 1) Applicant: David Beard, Project Manager, Caltrans Planner: Jonathan Leech
Project Number: 09-1522-CUP/CDP/LCPA
Project Location: Casitas Pass Road and Linden Avenue at Highway 101, Via Real from San Roque
Mobile Home Park to Linden Avenue
Zoning: Multiple zone districts including MHP, REC, A-5, 7-R-1 and UT

Continued hearing on the request of the California Department of Transportation (Caltrans) to construct replacement overcrossings and interchanges with traffic signals for Linden Avenue and Casitas Pass Road at US Highway 101; to replace the US Highway 101 mainline bridges over Carpinteria Creek; and to construct a roadway extension for Via Real from its terminus at San Roque Mobile Home Park across Carpinteria Creek to Casitas Pass Road and from Vallecito Road to Linden Avenue. The proposed project will provide vehicle travel lanes and a dedicated bike lane and sidewalk on both sides of the overcrossings. The Via Real extension will also include bike lanes and the abandonment of the existing dry weather pedestrian/bike crossing in Carpinteria Creek. A sidewalk will be added on one side of Via Real. Lighting and landscaping is also included throughout the project area.

Following a staff report presentation by Jonathan Leech, Caltrans Project Manager David Beard and Caltrans Landscape Architect Dave Emerson provided additional information.

Public Comment: None

Boardmember Discussion

Boardmember Reginato commented that he thought the arches were still a bit high on the center median bridge support but overall that the design looked good. He asked why there was no concrete on the wing walls on the Linden Avenue bridge.

Boardmember Ellinwood asked about the recessed distance of the chamfer on the vertical face of the bridge. Dave Emerson of Caltrans responded that the recess distance is six inches, but it is not chamfered. Boardmember Ellinwood indicated that he liked the arches on the median support structure as they had been redesigned, but he indicated a preference for a chamfered false arch like on the bridge at Cacique Street in Santa Barbara. He indicated a desire to see the haunch arch shape repeated on the wing wall where the concrete extends out from the shear key elements. He indicated that he was pleased with the direction this design has gone. He also commented positively on the alignment of the light standards with the vertical elements of the bridges.

Boardmember Araluce asked about the radius curve at the intersection of the Linden Avenue Bridge and the Linden Avenue southbound off-ramp retaining wall. He suggested that the bridge should be all the same material until the radius where the retaining wall begins.

Boardmember Ellinwood thought that the same strategy as implemented on Casitas Pass Road Bridge, with the wingwalls repeating the concrete form of the haunch arch out to the edge of the walls. After much discussion, Caltrans engineers were asked if they could expose the bond beam at the top of the retaining wall, carry it all the way down to the level of the highway, and treat it with the same finish as the bridge, thereby creating a “cap” look to the top of the retaining wall.

Boardmember Gahan commented favorably on the proposed median landscaping for the Casitas Pass Road overcrossing, in particular calling out the attractive Queen Palms that are repeated elsewhere in the Downtown. She also liked the use of native plants in the US 101 median and suggested that a lower form of Carissa be used.

Boardmember Johnson agreed with the comments that had been made by his fellow Boardmembers.

ACTION: Motion by Boardmember Ellinwood, seconded by Boardmember Reginato to recommend preliminary approval to the Planning Commission with the changes to the retaining wall at the Linden Avenue southbound offramp to expose the bond beam and use texturing to imitate the haunch form below the wing wall and have it return around the corner at the radius.

VOTE: 5 – 0

The Board then discussed the soundwall location along Via Real between Casitas Pass Road and Vallecito Road and received information from the Caltrans engineers about how the soundwall functions and the height of the wall in its different locations (either along the highway and Via Real or adjacent to the private properties on the inland side of Via Real). The original location had been at the private properties but community members had expressed a preference to locate the wall on the highway side of Via Real during review by the Design Review Team.

ACTION: Motion by Boardmember Ellinwood, seconded by Boardmember Johnson to recommend preliminary approval of the soundwall location along the Highway side of Via Real between Casitas Pass Road and Vallecito Road.

VOTE: 4 – 1 (Araluce no)

PROJECT REVIEW

2) Applicant: Islands Apartments Revisions
Project Number: 10-1551-DPR/CDP
Project Location: 261 Linden Avenue
Zoning: Planned Residential Development (PRD-20)

Planner: Nick Bobroff