Planning Commission
Meeting Agenda

Monday, December 6, 2021 at 5:30 pm

City of Carpinteria, Council Chamber

5775 Carpinteria Avenue

In-Person Meeting

IN RESPONSE TO THE GOVERNOR'S ISSUANCE OF EXECUTIVE ORDER N-07-21, WHICH FORMALLY RESCINDED CALIFORNIA'S STAY-AT-HOME ORDER ISSUED LAST IN MARCH 2020, EXECUTIVE ORDER N-08-21, AND SANTA BARBARA COUNTY HEALTH OFFICER ORDER 2021-10.3, THE CITY OF CARPINTERIA HAS MADE THE DECISION TO PROVIDE IN-PERSON ATTENDANCE AND PARTICIPATION OPTIONS FOR THIS MEETING.

To minimize the potential spread of the COVID-19 virus, the County of Santa Barbara is requiring all individuals to wear face coverings while inside the City Council Chambers, regardless of vaccination status.

Attendance/Viewing Options:

- Attend the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave.) Please note that, per Health Officer Order 2021-10.3, the County of Santa Barbara requires all individuals to wear face coverings while indoors, regardless of vaccination status.
- View the meeting live through the City's website (https://carpinteria.ca.us/city-hall/agendas-meetings) on your computer, tablet or smartphone.
- View the meeting on Government Access Television Channel 21 (broadcast live and rebroadcast on the Wednesday and the Saturday following the meeting at 8:00 p.m. and 5:00 p.m., respectively).

Public Comments:

- Provide a live public comment during the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave.). Please note the City has the discretion to limit the speaker's time for any meeting or agenda matter. Typically, the practice has been three minutes per speaker on each item. Regardless of vaccination status, individuals providing in-person public comment are required to

wear face coverings while inside the City Council Chambers, including while providing public comment. If you fall under the exemption criteria for wearing a face covering indoors per Heath Officer Order 2021-10.3, the City strongly recommends you provide public comment through one of the alternative means provided below.

- Submit a written comment (as either a general public comment or on a specific agenda item) to be distributed to Planning Commissioners by **12:00 P.M. on the day of the meeting** by either submitting your comment via (1) email to PublicComment@ci.carpinteria.ca.us, or (2) the **eComment** link on the City's agenda website (https://carpinteria.ca.us/city-hall/agendas-meetings). Please reference the agenda item to which your comment pertains. Note that written comments will not be read into the record during the meeting.

Please note that the City will make every effort to make the meeting accessible; however, if one of the above attendance/viewing or public comment options is unavailable due to technological issues, you are invited to take advantage of one of the other participation options outlined above (including attending and providing public comment in-person in the City Council Chambers). Additional options may be made available at the meeting.

As the situation with COVID-19 continues to evolve, the City will provide updates on any changes to this policy as soon as possible. The public is referred to the City's website at www.carpinteria.ca.us for the latest COVID-19 policies and information. The City of Carpinteria thanks you in advance for taking all precautions to prevent spreading the COVID-19 virus.

THE PLANNING COMMISSION RESERVES THE RIGHT TO CHANGE THE ORDER IN WHICH ITEMS ARE HEARD. APPLICANTS NOT IN ATTENDANCE WHEN THEIR ITEM IS CALLED MAY HAVE THEIR ITEM CONTINUED TO THE NEXT REGULAR MEETING.

Any information presented to the Planning Commission by the public on any agenda item and during Public Comment using electronic materials must be arranged with staff. Electronic materials must be provided to staff a minimum of two business days prior to the meeting.

Any written, printed or electronic material and/or exhibit presented at this meeting becomes the property of the City, and a copy must be provided to City staff.

Planning Commissioners
Jane L. Benefield, Chair
Glenn La Fevers, Vice-Chair
John Callender
John Moyer
David Allen

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

INTRODUCTIONS, PRESENTATIONS, ANNOUNCEMENTS

PUBLIC COMMENT

This time on the agenda provides an opportunity for the public to address the Planning Commission on items within the jurisdiction of the Commission and not listed on other sections of the agenda. Please limit comments to no more than five minutes. Depending on the number of speakers wishing to make comments, the Chair may further limit the time available to each speaker to control the amount of time spent on this part of the agenda. If you wish to speak on a CONSENT CALENDAR item, please do so during this part of the meeting.

Please be advised that California law does not allow the Planning Commission to discuss or take action on any issue presented by the public during this portion of the meeting. The Commission may ask a question for clarification, provide a brief response to public comment, refer the matter to staff for review and a later report or direct staff to place an item on a future agenda.

The City is not responsible for the content of statements made during the public comment period or the factual accuracy of any such statements.

CONSENT CALENDAR

Items on the Consent Calendar are considered to be routine and are normally enacted by one unanimous vote of the Commission. Individual items may be removed and considered separately at the request of a Commissioner. Any item removed from the Consent Calendar will be added to another section of the agenda.

1) Minutes of the regular Planning Commission meeting held October 4, 2021

NEW PUBLIC HEARING

If you have questions regarding any project listed below, please contact the Community Development Department at (805) 755-4410.

Review Procedure:

- Disclosure of Ex Parte Communications
- Staff Presentation
- Public Hearing
- Planning Commission Action

2) Project: Santa Claus Lane Bike and Pedestrian Path, 21-2122-CUP/CDP
Project Location: US Highway 101 right-of-way and 4100 block of Carpinteria Ave right-of-way
Applicant: Erinn Silva, GPA Consulting for Caltrans
Planner: Nick Bobroff

Hearing on the request of Erinn Silva, GPA Consulting, on behalf of California Department of Transportation (Caltrans), District 5, to consider Project 21-2122-CUP/CDP (application filed August 12, 2021) for a Conditional Use Permit and a Coastal Development Permit to allow the construction of a 0.8-mile Class I multi-use path along the southern edge of the US Highway 101 southbound right-of-way and the 4100 block of Carpinteria Avenue to allow for a dedicated bike and pedestrian path connection between the City of Carpinteria and Santa Claus Lane in unincorporated Santa Barbara County under the provisions of the Commercial Planned Development and Transportation Corridor Wetland Overlay Zone Districts; and to accept the Final Mitigated Negative Declaration (MND) prepared and certified by Caltrans pursuant to the California Environmental Quality Act (CEQA) Guidelines. The certified Final MND may be reviewed at the Carpinteria City Hall, Community Development Department, 5775 Carpinteria Avenue, Carpinteria. The Final MND is also available for review on the Caltrans website at: https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects/santa-claus-lane-bike-path

OTHER BUSINESS

MATTERS PRESENTED BY COMMISSIONERS

DIRECTOR'S REPORT

3) Action Minutes of the Architectural Review Board meetings of October 14, 2021 and October 28, 2021
4) City calendar for the month of December
5) Planning Activity Report as of November 30, 2021
6) Building Permit Report as of November 30, 2021

ATTENDANCE OF PLANNING COMMISSIONERS FOR THE NEXT SPECIAL MEETING ON JANUARY 18th, 2022

ADJOURNMENT

NOTES

All actions of the Planning Commission may be appealed to the City Council. Appeals must be filed with the City Clerk within 10 calendar days of the Commission's action.

If you challenge any of the Planning Commission's decisions related to the agenda items above in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence to the Planning Commission prior to the public hearing.

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Lorena Esparza in the Community Development Department at (805) 755-4410 (LorenaE@ci.carpinteria.ca.us) or the California Relay Service at (866) 735-2929. Notification 2 business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

This agenda was posted on Thursday, December 2, 2021 in the Community Development Department, on the City Hall Public Notices Board, and on the Internet.

MINUTES, PLANNING COMMISSION
CITY OF CARPINTERIA
CARPINTERIA, CALIFORNIA

DRAFT

October 4, 2021
Regular Meeting
5:30 P.M.

CALL TO ORDER and ROLL CALL The meeting was called to order at 5:30 p.m. by Chair Benefield. **Commissioners Present:** Jane L. Benefield, Chair Glenn La Fevers, Vice-Chair John Moyer David Allen **Commissioners Absent:** John Callender **Others Present:** Steve Goggia, Community Development Director Rita Bright, Principal Planner Mack Carlson, Legal Counsel, Brownstein Hyatt Farber Schreck	CALL TO ORDER & ROLL CALL
PLEDGE OF ALLEGIANCE – Chair Benefield led the flag salute.	PLEDGE
INTRODUCTIONS, PRESENTATIONS, ANNOUNCEMENTS - None	ANNOUNCEMENTS
PUBLIC COMMENT Susan Skenderian asked the Planning Commission to consider project reviews of clerestory windows; while they afford privacy, they can cast light down on the houses next to them at night. She compared them to a satellite.	PUBLIC COMMENT
CONSENT CALENDAR 1) Minutes of the regular Planning Commission meeting held September 7, 2021 MOTION Upon a motion by Commissioner La Fevers, seconded by Commissioner Moyer, the Planning Commission voted 4-0 to approve the minutes of the regular Planning Commission meeting held September 7, 2021, as presented (Moyer, La Fevers, Allen and Benefield voted yes).	CONSENT CALENDAR
NEW PUBLIC HEARING 2) Project: Accessory Dwelling Unit Status Report and Recommendations Applicant: City of Carpinteria Hearing on the request of the City of Carpinteria for the Planning	NEW PUBLIC HEARING

Commission to receive a status report on the Accessory Dwelling Unit Program, and to provide recommendations to the City Council regarding program components, as determined appropriate.

Principal Planner Rita Bright presented the staff report. She began with background information on housing laws enacted to promote development of Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs) in response to California's housing shortage. She said the current Second Dwelling Unit Program would be replaced with an ADU/JADU program, and related processes; the Zoning Code will need to be modified. She explained, among other things, state laws, exemptions of ADU/JADU programs from CEQA review, minimum lot size, parking requirements and in limited cases on-site owner residency requirements. The state permit process timeline will be shortened from around 120 to 60 days.

She said we have contracted with a firm to develop two plan sets for projects that may be commonly submitted by applicants: one for a garage conversion and the other for a 750 sq. ft. ADU. Community Development Director Steve Goggia explained "off the shelf" plans will be available online or at the counter. Minor adjustments can be made, and plans submitted without a designer, architect or engineer involved. It will result in cost savings for applicants and more ADUs in production.

Ms. Bright provided details about the ordinance process, noting staff is looking to obtain feedback from the Planning Commission, City Council, other agencies and the public before a draft is submitted for review to the Department of Housing and Community Development (HCD) and California Coastal Commission (CCC). After revisions, it will be re-opened to public comment, amended for effectiveness and re-submitted to the Planning Commission who will review it and make a recommendation to the City Council. The City Council can choose to submit it to HCD and CCC for final review and certification.

She gave an analysis of how the program will need to comply with state housing laws and the California Coastal Act, noting some areas of the city may more easily be able to build units, while certain parts, such as the Beach Neighborhood, Concha Loma and the bluffs have special considerations such as parking constraints, erosion and sea level rise. She explained the draft ordinance includes objective development standards that need to be met. She proceeded to review five options the Planning Commission can further consider, refine or recommend to the City Council:

1. Allow city-wide ADU and JADU Applications with no exclusion areas.
2. Exclusion of ADUs and JADUs within certain neighborhood

districts or geographic areas based on Coastal Act and sensitive resource policies and supporting technical studies.
3. Apply discretionary review in lieu of exclusion areas, in certain areas based on Coastal Act and sensitive resource policies and supporting technical studies.
4. Exclusion of ADUs within sensitive coastal resource or other sensitive resource areas.
5. A hybrid ADU and JADU program option.

Community Development Director Steve Goggia explained to the commissioners that their comments will be part of the record, passed to the City Council and included in the administrative report shared with agencies.

Commissioner La Fevers asked about the distinction between having no exclusion areas (option 1) versus specific exclusion zones or more complex mixes. He asked if the premise is that regardless of complex zones, every area would still be subject to being consistent with coastal development policies, with someone deciding whether it is consistent even if objective design criteria are met.

Ms. Bright explained that a Coastal Development Permit would still be required to comply with the Coastal Act even if it's administrative. She said that with exclusions to these areas, the City may address coastal policy issues; however, she said she is not sure how CCC will address consistency.

Legal Counsel Mack Carlson clarified if the ordinance establishes minimum standard ADU design criteria citywide, regardless if the ADU is subject to discretionary review, you would still be evaluating based on standard criteria in the zoning code. A chapter will lay out development standards for these types of units.

Commissioner Moyer asked if trailers were part of the mix, and Ms. Bright stated mobile homes are considered eligible ADU units.

Commissioner Allen pointed out that design objectives for colors and materials matching the main house wouldn't apply to a mobile home. Ms. Bright explained we need to look at what's reasonable but, if an ADU is attached, consistency is warranted. She added compatibility may be more important if the ADU is visible to the public. She said mobile homes are more challenging and would need to be evaluated on a case-by-case basis.

Commissioner Moyer noted you can designate an existing auxiliary as an ADU and questioned whether objective design criteria can be implemented for an existing building. Ms. Bright said there are state laws must be abided

by, but as an example, with an above-garage ADU, privacy standards and height requirements are objectives that can be considered.

Chair Benefield pointed out that sea level rise requires higher discretionary review and there is a 60-day limit for the application process. She questioned if there would be automatic approval if the 60 days expire. Ms. Bright said the city could build in a waiver of more time for discretionary reviews, but for other areas State law requires 60 days.

PUBLIC HEARING OPENED
Chair Benefield opened the public hearing.

Susan Skenderian, 5583 Calle Arena, said she was excited about the program but had a sinking feeling when Concha Loma was considered for exclusion. Regarding erosion, she said squirrels create more of a problem than any housing. She said parking was never a problem until there was a rush to use the beach during the pandemic, and she has always thought an electric bus that brings people there would be good. She is hoping her neighborhood won't be excluded.

Ms. Bright summarized the following comments received through Granicus and one phone call:

- Richard Little said he was told Carpinteria did not need to follow the state guidelines. He said he hopes the City moves forward with reasonable guidance.
- Lee Jacobs asked that we make the program a priority. He suggested we fast-track a program applying to most projects, with a different approach for the more complicated ones.
- Drew Simons expressed concern about the legal authority to exclude neighborhoods and said discretionary review should not be applied.
- Jim Taylor pointed out since the rights to cross the UPRR in Concha Loma are in question maybe it should it be excluded. He said the City should increase housing opportunities and questioned whether on-site parking for certain areas is appropriate.

Luis Martinez said 4-5 years ago he was asking about ADU permitting. He stressed we cannot wait 3-6 months or a year and should do the program ASAP. He said Santa Barbara and Goleta are streamlining the process and moving faster than we are.

PUBLIC HEARING CLOSED
Chair Benefield closed the public hearing.

BREAK

Chair Benefield called for a 3-minute break before Commission discussion.

Commissioner Moyer said he would accept the state law as is, noting anything over 800 square feet will be reviewed by us. He expressed concern about parking but doesn't think it's an issue in Concha Loma. He said the ADU ordinance has been a mess for Santa Barbara's planning staff and has created long waits. He encouraged keeping the ordinance streamlined and said the more discretionary elements we place in it, the more time it will take City staff. He noted the public is not happy with the Bailard Avenue project, and we need to step up to prevent those kinds of projects coming before us. He said ADU ordinance is to the scale of a beach town community like Carpinteria, while 3-story complexes are a different scale.

Commissioner Allen said with state-exempt ADUs where review is more limited, we should cap at the required maximums (4 ft. setbacks, 850 square feet, etc.) and be careful to apply as many objective design standards as we can (colors, materials, height). For other ADUs that allow more latitude with ministerial permits, we should cap with standards and require as much parking as we can. If we can allow for some discretionary review, then it should be full discretionary review. He noted the Beach Neighborhood has multi-family dwellings where State law could allow ADUs/JADUs are allowed by right. He cautioned when someone comes in for review to consider what can be built by right (use of the basement and attic, and parking can be converted).

Discussion took place about the zones and vulnerable structures in the Beach Neighborhood. Commissioner Allen said we can reasonably tie where we are going to incur expenses and exclude that area from the ordinance. He said it's harder to justify excluding Concha Loma but agreed parking worsened during Covid. He expressed concern how the ordinance applies to existing residential zones. He also said with Chevron decommissioned, we are going to have major coastal access issues and suggested we plan and integrate it into zoning maps.

Ms. Bright clarified state law requires ADUs for residential and mixed use, but the City is unique in that you can permit residential uses in industrial/commercial zones. She said our ADU program as drafted follows that approach.

Regarding Allen's comment about the Chevron property, Community Development Director Steve Goggia said planning for it may be premature. He said what we are proposing will be a mix of recreation and PUDs, and it will be kept in mind when doing this.

Commissioner Allen said it would be good to have data for the maximum number of ADUs that could be generated in various neighborhoods.

Commissioner La Fevers stated how we were concerned the floodgates would open when the original ADU program went into effect, but we didn't see that. He believes that program was overly restrictive which is why we are seeing this outcome. He suggested we increase our focus in facilitating the development and implementation of ADUs, noting they truly address the needs of family and community who are limited to rentals. He supports focusing on facilitating straightforward ministerial approval of units. He likes Option 1's simple approach with pre-defined standards that apply to the majority of the City with as much certainty as possible. If we can accomplish that for the majority of the community, he is less concerned with how we deal with the more complex locations.

Regarding objective standards, La Fevers encourages keeping them simple with the possible exception that materials, finish and color match the existing structure. In some cases, there may be less costly options that owners want to implement in their backyard, such as a pre-fab unit. Carpinteria has a lot of variation, which he finds a good thing. He thought that an ADU does not need to lock in matching a structure. He also suggested implementing a process by which more flexibility can be authorized, whether the standard process or a modified one. If someone wants 1000 vs. 800 square feet, they should get it; full discretionary review may be unnecessary. About objective design standards, he said they should be simple.

With respect to exclusion zones, La Fevers said they should be very limited if we have them. We shouldn't have them for every Environmentally Sensitive Habitat Area (ESHA), Concha Loma, the bluffs and beach neighborhood. He thinks Zone 1 and 2 is pushing it, but Zone 1 has clear rationale based on indisputable current evidence. Regarding the hybrid option, we should build in flexibility, or we are going to be telling people no. The concept of ADUs shouldn't create public safety or coastal resource issues and should be planned into our program.

Chair Benefield said she agrees with Commissioner La Fevers about keeping things simple and clear on the first go around. She added if we don't get the housing we need, we might want to indicate to HCD that we need to include other areas, such as the excluded ones. She also agrees with Allen on Zones 1 and 2. With respect to ESHAs, she can let go because most are in zones that don't allow housing anyway. She asked for strict standards regarding square footage and setbacks, as well as the minimum we can get away with in size, because she doesn't think big ADUs are the goal. Regarding Concha Loma, she said many older people live there who

can live in an ADU and rent out their houses and change economic standards, which she is all for. It should be quick and dirty and clear. She noted discretionary policies will include the ARB, and she doesn't like that idea and neither might HCD.

Ms. Bright expressed concern that robust discretionary review could backfire with HCD; however, she said HCD might prefer discretionary review for the subset of ADUs that cannot meet objective standards.

Chair Benefield said there would have to be limitations if we offered discretionary review but indicated she was negotiable. She expressed concern about Senate Bill 9 that was recently enacted.

Legal Counsel Mack Carlson provided details about SB-9. He said it was signed two weeks ago by the governor and will take effect in 2022. It provides two different paths: the path of seeking 2 housing units on an individual residential lot (known as the duplex bill), and the lot split where you can apply for 2 units. He said all new legislation affecting ADUs will be included in the ordinance and an update will take place on all new housing laws before the end of the year.

It was suggested the Planning Commission provide feedback if consensus had been reached on any of the issues.

Commissioner Allen said discretionary review is not allowed unless minimum objective standards are exceeded, and he wants caps at the minimums. He expressed concern it could be difficult within the state program to come up with latitude regarding color matching within an objective standard without discretionary review.

Regarding the minimum 31-day rental requirement, Allen said the whole point is to provide housing not vacation rentals. He noted we have a problem with vacation rentals and referenced a Seventh Street project that was presented as workforce housing, yet turned into vacation rentals, including the attic. He said Staff is stretched but we need enforcement mechanisms to ensure the ADUs are workforce housing.

Consensus to Exclude Zone 1

All agreed to exclude Zone 1. Chair Benefield and Commissioner Allen wanted to exclude Zone 2 but Commissioners La Fevers and Moyer were not in agreement. Benefield commented on Zone 2's tiny lot sizes.

Consensus Not to Expand Minimum Standards for Ministerial Permits

Commissioner La Fevers said affordability and easy to build and install should be the focus. Commissioners Moyer and Benefield agreed to keep

things simple, with Benefield in support of allowing some creativity. <u>Consensus Not to Allow ADUs as Vacation Rentals</u> There was agreement vacation rentals are not the goal. Ms. Bright said their hands might be tied with extending beyond the 31-day limit and she would research it, noting there are state limits they must follow. Community Development Director Steve Goggia brought to their attention that there are short-term rentals of 3 months where Transient Occupancy Tax is not collected and units remain vacant for weeks at a time. The meeting concluded with Ms. Bright recapping the Planning Commission's direction. Among other things, she said there was agreement on exclusion zones and capping standards for ministerial permits. Exclusions will not be necessary for ESHAs. Existing reports and investigations will be used to substantiate excluding Beach Neighborhood's Zone 1, with Zone 2 remaining a split between commissioners. An option will be included to revisit the ordinance in 2-3 years as more information becomes available regarding sea level rise. Chair Benefield suggested including goals and a track record of how we are doing.	
OTHER BUSINESS - None	OTHER BUSINESS
MATTERS PRESENTED BY COMMISSIONERS Commissioner Allen asked for a report regarding the Venoco clean-up, including where the pipeline is located, whether there will be above ground activity and how long it will take.	MATTERS PRESENTED
DIRECTOR'S REPORT 3) Action Minutes of the Architectural Review Board meeting of August 12, 2021 4) City calendar for the month of October 5) Planning Activity Report as of September 27, 2021 6) Building Permit Report as of September 27, 2021 Community Development Director Steve Goggia reviewed the distributed information.	DIRECTOR'S REPORT
ATTENDANCE OF PLANNING COMMISSIONERS FOR THE NEXT MEETING OF November 1, 2021 – Chair Benefield said she was not sure she could attend.	ATTENDANCE FOR NEXT MEETING

ADJOURNMENT - Chair Benefield adjourned the meeting at 8:00 p.m. _____ Secretary, Planning Commission **ATTEST:** _____ Chair, Planning Commission	ADJOURNMENT

PLANNING COMMISSION STAFF REPORT

MEETING DATE: December 6, 2021

ITEM FOR CONSIDERATION

Santa Claus Lane Multi-Use Path Project

Project 21-2122-CUP/CDP

Request by the California Department of Transportation (Caltrans) for approval of a Conditional Use Permit and Coastal Development Permit to allow the construction of a 0.8-mile Class I multi-use path along the southern edge of the US Highway 101 right-of-way and the 4100 block of Carpinteria Avenue to allow for a dedicated bike and pedestrian path connection between the City of Carpinteria and Santa Claus Lane in unincorporated Santa Barbara County; and to accept the previously certified Mitigated Negative Declaration (MND) prepared for the project by Caltrans pursuant to the California Environmental Quality Act ("CEQA") Guidelines.

Report prepared by: Nick Bobroff, Principal Planner
Community Development Department

SIGNATURE

Reviewed by: Steve Goggia, Director
Community Development Department

SIGNATURE

Owners: California Department of Transportation; City of Carpinteria

Applicant: Caltrans, District 5

Agent: Erinn Silva, GPA Consulting, Inc.

Project Location: US Highway 101 right-of-way between Santa Claus Lane and Carpinteria Avenue; 4100 block of Carpinteria Avenue

Zoning Designation: Commercial Planned Development with Residential Overlay (CPD/R) and Transportation Corridor Wetland (TCW) Overlay

General Plan Designation: Transportation Corridor (TC); General Commercial (GC)

I. RECOMMENDATION

Adopt the attached Resolution No. PC-21-007, thereby approving Project 21-2122-CUP/CDP to grant a Conditional Use Permit and Coastal Development Permit to allow the described multi-use path project; and to accept the previously certified MND pursuant to the CEQA Guidelines.

II. PROPOSED PROJECT DESCRIPTION

Conditional Use Permit: Caltrans is seeking approval of a Conditional Use Permit to construct a 0.8-mile Class I multi-use path along the southern edge of the US Highway 101 southbound right-of-way and the 4100 block of Carpinteria Avenue to allow for a dedicated bike and pedestrian path connection between the City of Carpinteria and Santa Claus Lane in unincorporated Santa Barbara County. The trail is intended to support alternative transportation in the area and fill in a missing link in the 1,200 mile California Coastal Trail.

The overall project limits would extend from the Sand Point Road/Santa Claus Lane intersection in unincorporated Santa Barbara County to the Estero Way/Carpinteria Ave intersection in the City of Carpinteria. Beginning at Sand Point Road, the multi-use path alignment would be located along the southern edge of the US Highway 101 right-of-way, in between the southbound travel lanes and the adjacent Union Pacific Railroad (UPRR) right-of-way. The path would follow the southbound Santa Claus Lane on-ramp and then parallel the southbound travel lanes to the Carpinteria Avenue exit. From there, the path would exit the highway aside the Carpinteria Avenue exit and continue along the south side of Carpinteria Avenue, terminating at the Estero Way intersection where it would tie back into existing street improvements.

The portion of the trail under consideration by the City of Carpinteria Planning Commission extends from the Carpinteria Avenue/Estero Way intersection to the western City boundary, roughly coincident with the western boundary of the Sandpiper Mobile Home Park on the northern side of the highway, and measures approximately 2,500 linear feet. The County of Santa Barbara has permit jurisdiction over the remainder of the trail (approximately 820 linear feet) continuing west from the city boundary to the pathway's terminus near the Sand Point Road/Santa Claus Lane intersection.

The proposed concrete path would feature a four-foot travel lane in each direction, and a varied shoulder width of approximately two feet on each side, for a total path width of approximately 12 feet. The path would be constructed at approximately the same elevation as the southbound highway travel lanes; approximately 1,000 linear feet of retaining wall would be required along the south side of the path facing the UPRR corridor to account for existing grade differences. The retaining wall would vary in height from one foot to eight feet, depending upon existing grade. For safety purposes, the path would feature protective railings on each side to separate it from highway vehicle traffic and the UPRR corridor.

Where the proposed multi-use path transitions onto the south side of Carpinteria Avenue fronting the Carpinteria Business Park, the new path would replace the existing sidewalk and Class II bike path. On-street parking would remain, but would be separated from the new multi-use path by a new parkway strip/landscape planter. Existing private improvements would be modified, as needed, to tie into the new path. Existing trees located adjacent to the new path location would remain. At Estero Way, the proposed multi-use path improvements would transition back into the existing Class II bike

path on Carpinteria Avenue. Minor modifications are proposed here, including a new crosswalk, curb extensions, traffic calming improvements, pavement striping and landscaped planters.

Coastal Development Permit: A Coastal Development Permit is required to allow the proposed development as described above.

Plans are attached as Exhibit 1, Attachment B. A copy of the applicant's project narrative is included as Exhibit 2; the applicant's presentation is included as Exhibit 3.

III. BACKGROUND

Site Characteristics and Background

The project is located within the primary transportation corridor through Carpinteria, located in a narrow, strip of Caltrans right-of-way between the US Highway 101 southbound travel lanes and the UPRR corridor. Part of the affected area is occupied by a drainage feature associated with the existing US Highway 101 improvements. The area is mostly vegetated with a mixture of disturbed wetland and riparian habitats, and ornamental landscaping. Observed plant communities include cattail marsh, California bulrush marsh-goldenrod, pickleweed mat, arroyo willow scrub, giant reed, giant wild rye grassland, iceplant mat, poison oak scrub, and ornamental landscape. Portions of the project area meet the respective criteria for jurisdictional wetlands under the authority of various regulatory agencies (U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, and California Coastal Commission). The drainage feature is hydrologically connected to the Carpinteria Salt Marsh, which is located just south of the UPRR corridor.

The segment of the project located along Carpinteria Avenue abuts the Carpinteria Business Park development on the south side of the street. The proposed path would be located in the approximate location of the existing sidewalk. Near the eastern terminus of the path at Estero Way, the project abuts a mixed use area that includes both multi-family residential and commercial properties.

The project area is designated Transportation Corridor (TC) (for the US Highway 101 segment) and General Commercial (GC) (for the segment on the 4100 block of Carpinteria Avenue) on the City's General Plan/Coastal Plan Land Use Map and is located within Community Design Subarea 2: the Downtown/ Old Town District. The project area is zoned Commercial Planned Development District with a Residential Overlay (CPD/R) for the segment of the project on the 4100 block of Carpinteria Avenue. The segment of the project located in the US Highway 101 right-of-way does not have a zoning designation, however this segment of the project is subject to the requirements of the Transportation Corridor Wetland (TCW) Overlay District. The project area is also subject to the Flood Hazard (FH) Overlay and Coastal Appeals (CA) Overlay Districts. Due to the project's adjacency to the Carpinteria Salt Marsh, portions of the project site may also be subject to future impacts from sea level rise as modeled in the City's Sea Level Rise Vulnerability Assessment and Adaptation Project (SLRVAAP), which shows the project area as being vulnerable to flooding impacts with 5 feet (or more) of sea level rise.

IV. PROJECT HISTORY

Highway 101: Carpinteria to Santa Barbara Project

The Santa Claus Lane Multi-Use Path project was initially conceived as part of a suite of transportation improvement projects associated with Caltrans U.S. Highway 101 interchange and widening projects in Carpinteria. Working in close collaboration with Caltrans and the California Coastal Commission (CCC), the City received approval and certification of a Local Coastal Program Amendment (LCPA) in October 2015 (LCP-4-CPN-15-0018-1 / City Project 09-1522-LCPA/ORD) to, among other things, create the new Transportation Corridor Wetland Overlay (Carpinteria Municipal Code (CMC) §14.45) and Whitney Site Agriculture Overlay (CMC §14.41) Districts to carve out specific exceptions for limited unavoidable impacts to wetlands and prime soils/agriculture associated with the U.S. Highway 101 projects necessary to complete these critical infrastructure projects, subject to specific mitigation measures to reduce impacts to the maximum extent feasible and other beneficial coastal resource enhancement project components.

One of the applicable development standards for the U.S. Highway 101 projects subject to the new Transportation Corridor Wetland Overlay District is to require the construction of two "regionally important improvements to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public" (CMC §14.45.030[7]); the two identified projects being the Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) and the Rincon Coastal Trail (SR 150/Carpinteria Avenue to Rincon Beach County Park). The Coast Route Bike Path project is required to be completed no later than completion of the adjacent phase of construction for the South Coast HOV Lanes project.

Architectural Review Board Concept Review

The subject project was reviewed at a conceptual phase by the Architectural Review Board (ARB) at their April 15, 2021 meeting. Overall, the Board was in support of the conceptual plans as presented and mainly sought clarification on various elements and details of the project design. The Board agreed with the proposed finishes that were being selected for the pathway barriers and railings. A copy of the Minutes from the April 15th ARB meeting is attached as Exhibit 4.

Architectural Review Board (ARB) Preliminary Review

The project returned to the ARB for preliminary review on November 10, 2021. The project was substantially the same as what was previously presented to the ARB for the April 15th concept review, only providing a higher level of detail and refinement to the plans as is appropriate for preliminary review. The preliminary plans specifications and design details for path and barrier/railing finishes, and a landscape plan for the new planter areas proposed along the Carpinteria Avenue segment of the proposed pathway. The plans also reflected the inclusion of a new "pedestrian refuge" feature added to the proposed crosswalk at the Estero Way/Carpinteria Avenue intersection, at the request of the Public Works Department, in an effort to further slow traffic as it approaches the crosswalk.

The Board expressed their unanimous support for the project, citing it as an important improvement for safety and pedestrian/cyclist access in the area. The Board also expressed their support for the proposed finishes and materials, including the pathway surface, barrier/railing, and landscaping. The

Board unanimously recommended preliminary/final approval to the Planning Commission with their comments attached.

One member of the public submitted a letter to the ARB, wherein the commenter expressed his opposition to the proposed multi-use path, primarily over concerns of potential impacts to the nearby Carpinteria Salt Marsh.

Copies of the Minutes from the November 10, 2021 ARB Meeting and the public comment letter are attached as Exhibit 5.

V. ENVIRONMENTAL

Caltrans is the lead agency under CEQA for the subject project, and was therefore responsible for the preparation and certification of the requisite environmental review to satisfy the requirements of CEQA. The City of Carpinteria serves as a responsible agency, and must rely upon the certified environmental document prepared by Caltrans in considering the requested CUP/CDP application.

Caltrans prepared an Initial Study checklist in 2019, and based upon the anticipated environmental impacts, prepared a Mitigated Negative Declaration (MND) for the project. The MND describes the proposed project and evaluates the potential for environmental impacts resulting from the project, and provides Mitigation Measures that would reduce identified project impacts to less-than-significant levels. The MND also identifies alternatives that were considered for the project and the potential impacts of each of the alternatives.

The MND identified Class II impacts (significant, but feasibly mitigated) for the following categories: Aesthetics, Biological Resources, Water Quality, and Utilities and Service Systems. With the incorporation of identified mitigation measures, all of these impacts would be reduced to a less than significant level. Additional Class III (less than significant) impacts were identified for Air Quality (construction-related, short-term), Greenhouse Gas Emissions (construction-related, short-term), Coastal Zone, Traffic and Transportation, Hazards and Hazardous Materials, Hydrology, Noise (construction-related, short-term), and Recreation.

The Draft MND was available for a 30-day public review from December 6, 2019 through January 6, 2020. A public hearing was not required by Caltrans for this project since the level of CEQA documentation was an Initial Study/MND and the project was not anticipated to be controversial. A public notice appeared in the Santa Barbara News-Press on December 6, 2019. The notice included an opportunity for requesting a hearing, however no such requests were made.

A total of 10 comment letters were received during the 30-day review period, including seven letters from members of the public or organizations, and three regulatory agency letters. Responses were prepared for all received comment letters and are included in Appendix D, Public Comments and Response, of the Final MND. Only minor clarifications to the environmental document were necessary to address the comments received from the California Department of Fish and Wildlife and the County of Santa Barbara Planning and Development Department. All revisions incorporated into the Final MND simply clarified or provided additional details concerning the project, or made other insignificant modifications to the Draft MND, and as such failed to rise to the level of requiring recirculation of the Draft MND pursuant to CEQA Guidelines §15088.5.

Following completion of the public review of the Draft MND, Caltrans determined that the project would have no significant effect on the environment with the implementation of all identified mitigation measures. Required mitigation measures are summarized below:

- Water quality measures (WQ-1 through WQ-5) including Best Management Practices for control of dust, dirt and debris; handling of hazardous materials; and equipment and vehicle refueling and maintenance would reduce impacts to water bodies and drainages. For more detailed information regarding mitigation measures related to water quality, please refer to Section 2.2.2 of the Final MND.
- BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that would prevent the spread of invasive species on-site or off-site.
- BIO-2: To mitigate for temporary impacts, restoration plantings will be completed on-site and in-kind, using native species.
- BIO-3: Mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat. Wetland delineation verification will be conducted at the same time as floristic surveys prior to construction.
- BIO-4: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional off-site mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area. Wetland delineation verification will be conducted at the same time as floristic surveys prior to construction.
- BIO-5: Permanent impacts to California Coastal Commission (CCC) wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101. Therefore, the wetlands are not natural and a 3:1 mitigation ratio is appropriate. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the City and County's Transportation Corridor Wetland Overlay District. Wetland delineation verification will be conducted at the same time as floristic surveys prior to construction.
- BIO-6: Encroachment into California Coastal Commission wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the City and County's Transportation Corridor Wetland Overlay District.
- BIO-7: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Planting Plan, which will be included in the final Mitigation Monitoring Plan (MMP) prepared by a Caltrans biologist. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.
- BIO-8-11: Biological measures to avoid and minimize impacts to special-status plants species, federally listed plants species, and any state or threatened plant species include implementing surveys prior to construction as stipulated in Section 2.3.3 and Appendix B of the environmental document. If plants meeting specific criteria are found during surveys and

cannot be avoided during construction, measures are included to minimize and mitigate the project's impacts.

- BIO-12-13: Similar to above, biological measures to avoid species such as the wandering (saltmarsh) skipper, western pond turtles, and silvery legless lizards if found or observed in the project limits prior to construction, will be taken as well as additional precautions.
- BIO-14-16: Measures to address potential for any nesting birds will be put in place if needed, including coordination with California Department of Fish and Wildlife to determine an appropriate buffer and needs of the species. If a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite is observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.
- Visual impacts would be reduced by locating staging areas away from public view, minimizing vegetation removal to the extent feasible, maximizing views of the Carpinteria Salt Marsh and Pacific Ocean through appropriate signs and barriers, and replacing planting for native oaks. For more detailed information regarding mitigation measures related to visual impacts, please refer to Section 2.1.4 of the Final MND.
- UT-1: Coordination between Caltrans and service providers would strive to ensure that utilities and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the project would be relocated, avoided, or protected in place.

Additional measures were identified for the areas of Air Quality, Greenhouse Gas Emissions, and Noise. Compliance with these standard measures ensures that impacts to these areas remain less than significant (Class III). These measures are summarized below:

- AQ-1 requires compliance with all applicable air quality regulations and implementation of standard dust control practices during construction.
- GHG-1 requires use of LED lights for any new project-related lighting.
- GHG-2 requires new replacement vegetation to be native and drought tolerant, and use of low-flow drip irrigation systems for plant establishment.
- GHG-3 requires the project to comply with the standards for a "Complete Streets" project.
- GHG-4 and GHG-5 requires the project to incorporate native plants and vegetation in excess of what is removed, and the use of mulch and composting in replanting efforts to increase carbon sequestration.
- GHG-6 requires idling of construction-related vehicles and equipment to be limited to no more than 5 minutes.
- GHG-7 requires the project to reduce construction waste and maximize use of recycled materials.
- GHG-8 encourages improved fuel efficiency by maintaining equipment in proper working order, right sizing equipment for the job, and using equipment with new technologies.
- GHG-9 requires the project to maximize use of recycled materials.
- GHG-10 requires the project to attempt to balance earthwork on-site.
- GHG-11 encourages the use of alternative fuels such as renewable diesel fuel.
- GHG-12 requires truck trips to be scheduled outside of peak morning and evening commute hours.

- GHG-13 promotes the reduced need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.
- N-1 requires implementation of noise reduction methods in the evening, nighttime, weekends, and holidays to minimize noise impacts to nearby sensitive receptors to the extent feasible, and responding to any noise complaints by changing, altering, or temporarily suspending specific noise producing activities, if necessary.

The Final MND was approved and certified by Caltrans as having satisfied all requirements of CEQA on January 31, 2020. For more detail concerning the proposed project's environmental effects and required mitigation measures, please see the attached Final Mitigated Negative Declaration included as Exhibit 6.

VI. ANALYSIS

The discussion below provides an analysis of the project in terms of its compliance with the development standards of Title 14, Zoning, of the Carpinteria Municipal Code (CMC), and with the policies and objectives of the General Plan/Coastal Land Use Plan.

Zoning Code Requirements

Conditional Use Permit

Pursuant to CMC §14.62.030, Conditional uses, "buildings, structures and uses of a public works, public service or public utility nature" are permissible in any zoning district, subject to the approval of a Conditional Use Permit. A Conditional Use Permit may be granted by the Planning Commission upon a determination that all of the following criteria (CMC §14.62.040.8) have been met:

a. *The site for the proposed use is adequate in size and shape to accommodate the use;*
b. *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;*
c. *The granting of the permit will not materially adversely affect such necessary community services as sewage disposal, fire protection, water supply, and police protection;*
d. *The granting of the permit will not be detrimental to the health, safety, and general welfare of the neighborhood;*
e. *The proposed use is consistent with the coastal plan, general plans, and applicable specific plan(s);*
f. *The proposed use will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;*
g. *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;*
h. *Any other conditions which are reasonably necessary to protect the public peace, health, safety, and general welfare.*

The proposed project would be located entirely within existing public rights-of-way and would establish a new public multi-use pathway connecting the City of Carpinteria with Santa Claus Lane in unincorporated Santa Barbara County. The project would provide a more direct and safer cyclist and pedestrian path connection, and tie into existing/proposed pedestrian and cyclist improvements at

each end of the proposed path. Advanced coordination with utility service providers will ensure that construction of the proposed project would not interrupt services to surrounding land uses. Impacts to wetlands would be minimized to the maximum extent feasible and mitigated with appropriate compensatory habitat restoration/enhancement efforts, including invasive species eradication in the Carpinteria Salt Marsh. The analysis provided herein demonstrates the project's consistency with the City's General Plan and Coastal Land Use Plan, including but not limited to the requirements of the Transportation Corridor Wetland Overlay District. A more complete analysis of the proposed project's consistency with the above criteria is provided in Exhibit 1, Attachment A, Findings for Approval.

Transportation Corridor Wetland Overlay District

As discussed in the Background discussion, above, the City of Carpinteria adopted the Transportation Corridor Wetland Overlay (TCWO) District (Ordinance No. 703) to allow for specific transportation improvements within the U.S. Highway 101 corridor that would otherwise result in unavoidable impacts to wetlands and required wetland buffer, subject to specific development standards. The TCWO identified specific project features that were granted permission to result in permanent and temporary direct wetland impacts (e.g., fill) and indirect wetland impacts (e.g., development in wetland buffer), when there is no other feasible alternative to avoid or further minimize impacts.

According to the certified MND prepared for the proposed project, the project is expected to encroach on approximately 0.425 acres of wetlands and impact approximately 0.560 acres of wetland buffer. Mitigation for the project would be provided for direct impacts to wetlands and indirect impacts to wetlands as follows:

- Direct impacts to natural wetlands, including salt marsh, wetlands associated with creeks, and other high-functioning wetlands, shall be mitigated through wetland establishment (creation) or wetland restoration at a ratio of 4:1.
- Direct impacts to created wetlands, such as low functioning wetlands associated with highway, roadway, and/or railroad infrastructure that have formed in ditches, basins, and Best Management Practices (BMP) features, shall be mitigated through wetland establishment (creation) or wetland restoration at a ratio of 3:1.
- Indirect impacts to wetlands, such as development in the wetland buffer strip, shall be mitigated through restoration or enhancement of all available portions of the remaining undeveloped 100-foot wetland buffer strip of the impacted wetlands.
- Temporary direct and indirect impacts to wetlands shall be mitigated through the wetland restoration or wetland enhancement of temporary impact areas at a ratio of 1:1.

In addition to the above measures, the project is also required to implement post-construction coastal water quality standards to minimize and treat project-related runoff. The project is also required to enhance education and recreational opportunities, and to increase awareness of sensitive resources within the coastal environmental by installing a permanent educational or interpretive display which explains the importance of the Carpinteria Salt Marsh. Lastly, the subject multi-use path project is required to completed and open to the public no later than the completion of the adjacent phase of construction for the U.S. Highway 101 HOV Lanes project.

The project has been designed and/or conditioned to comply with all pertinent requirements of the TCWO District.

Coastal Appeals (CA) Overlay District

Pursuant to CMC §14.48, CA Coastal Appeals Overlay District, the proposed project is located within the appeals jurisdiction of the CCC. Thus, the proposed project must be considered at a public hearing, and the City's final decision is appealable to the CCC. There is no filing fee required for an appeal of a project located within the CA Overlay District.

Flood Hazard Overlay District

Pursuant to CMC §14.40.020, areas identified on the current Flood Insurance Rate Maps (FIRM) as "hazardous" are subject to the requirements of the City's Flood Hazard Overlay District, and shall be regulated in accordance with Federal Emergency Management Agency (FEMA) guidelines and standards. Further, development in flood-hazard areas shall be limited to those that can sustain periodic flooding and that will not create public burdens by aggravating the flood problem, impeding floodwater storage capacity, or increasing pressure for new flood control projects.

The project has been designed to be able to withstand periodic flooding without damage to the proposed facilities, including but limited to, use of saltwater resistant concrete mixes, increased concrete cover over reinforcing steel, or epoxy coated steel, use of concrete pavement instead of asphalt, and use of open railings to allow water to flow through. Additionally, the path itself and the existing drainage feature in the project area have been designed to not diminish or otherwise negatively affect the hydrologic capacity of the existing drainage feature. Rather, by slightly increasing the size of the ditch, project modeling suggests the calculated base flood elevation (BFE) for the project area would be reduced from a pre-project elevation of 13.63 feet to 12.83 feet for the post-project scenario, thereby maintaining or possibly even reducing the base flood water surface elevation of the project area in a 100-year storm event.

General Plan/Coastal Plan Neighborhood Policies

The project site has a General Plan/Coastal Plan designation of General Commercial (GC) for the segment of the project located on the 4100 block of Carpinteria Avenue and Transportation Corridor (TC) for the segment of the project located within Caltrans right-of-way. The project is located within Subarea 2, Downtown/ Old Town District, as identified in the Community Design Element of the General Plan/Coastal Land Use Plan.

The following is a list of relevant policies contained in the City's General Plan/Coastal Land Use Plan that pertain to the proposed project.

Land Use Element

Objective LU-1: *Establish the basis for orderly, well planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.*

Objective LU-3: *Preserve the small beach town character of the built environment of Carpinteria, encouraging compatible revitalization and avoiding sprawl development at the City's edge.*

Policy LU-3h: *Develop land uses that encourage the thoughtful layout of transportation networks, minimize the impacts of vehicles in the community, and encourage alternative means of transportation.*

Policy LU-3i: *Ensure the provision of adequate services and resources, including parking, public transit and recreational facilities, to serve proposed development.*

The proposed project would establish a new public coastal access route and bike/pedestrian path connecting the City of Carpinteria to unincorporated areas west of the City. The project would be located entirely within existing Caltrans and City right-of-way. The intent is to create a more direct, safe, convenient and attractive alternative transportation option along the primary north-south highway corridor through the Carpinteria Valley. The proposed path will also afford new public vantage points of the adjacent Carpinteria Salt Marsh and fill in an existing gap in the statewide California Coastal Trail.

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 (California Coastal Act of 1976 §30251).*

The project would enhance public views toward the ocean and of the Carpinteria Salt Marsh from a new vantage along the US Highway 101 corridor. The proposed railing/barrier materials are visually permeable and the path would be at the same grade as the highway, such that the multi-use path improvements are not expected to have a negative impact on existing views from the highway toward the ocean or salt marsh. The project would have no impact on existing mountain views in the area.

Objective CD-8: *To encourage and facilitate pedestrian and bicycle pathways.*

Policy CD-8a: *All streets should be designed with safe and pleasant pedestrian ways at their edge. Pedestrian ways shall be spatially separated from vehicular traffic by elements such as trees, other plantings, streetlights, and/or parked cars.*

Policy CD-8b: *To provide convenient pedestrian routes, the existing network of automobile lanes, trails and pedestrian ways in the Downtown District and adjacent neighborhoods should be preserved, reinforced and extended into other neighborhoods. This pedestrian network should be in addition to, not in lieu of, pedestrian ways on the streets.*

The proposed multi-use path would provide a physically separated bicycle and pedestrian path from the west end of Carpinteria Avenue to Santa Claus Lane, staying on the ocean side of US Highway 101. The new path would replace the existing sidewalk and Class II bike lane on the south side of the 4100 block of Carpinteria Avenue, and would be separated from automobile traffic by a landscape planter and on-street parallel parking lane. A new crosswalk, curb extensions and a pedestrian refuge in the median would be installed at the Carpinteria Avenue/Estero Way intersection to aid in safely directing northbound cyclists and pedestrians onto the new path and slowing vehicle traffic in the area.

Objective CD-11: *Existing public spaces should be maintained, and new public spaces should be incorporated into neighborhoods and districts as an important aspect of their design.*

Policy CD-11c: *All public spaces and facilities should reflect quality design.*

Policy CD-11g: *The edges of neighborhoods adjoining greenbelts should be streets bike paths or other public ways, allowing their enjoyment by everyone.*

The project is unique in that it spans across jurisdictional boundaries, however Caltrans' design intention for the project was to develop a plan and design theme that would be mutually supported by both the City and County to ensure the project has a high quality, durable, and consistent appearance. The project has since been favorably reviewed by both the City's ARB and the County's South Board of Architectural Review (SBAR), and their comments have been incorporated into the proposed plans. Most recently, the City's ARB recommended preliminary/final approval of the project with only minor comments. Staff believes the proposed plans reflect the intent of the above Objective and Policies to provide for high quality and well-designed public spaces and facilities.

Objective CD-12: *Development should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features and native and sensitive habitats.*

Policy CD-12a: *Landscape planning shall be respectful of the natural character of the City and enhance existing native plant communities and environmentally sensitive habitat areas.*

CD-12-Implementation Policy 1: *Use of native, locally adapted species shall be encouraged and shall be required within and adjacent to ESHA.*

Temporarily impacted areas within the wetland buffer area would be restored and revegetated at a 1:1 replacement ratio. Permanently impacted areas would be mitigated through enhancement/restoration of existing degraded wetland areas where feasible, like in the existing drainage ditch, for example. Otherwise, most areas of permanent wetland impacts would be offset through compensatory mitigation in Carpinteria Salt Marsh at a 3:1 or 4:1 replacement ratio, as specified in the TCWO. Specifically, Caltrans is looking to fund ongoing invasive species removal work currently underway in the Carpinteria Salt Marsh as the proposed form of compensatory mitigation. Caltrans is currently working with the appropriate regulatory agencies to secure all necessary permitting for the required compensatory mitigation work.

Opportunities for ornamental landscaping within the project footprint are limited to proposed new landscape planters along Carpinteria Avenue that would help to separate the multi-use path from the vehicle traffic lanes. While the landscape planters are no longer necessary from a water quality bioretention perspective, public comments received during the CEQA review process for the project encouraged the use of native plantings from local genotypes for the planters in question, given their adjacency to the Carpinteria Salt Marsh. The updated plans reflect these comments and show a planting plan that incorporates a mix of durable natives and ornamentals.

Objective CD-13: *Ensure that lighting of new development is sensitive to the character and natural resources of the City and minimizes photopollution to the maximum extent feasible.*

Policy CD-13a: *Lighting for development adjacent to an ESHA shall be designed to further minimize potential impacts to habitat.*

The proposed project is located in proximity to the Carpinteria Salt Marsh and its wetland buffer area. Due to the sensitivity of these nearby resources, the proposed project does not include any trail-specific new lighting. Existing lighting along the adjacent southbound U.S. Highway 101 travel lanes would remain and may partially illuminate segments of the new pathway.

Objective CDS2-1: *Preserve and strengthen the visual and physical connections between the downtown, beach, the salt marsh, mountains, and the other neighborhoods and districts in the city.*

Policy CDS2-b: *To enhance the pedestrian character of the downtown's streets, plazas, paseos, parks and lanes.*

The proposed project would establish a new physical pedestrian/cyclist connection between the City of Carpinteria and unincorporated Santa Barbara County lands along Santa Claus Lane to the west. The project would foster enhanced public coastal access and recreational opportunities, in addition to providing a more direct and convenient connection to businesses and recreational areas along Santa Claus Lane and the west end of Carpinteria Avenue.

Circulation Element

Objective C-4: *Improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved aesthetic qualities.*

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

Policy C-7b: *Develop safe and direct pedestrian accessibility between residential areas, schools, parks, and shopping areas in both new and existing urban areas.*

Objective C-8: *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: *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-8f: *Encourage pedestrian movement by providing pedestrian facilities that are direct and convenient, particularly in the beach and downtown areas.*

Policy C-8g: *Consider rerouting the Pacific Coast Bikeway to another location parallel to the coastline, such as adjacent to the railroad right of way throughout the city. [5-year]*

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 proposed project would provide a new separated Class I bicycle and pedestrian path connecting the City of Carpinteria to the unincorporated Santa Barbara County lands west of the City, and will

also serve to fill in a critical missing link in the California Coastal Trail, a statewide coastal public access trail. The proposed path will allow for a more direct alternative to the popular coast route for cyclists, allowing cyclists to bypass the US 101 overcrossing at Santa Ynez Avenue and providing pedestrians more direct access to the businesses and beaches along Santa Claus Lane. The proposed path is intended to support both alternative transportation commuting and recreational activities.

At the western terminus of the multi-use path, outside of the City, the proposed path will tie into future right-of-way improvements slated for Santa Claus Lane; at the eastern terminus of the proposed path within the City, the path will transition back into existing Class II bike lane facilities at the Carpinteria Avenue/Estero Way intersection. The Carpinteria Avenue section of the multi-use path project will include a cross walk, curb extensions and a pedestrian refuge in the center median to safely convey northbound bicycle and pedestrian traffic across Carpinteria Avenue and onto the new separated path. The path will replace the existing public sidewalk and Class II bike lane on the southern (ocean) side of the 4100 block of Carpinteria Avenue.

Open Space, Recreation and Conservation Element

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

Policy OSC-1a: *Protect Environmentally Sensitive Habitat Area(s) (ESHA) from development and maintain them as natural open space or passive recreational areas.*

Policy OSC-1b: *Prohibit activities, including development, that could damage or destroy ESHA.*

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

Policy OSC-3c: *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.*

Policy OSC-3d: *Provide additional interpretive and trail opportunities to appropriate areas of the salt marsh if possible without creating significant impacts from such improvements.*

OSC-3-Implementation Policy 12: *Maintain a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of all wetlands. 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.*

As noted elsewhere in this report, the TCWO carves out specific exceptions from the City's standard wetland protection and setback requirements in order to accommodate the necessary U.S. Highway 101 infrastructure improvements, including the subject multi-use path project. The TCWO requires that wetland encroachments be kept to the absolute minimum, and any unavoidable impacts be mitigated at specified compensatory ratios through the implementation of a wetland enhancement/restoration plan. The TCWO also requires such projects to implement post-construction water quality measures to reduce and treat runoff before it enters sensitive waterways. Caltrans and their project team are working with the relevant regulatory agencies to identify appropriate mitigation

projects and to acquire all necessary permits for said mitigation. Proposed permanent mitigation includes the removal of the non-native European Sea Lavender species from the Carpinteria Salt Marsh, in order to stop the spread of this invasive species and improve the ecological function of the salt marsh, in addition to enhancement of degraded wetlands in the project area, such as those found in the existing man-made drainage ditch.

Consistent with Policy OSC-3d, above, the proposed project would provide a new publicly accessible multi-use pathway where one currently does not existing that would provide additional viewing opportunities of the Carpinteria Salt Marsh. Pursuant to the requirements of the TCWO district, a condition of approval has been included requiring the installation of an interpretive display or sign along the proposed pathway alignment explaining the importance of the Carpinteria Salt Marsh.

Objective OSC-6: *Preserve the natural environmental qualities of creekways and protect riparian habitat.*

Policy OSC-6c: *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.*

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.*

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 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.*

Portions of the project would impact an existing man-made drainage ditch located between the U.S. Highway 101 southbound travel lanes and the UPRR corridor. The drainage feature helps capture and convey storm flows from U.S. Highway 101 and areas north/inland of the highway to the Carpinteria Salt Marsh. The certified MND prepared for the proposed project identified the potential for significant water quality impacts, primarily associated with possible erosion/sedimentation and chemical/fuel spills during construction, and requires implementation of a series of water quality BMPs to avoid and reduce these impacts to less than significant levels, consistent with the intent of Policies OSC-6c and 6f, above.

Alterations to the drainage ditch are not anticipated to have a negative impact on drainage patterns or runoff rates/volumes. Again, the MND prepared for the project evaluated the potential for impacts to hydrology resulting from the proposed project and concluded that impacts would be less than significant as drainage patterns would not be significantly altered and flow rates/volumes would be maintained or possibly slightly improved.

Objective OSC-11: *Carpinteria will conduct its planning and administrative activities so as to maintain the best possible air quality.*

Policy OSC-11a: *Carefully review development that will significantly impact air quality.*

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

The proposed project is anticipated to result in short-term construction-related impacts to air quality resulting from earth work and use of vehicles and equipment during construction. Compliance with Caltrans' standard air quality measures would ensure these temporary construction-related impacts remain less than significant. Consistent with Policy OSC-11b, the proposed project creates a new multi-use path connecting the City of Carpinteria with businesses and recreational areas in unincorporated Santa Barbara County in the Santa Claus Lane area. Such a path may help to facilitate alternative transportation between these areas in lieu of car trips.

Objective OSC-13: *Preserve Carpinteria's visual resources.*

Policy OSC-13a: *Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. Highway 101. In addition, design and site new development on or adjacent to bluffs, beaches, streams, or the salt marsh to prevent adverse impacts on these visual resources.*

Policy OSC-13g: *Require new development to protect scenic resources by utilizing natural landforms and native vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resource protection policies.*

Policy OSC-13h: *Plans for development shall minimize cut and fill operations. Plans that do not minimize cut and fill shall be denied.*

The proposed multi-use path surface would be situated at the same elevation as the U.S. Highway 101 southbound travel lanes. For safety purposes, the pathway would be equipped with a protective barrier and railing to separate the pathway from the adjacent highway and railroad corridor. The railing and barrier have been designed, with input from ARB and County SBAR, to be compatible with the character of the surrounding setting and to be visually transparent so as to not be detrimental to public views towards the salt marsh or ocean from U.S. Highway 101. Existing vegetation removed along the highway shoulder to accommodate the trail would be offset through appropriate native habitat restoration plantings/enhancement, where feasible. Proposed earthwork would be balanced onsite, consistent with the intent of Policy OSC-13h, above. Mitigation measures identified in the proposed project's certified MND related to visual resources have been incorporated into the project conditions of approval.

Objective OSC-14: *Provide for adequate park and recreation facilities to meet the needs of the community and visitors.*

Policy OSC-14a: *Increase coastal and recreational access for all segments of the population, including the disabled and elderly, while protecting natural resources, particularly environmentally sensitive habitat areas.*

Objective OSC-15: *Maintain the existing trail system and provide additional recreation and access opportunities by expanding the trail system.*

Policy OSC-15c: *Pursue development of a trail and/or boardwalk system along the coastline.*

The proposed project enhances coastal public access and recreational opportunities, providing a more direct pedestrian and bicycle link between the City of Carpinteria and the unincorporated areas of Santa Barbara County to the west of the City. As described elsewhere, specific exceptions were created as part of the TCWO local coastal plan amendment to allow for the proposed project to be located within the required 100-foot wetland buffer from the Carpinteria Salt Marsh, provided certain specified measures are complied with.

Safety Element

Objective S-1: *Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from fault rupture in the planning area, from ground shaking due to an earthquake along a fault in the planning area or in the region, from seismically-induced liquefaction in the planning area, and from seismically-induced tsunamis.*

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.*

Objective S-3: *Minimize the potential risks and reduce the loss of property and the economic and social dislocations resulting from expansive soils, soil settlement, subsidence, and hydrocompaction.*

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.*

According of Figures S-2 and S-3 of the Safety Element of the City's General Plan/Coastal Land Use Plan, the proposed project is located in area with high potential for liquefaction and expansive soils. As the project does not entail any new buildings or other critical infrastructure, staff finds it appropriate for the project to be designed in compliance with the recommendations of the project engineer, including any measures necessary to ensure the long-term viability of the pathway in light of the potential geologic conditions known to be present in the area.

Objective S-4: *Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.*

The project area is located in the 100 year floodplain (Zone A) according to the most recent FEMA Flood Insurance Rate Map for the area. Likewise, the project site has also been identified as being vulnerable to flooding impacts from future sea level rise (becoming vulnerable with 5 feet or more of sea level rise). As part of the larger network of critical improvements to transportation infrastructure associated with US Highway 101 in the Carpinteria area, the project has been designed in anticipation of potential periodic flooding impacts. Selected materials are appropriate to the marine environment and for the potential of periodic inundation.

Noise Element

Objective N-5: *The City will minimize the effects of nuisance noise effects on sensitive land uses.*

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

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

The proposed project has the potential to create short-term construction-related noise impacts for nearby sensitive receptors. Caltrans will employ standard noise abatement measures to ensure short-term construction impacts remain less than significant. These standard measures have been incorporated into the project conditions of approval, and include but are not limited to, not exceeding 86 dBA at 50 feet from the job site between the hours of 9:00 p.m. and 6:00 a.m.; minimizing construction noise during evening, nighttime, weekend and holiday periods, and adjusting noise producing construction activities in the event of a noise complaint.

Public Facilities and Services Element

Objective PF-5: *To provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area.*

Objective PF-6: *To ensure that new development is adequately served by utilities and does not impact existing service areas in the community.*

Copies 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 continue to serve the population of Carpinteria. The project would enhance public coastal access and opportunities for alternative transportation in the Carpinteria area, providing a benefit to the community.

An existing high pressure gas line in the project area would be protected in place during construction. An existing telecommunications line in the project area may require relocation near the Carpinteria Avenue off-ramp. Mitigation Measure UT-1 requires early coordination between Caltrans and the service provider to ensure relocation, if needed, occurs prior to construction in order to avoid or minimize service disruptions.

VII. ACTION OPTIONS

1. Adopt Resolution No. PC-21-007, thereby approving Project 21-2122-CUP/CDP to allow construction of the 0.8-mile multi-use pathway and associated improvements; accept the previously certified MND as having satisfied the requirements of CEQA; and adopt the Findings for Approval in Exhibit 1, Attachment A and Conditions of Approval as proposed in Exhibit 1, Attachment C. (staff's recommendation)

2. Direct the applicant to prepare project revisions and return to the next Commission meeting.

3. Conceptually deny the project as proposed. Direct staff to return with findings for denial to the Planning Commission's next meeting.

IX. ATTACHMENTS

Exhibit 1 Resolution PC-21-007
- Attachment A – Findings for Approval
- Attachment B – Plan set
- Attachment C – Recommended Conditions of Approval

Exhibit 2 Project Narrative Prepared by Applicant

Exhibit 3 Applicant Presentation

Exhibit 4 Meeting Minutes from April 15, 2021 ARB Conceptual Review Meeting

Exhibit 5 Meeting Minutes from November 10, 2021 ARB Preliminary Review Meeting

Exhibit 6 Certified Final MND prepared by Caltrans

Exhibit 1

Resolution PC-21-007

Santa Claus Lane Multi-Use Path Project

PC Hearing, December 6, 2021

RESOLUTION NO. PC-21-007

A RESOLUTION OF THE CITY OF CARPINTERIA PLANNING COMMISSION APPROVING THE CONDITIONAL USE PERMIT AND COASTAL DEVELOPMENT PERMIT 21-2122-CUP/CDP TO ALLOW THE CONSTRUCTION OF A 0.8-MILE CLASS I MULTI-USE PATH BETWEEN THE CITY OF CARPINTERIA AND SANTA CLAUS LANE IN UNINCORPORATED SANTA BARBARA COUNTY. THE PROJECT IS LOCATED ALONG THE SOUTHERN EDGE OF THE U.S. HIGHWAY 101 RIGHT-OF-WAY AND THE 4100 BLOCK OF CARPINTERIA AVENUE.

REQUESTED BY ERINN SILVA, GPA CONSULTING, INC. ON BEHALF OF CALTRANS, DISTRICT 5

WHEREAS, the City of Carpinteria Planning Commission has considered an application for a Conditional Use Permit and Coastal Development Permit filed by Erinn Silva, GPA Consulting, Inc. on behalf of Caltrans, District 5 on August 12, 2021 to allow for the construction of a 0.8-mile class I multi-use path between the west end of the City of Carpinteria and Santa Claus Lane in unincorporated Santa Barbara County; and

WHEREAS, the current application was subsequently deemed complete and accepted by the City as being consistent with the applicable submittal requirements on September 29, 2021; and

WHEREAS, the City of Carpinteria Architectural Review Board considered the proposed project at their November 10, 2021 meeting wherein the project was recommended for preliminary and final approval; and

WHEREAS, the Planning Commission has conducted a hearing and received evidence regarding the application for the Conditional Use Permit and Coastal Development Permit; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration (MND) dated January 2020 was prepared for the project and certified by Caltrans, acting as the lead agency under CEQA; and

WHEREAS, the Community Development Director has provided public notice of the intent of the City to accept the Mitigated Negative Declaration prepared for the project; and

WHEREAS, the Planning Commission has considered the Mitigated Negative Declaration, together with any comments received during the public review process; and

WHEREAS, the Planning Commission has reviewed the policies of the General Plan/Coastal Land Use Plan and the Zoning Code standards that are relevant to the project.

NOW THEREFORE, THE PLANNING COMMISSION HEREBY RESOLVES AS FOLLOWS:

1. The Mitigated Negative Declaration certified for the project by Caltrans is accepted as having satisfied the requirements of CEQA;

2. The Conditional Use Permit and Coastal Development Permit are approved, making the Findings for approval outlined in Attachment A; and

3. The Conditional Use Permit and Coastal Development Permit for the project shown in Attachment B are approved subject to the conditions of approval set forth in Attachment C.

PASSED, APPROVED AND ADOPTED this 6th day of December 2021, by the following called vote:

AYES: **COMMISSIONERS:**

NOES: **COMMISSIONER(S):**

ABSENT: **COMMISSIONER:**

_____
Jane Benefield, Chair

ATTEST:

_____
Steve Goggia, Secretary

I hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the Planning Commission of the City of Carpinteria held the 6th day of December 2021.

Exhibit 1

Attachment A: Findings for Approval

Santa Claus Lane Multi-Use Path Project

PC Hearing, December 6, 2021

ATTACHMENT A: FINDINGS FOR APPROVAL

PLANNING COMMISSION HEARING
SANTA CLAUS LANE MULTI-USE PATH
PROJECT 21-2122-CUP/CDP
DECEMBER 6, 2021

FINDINGS PURSUANT TO GOVERNMENT CODE, LOCAL COASTAL PLAN, GENERAL PLAN, AND TITLE 14 OF THE CARPINTERIA MUNICIPAL CODE

1.0 Administrative Findings

The Planning Commission hereby incorporates by reference as though set forth in full all Community Development Department staff reports and attachments thereto presented to the Planning Commission 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 August 12, 2021, and deemed complete and accepted by the City as being consistent with the applicable submittal requirements on September 29, 2021. Said application and all related material have been available for public review at City offices since the date of submittal.

b. The application has been evaluated and found to conform to the applicable zone districts and to be consistent with the City's Coastal Land Use Plan, the Interpretive Guidelines of the California Coastal Commission and the California Coastal Act.

c. The project has been reviewed by the City's Architectural Review Board at a duly noticed public hearing which included, but is not limited to, mailed notice to all property owners within 300 feet of the subject property and residents within 100 feet of the property.

d. The project has been reviewed by the City's Planning Commission at a duly noticed public hearing which included, but is not limited to, mailed notice to all property owners within 300

feet of the subject property, residents within 100 feet of the property 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):

a. The Mitigated Negative Declaration (MND) dated January 2020 was prepared for the project and certified by Caltrans, acting as lead agency, as having satisfied all requirements of CEQA.

b. The certified MND was presented to the Planning Commission and all voting members of the Commission have reviewed and considered the MND prior to approving this project. The MND reflects the independent judgment of the Planning Commission and is adequate for this proposed project.

c. The Planning Commission finds and accepts that the certified MND dated January 2020 constitutes a complete, accurate, adequate and good faith effort at full disclosure under CEQA. The Planning Commission further finds and accepts that the MND has been completed in compliance with CEQA.

d. The documents and other materials which constitute the record of proceeding upon which this decision is based are in the custody of the Planning Commission Secretary located at 5775 Carpinteria Ave, Carpinteria, CA.

e. Adoption of Environmental Reporting and Monitoring Program. The project description, and conditions of approval, with their corresponding permit monitoring requirements, are hereby adopted as the monitoring program for this project to ensure compliance during project implementation.

f. 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 to insignificant levels the following environmental impacts identified in the MND. These findings are supported by substantial evidence in the record, including the MND dated January 2020, and associated appendix materials. The MND identified the potential for Class II, significant but mitigable impacts in the areas of Aesthetics, Biological Resources, Water Quality, and Utilities and Service Systems. Additional standard measures were identified for Class III, less than significant impacts, to Air Quality, Greenhouse Gas Emissions, and Noise.

i. Aesthetics: U.S. Highway 101 in the project area is identified as being eligible for scenic highway designation. Additionally, both City and County planning regulations reflect a high concern for protecting visual resources along U.S. Highway 101 in the project area. The project would result in visual changes to the area, primarily associated with the removal of existing vegetation and the construction of fencing and barriers along the proposed path alignment. Temporary construction activities, such as staging areas, may also degrade the visual quality of the project area.

With the incorporation of the identified mitigation measures as project conditions of approval, all impacts would be reduced to a less than significant level. **Measure VIS-1** requires all construction staging areas to be located away from public view, where feasible, fenced to reduce visibility, and kept clean and orderly. **Measure VIS-2** requires vegetation removal to be minimized to the extent feasible and the restoration of all areas temporarily disturbed by the project using a context sensitive design that is appropriate to the setting. **Measure VIS-3** requires impacts to native oaks with a greater than 6-inch DBH to be offset by planting at a 3:1 replacement ratio for each oak tree removed. **Measure VIS-4** requires pathway barriers and fencing to be designed to maximize views of the Carpinteria Salt Marsh and Pacific Ocean from the U.S. Highway 101 corridor, to the extent feasible. **Measure VIS-5** requires barriers, fencing and other hardscape elements to be designed using materials and treatments that are compatible with the surrounding landscape features. **Measure VIS-6** requires any new signage to be designed and located to minimize impacts on views of the Salt Marsh and Pacific Ocean.

ii. Air Quality: During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by construction activities, including, excavation, grading, hauling, and other activities. Also, emissions from construction equipment are expected and would include CO, NOx, volatile organic compounds (VOCs), directly emitted PM_{10} and $PM_{2.5}$; and toxic air contaminants (TAC), such as diesel particulate matter. **Measure AQ-1** requires construction to be completed in compliance with Caltrans' Standard Specifications, which include, but are not limited to: 1.) compliance by the contractor with all applicable laws and regulations related to air quality; 2.) dust control measures; 3.) minimization of dust associated with street sweeping; and 4.) controlling dust at construction site entrances and the tracking of soil and sediment onto public roads.

iii. Biological Resources: Construction of the bike path along the shoulder of southbound U.S. Highway 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Associated temporary and permanent impacts to riparian habitat resulting from grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures would result in the following: Construction of the bicycle path and retaining structures (fill) would result

in approximately 0.293 acres of temporary impacts and approximately 0.581 acres of permanent impacts on riparian habitat (including approximately 0.12 acres of temporary impacts and 0.003 acres of permanent impacts on pickleweed mats, approximately 0.0023 acres of temporary impacts and approximately 0.00007 acres of permanent impacts on giant wild rye grassland, and approximately 0.021 acres of temporary impacts and approximately 0.0169 acres of permanent impacts on California bulrush marsh – goldenrod. Temporary impacts on riparian habitat would also result from temporary dewatering/diversion and vegetation trimming within the ditch.

Construction encroachment into a portion of the existing drainage ditch that runs parallel to the highway also is anticipated to result in temporary and permanent impacts to jurisdictional wetlands. Associated temporary and permanent impacts to wetland and riparian habitat would result from grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures. Temporary impacts to wetlands would also result from temporary dewatering/diversion and vegetation trimming within the ditch.

Construction of the bicycle path and retaining structures would result in approximately 0.197 acres of temporary impacts and 0.009 acres of permanent impacts to wetlands regulated by the U.S. Army Corps of Engineers (Clean Water Act wetlands) and the Regional Water Quality Control Board (Clean Water Act wetlands and riparian habitat) and approximately 0.490 acres of temporary impacts and approximately 0.590 acres of permanent impacts to wetlands under jurisdiction of the California Coastal Commission (see Table 9 and Table 10 of the MND). The project would also result in approximately 0.203 acres of temporary encroachment and 0.631 acres of permanent encroachments into California Coastal Commission wetlands buffer.

No special-status plant species have been observed in the project area during past botanical surveys, and during floristic surveys conducted in 2019, as documented in the Natural Environment Study Addendum (2019). As a result, adverse impacts to these species and habitat as a result of the project would not occur. Updated floristic surveys are to be conducted during the appropriate blooming period for special-status plants species with potential to be in the project area to confirm presence or absence of special-status plant species.

The Cooper's hawk (Accipiter cooperii) (on the California Department of Fish and Wildlife Watch List), sharp-shinned hawk (Accipiter striatus) (on the California Department of Fish and Wildlife Watch List), great blue heron (Ardea herodias) (considered imperiled in the state by the California Department of Fish and Wildlife), snowy egret (Egretta thula) (considered imperiled in the state by the California

Department of Fish and Wildlife), white-tailed kite (Elanus leucurus) (a Fully Protected species), loggerhead shrike (Lanius ludovicianus) (listed as a Species of Special Concern by the California Department of Fish and Wildlife), yellow warbler (Setophaga petechia) (listed as a Species of Special Concern by the California Department of Fish and Wildlife), wandering saltmarsh skipper (Panoquina errans) (considered imperiled in the state by the California Department of Fish and Wildlife), silvery legless lizard (Anniella pulchra) (listed as a Species of Special Concern by the California Department of Fish and Wildlife), and western pond turtle (Emys marmorata) (listed as Species of Special Concern by the California Department of Fish and Wildlife) have potential to be in the Biological Study Area.

The loggerhead shrike and yellow-warbler could be directly impacted if they were nesting in the Area of Potential Impact during construction. The wandering saltmarsh skipper, silvery legless lizard, and western pond turtle could be directly impacted by construction activities if they were to be in the Area of Potential Impact during construction. In addition, special-status animal species could be indirectly impacted by temporary loss of habitat resulting from vegetation removal and re-contouring of the drainage ditch.

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. **Measure BIO-1** requires vegetation removal from the project area to be treated and disposed of in a manner that prevents the spread of invasive species. **Measure BIO-2** requires temporary impacts to biological resources to be mitigated through on-site and in-kind restoration plantings using native species. **Measure BIO-3** requires mitigation for loss and disturbance of jurisdictional wetlands at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts. **Measure BIO-4** requires compensatory mitigation for impacts to jurisdictional resources to include in-kind on-site and/or off-site replacement. On-site mitigation is preferred; off-site mitigation is proposed to occur within the Carpinteria Salt Marsh. **Measure BIO-5** requires permanent impacts to CCC jurisdictional wetlands to be mitigated at a 3:1 ratio, and temporary impacts to be mitigated at a 1:1 ratio. Compensatory mitigation for impacts to CCC jurisdictional wetlands shall be consistent with all measures of the Transportation Corridor Wetland Overlay (TCWO) district.

Measure BIO-6 requires encroachment into CCC required wetland buffers to be mitigated by enhancing all remaining portions of the buffer area through invasive species removal, native vegetation screening and planting, and water quality improvements. Mitigation for wetland buffers will be consistent with all requirements of the TCWO district. **Measure BIO-7** requires mitigation plantings to be detailed in a final landscape plan prepared by a Caltrans biologist, in a manner

consistent with the requirements of the TCWO district. **Measure BIO-8** requires the use of protective fencing around any special-status plant species observed in the project area. **Measure BIO-9** requires that, where impacts to special-status species cannot be avoided, impacts will be mitigated by replacing species within the project right-of-way at a 2:1 replacement ratio, subject to a long-term maintenance plan and performance requirements. **Measure BIO-10** requires that if federally-listed plant species are determined to occur within the Biological Study Area and cannot be avoided, Caltrans must obtain incidental take authorization from the U.S. Fish and Wildlife Service. **Measure BIO-11** requires that if state-listed plant species are determined to occur within the Biological Study Area and cannot be avoided, Caltrans must obtain incidental take authorization from the California Department of Fish and Wildlife.

Measure BIO-12 requires Caltrans to complete preconstruction surveys for the wandering (saltmarsh) skipper, and implementation of avoidance measures if the species is found to be present. **Measure BIO-13** requires Caltrans to complete preconstruction surveys for western pond turtles and silvery legless lizards, and implementation of avoidance measures if these species are found to be present in the Area of Potential Impacts. **Measure BIO-14** requires completion of a nesting bird survey if vegetation removal activities are to occur during nesting season. **Measure BIO-15** requires Caltrans to coordinate with CDFW on appropriate buffer and avoidance measures in the event an active bird nest is found in a tree proposed to be removed. **Measure BIO-16** requires construction to be temporarily halted and implementation of avoidance measures in the event a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite are observed foraging within the construction zone.

iv. Greenhouse Gas Emissions: Construction-related greenhouse gas emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase (estimated to be approximately 7 to 8 months). Their frequency and occurrence can be reduced through innovations in plans and specifications, and by implementing better traffic management during construction phases. The project is not anticipated to result in any increase to operational greenhouse gas emissions over the lifetime of the project because it would not increase vehicle capacity of the roadway, and would instead be improving bicycle and pedestrian travel in the project area.

Avoidance and minimization of greenhouse gas emissions impacts would be addressed through the following measures which have been incorporated into the project conditions of approval. **Measure GHG-1** requires any new lighting to incorporate the use of LED lighting. **Measure GHG-2** requires new replacement

vegetation to be native and drought tolerant, and use of low-flow drip irrigation systems for plant establishment. **Measure GHG-3** requires the project to comply with the standards for a "Complete Streets" project. **Measure GHG-4** requires the project to incorporate native plants and vegetation in excess of what is removed to increase carbon sequestration. **Measure GHG-5** requires the project to include mulch and compost application for new landscape areas to improve carbon sequestration rates. **Measure GHG-6** requires idling of construction-related vehicles and equipment to be limited to no more than 5 minutes.

Measure GHG-7 requires the project to reduce construction waste and maximize use of recycled materials. **Measure GHG-8** encourages improved fuel efficiency by maintaining equipment in proper working order, right sizing equipment for the job, and using equipment with new technologies. **Measure GHG-9** requires the project to maximize use of recycled materials. **Measure GHG-10** requires the project to attempt to balance earthwork on-site. **Measure GHG-11** encourages the use of alternative fuels such as renewable diesel fuel. **Measure GHG-12** requires truck trips to be scheduled outside of peak morning and evening commute hours. **Measure GHG-13** promotes the reduced need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.

v. Noise: Short-term noise impacts would occur during construction. No significant noise impacts from construction are anticipated because construction activities would be short-term, intermittent, and dominated by already-present local traffic noise. Nevertheless, potential for short-term noise impacts in excess of 65 dBA for sensitive receptors (i.e., residences) within 1600 feet of construction activity are possible.

Avoidance and minimization of noise impacts would be addressed through the following measure which has been incorporated into the project conditions of approval. **Measure N-1** requires compliance with Caltrans' standard specifications, including construction noise not exceeding 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. Construction noise at residential areas must be minimized during evening, nighttime, weekend, and holiday periods to the extent feasible by implementing noise abatement measures, including but not limited to, changing the location of stationary equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residences in advance of construction work, or installing acoustic barriers around stationary noise sources. In the event of construction noise complaints by the public, the construction manager shall be notified and the specific noise producing activity may be changed, altered, or temporarily suspended, if necessary.

vi. Water Quality: During construction, the project may potentially release pollutants into the drainage ditch, including oil, grease, and other chemicals from construction

equipment and activities, as well as the potential for erosion resulting from ground disturbance and vegetation removal. The project would create additional impervious surfaces, resulting in potential increased volume and rate of runoff that could carry pollutants (oil, grease, pesticides, fertilizers) into the drainage ditch and nearby water bodies.

Mitigation of water quality impacts would be addressed through the following mitigation measures which have been incorporated into the project conditions of approval. **Measure WQ-1** requires work areas to be reduced to the maximum extent feasible, and staging areas located in upland areas, outside of the drainage. **Measure WQ-2** requires implementation of water quality best management practices (BMPs) to minimize dust, dirt, and construction debris from leaving the construction area. **Measure WQ-3** requires implementation of appropriate hazardous materials BMPs to reduce the potential for chemical spills or contaminant releases into adjacent water features. **Measure WQ-4** requires all equipment refueling and maintenance to be conducted in the upland staging area, outside of the drainage, and for all vehicles and equipment to be inspected daily for fluid or fuel leaks. **Measure WQ-5** requires use of seed mixes with non-invasive species for erosion control.

vii. Utilities and Service Systems: An existing telecommunications line near the project area will require relocation by Caltrans as part of the larger South Coast HOV Lanes project. However, the telecommunications line may also need to be relocated near the Carpinteria Avenue off-ramp in the City. Mitigation through **Measure UT-1** requires coordination between Caltrans and service providers to ensure that utilities and services are not disrupted. Pre-construction utility location would be required to avoid service disruptions. This measure would reduce utility and service systems impacts to less than significant levels and has been incorporated into the project conditions of approval.

1.3 Conditional Use Permit Findings

Pursuant to Carpinteria Municipal Code §14.62.040(8), the Planning Commission shall determine that all of the following criteria have been met prior to approving or approving with conditions a Conditional Use Permit:

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

The Santa Claus Lane Multi-Use Path project would fit entirely within the existing Caltrans right-of-way for US 101 and City of Carpinteria right-of-way on the 4100 block of Carpinteria Avenue. Temporary construction easements may need to be acquired from UPRR to facilitate construction of the new pathway and associated retaining walls. Along

the 4100 block of Carpinteria Avenue, existing private improvements (e.g., driveway entrances) would be modified, as needed, to conform to the new pathway improvements.

Use of off-site areas for mitigation of projected permanent wetland impacts is anticipated to be necessary to meet specified regulatory replacement ratios. The adjacent Carpinteria Salt Marsh Reserve has been identified as the preferred receiver site for offsite compensatory mitigation for wetland impacts that cannot be accommodated onsite due to site area constraints. Caltrans is working with the appropriate regulatory agencies and land management entities to secure all necessary permits and permissions for the proposed offsite compensatory mitigation efforts.

b. *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 improve bicycle and pedestrian travel by providing a dedicated class-I direct coastal route between the Santa Claus Lane commercial area, beaches in the unincorporated Santa Barbara County, and Carpinteria Avenue in the City of Carpinteria. The project would fill in an existing gap in the California Coastal Trail (CCT), consistent with the circulation and bikeway systems outlined in the County of Santa Barbara's Comprehensive Plan, the City of Carpinteria's General Plan/Coastal Land Use Plan, the statewide CCT Map, and the Plan for Improved Agency Partnering (Caltrans and California Coastal Commission, 2016). The project would enhance and improve coastal access and alternative transportation opportunities for bicycles and pedestrians, consistent with local coastal policies and plans. The project would have no impact on the capacity of roadways in the project area.

c. *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 continue to serve the population of Carpinteria. The project would enhance public coastal access and opportunities for alternative transportation in the Carpinteria area, providing a benefit to the community. 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 during construction and to establish/maintain the new landscape plantings.

An existing high pressure gas line in the project area would be protected in place during construction. An existing telecommunications line in the project area may require relocation near the Carpinteria Avenue off-ramp. Mitigation Measure UT-1 requires early coordination

between Caltrans and the service provider to ensure relocation, if needed, occurs prior to construction in order to avoid or minimize service disruptions.

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

The proposed project's certified MND analyzed potentially significant impacts associated with the project and identified appropriate mitigation measures to ensure that all impacts were mitigated to a less than significant level. Mitigation measures were identified for the following issue areas: Visual Resources, Biological Resources, Water Quality, and Utilities and Service Systems. In addition, compliance with Caltrans standards is required to ensure that impacts to Air Quality, Greenhouse Gas Emissions and Noise remain less than significant. The mitigation measures incorporated into the project via the certified MND 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 nearby to project components.

e. *The proposed use is consistent with the coastal plan, general plans, and applicable specific plan(s).*

As discussed in the General Plan/Coastal Land Use Plan policy analysis section of the Staff Report dated December 6, 2021 and herein incorporated by reference, the project would be consistent with the various applicable policies from the Land Use, Community Design, Circulation, Open Space, Conservation and Recreation, Safety, Noise, and Public Facilities and Services Elements. The proposed project would fill in an existing gap in the California Coastal Trail, thereby improving public coastal access and alternative transportation opportunities in the project area. The pathway and its design elements have been reviewed by the City's ARB for consistency with applicable design policies and found to conform. The project incorporates appropriate mitigation measures, consistent with the requirements of the City's TCWO district to address all unavoidable impacts to ESHA, and other appropriate measures and standards are included to avoid potential impacts related to noise, aesthetics, air quality, and utilities and service systems, consistent with the policies of the City's General Plan/Coastal Land Use Plan.

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

The certified MND identified potentially significant impacts on aesthetics, biological resources, water quality, and utilities and service systems; the MND also identified standard measures that Caltrans is required to implement to ensure impacts to air quality, greenhouse gas emissions and noise remain less than significant. The certified MND contains mitigation measures to reduce all environmental impacts of the proposal to less than significant levels;

pertinent mitigation measures from the certified MND have been incorporated as conditions of approval.

The project has also been designed and conditioned to comply with the requirements of the City's Transportation Corridor Wetland Overlay (TCWO) district, which was created explicitly to facilitate necessary highway improvement projects, including the subject proposed project, which would otherwise experience unavoidable impacts to wetlands in conflict with the City's certified Local Coastal Program. The TCWO carves out specific exceptions to the City's wetland protection regulations for the specified projects subject to adopted development standards that require the project to be designed to minimize or avoid impacts to the maximum extent feasible, and if unavoidable impacts remain, to mitigate those impacts at specified replacement ratios, subject to an approved wetland enhancement, restoration or creation plan, and water quality best management practices.

g. *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 would not interfere with any recorded easements acquired by the public-at-large for access through, or use of, the project area. Rather, the proposed project involves the construction of a new public multi-use pathway within existing public right-of-way between the west end of the City of Carpinteria and the unincorporated Santa Claus Lane commercial and beach areas to facilitate improved public coastal access and alternative transportation opportunities in the area. In this regard, the project enhances public access along the Carpinteria coastline and between areas located in the City of Carpinteria and those in the unincorporated Santa Clause Lane area.

The proposed project is not known to conflict with any easements granted to any public agency, and no new permanent easements are required of the project as a condition of approval.

h. *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 significant impacts to the environment. All mitigation measures identified in the certified MND have been included in the conditions of approval. Additional project-specific conditions of approval have been included to address traffic management during construction, property owner/neighbor outreach, ongoing maintenance responsibilities for the pathway improvements, water quality, and biological monitoring

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:

a. *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 Land Use Plan and is undesignated with respect to zoning. The portion of the project located on Carpinteria Avenue is designed General Commercial (GC) in the General Plan/Coastal Land Use Plan is zoned Commercial Planned Development District with a Residential Overlay (CPD/R). The proposed use is consistent with the stipulations outlined for these land use designations as the project involves improvements to pedestrian and bicyclist facilities, which are permissible in all land use categories and zoning districts. 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 is consistent with all applicable policies in the General Plan/Coastal Plan as discussed in the City Council staff report dated December 6, 2021. The project is also consistent with the Interpretive Guidelines of the Coastal Commission and the California Coastal Act.

Exhibit 1

Attachment B: Proposed Plans

Santa Claus Lane Multi-Use Path Project

PC Hearing, December 6, 2021

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	101	4.0/4.8	01	127

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN SANTA BARBARA COUNTY
IN AND NEAR CARPINTERIA
FROM 0.5 SOUTH OF CARPINTERIA AVENUE EXIT RAMP TO SANTA CLAUS LANE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

INDEX OF PLANS

No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2-5	TYPICAL CROSS SECTIONS
6-14	LAYOUT
15-22	PROFILE
23-41	CONSTRUCTION DETAILS
42-58	DRAINAGE AND UTILITY PLAN, PROFILES, DETAILS AND QUANTITIES
59	CONSTRUCTION AREA SIGNS
60-77	STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN, DETAILS AND QUANTITIES
78-95	PAVEMENT DELINEATION AND SIGN PLAN, DETAILS AND QUANTITIES
96-97	SUMMARY OF QUANTITIES
98	RETAINING WALL
99-109	PLANTING PLAN AND QUANTITIES
110-111	ELECTRICAL PLAN - LIGHTING (COUNTY STREET)

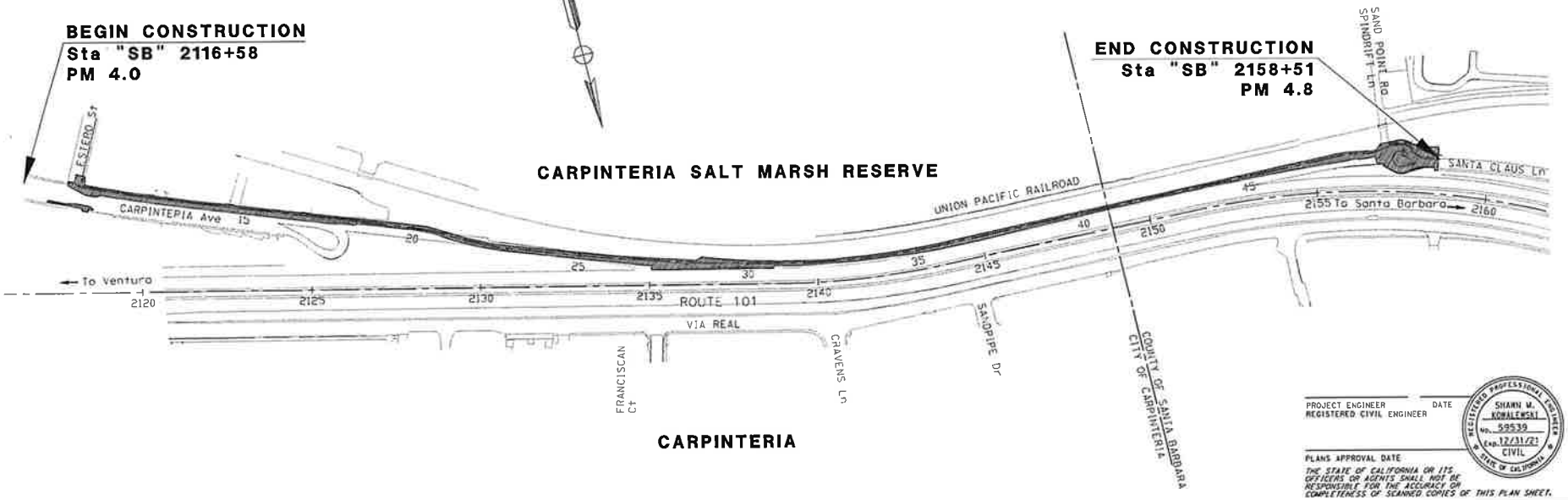
STRUCTURE PLANS

112-122	RETAINING WALL - NO.101

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

BEGIN CONSTRUCTION
Sta "SB" 2116+58
PM 4.0

END CONSTRUCTION
Sta "SB" 2158+51
PM 4.8



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

PROJECT ENGINEER — DATE
REGISTERED CIVIL ENGINEER

SHAWN M. KOWALEWSKI
No. 59539
Exp. 12/31/21
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ, SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD, SUITE B
SANTA BARBARA, CA 93110

CONTRACT No.	05-1G410
PROJECT ID	0515000012

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
LAST REVISED 00-00-00

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED

CONSULTANT DESIGN MANAGER	CALTRANS DESIGN OVERSIGHT APPROVAL	REGISTRATION No.	LICENSE Exp DATE	DATE SIGNED
SHAWN M. KOWALEWSKI	WESLEY C. THOMPSON	74952	12-31-21	----

NOTES:

1. FOR ACCURATE STATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. FOR CONCRETE BARRIER TRANSITIONS, MODIFIED BARRIER DETAILS SEE CONSTRUCTION DETAIL SHEETS.
3. FOR CURB RAMPS, CURBS, GUTTERS, SIDEWALKS, DIKES, ROCK BLANKET AND INTERSECTION INFORMATION, SEE CONSTRUCTION DETAIL SHEETS.
4. FOR ALL REMOVAL LIMITS, SEE SUMMARY OF QUANTITY SHEETS.

LEGEND:

- RETAINING WALL
- CONCRETE BARRIER
- ROCK BLANKET
- HMA OVERLAY
- TUBULAR RAILING
- FILL LINE
- CUT LINE
- RESTRICTED AREA - INVASIVE PLANT MANAGEMENT
- COASTAL WETLANDS
- US ARMY CORPS OF ENGINEERS(USACOE) WETLANDS

CURVE DATA				
No.	R	Δ	T	L
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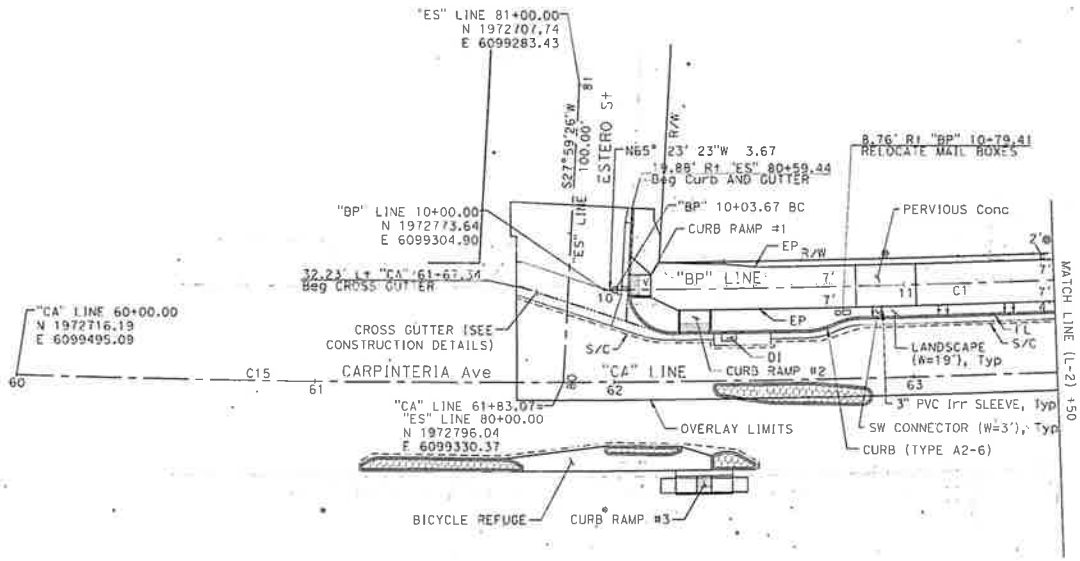
C15	5000.00'	6°00'04"	262.09'	523.71'



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	06	127

REGISTERED CIVIL ENGINEER — DATE

GABRIEL DO-REYNOSO, No. 81090, Exp. 9/30/23, REGISTERED PROFESSIONAL ENGINEER, STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
GABRIEL DO-REYNOSO	MARTHA DADALA

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAYOUT

SCALE: 1" = 20'

L-1

LAST REVISION 00-00-00 | DATE PLOTTED => 2021-11-02 | TIME PLOTTED => 12:23 PM

BORDER LAST REVISED 7/2/2010 | USERNAME =>gdoreynoso | DGN FILE => Layout1 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	07	127

REGISTERED CIVIL ENGINEER DATE

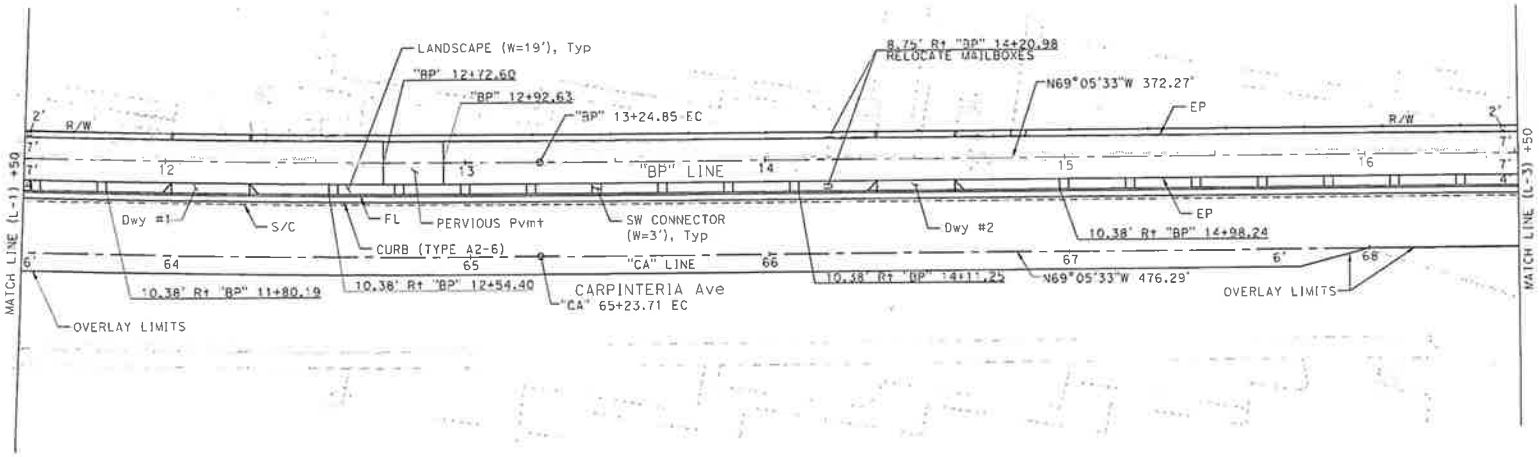
GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



LAYOUT
SCALE: 1" = 20'

L-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: GABRIEL DO-REYNOSO
CHECKED BY: MARTHA DADALA
REVISED BY
DATE REVISED

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 12:24 PM
LAST REVISION 00-00-00

BORDER LAST REVISED 7/2/2010 | USERNAME => ggdoreynoso | DGN FILE => Layout2 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	08	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

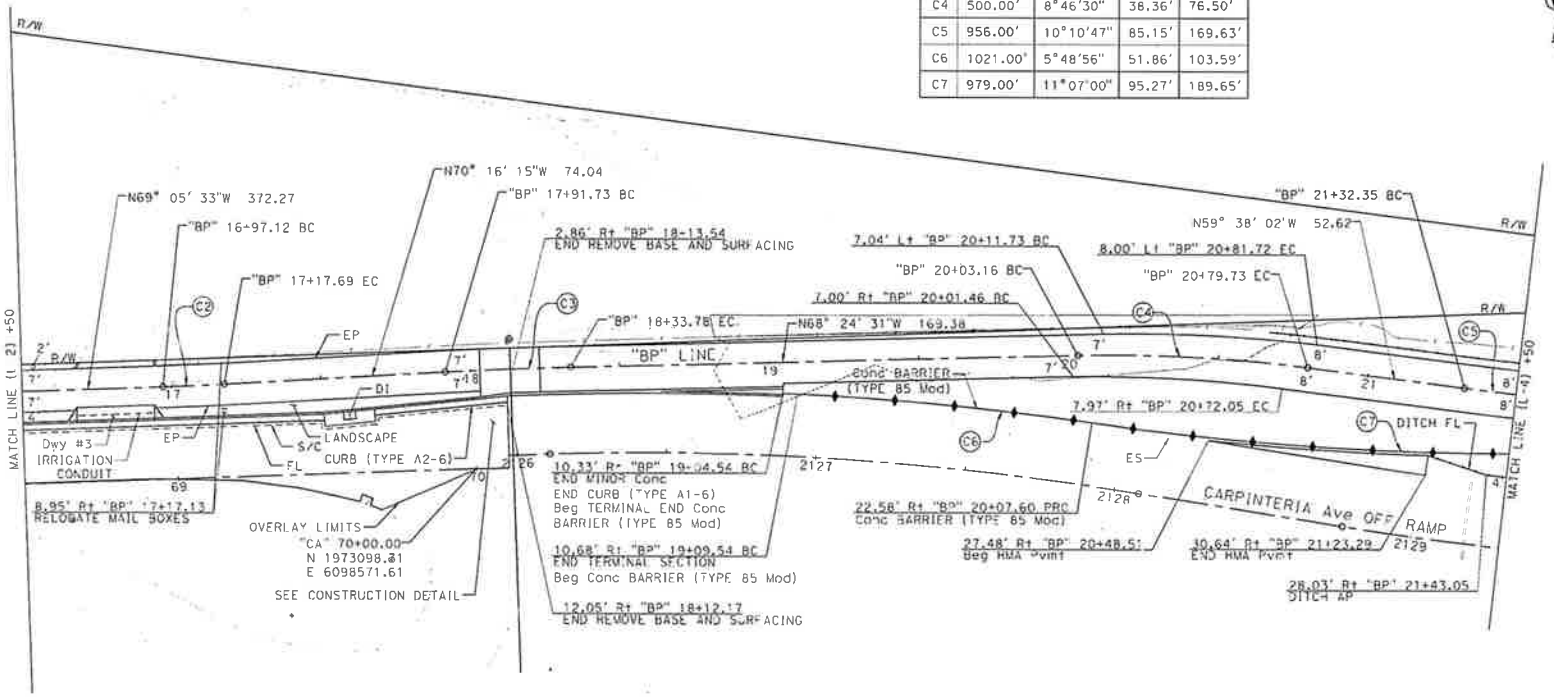
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — GABRIEL DO-REYNOSO — No. 81090 — Exp. 9/30/23 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

CURVE DATA				
No.	R	Δ	T	L
C2	1000.00'	1°10'43"	10.28'	20.57'
C3	1293.68'	1°51'44"	21.03'	42.05'
C4	500.00'	8°46'30"	38.36'	76.50'
C5	956.00'	10°10'47"	85.15'	169.63'
C6	1021.00'	5°48'56"	51.86'	103.59'
C7	979.00'	11°07'00"	95.27'	189.65'



LAYOUT
SCALE: 1" = 20'

L-3

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
Caltrans	SHAWN M. KOWALEWSKI	GABRIEL DO-REYNOSO	MARTHA DADALA		

LAST REVISION 00-00-00 | DATE PLOTTED => 2021-11-02 | TIME PLOTTED => 12:35 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => gdoreynoso | DGN FILE => Layout3 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	09	127

REGISTERED CIVIL ENGINEER — DATE

GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

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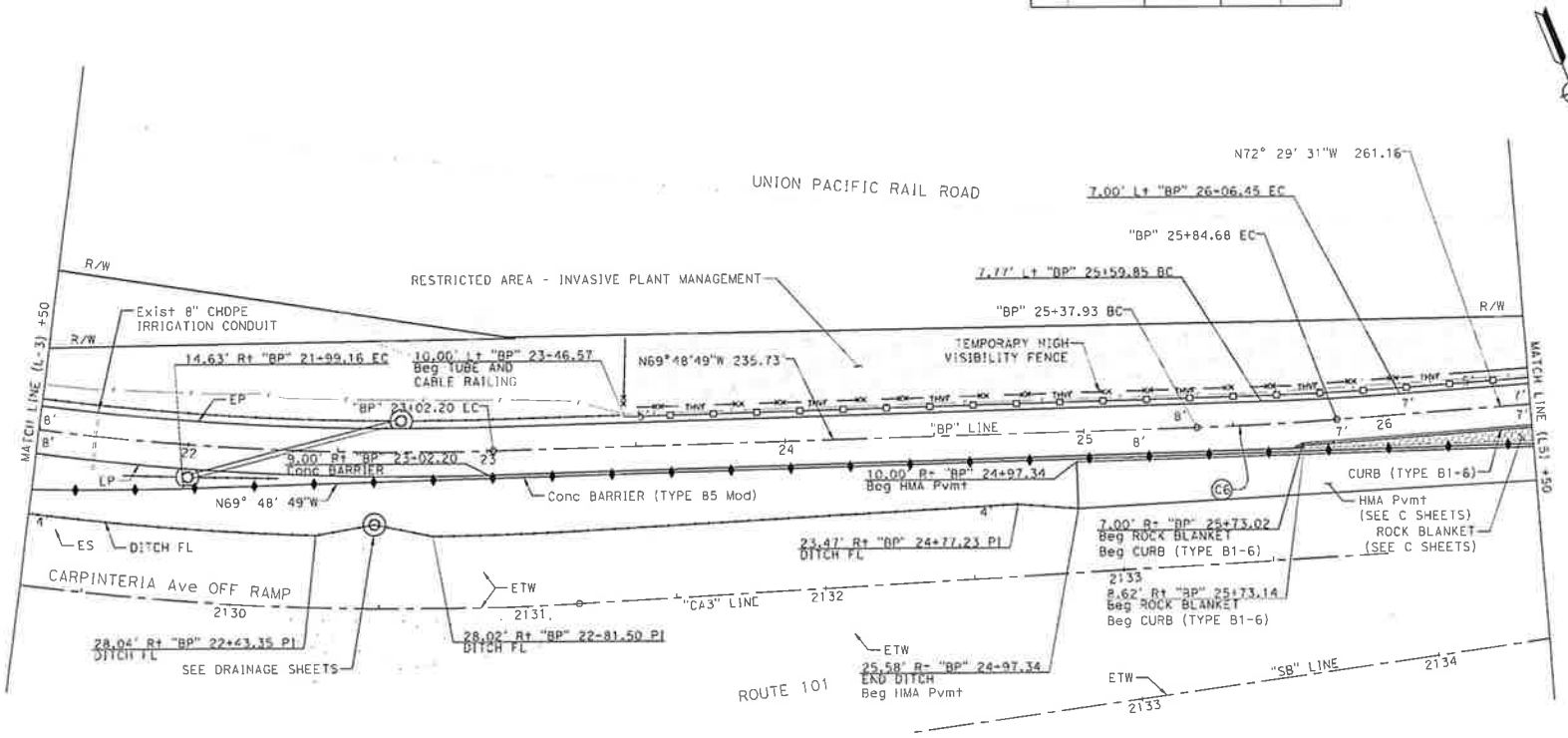

LAYOUT
SCALE: 1" = 20'

L-4

REVISED BY					
DATE REVISED					
CALCULATED-DESIGNED BY	GABRIEL DO-REYNOSO				
CHECKED BY	MARTHA DADALA				
CONSULTANT FUNCTIONAL SUPERVISOR	SHAWN M. KOWALEWSKI				
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	Caltrans				

LAST REVISION 00-00-00 DATE PLOTTED => 2021-11-02 TIME PLOTTED => 12:26 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => gdoreynoso DGN FILE => Layout1 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	10	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

CURVE DATA				
No.	R	Δ	T	L
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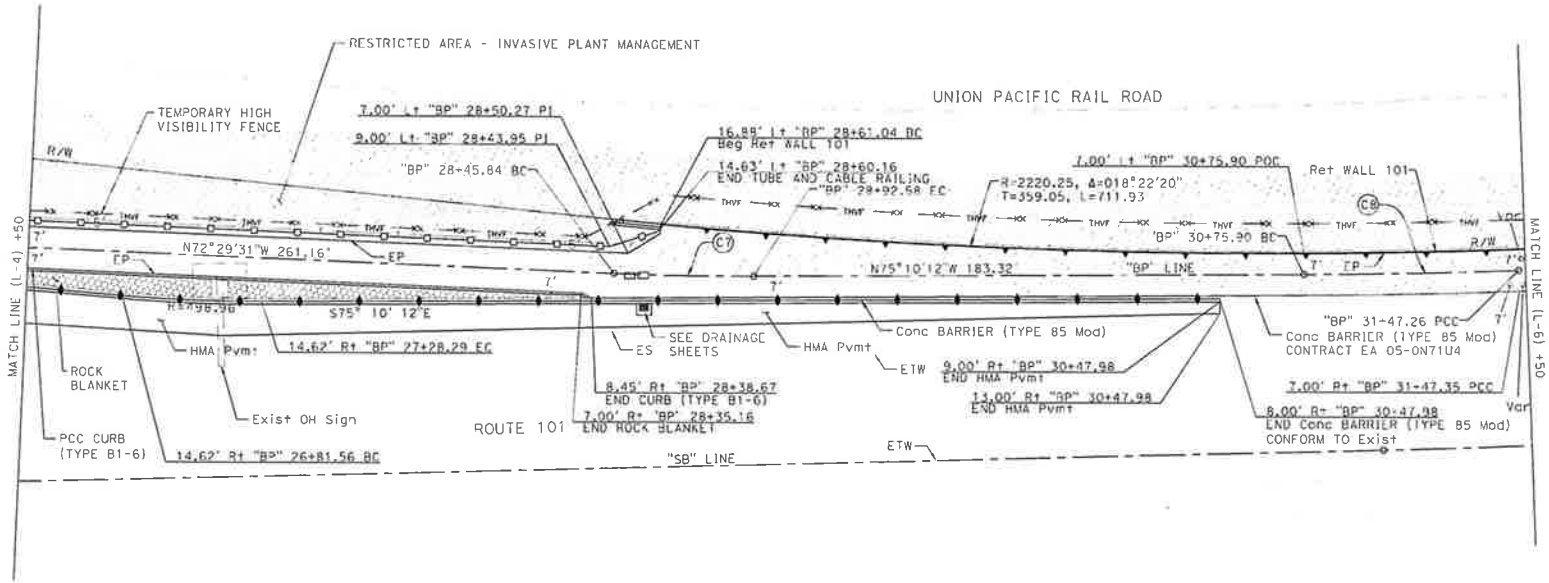


LAYOUT
SCALE: 1" = 20'

L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: GABRIEL DO-REYNOSO
CHECKED BY: MARTHA DADALA
REVISED BY
DATE REVISED

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 12:27 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => gdoreynoso | DGN FILE => Layout5 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	11	127

REGISTERED CIVIL ENGINEER _____ DATE _____

GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

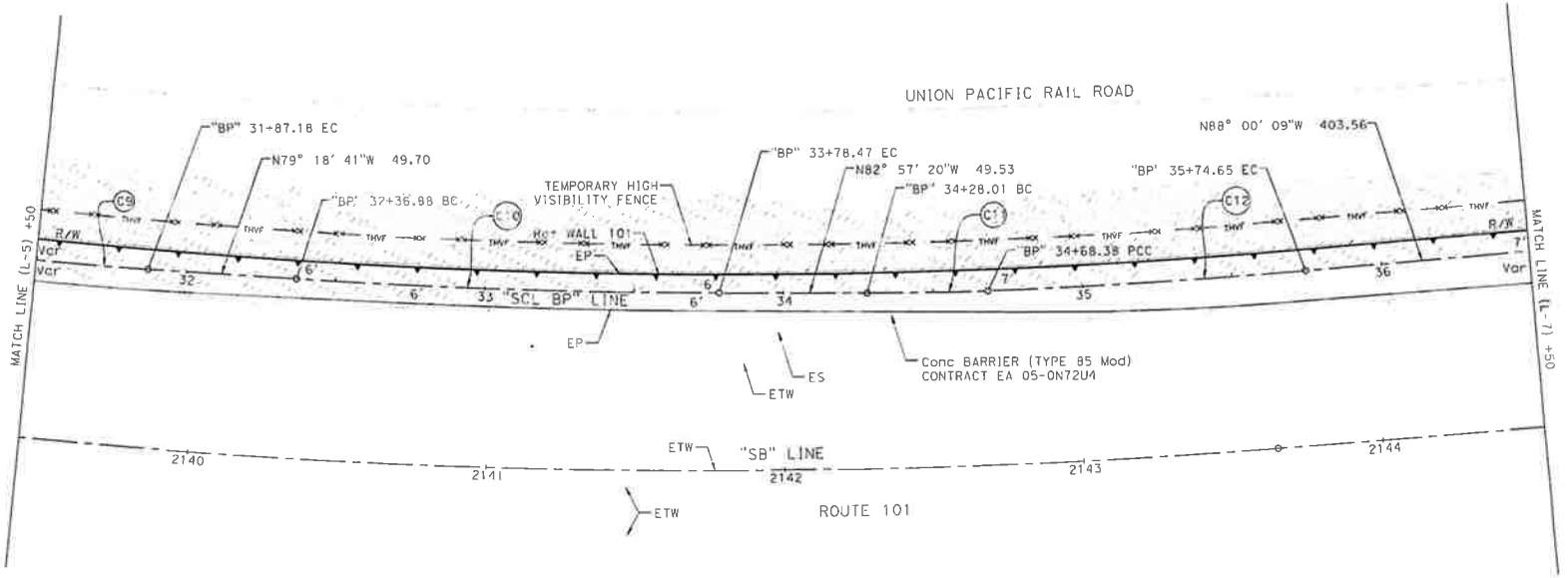
PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

CURVE DATA				
No.	R	Δ	T	L
C9	992.00'	2°18'21"	19.96'	39.92'
C10	2226.25'	3°38'39"	70.82'	141.57'
C11	1000.00'	2°18'47"	20.19'	40.37'
C12	2227.25'	2°44'02"	53.15'	106.26'



LAYOUT
SCALE: 1" = 20'

L-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: GABRIEL DO-REYNOSO
CHECKED BY: MARTHA DADALA
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 2021-11-02 TIME PLOTTED => 12:28 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => gdoreynoso | DGN FILE => Layout6 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	12	127

REGISTERED CIVIL ENGINEER DATE

GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

CURVE DATA				
No.	R	Δ	T	L
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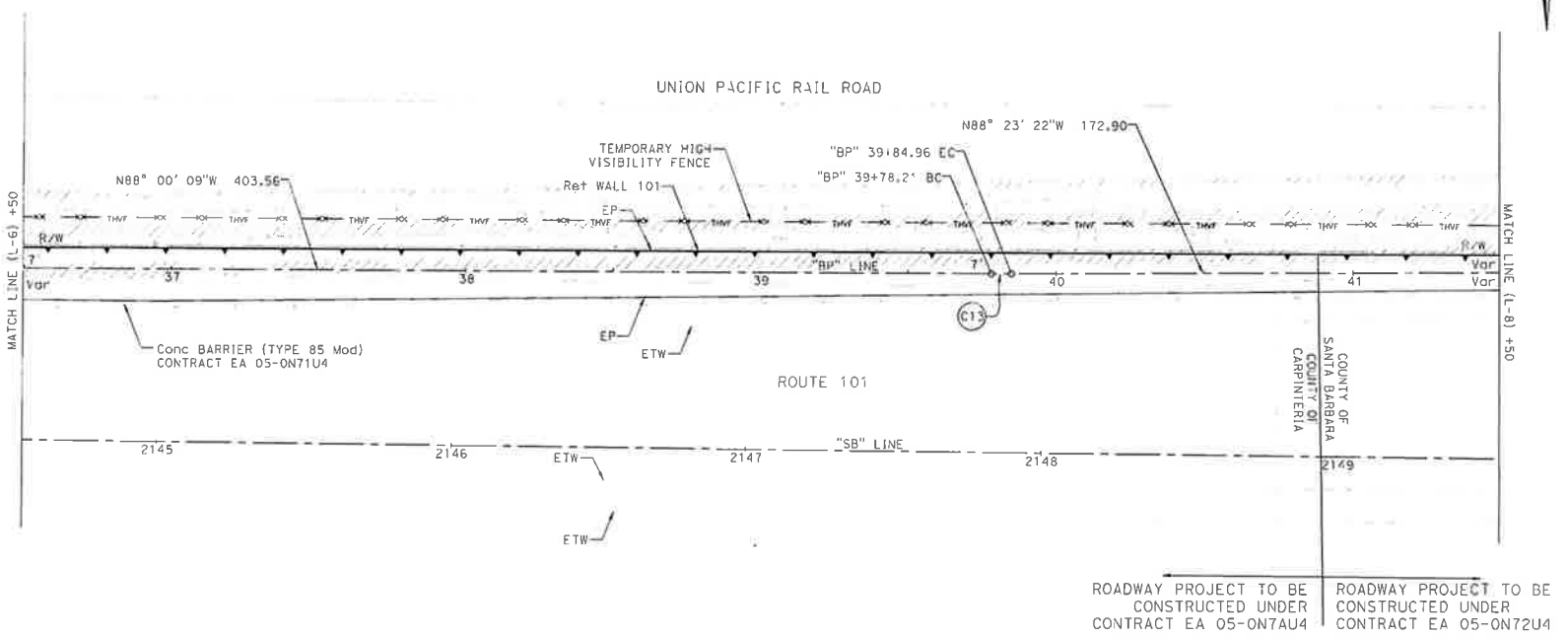
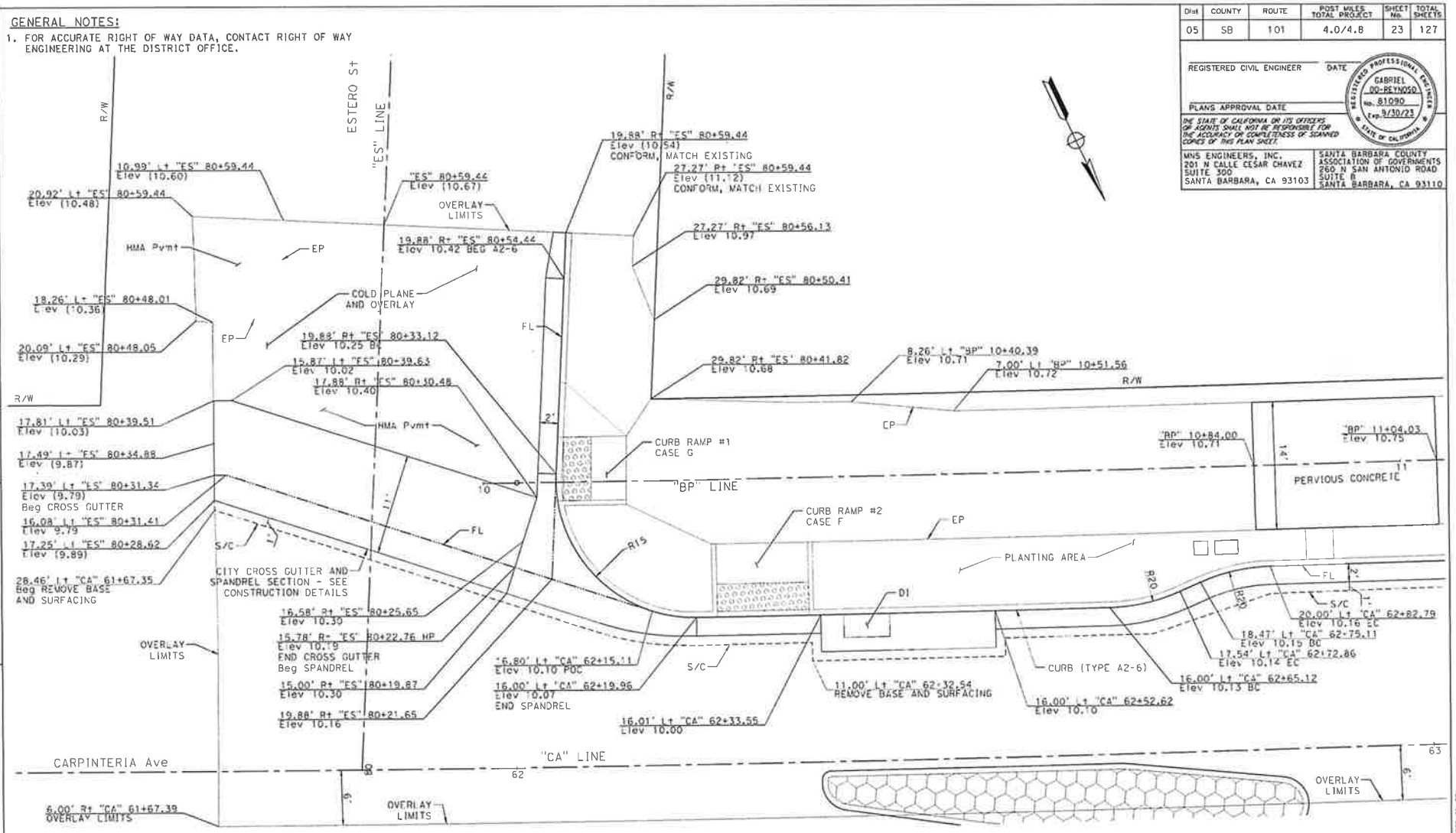


LAYOUT
SCALE: 1" = 20'

L-7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE PLOTTED => 2021-11-02
Caltrans	SHAWN M. KOWALEWSKI	CHECKED BY	DATE REVISED	TIME PLOTTED => 12:28 PM
		GABRIEL DO-REYNOSO		LAST REVISION 00-00-00
		MARTHA DADALA		

BORDER LAST REVISED 7/2/2010 | USERNAME => gdoreynoso | DGN FILE => Layout7 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	23	127

REGISTERED CIVIL ENGINEER DATE

GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: GABRIEL DO-REYNOSO

CHECKED BY: MARTHA DADALA

REVISED BY

DATE REVISED

ESTERO St CURB EXTENSION

CONSTRUCTION DETAILS

NO SCALE

C-1

LAST REVISION 00-00-00 DATE PLOTTED => 2021-11-02 TIME PLOTTED => 12:39 PM

BORDER LAST REVISED 7/2/2010

USERNAME => gdoreynoso
DGN FILE => Construction Detail-1

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

GENERAL NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	24	127

REGISTERED CIVIL ENGINEER — DATE

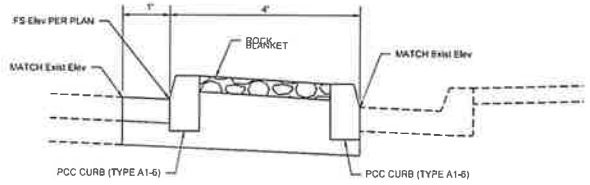
REGISTERED PROFESSIONAL ENGINEER — GABRIEL DO-REYNOSO — No. 81090 — Exp. 9/30/23 — STATE OF CALIFORNIA

PLANS APPROVAL DATE

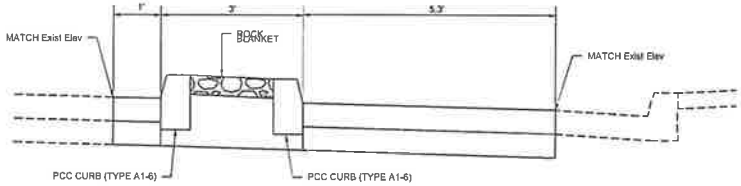
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



SECTION A-A



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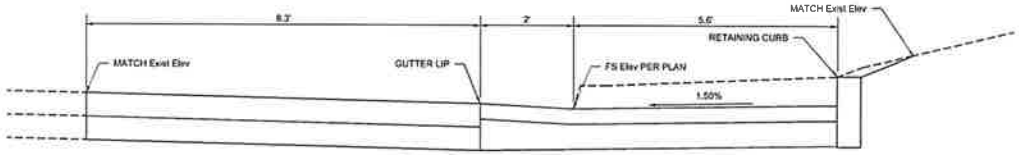
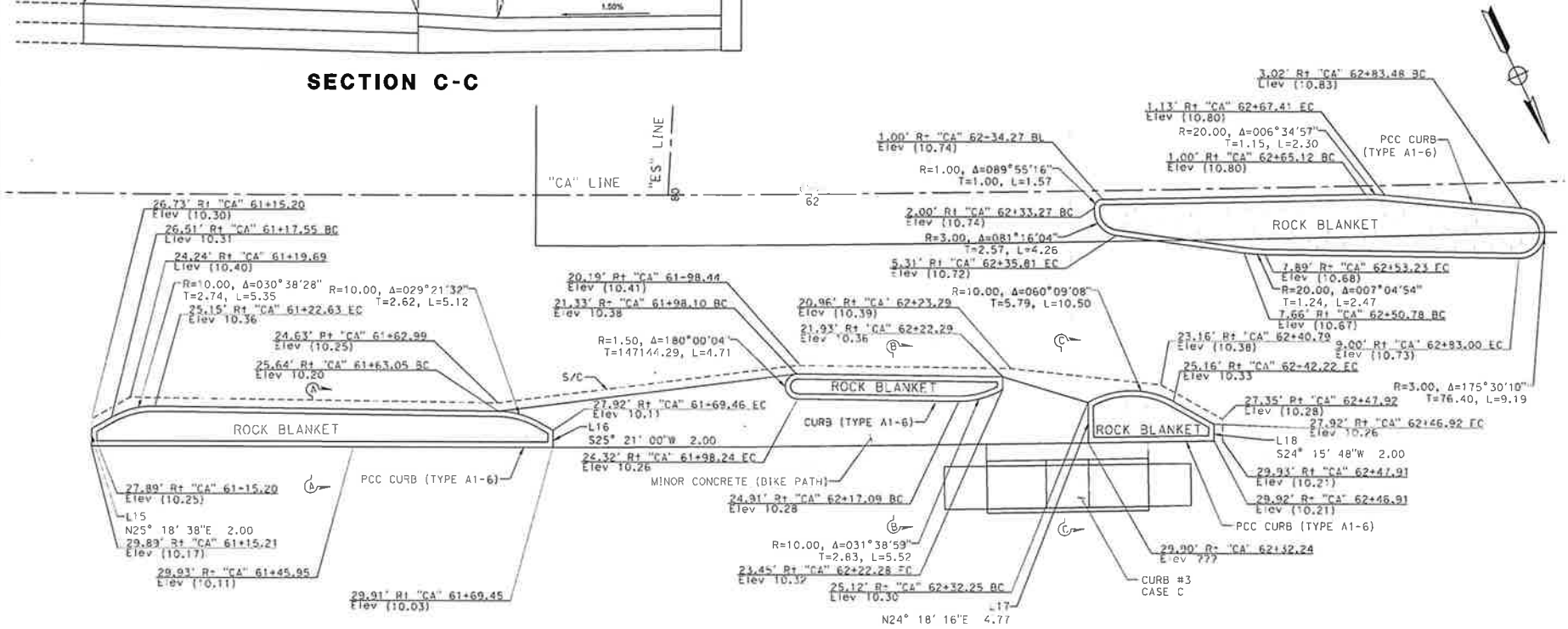


SECTION C-C



BICYCLE REFUGE

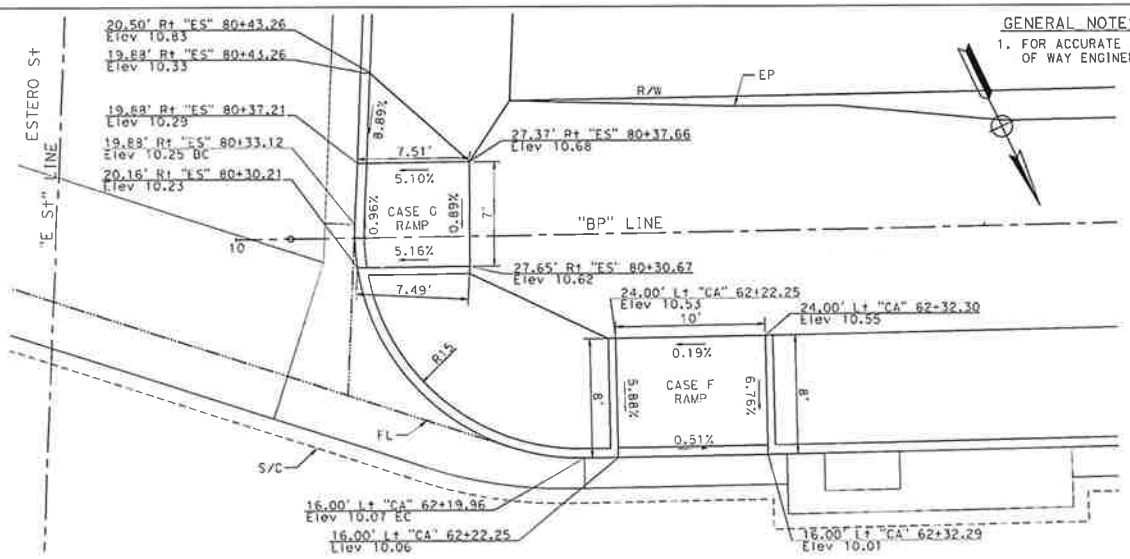
CONSTRUCTION DETAILS
NO SCALE

C-2

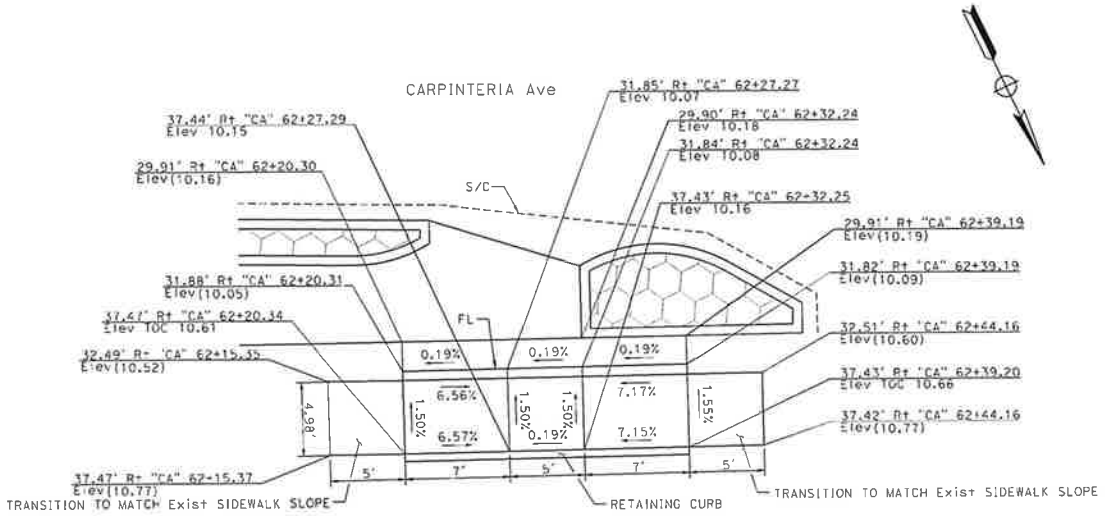
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI | CALCULATED-DESIGNED BY: GABRIEL DO-REYNOSO | CHECKED BY: MARTHA DADALA | REVISED BY | DATE REVISED

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 12:41 PM
FILE NAME => 00-00-00

BORDER LAST REVISED 7/2/2010 | USERNAME => ohernandez | DGN FILE => Construction Detail-2 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012



CURB RAMPS #1 AND #2



CURB RAMP #3 (CASE C)

GENERAL NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	25	127

REGISTERED CIVIL ENGINEER — DATE

GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

REVISED BY	DATE REVISED
GABRIEL DO-REYNOSO	MARTHA DADALA

CALCULATED-DESIGNED BY / CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CONSTRUCTION DETAILS

NO SCALE

C-3

LAST REVISION 00-00-00 DATE PLOTTED => 2021-11-02 TIME PLOTTED => 12:42 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => gdoreynoso | DGN FILE => Construction Detail-3 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	26	127

REGISTERED CIVIL ENGINEER — DATE

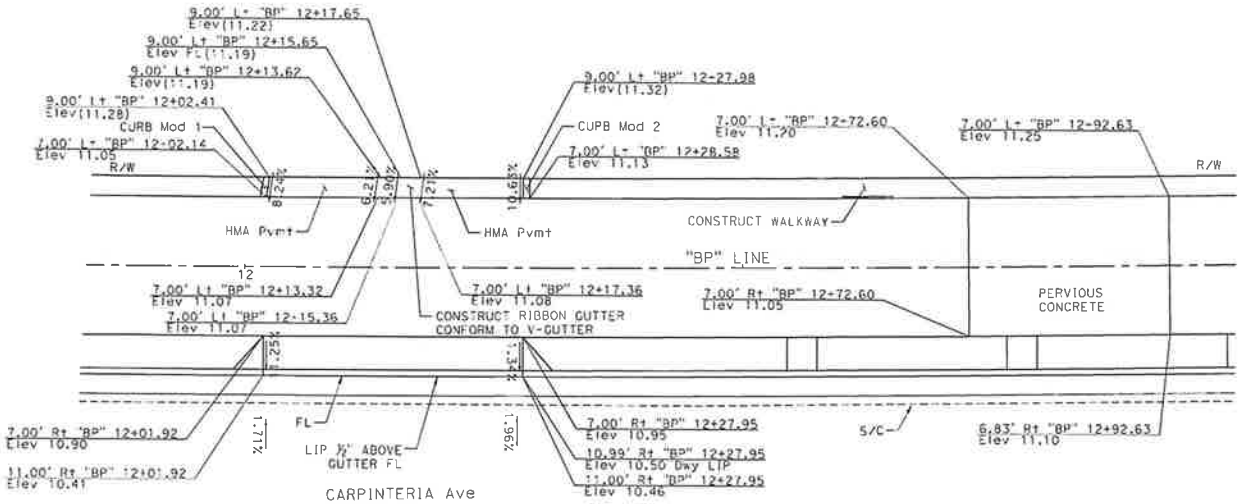
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

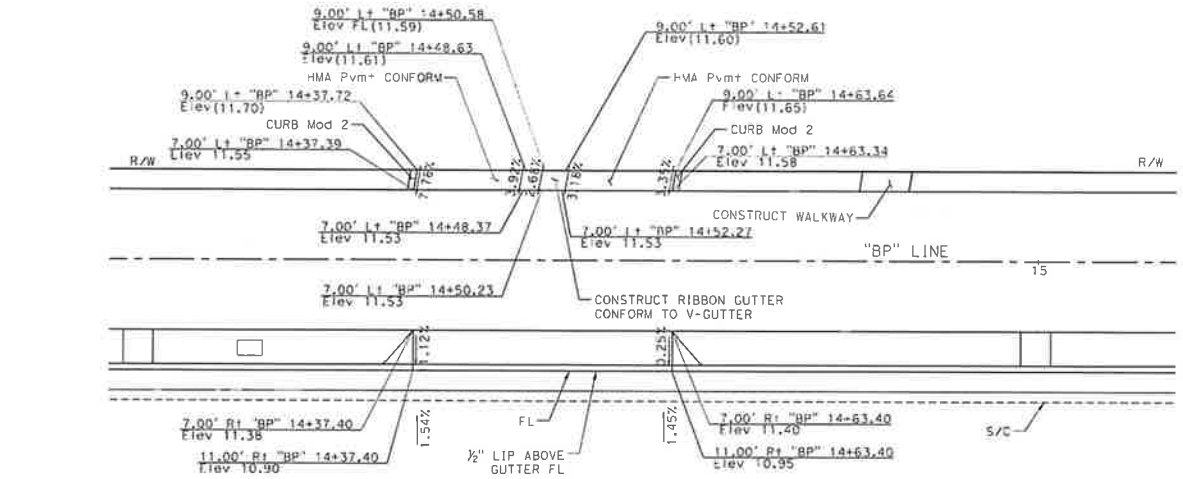
REGISTERED PROFESSIONAL ENGINEER — GABRIEL DO-REYNOSO — No. 81090 — Exp. 9/30/23 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



DRIVEWAY #1



DRIVEWAY #2

CONSTRUCTION DETAILS

NO SCALE

C-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: FRANCISCO ZINKEWICH
CHECKED BY: SHAWN M. KOWALEWSKI
REVISED BY
DATE REVISED

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 12:42 PM

BORDER LAST REVISED 7/2/2010 | USERNAME =>gdoreynoso | DGN FILE => Construction Detail-4 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	27	127

REGISTERED CIVIL ENGINEER — DATE

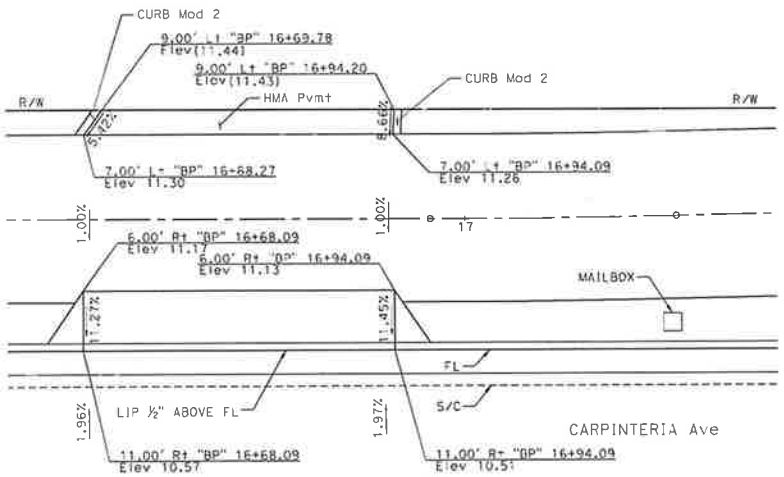
GABRIEL DO-REYNOSO No. 81090 Exp 9/30/23 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

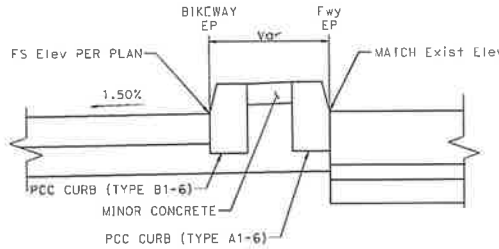
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

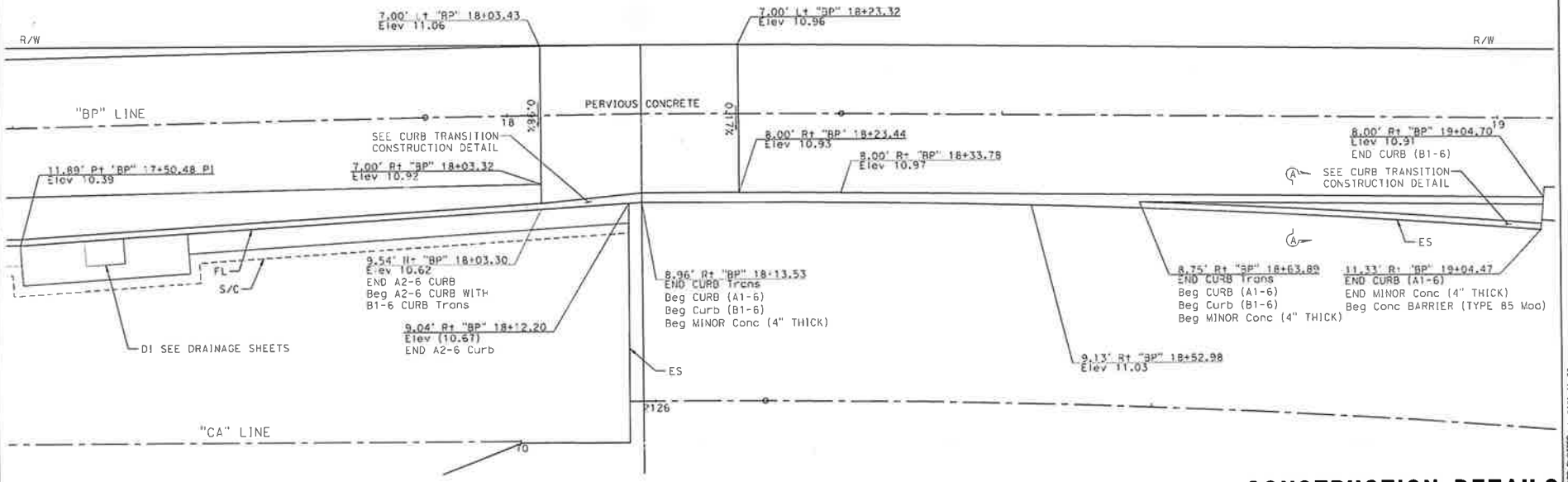
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



DRIVEWAY #3



SECTION A-A



CARPINTERIA Ave OFF RAMP

CONSTRUCTION DETAILS
NO SCALE

C-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI | CALCULATED-DESIGNED BY: FRANCISCO ZINKEWICH | CHECKED BY: SHAWN M. KOWALEWSKI | REVISED BY | DATE REVISED

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 12:43 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => gdoreynoso | DGN FILE => Construction Detail-5 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	28	127

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

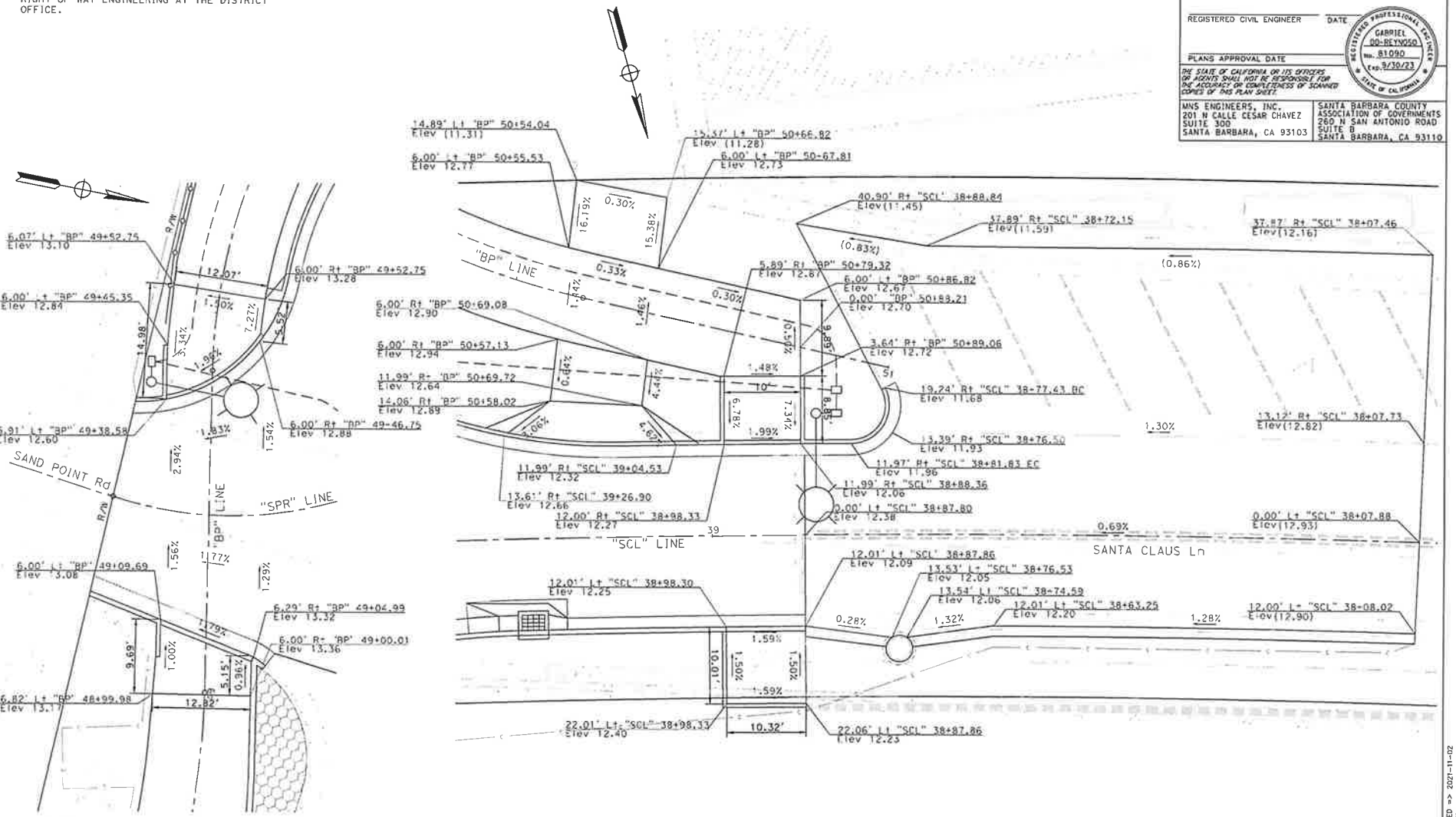
REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY: GABRIEL DO-REYNOSO | CHECKED BY: MARTHA DADALA

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans



CURB RAMP #4 AND #5

DRIVEWAY #4 AND CURB RAMP #6 AND #7

CONSTRUCTION DETAILS

NO SCALE

C-6

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 12:44 PM

BORDER LAST REVISED 7/2/2010	USERNAME =>gdoreynoso DGN FILE => Construction Detail-6	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 1449	PROJECT NUMBER & PHASE	0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	37	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — GABRIEL DO-REYNOSO — No. 81090 — Exp. 9/30/23 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

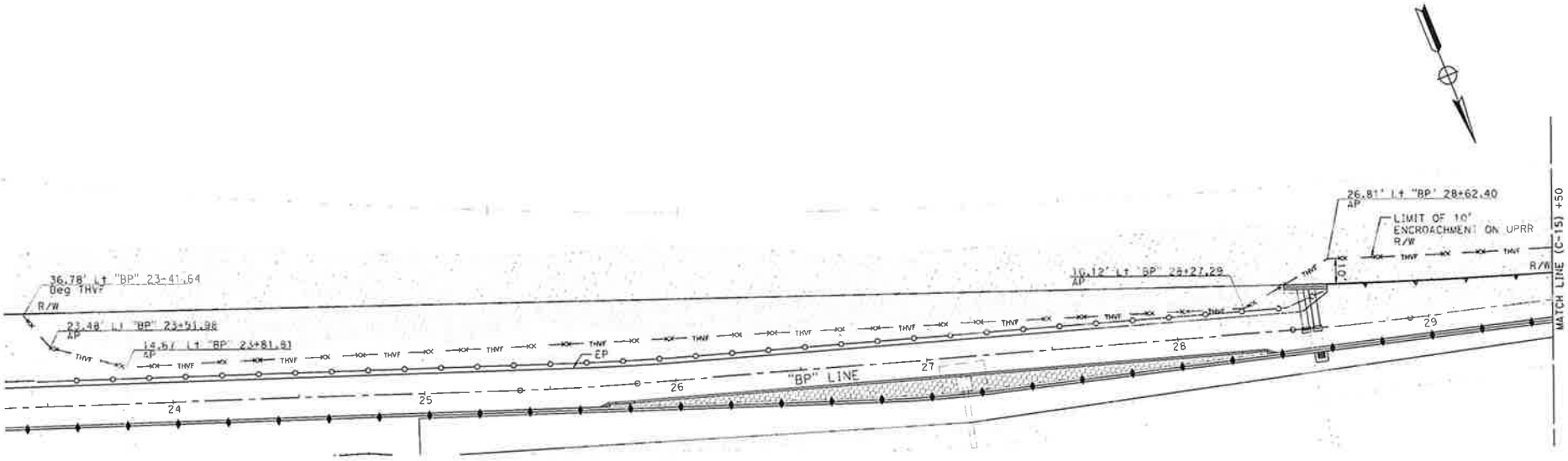
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

NOTE:

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

ABBREVIATIONS (FOR Sht C-13 TO C-16 ONLY):

AP ANGLE POINT
THVF TEMPORARY HIGH-VISIBILITY FENCE



CONSTRUCTION DETAILS
TEMPORARY HIGH VISIBILITY FENCE
1" = 20'

C-15

REVISED BY	DATE REVISED
GABRIEL DO-REYNOSO	MARTHA DADALA

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN W. KOWALEWSKI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

LAST REVISED 00-00-00 | DATE PLOTTED => 2021-11-02 | TIME PLOTTED => 12:53 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => gdoreynoso | DGN FILE => Construction Detail-14 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

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

ABBREVIATIONS (FOR Sht C-13 TO C-16 ONLY):

AP ANGLE POINT
THVF TEMPORARY HIGH-VISIBILITY FENCE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	38	127

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 STATE OF CALIFORNIA

PLANS APPROVAL DATE

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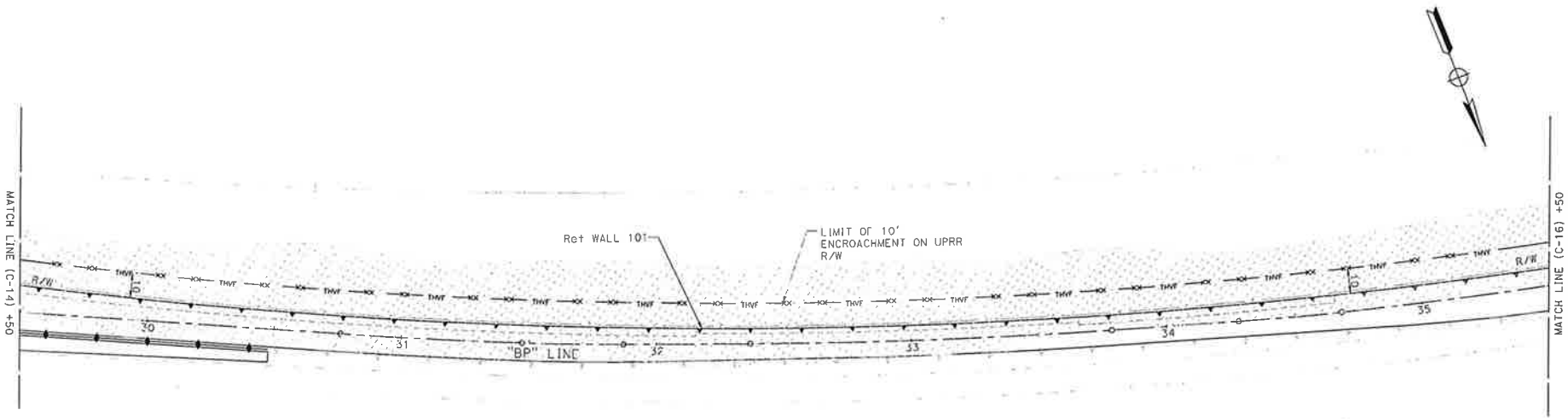
MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



CONSTRUCTION DETAILS
TEMPORARY HIGH VISIBILITY FENCE
1" = 20'

C-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: GABRIEL DO-REYNOSO
CHECKED BY: MARTHA DADALA
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010
USERNAME => gdoreynoso
DGN FILE => Construction Detail-15
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1449
PROJECT NUMBER & PHASE 0515000012
DATE PLOTTED => 2021-11-02
TIME PLOTTED => 12:54 PM

NOTE:

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

ABBREVIATIONS (FOR Sht C-13 TO C-16 ONLY):

AP	ANGLE POINT
THVF	TEMPORARY HIGH-VISIBILITY FENCE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	39	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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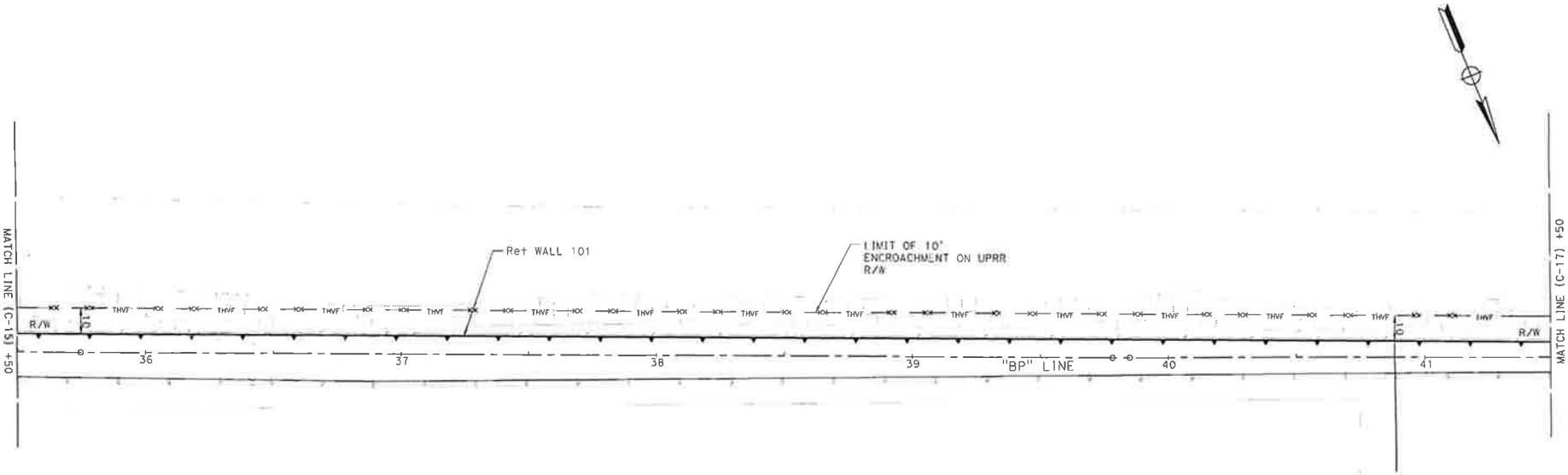
REGISTERED PROFESSIONAL ENGINEER — GABRIEL DO-REYNOSO — No. 81090 — Exp. 9/30/23 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



CONSTRUCTION DETAILS
TEMPORARY HIGH VISIBILITY FENCE
1" = 20'

C-17

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: GABRIEL DO-REYNOSO
CHECKED BY: MARTHA DADALA

REVISED BY
DATE REVISED

LAST REVISION 00-00-00 — DATE PLOTTED => 2021-11-02 — TIME PLOTTED => 12:54 PM

BORDER LAST REVISED 7/2/2010

USERNAME => gdoreynoso
DGN FILE => Construction Detail-15

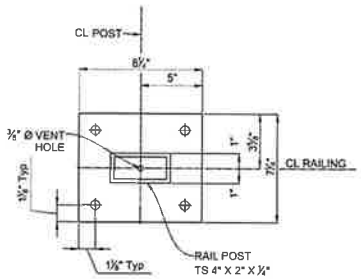
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

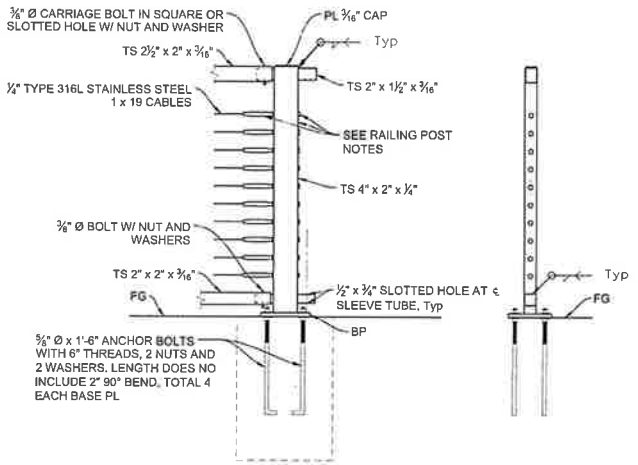
PROJECT NUMBER & PHASE 0515000012

RAILING POST NOTES

1. POST SPACING AT 10' O.C. ALIGNED WITH TYPE 85 BARRIER.
2. STAINLESS STEEL CABLE MINIMUM BREAKING STRENGTH = 7500 POUNDS.
3. ANCHOR POSTS INCLUDE CABLE TERMINAL COMPONENTS CONSISTING OF STAINLESS STEEL DROP-PIN OR THREADED CABLE TERMINAL WITH AND INTEGRAL TURNBUCKLE/TENSIONER ON OPPOSITE END.
4. 100' O.C. Max BETWEEN CABLE ANCHOR POSTS, 50' O.C. Max BETWEEN END POST AND NEXT ANCHOR POST.
5. NON-ANCHOR POSTS (INTERMEDIATE POSTS) INCLUDE STAINLESS STEEL HOLE PROTECTOR SLEEVES FOR THROUGH-POST CABLES, ⅜" MAXIMUM SLEEVE ID.
6. BIKE PATH PAVEMENT WEAKENED PLANE AND EXPANSION JOINTS SPACED AND ALIGNED TO RAILING POSTS.
7. 8' MINIMUM SPACE BETWEEN POST AT RAILING ENDS; EQUALLY SPACED TO ALIGN POSTS TO TYPE 85 BARRIER POSTS, THEN 10' C-C.
8. TENSION CABLES TO:
   - 8.1. 200 POUNDS
   - 8.2. PROVIDE A CENTER OF SPAN GAP LESS THAN 3½" BETWEEN A CABLE LOADED VERTICALLY WITH 50 POUNDS AT CENTER SPAN AND AN UNLOADED CABLE.



BASE PLATE



TUBE AND CABLE RAILING (RETAINING WALL)

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	41	127

REGISTERED CIVIL ENGINEER — DATE

GABRIEL DO-REYNOSO No. 81090 Exp. 9/30/23 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

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201 N CALLE CESAR CHAVEZ
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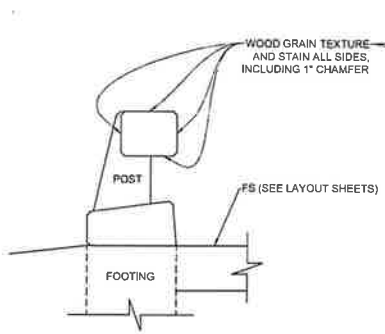
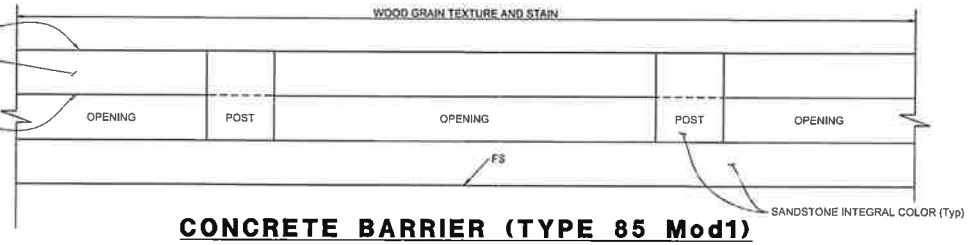
SANTA BARBARA, CA 93110



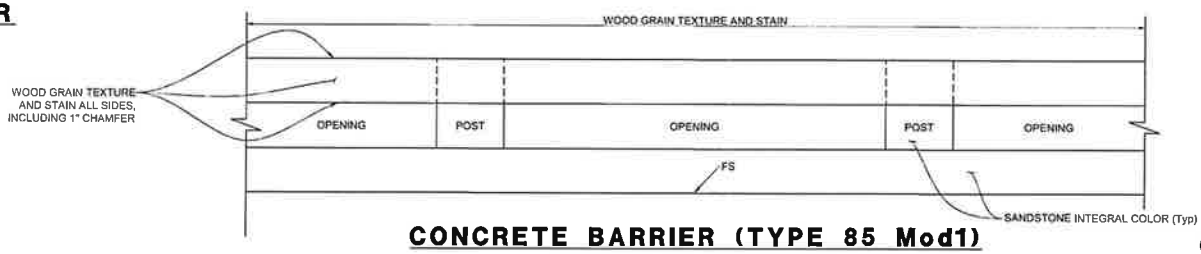
CONCRETE BARRIER (TYPE 85 Mod1)



CONCRETE BARRIER (TYPE 85 Mod1)
BACK ELEVATION

BARRIER NOTES

1. FOR CB REINFORCEMENT, SEE Std PLAN B11-60.
2. FOR ADDITIONAL REINFORCEMENT, SEE Std PLAN P4
3. FOR LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINT DETAILS, SEE Std PLAN P16



CONCRETE BARRIER (TYPE 85 Mod1)
FRONT ELEVATION

CONSTRUCTION DETAILS
NO SCALE

C-19

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
SHAWN M. KOWALEWSKI	GABRIEL DO-REYNOSO	SHAWN KOWALEWSKI		

REVISION DATE PLOTTED => 2021-11-02
TIME PLOTTED => 12:55 PM

BORDER LAST REVISED 7/2/2010	USERNAME =>gdoreynoso DGN FILE => Construction Detail-19	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 1449	PROJECT NUMBER & PHASE 0515000012

NOTE:

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

LEGEND:

- COASTAL WETLANDS
- USACE WETLANDS
- ENVIRONMENTAL MITIGATION AREA SPECIES PROTECTION AREA (SPA)

UTILITY OWNERS

ATT	AT&T COMMUNICATIONS
COX	COX COMMUNICATIONS
CSD	CARPINTERIA SANITARY DISTRICT
CVWD	CARPINTERIA VALLEY WATER DISTRICT
SCE	SOUTHERN CALIFORNIA EDISON
SCG	SOUTHERN CALIFORNIA GAS
FNT	FRONTIER COMMUNICATIONS

UTILITY ABBREVIATIONS

BFP	BACK FLOW PREVENTER ASSEMBLY
EPB	ELECTRIC PULL BOX
GM	NATURAL GAS METER
GV	NATURAL GAS VALVE
HP	HIGH PRESSURE; HIGH PRIORITY
MP	MEDIUM PRESSURE
TPB	TRAFFIC BULL BOX (INCLUDES Ltg)
WM	WATER METER
WV	WATER VALVE

UTILITY LOCATION DATA

No.	DESCRIPTION	NORTHING	EASTING	LINE	STATION	OFFSET	OG Elev	TOP OF PIPE Elev
PH-A	16" HP NATURAL GAS	1972783.88	6099271.61	"BP"	10+34.56	4.46	???	0.00
PH-B	8" WATER	1972791.73	6099271.16	"BP"	10+38.19	2.52	???	0.00
PH-C	6" MP NATURAL GAS	1972795.23	6099271.46	"BP"	10+39.35	5.83	???	0.00
PH-D	FIBER OPTIC	1972800.44	6099271.91	"BP"	10+41.08	10.77	???	0.00
PH-E	16' HP NATURAL GAS	1972823.43	6099179.76	"BP"	11+34.66	5.12	???	0.00
PH-T	16' HP NATURAL GAS	1972758.41	6099330.17	"CA"	61167.35	34.22	???	0.00
PH-U	16" HP NATURAL GAS	1972774.14	6099296.22	"BP"	10+08.11	3.16	???	0.00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	42	127

REGISTERED CIVIL ENGINEER — DATE

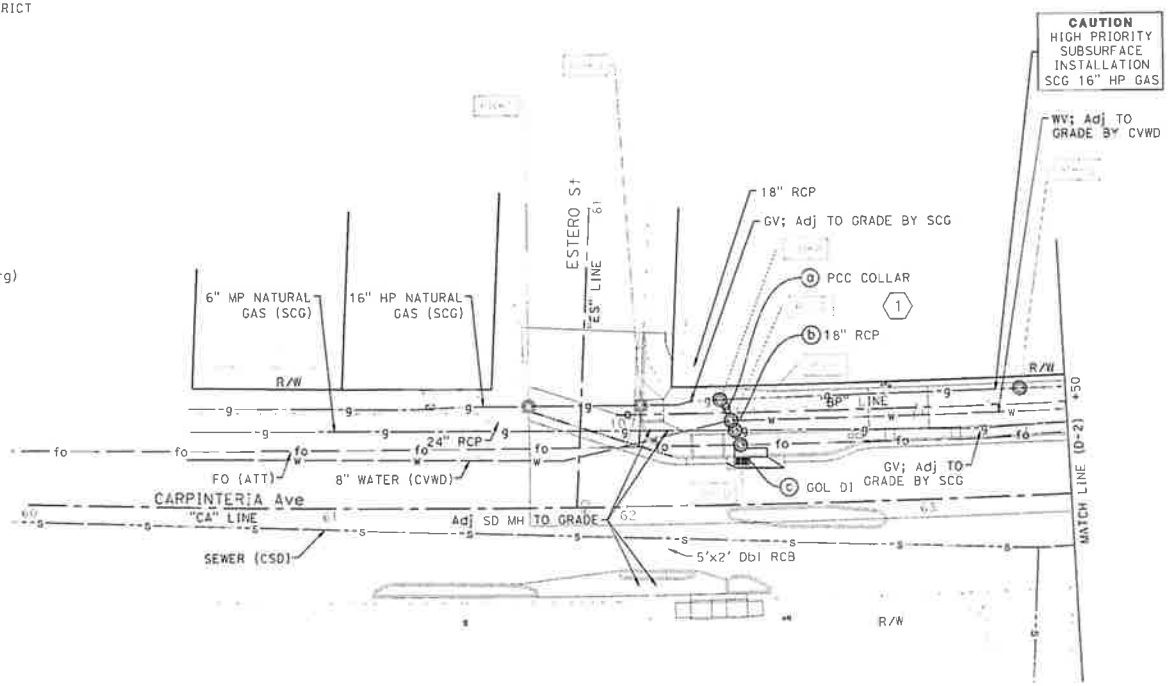
SHAWN M. KOWALEWSKI, No. 59539, Exp. 12/31/21, REGISTERED PROFESSIONAL ENGINEER, STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



DRAINAGE AND UTILITY PLAN

SCALE: 1" = 20'

D-1

APPROVED FOR DRAINAGE WORK AND UTILITY INFORMATION ONLY

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI — CHECKED BY: ALEX NG

REVISED BY — DATE REVISED

LAST REVISION — DATE PLOTTED => 2021-11-02, TIME PLOTTED => 12:58 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => SKowalewski, DGN FILE => Drainage-1 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

UTILITY LOCATION DATA

No.	DESCRIPTION	NORTHING	EASTING	LINE	STATION	OFFSET	OG Elev	TOP OF PIPE Elev
PH-F	16" HP NATURAL GAS	1972861.22	6099087.20	"BP"	12+34.75	5.68	???	0.00
PH-J	16" HP NATURAL GAS	1973004.41	6098713.72	"BP"	16+34.64	6.00	???	0.00
PH-I	16" HP NATURAL GAS	1972969.23	6098807.33	"BP"	15+34.85	5.46	???	0.00
PH-H	16" HP NATURAL GAS	1972933.32	6098900.66	"BP"	14+34.85	5.70	???	0.00
PH-G	16" HP NATURAL GAS	1972898.02	6098994.22	"BP"	13+34.85	5.29	???	0.00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	43	127

REGISTERED CIVIL ENGINEER DATE

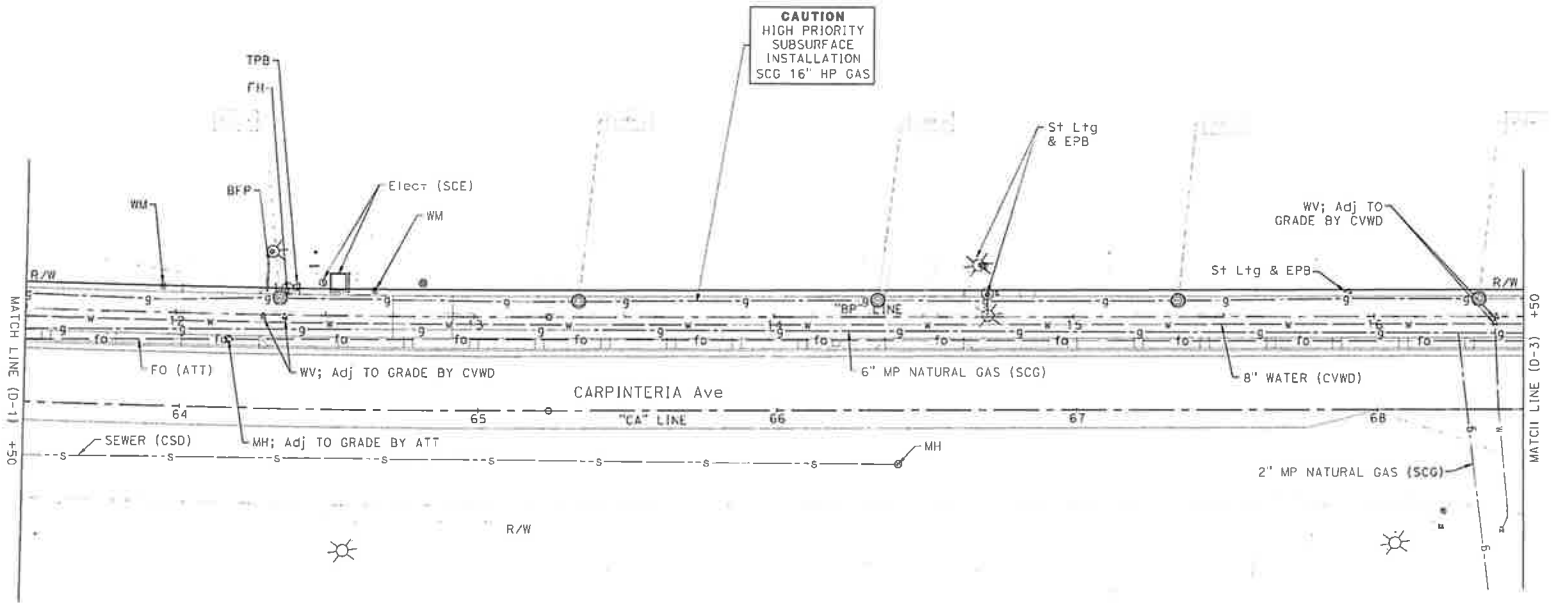
SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



DRAINAGE AND UTILITY PLAN

SCALE: 1" = 20'

APPROVED FOR DRAINAGE WORK AND UTILITY INFORMATION ONLY

D-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI — CHECKED BY: ALEX NG

REVISED BY — DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => SKowalewski
DGN FILE => Drainage-2

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

LAST REVISION — DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 12:59 PM

UTILITY LOCATION DATA

No.	DESCRIPTION	NORTHING	EASTING	LINE	STATION	OFFSET	OG Elev	TOP OF PIPE Elev
PH-2119	16" HP NATURAL GAS	1973184.24	6098248.06	"BP"	21+31.86	19.90	10.47	5.00
PH-2120	16" HP NATURAL GAS	1973146.12	6098342.98	"BP"	20+31.31	7.18	10.02	4.53
PH-K	16" HP NATURAL GAS	1973040.93	6098620.75	"BP"	17+34.82	4.50	10.99	0.00
PH-L	16" HP NATURAL GAS	1973074.16	6098531.75	"BP"	18+29.70	3.83	10.76	0.00
PH-M	16" HP NATURAL GAS	1973110.67	6098436.49	"BP"	19+31.70	4.93	10.31	0.00
PH-X	16" HP NATURAL GAS	1973080.08	6098561.25	"BP"	18+04.16	12.20	10.74	0.00

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	44	127

REGISTERED CIVIL ENGINEER DATE

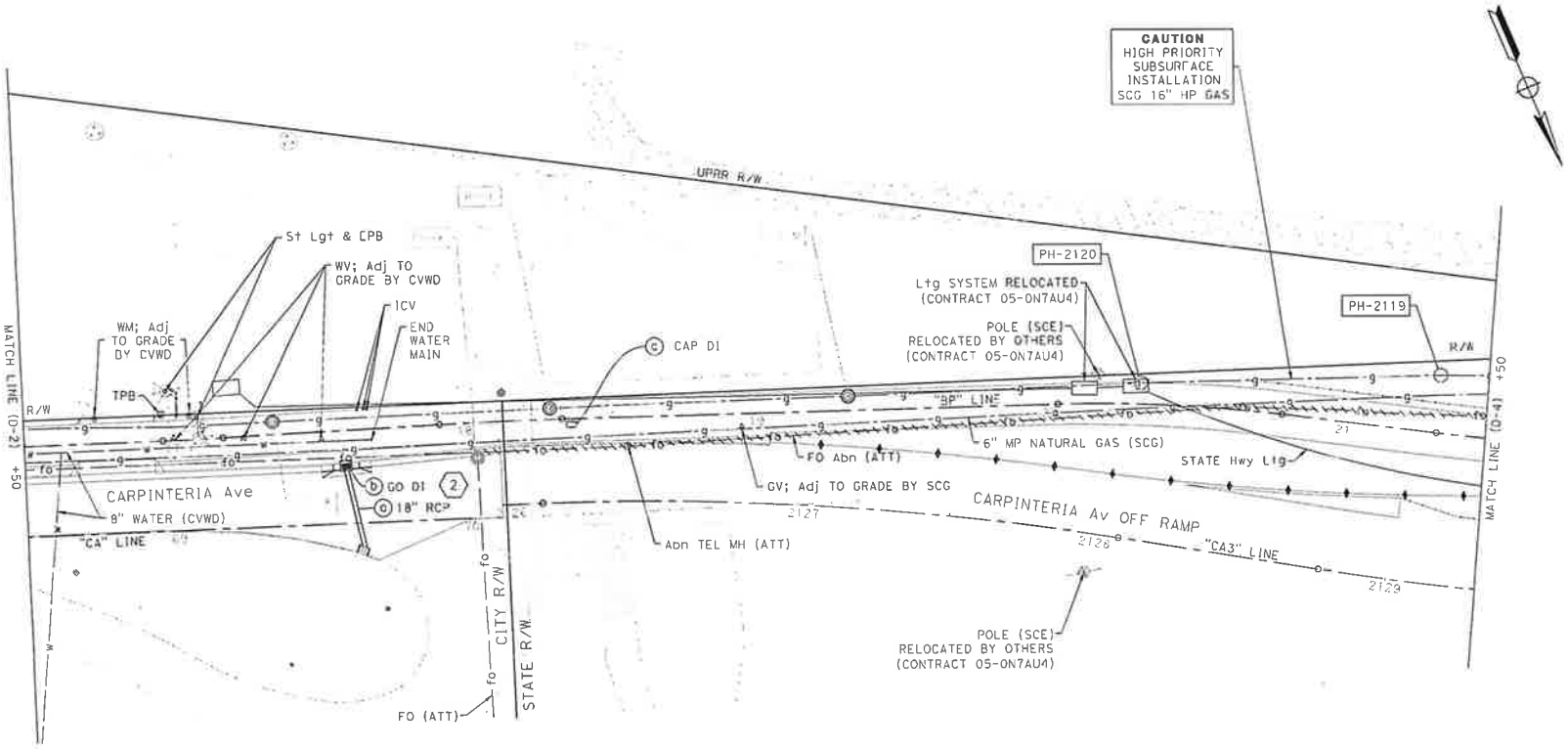
REGISTERED PROFESSIONAL ENGINEER SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



DRAINAGE AND UTILITY PLAN

SCALE: 1" = 20'

D-3

APPROVED FOR DRAINAGE WORK AND UTILITY INFORMATION ONLY

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI | CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI | CHECKED BY: ALEX NG | REVISED BY | DATE REVISED

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 1:00 PM
LAST REVISION 00-00-00

BORDER LAST REVISED 7/2/2010 | USERNAME => SKowalewski | DGN FILE => Drainage-3 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	45	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

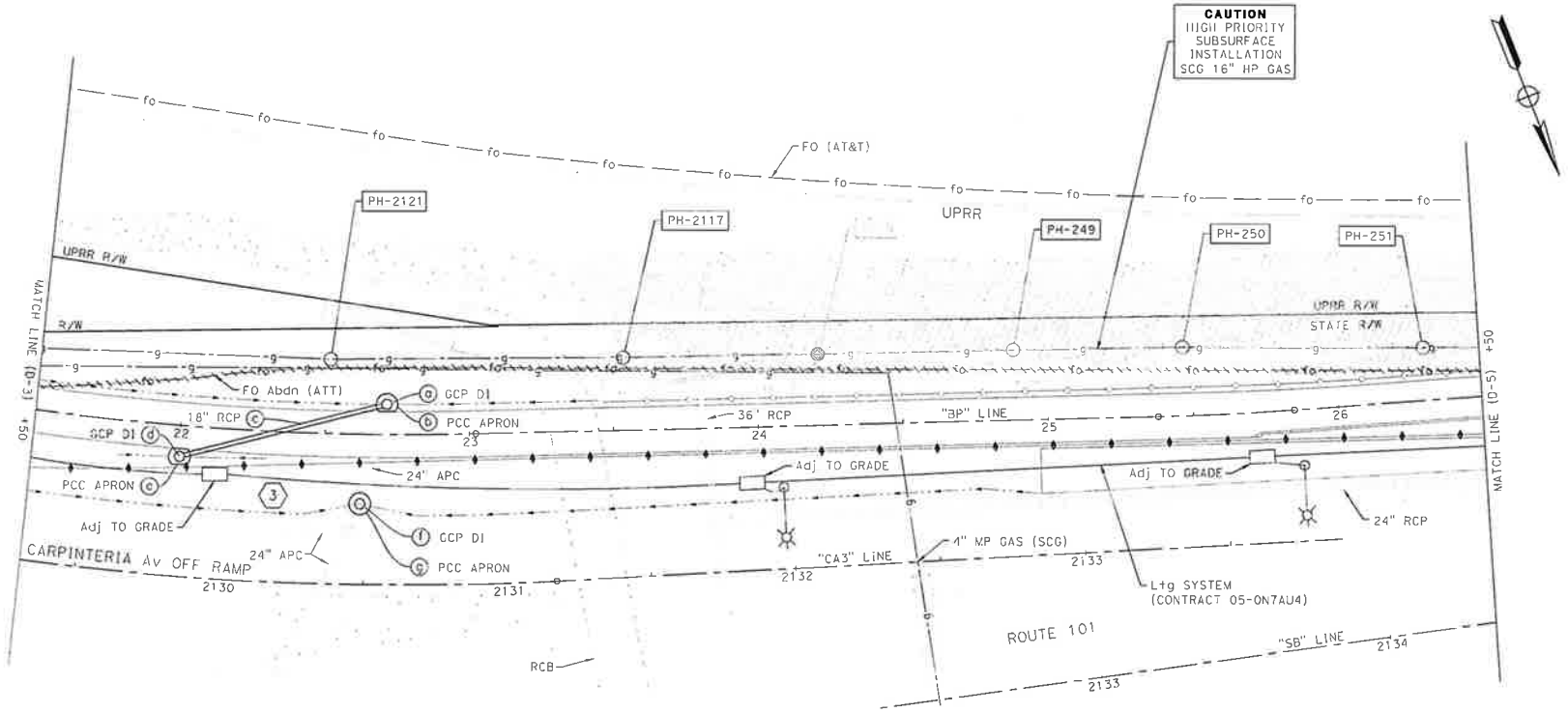
REGISTERED PROFESSIONAL ENGINEER SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

UTILITY LOCATION DATA

No.	DESCRIPTION	NORTHING	EASTING	LINE	STATION	OFFSET	OG Elev	TOP OF PIPE Elev
PH-249	16" HP NATURAL GAS	1973315.18	6097920.84	"BP"	24+88.58	24.74	10.46	7.10
PH-250	16" HP NATURAL GAS	1973335.95	6097866.46	"BP"	25+47.01	23.97	11.03	7.28
PH-251	16" HP NATURAL GAS	1973366.71	6097789.64	"BP"	26+30.43	18.44	11.68	7.34
PH-2117	16" HP NATURAL GAS	1973268.12	6098047.19	"BP"	23+53.75	25.31	10.76	3.09
PH-2121	16" HP NATURAL GAS	1973231.42	6098141.56	"BP"	22+51.11	25.86	10.04	2.64
PH-N	16" HP NATURAL GAS	1973291.66	6097983.99	"BP"	24+21.19	25.02	9.77	0.00



DRAINAGE AND UTILITY PLAN

SCALE: 1" = 20'

APPROVED FOR DRAINAGE WORK AND UTILITY INFORMATION ONLY

D-4

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 1:02 PM
LAST REVISION 00-00-00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI
CHECKED BY: ALEX NG
REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME => SKowalewski | DGN FILE => Drainage-1 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	46	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

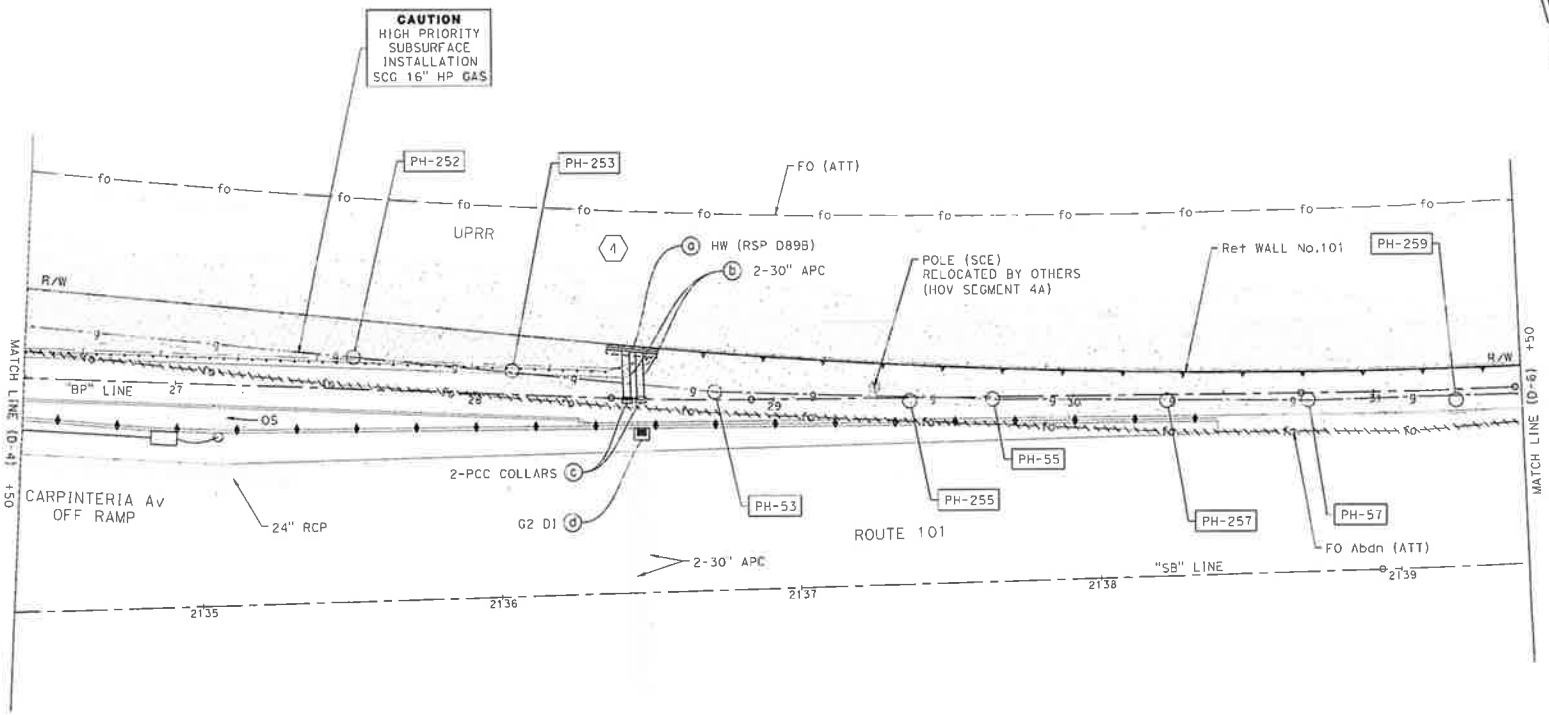
REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

UTILITY LOCATION DATA

No.	DESCRIPTION	NORTHING	EASTING	LINE	STATION	OFFSET	OG Elev	TOP OF PIPE Elev
PH-53	16" HP NATURAL GAS	1973456.31	6097555.96	"BP"	28+80.34	2.69	11.90	5.69
PH-55	16" HP NATURAL GAS	1973483.42	6097467.21	"BP"	29+73.11	0.72	10.77	7.10
PH-57	16" HP NATURAL GAS	1973511.82	6097365.98	"BP"	30+78.23	2.27	10.39	6.37
PH-252	16" HP NATURAL GAS	1973412.84	6097669.18	"BP"	27+59.19	10.68	11.19	7.08
PH-253	16" HP NATURAL GAS	1973431.37	6097619.27	"BP"	28+12.36	8.03	11.68	6.69
PH-255	16" HP NATURAL GAS	1973476.65	6097494.00	"BP"	29+45.48	1.04	11.16	6.81
PH-257	16" HP NATURAL GAS	1973499.39	6097411.40	"BP"	30+31.15	1.88	10.39	7.35
PH-259	16" HP NATURAL GAS	1973525.03	6097318.46	"BP"	31+27.47	3.47	10.81	6.46



DRAINAGE AND UTILITY PLAN

SCALE: 1" = 20'

D-5

APPROVED FOR DRAINAGE WORK AND UTILITY INFORMATION ONLY

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI

CHECKED BY: ALEX NG

REVISED BY

DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => SKowalewski
DGN FILE => Drainage-5

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

LAST REVISED 00-00-00

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 1:03 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	47	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

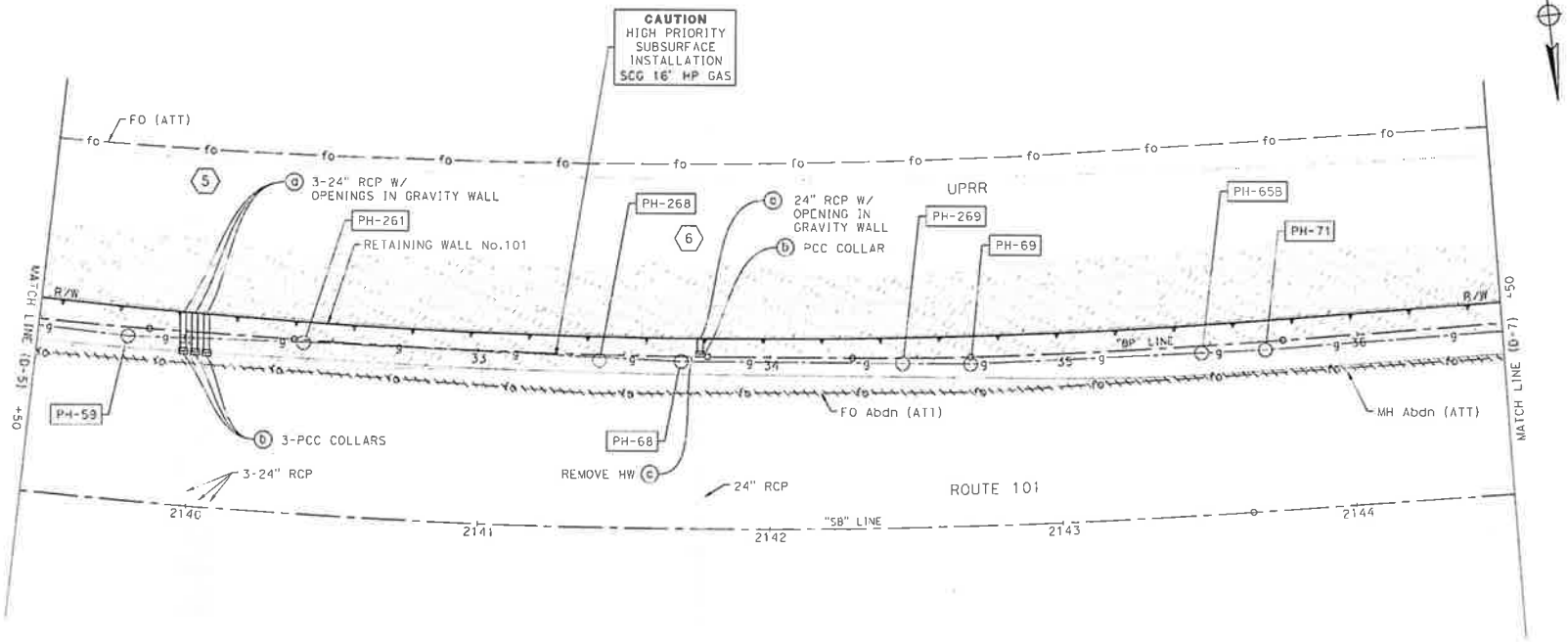
REGISTERED PROFESSIONAL ENGINEER SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

UTILITY LOCATION DATA

No.	DESCRIPTION	NORTHING	EASTING	LINE	STATION	OFFSET	OG Elev	TOP OF PIPE Elev
PH-59	16" HP NATURAL GAS	1973536.07	6097266.85	"BP"	31+80.12	3.08	9.88	5.21
PH-65B	16" HP NATURAL GAS	1973583.12	6096903.12	"BP"	35+46.84	2.40	10.56	6.71
PH-68	16" HP NATURAL GAS	1973565.96	6097079.70	"BP"	33+69.53	1.67	10.58	6.52
PH-69	16" HP NATURAL GAS	1973577.98	6096981.64	"BP"	34+68.23	2.37	10.34	6.48
PH-71	16" HP NATURAL GAS	1973584.50	6096881.48	"BP"	35+68.50	2.86	10.64	6.71
PH-261	16" HP NATURAL GAS	1973545.11	6097207.46	"BP"	32+40.14	0.93	10.38	4.49
PH-268	16" HP NATURAL GAS	1973562.38	6097107.50	"BP"	33+41.52	1.82	10.64	5.89
PH-269	16" HP NATURAL GAS	1973575.17	6097004.62	"BP"	34+45.13	1.74	10.03	6.84



DRAINAGE AND UTILITY PLAN

SCALE: 1" = 20'

APPROVED FOR DRAINAGE WORK AND UTILITY INFORMATION ONLY

D-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI | CHECKED BY: ALEX NG

REVISED BY | DATE REVISED

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 1:04 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => SKowalewski | DGN FILE => Drainage-6 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	48	127

REGISTERED CIVIL ENGINEER DATE

SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

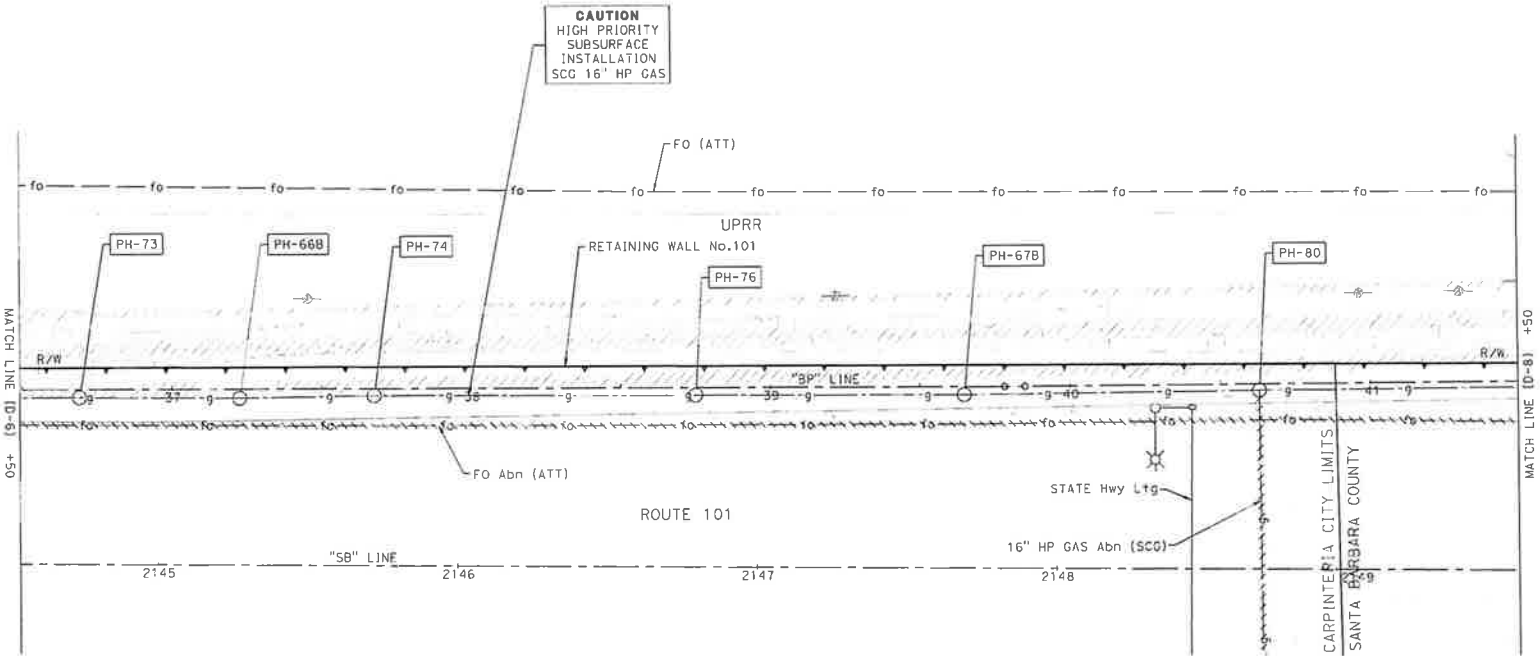
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

UTILITY LOCATION DATA

No.	DESCRIPTION	NORTHING	EASTING	LINE	STATION	OFFSET	OG Elev	TOP OF PIPE Elev
PH-66B	16" HP NATURAL GAS	1973590.04	6096727.47	"BP"	37+22.60	3.01	11.22	8.33
PH-67B	16" HP NATURAL GAS	1973598.14	6096485.51	"BP"	39+64.69	2.68	13.07	7.53
PH-73	16" HP NATURAL GAS	1973587.79	6096780.88	"BP"	36+69.14	2.63	10.70	7.02
PH-74	16" HP NATURAL GAS	1973590.87	6096682.52	"BP"	37+67.54	2.28	11.26	6.31
PH-76	16" HP NATURAL GAS	1973594.86	6096575.10	"BP"	38+75.04	2.52	12.18	6.28
PH-80	16" HP NATURAL GAS	1973600.46	6096387.11	"BP"	40+63.10	2.12	14.36	5.30



DRAINAGE AND UTILITY PLAN

SCALE: 1" = 20'

D-7

APPROVED FOR DRAINAGE WORK AND UTILITY INFORMATION ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI
CHECKED BY: ALEX NG
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 2021-11-02 TIME PLOTTED => 1:06 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => SKowalewski | DGN FILE => Drainage-7 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	53	127

REGISTERED CIVIL ENGINEER — DATE

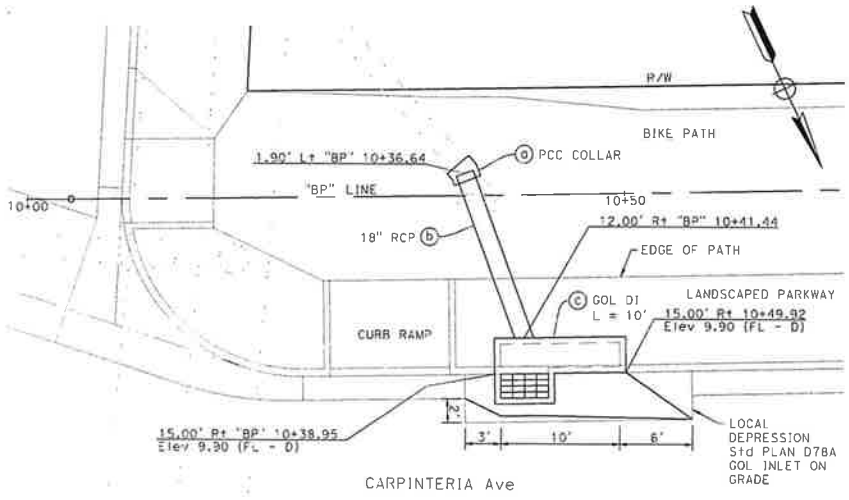
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

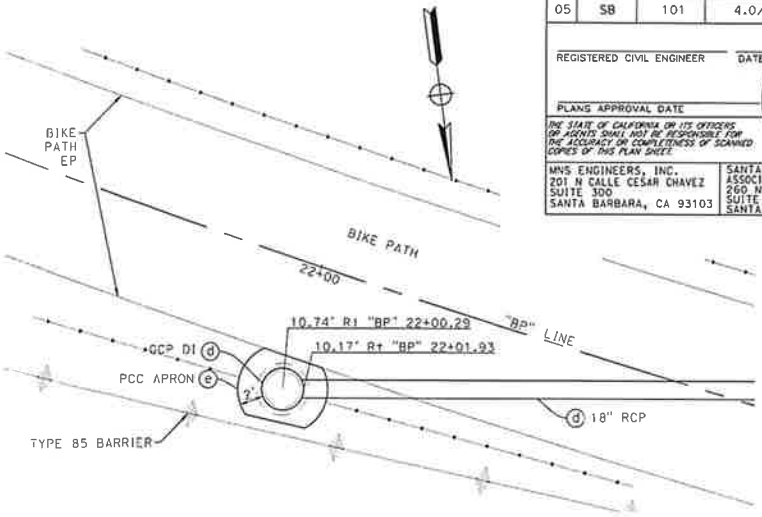
REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



DRAINAGE SYSTEM No.1



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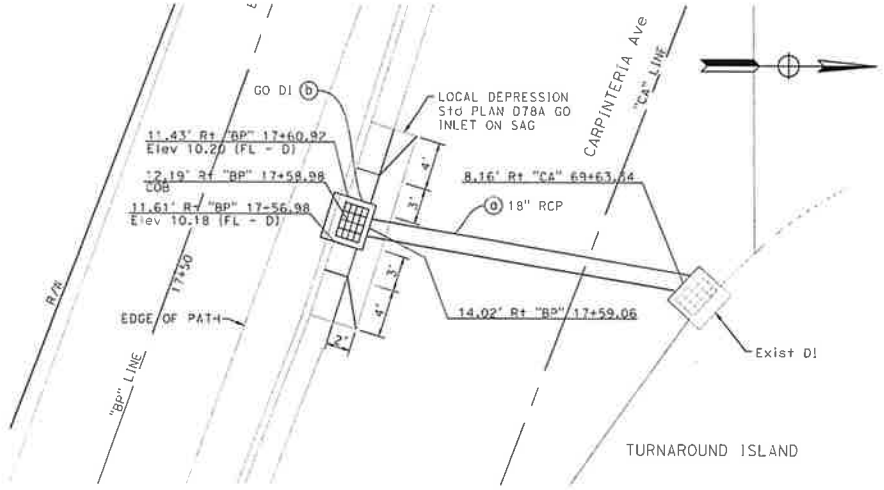

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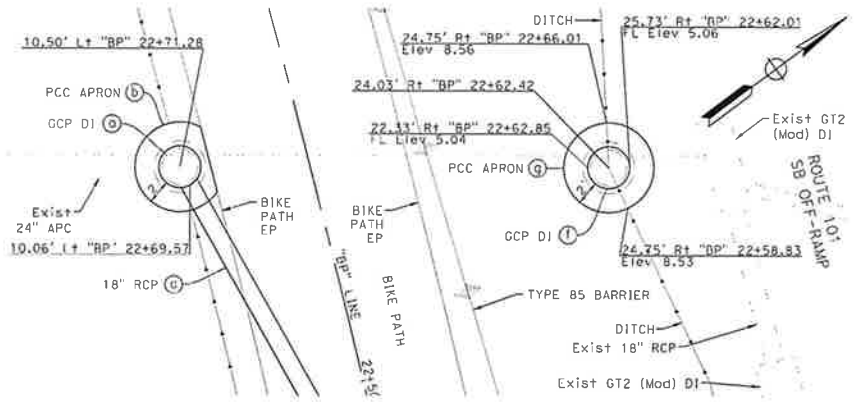


DRAINAGE SYSTEM No.3

DRAINAGE DETAILS

NO SCALE

DD-1

LAST REVISION 00-00-00
DATE PLOTTED => 2021-11-02
TIME PLOTTED => 1:18 PM

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI
CHECKED BY: ALEX NG

REVISED BY
DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => SKowalewski
DGN FILE => Drainage Detail-1

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	54	127

REGISTERED CIVIL ENGINEER DATE

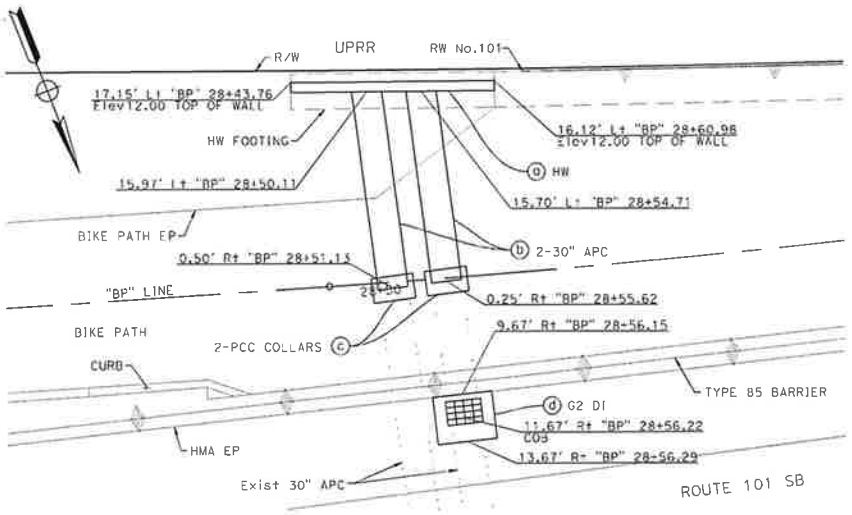
SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

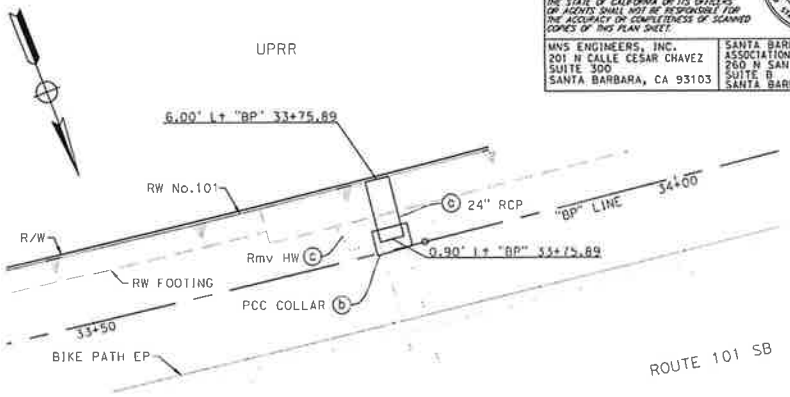
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

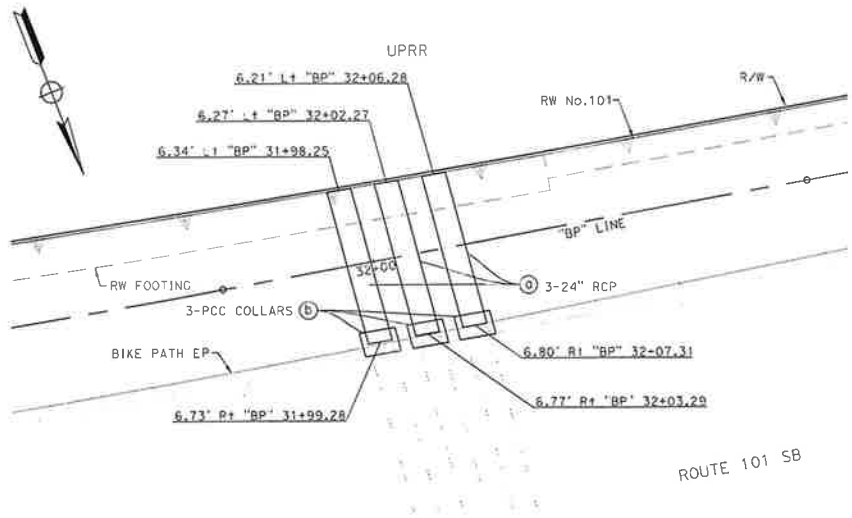
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



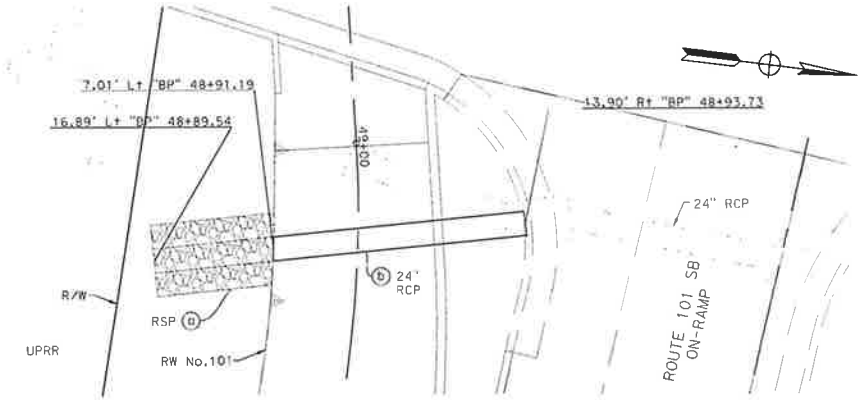
DRAINAGE SYSTEM No.4



DRAINAGE SYSTEM No.6



DRAINAGE SYSTEM No.5



DRAINAGE SYSTEM No.7

DRAINAGE DETAILS

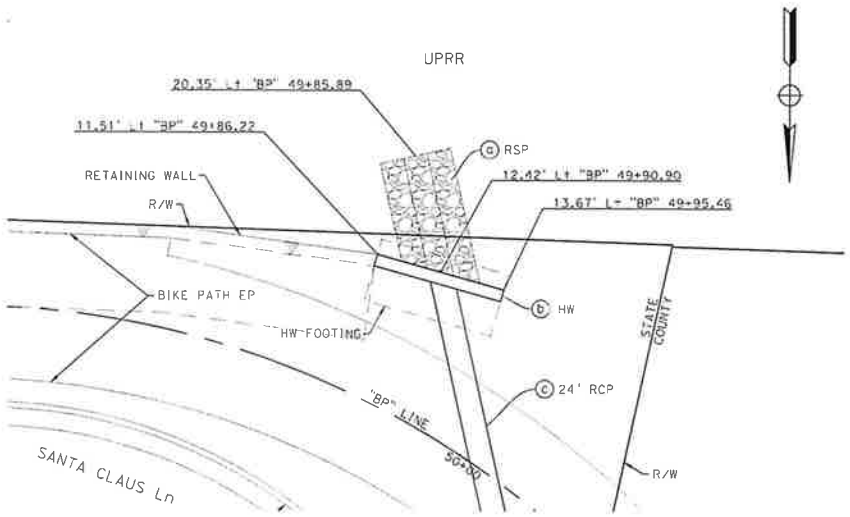
NO SCALE

DD-2

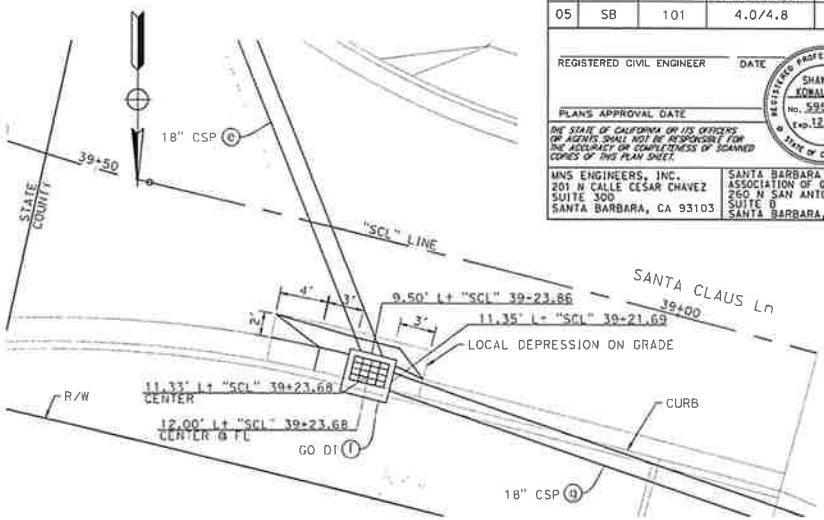
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
Caltrans	SHAWN M. KOWALEWSKI	SHAWN KOWALEWSKI	ALEX NG		

LAST REVISION DATE PLOTTED => 2020-11-02
00-00-00 TIME PLOTTED => 5:19 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => SKowalewski | DGN FILE => Drainage Detail-2 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012



DRAINAGE SYSTEM No.8



DRAINAGE SYSTEM No.8

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	55	127

REGISTERED CIVIL ENGINEER — DATE

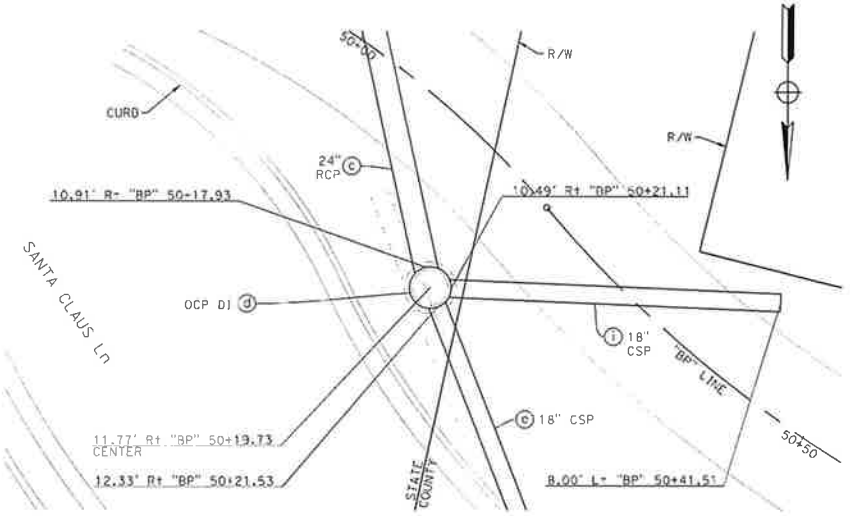
SHAWN W. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

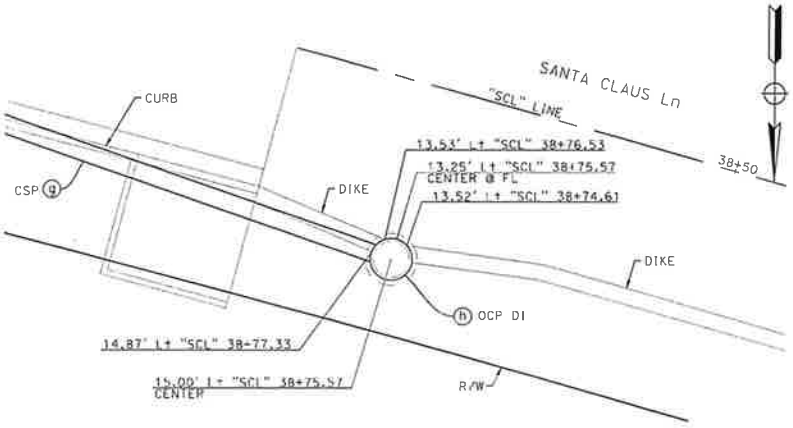
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



DRAINAGE SYSTEM No.8



DRAINAGE SYSTEM No.8

DRAINAGE DETAILS

NO SCALE

DD-3

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY	CHECKED BY
SHAWN KOWALEWSKI	ALEX NG

REVISED BY	DATE REVISED

LAST REVISION — DATE PLOTTED => 2021-11-02 00-00-00 TIME PLOTTED => 1:29 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => SKowalewski DGN FILE => Drainage Detail-3 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	58	127

REGISTERED CIVIL ENGINEER — DATE

SHAWN M. KOWALEWSKI, No. 59539, Exp. 12/31/21, REGISTERED PROFESSIONAL ENGINEER, STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

DRAINAGE SHEET No.	DRAINAGE SYSTEM No.	DRAINAGE UNIT	REMOVE HEADWALL (EA)	CAP INLET (EA)	STRUCTURAL CONCRETE, HEADWALL (CY)	STRUCTURAL CONCRETE, DRAINAGE INLET (CY)	MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION) (CY)	GRATE (N) (EA)	DRAINAGE INLET MARKER (EA)	CONCRETE BACKFILL (PIPE TRENCH) (CY)	MINOR CONCRETE (MINOR STRUCTURE) (CY)	BAR REINFORCING STEEL (HEADWALL) (N) (LB)	BAR REINFORCING STEEL (DRAINAGE INLET) (N) (LB)	ALTERNATIVE PIPE CULVERT 30" (LF)	REINFORCED CONCRETE PIPE 18" (LF)	REINFORCED CONCRETE PIPE 24" (LF)	CORRUGATED STEEL PIPE 18" (LF)	Misc IRON AND STEEL (LB)	RSP (CY)	HEIGHT OF INLET (N) (LF)	HEIGHT OF COVER (N) (FT)	DESCRIPTION	STATION	DRAINAGE SHEET No.	DRAINAGE SYSTEM No.	DRAINAGE UNIT
D-1	1	a									0.55											PCC COLLAR	2.02' Lt "BP" 10+36.60	D-1	1	a
		b													15.2						2.5	RCP	1.90' Lt "BP" 10+36.64 TO 11.83' Rt "BP" 10+41.45			b
		c				3.50		1	1				908					239		3.3		GOL DI: GRATE TYPE 24-12X: MEDALLION MARKER	14.91' Rt "BP" 10+44.36			c
D-3	2	a													27.7						2.7	RCP	14.02' Rt "BP" 17+59.06 TO 40.33' Rt "BP" 17+63.63		2	a
		b				1.63		1	1				357					326		4.5		GO DI: GRATE TYPE 24-12: MEDALLION MARKER	12.19' Rt "BP" 17+58.98			b
		c		1																		CAP INLET	2.05' Rt "BP" 18+36.91			c
D-4	3	a						1	1									236		4.4		GCP DI: GRATE TYPE 36R: MEDALLION MARKER	10.50' Lt "BP" 22+71.28	D-4	3	a
		b					0.32															PCC APRON	10.50' Lt "BP" 22+71.28			b
		c													71.1							RCP	10.12' Lt "BP" 22+69.81 TO 10.25' Rt "BP" 22+01.70			c
		d						1	1									236		4.1		GCP DI: GRATE TYPE 36R: MEDALLION MARKER	10.74' Rt "BP" 22+00.29			d
		e					0.32															PCC APRON	10.74' Rt "BP" 22+00.29			e
		f						1										236		5.5		GCP DI: GRATE TYPE 36R	24.03' Rt "BP" 22+62.42			f
		g					0.32															PCC APRON	23.88' Rt "BP" 22+66.08			g
D-5	4	a			5.22							486										HEADWALL (RSP D89B)	16.16' Lt "BP" 28+52.76	D-5	4	a
		b								44.62				32.8							1.9	2 - 30" APC (HDPE)	0.38' Rt "BP" 28+53.38 TO 15.84' Lt "BP" 28+52.41			b
		c									3.51											2 - PCC COLLARS	0.37' Rt "BP" 28+53.75			c
		d				2.62		1					859					326		4.5		G2 DI: GRATE TYPE 24-12	11.67' Rt "BP" 28+56.22			d
D-6	5	a								39.11						39.3					0.8	3 - 24" RCP	6.77' Rt "BP" 32+03.29 TO 6.27' Lt "BP" 32+02.27	D-6	5	a
		b									2.18											3 - PCC COLLARS	6.77' Rt "BP" 32+03.66			b
	6	a								1.96						5.1					1.1	24" RCP	0.90' Lt "BP" 33+75.89 TO 6.00' Lt "BP" 33+75.89		6	a
		b									0.73											PCC COLLAR	0.90' Lt "BP" 33+76.26			b
		c	1																			REMOVE HEADWALL	0.90' Lt "BP" 33+76.26			c
D-9	7	a																		3.3		RSP (CLASS II, METHOD B): t=18"	8.06' Lt "BP" 48+91.41	D-9	7	a
		b														19.7					2.7	24" RCP	5.58' Lt "BP" 48+91.40 TO 13.90' Rt "BP" 48+93.73			b
	8	a																		3.3		RSP (CLASS II, METHOD B): t=18"	16.39' Lt "BP" 49+88.40		8	a
		b			2.64																	HEADWALL (RSP D89B)	12.42' Lt "BP" 49+90.90			b
		c								21.50						35.8					2.0	24" RCP	10.91' Rt "BP" 50+17.93 TO 12.42' Lt "BP" 49+90.90			c
		d				0.17			1									72		3.9		OCP DI: 1/4" CHECKERED STEEL PL: MEDALLION MARKER	11.77' Rt "BP" 50+19.73			d
		e								25.83							58.2				2.0	18" CSP	12.33' Rt "BP" 50+21.53 TO 9.50' Lt "SCL" 39+23.86			e
		f				1.33		1					318					325		3.3		GO DI: GRATE TYPE 24-12	11.33' Lt "SCL" 39+23.68			f
		g								17.22							45.0				1.7	18" CSP	11.33' Lt "SCL" 39+21.69 TO 11.33' Lt "SCL" 38+77.56			g
		h				1.51		1	1									326		4.0		OCP DI: GRATE TYPE 24-12: MEDALLION MARKER	11.33' Lt "SCL" 38+75.58			h
		i								15.85							28.0				2.6	18" CSP	10.49' Rt "BP" 50+21.11 TO 8.00' Lt "BP" 50+41.51			i
TOTALS			1	1	7.86	10.76	0.96	8	6	166.09	6.97	486	2441	32.8	114.0	99.9	131.2	2323	6.7							

(N) NOT A SEPARATE BID ITEM

APPROVED FOR DRAINAGE WORK AND UTILITY INFORMATION ONLY

DRAINAGE QUANTITIES

DQ-1

REVISED BY	DATE REVISED
SHAWN KOWALEWSKI	ALEX NG

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 2021-11-02 | TIME PLOTTED => 1:27 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => SKowalewski | DGN FILE => Drainage-Quantities | RELATIVE BORDER SCALE IS IN INCHES (0 1 2 3) | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

GENERAL NOTES:

1. LOCATION OF CONSTRUCTION AREA SIGNS ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.
2. FOR ADDITIONAL CONSTRUCTION AREA SIGNS, SEE TRAFFIC HANDLING PLANS.
3. ALL EXISTING SIGNS IN CONFLICT WITH TRAFFIC HANDLING PLANS SHALL BE COVERED OR REMOVED UNDER THE DIRECTION OF ENGINEER.
4. PCMS SIGN SHOULD BE PLACED 500' IN ADVANCE OF ROAD WORK AHEAD SIGN (W20-1).
5. ANY LOCAL STREET CLOSURES, DETOURS, AND TRAFFIC CONTROL SIGNAGE REQUIRES A CITY OR COUNTY ENCROACHMENT PERMIT AND APPROVAL BY TRAFFIC ENGINEERING.

LEGEND:

Ⓧ CONSTRUCTION AREA SIGN No.

SIGN (1 POST)

CONCURRENT PROJECTS:

1. SEE 0N72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	59	127

REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 STATE OF CALIFORNIA

PLANS APPROVAL DATE

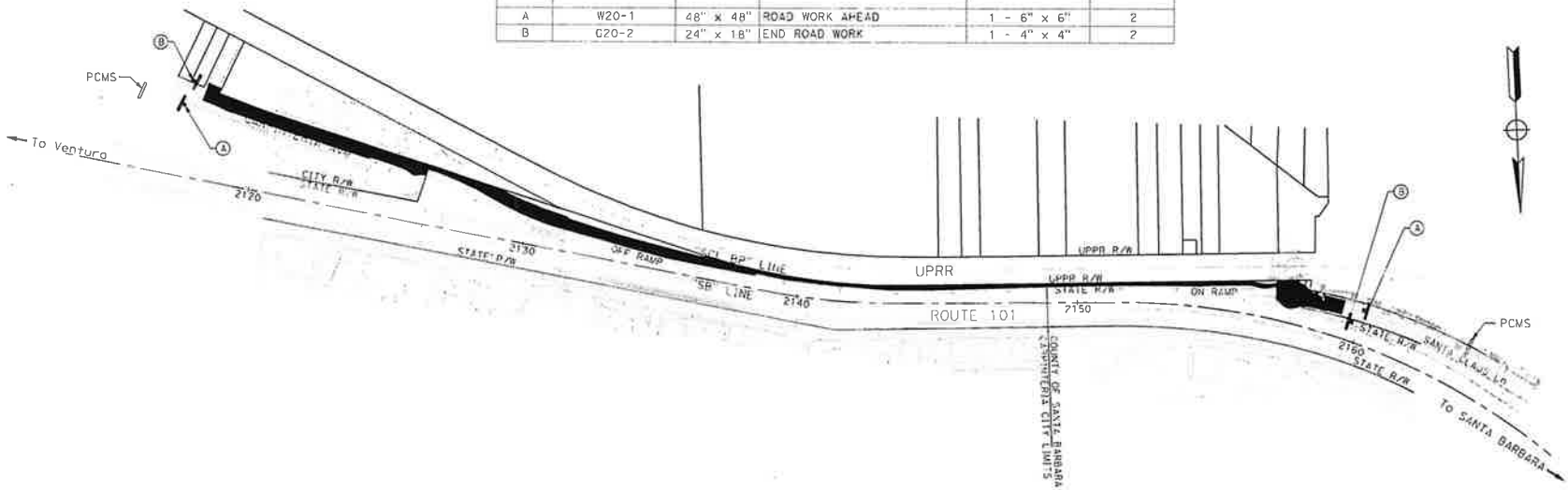
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN No.	SIGN DESIGNATION	PANEL SIZE	SIGN MESSAGE	NUMBER OF POSTS AND SIZE	NUMBER OF SIGNS
A	W20-1	48" x 48"	ROAD WORK AHEAD	1 - 6" x 6"	2
B	G20-2	24" x 18"	END ROAD WORK	1 - 4" x 4"	2



CONSTRUCTION AREA SIGNS

NO SCALE

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

CS-1

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
GABRIEL DO-REYNOSO	SHAWN KOWALEWSKI

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 DATE PLOTTED => 2021-11-02 TIME PLOTTED => 1:26 PM

BORDER LAST REVISED 7/2/2010 | USERNAME =>achan DGN FILE => Construction Area Signs-1 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	60	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 STATE OF CALIFORNIA

MNS ENGINEERS, INC. 201 N CALLE CESAR CHAVEZ SUITE 300 SANTA BARBARA, CA 93103	SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE B SANTA BARBARA, CA 93110

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.
3. CONTRACTOR MUST CONSTRUCT IMPROVEMENTS IN PHASES AND PROVIDE PEDESTRIAN ACCESS, DETOUR OR CLOSURE PER THESE PLANS. PEDESTRIAN ACCESS MUST BE PROVIDED WHEN POSSIBLE.
4. ADDITIONAL CONSTRUCTION AREA SIGNS ARE SHOWN ON AREA SIGNS PLANS.
5. TRAFFIC HANDLING PLANS DO NOT SHOW ALL WORK REQUIRED TO BE COMPLETED. WORK NOT NECESSARY FOR TRAFFIC HANDLING MAY BE COMPLETE AT ANY TIME AND IS NOT SHOWN.
6. ALL STATIONING OFFSETS TO TEMPORARY RAILINGS (TYPE K) CORRESPOND TO CENTERLINE OF RAILING.
7. TEMPORARY RAILING (TYPE K) TAPER MUST BE 1:10 OR FLATTER.
8. A TYPE P MARKER PANEL MUST BE INSTALLED AT THE ANGLE POINT OF EACH APPROACH TAPER AT EACH TEMPORARY RAILING (TYPE K).
9. LOCATIONS SHOWN ARE APPROXIMATE ONLY. EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.
10. ALL CONFLICTING PAVEMENT DELINEATION, TEMPORARY RAILING (TYPE K), AND TEMPORARY TRAFFIC CONTROL DEVICES MUST BE REMOVED PRIOR TO STARTING WORK ON EACH STAGE. ALL CONFLICTING SIGNS MUST BE COVERED OR REMOVED.
11. THE CONTRACTOR MUST BE RESPONSIBLE FOR RESTORING ALL PERMANENT SIGNING AND STRIPING IN AREAS MODIFIED BY TEMPORARY TRAFFIC HANDLING.

TRAFFIC HANDLING:

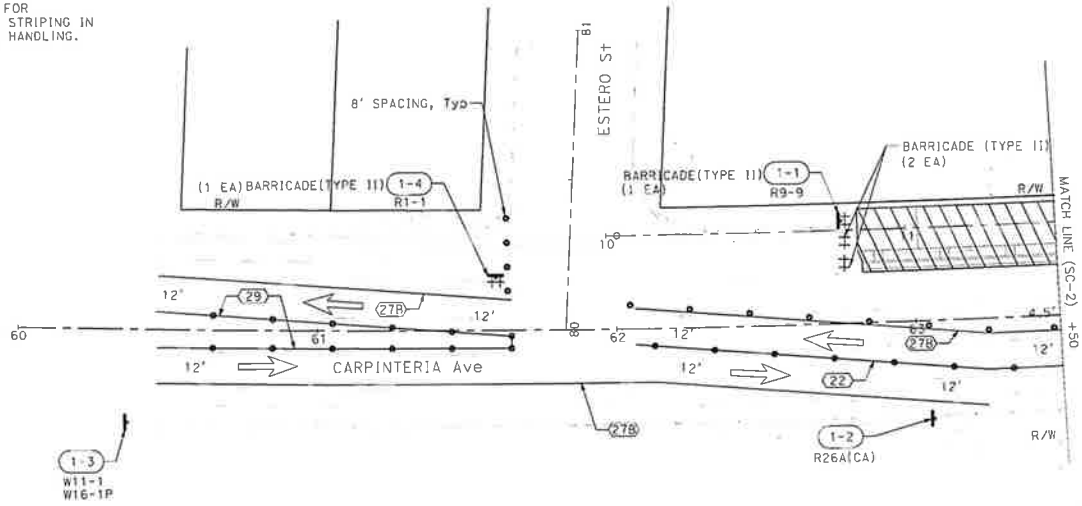
1. MAINTAIN CONTRACT EA 05-0N72U4 (HOV SEGMENT 4B) SB STAGE 2B TRAFFIC HANDLING PATTERN.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE 0N72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

LEGEND:

- BIKE PATH WORK AREA
- 0N72U4 (HOV SEGMENT 4B) STAGE 2B WORK AREA
- (XX) TEMPORARY PAVEMENT DELINEATION DETAIL NUMBER, PAINT TRAFFIC STRIPE (2-COAT)
- (X-X) CONSTRUCTION AREA SIGN NUMBER (SHEET No. - SIGN No.)
- TEMPORARY CHANNELIZING DEVICE (FOR TEMPORARY PEDESTRIAN ACCESS ROUTE)
- TEMPORARY RAILING (TYPE K)
- CHANNELIZER (SURFACE MOUNTED)
- CONSTRUCTION AREA SIGN ON TYPE II BARRICADE
- CONSTRUCTION AREA SIGN (ONE POST)
- PCMS
- PCMS FROM PREVIOUS STAGE
- TEMPORARY CONSTRUCTION ENTRANCE



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN CARPINTERIA AVENUE STAGE 1

SCALE: 1" = 20'

SC-1

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI
CHECKED BY: ALEX NG
REVISED BY
DATE REVISED

LAST REVISED 00-00-00 DATE PLOTTED => 2021-11-02 TIME PLOTTED => 1:30 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => achan | DGN FILE => Stage Construction 1 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTPUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE 0N72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	61	127

REGISTERED CIVIL ENGINEER DATE

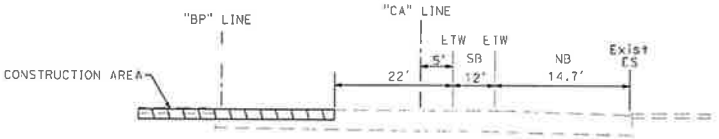
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET

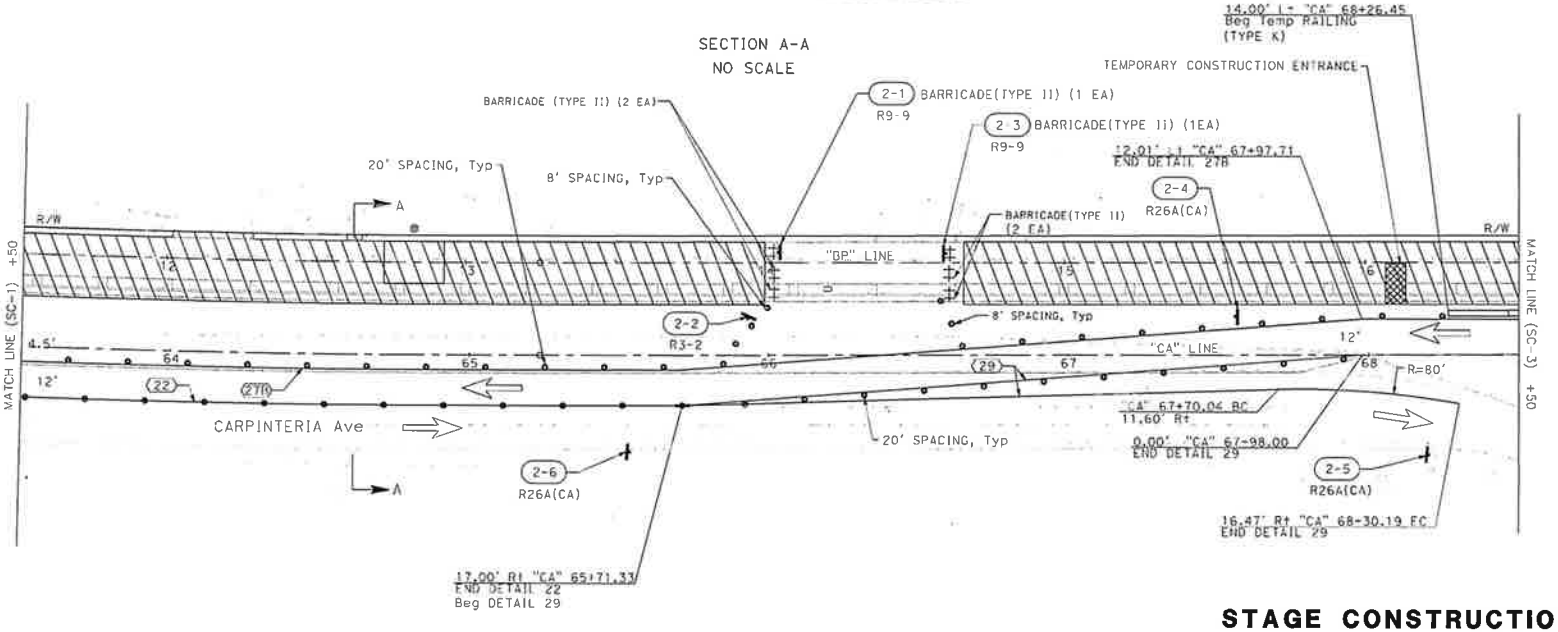
REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



SECTION A-A
NO SCALE



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN CARPINTERIA AVENUE STAGE 1

SCALE: 1" = 20'

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

SC-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI — CHECKED BY: ALEX NG

REVISED BY — DATE REVISED

LAST REVISION 00-00-00 — DATE PLOTTED => 2021-11-02 — TIME PLOTTED => 1:30 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => achan | DGN FILE => Stage Construction 2 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE 0N72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	62	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

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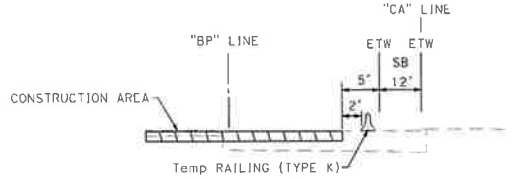
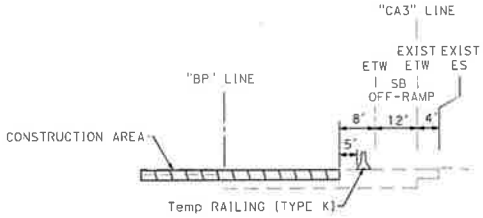
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

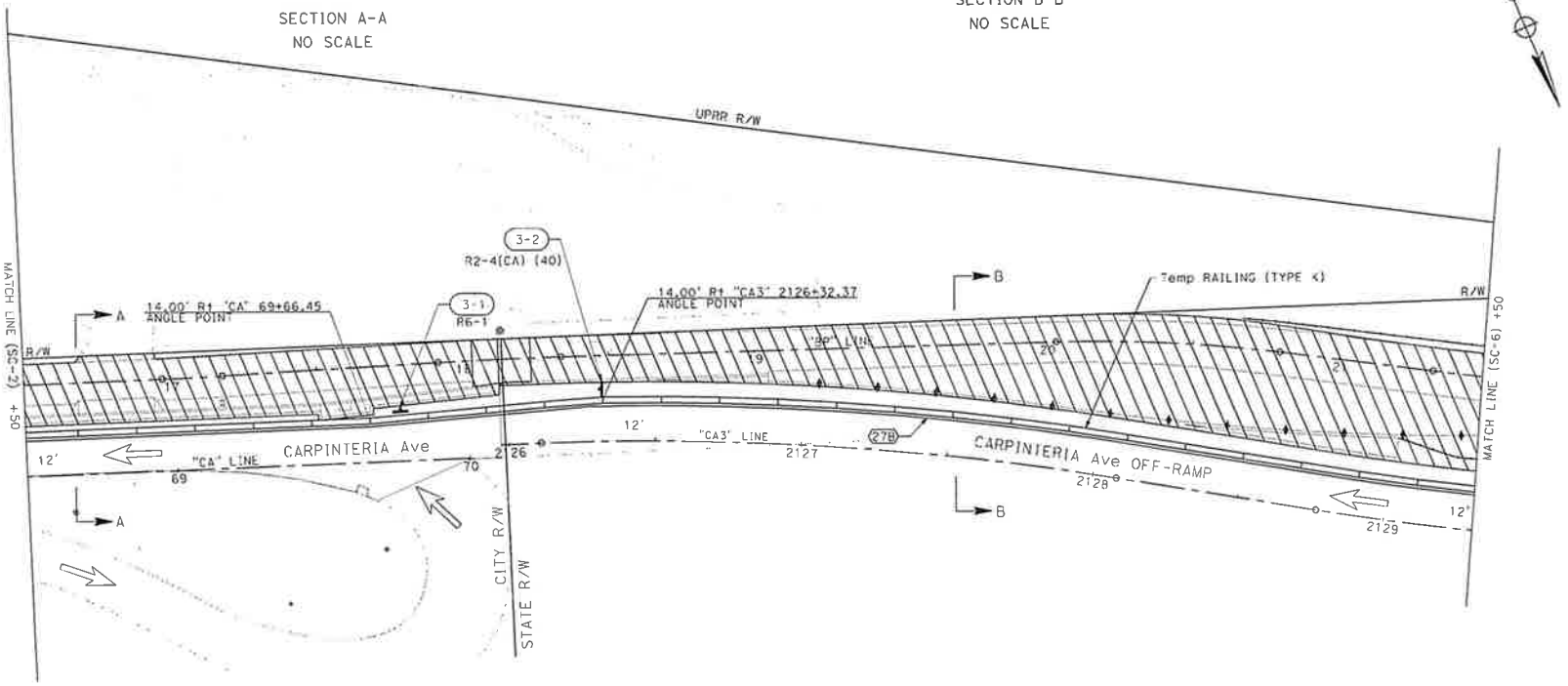
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



SECTION A-A
NO SCALE



SECTION B-B
NO SCALE



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN CARPINTERIA AVENUE STAGE 1

SCALE: 1" = 20'

SC-3

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI | CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI | CHECKED BY: ALEX NG | REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 2021-11-02 | TIME PLOTTED => 1:31 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => achan | DGN FILE => Stage Construction 3 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE 0N72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	63	127

REGISTERED CIVIL ENGINEER — DATE

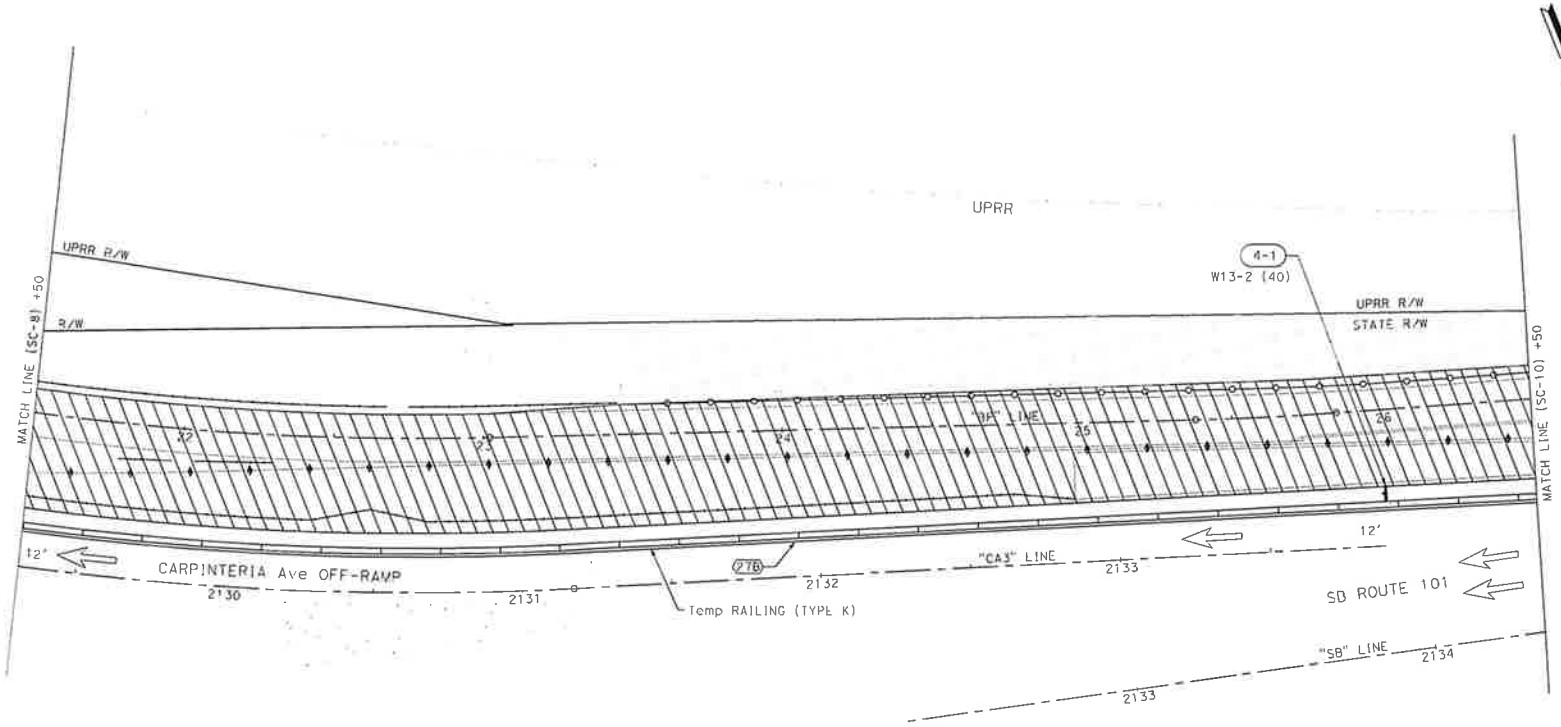
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN

SCALE: 1" = 20'

SC-4

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI — CHECKED BY: ALEX NG

REVISED BY — DATE REVISED

LAST REVISION 00-00-00 — DATE PLOTTED => 2021-11-02 — TIME PLOTTED => 1:31 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => achan | DGN FILE => Stage Construction 4 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISIRICT OFFICE.
2. DRIVEWAY CONSTPUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE ON72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	64	127

REGISTERED CIVIL ENGINEER DATE

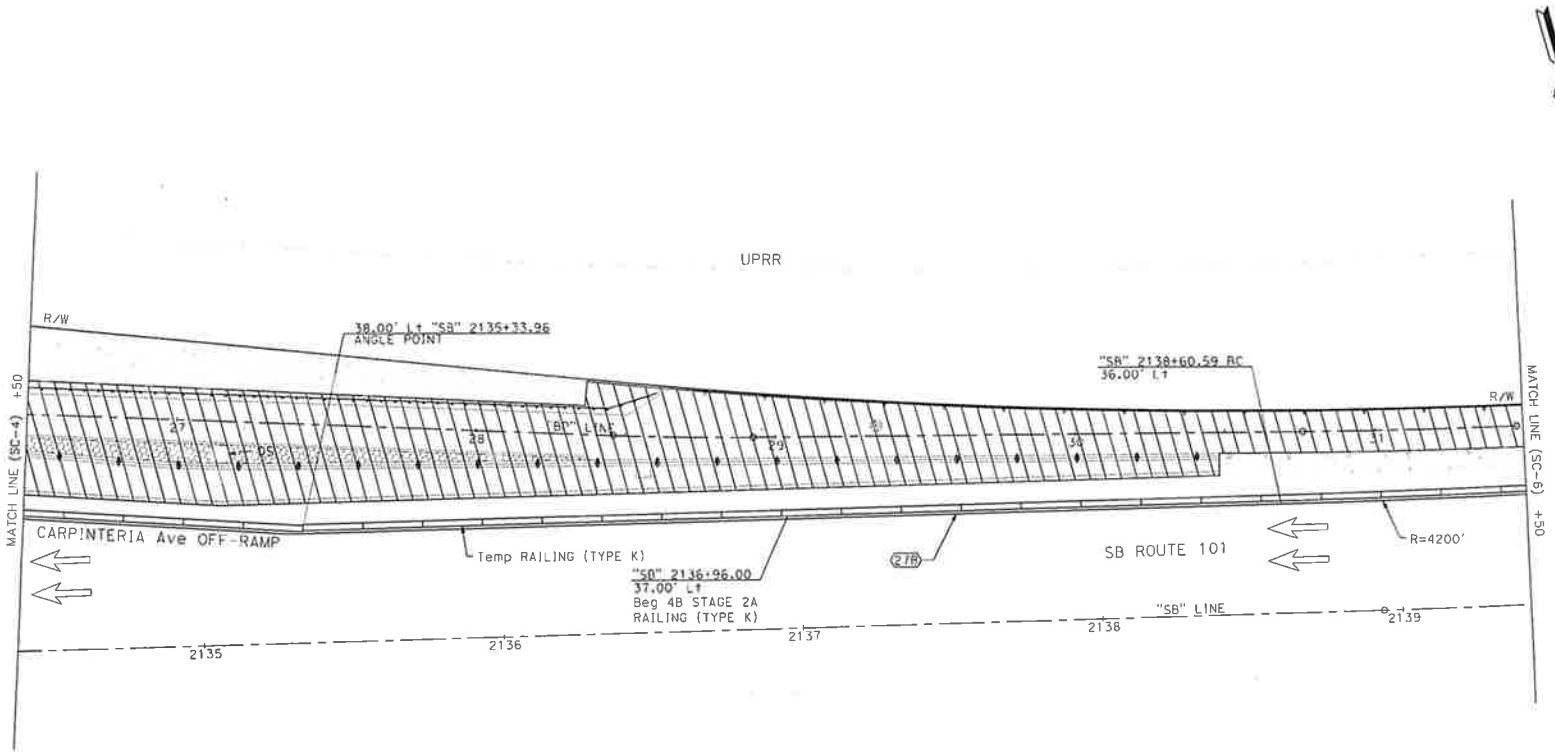
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN

SCALE: 1" = 20'

SC-5

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI

CHECKED BY: ALEX NG

REVISED BY

DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 2021-11-02 TIME PLOTTED => 1:32 PM

BORDER LAST REVISED 7/2/2010

USERNAME => ehernandez
DGN FILE => Stage Construction 5

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE 0N72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	65	127

REGISTERED CIVIL ENGINEER DATE

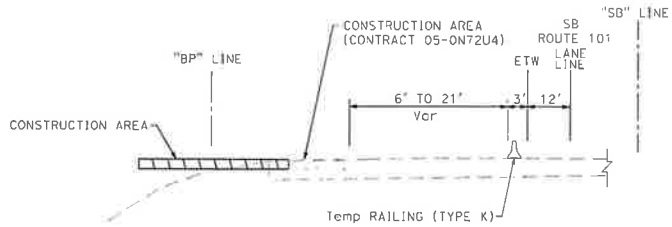
SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

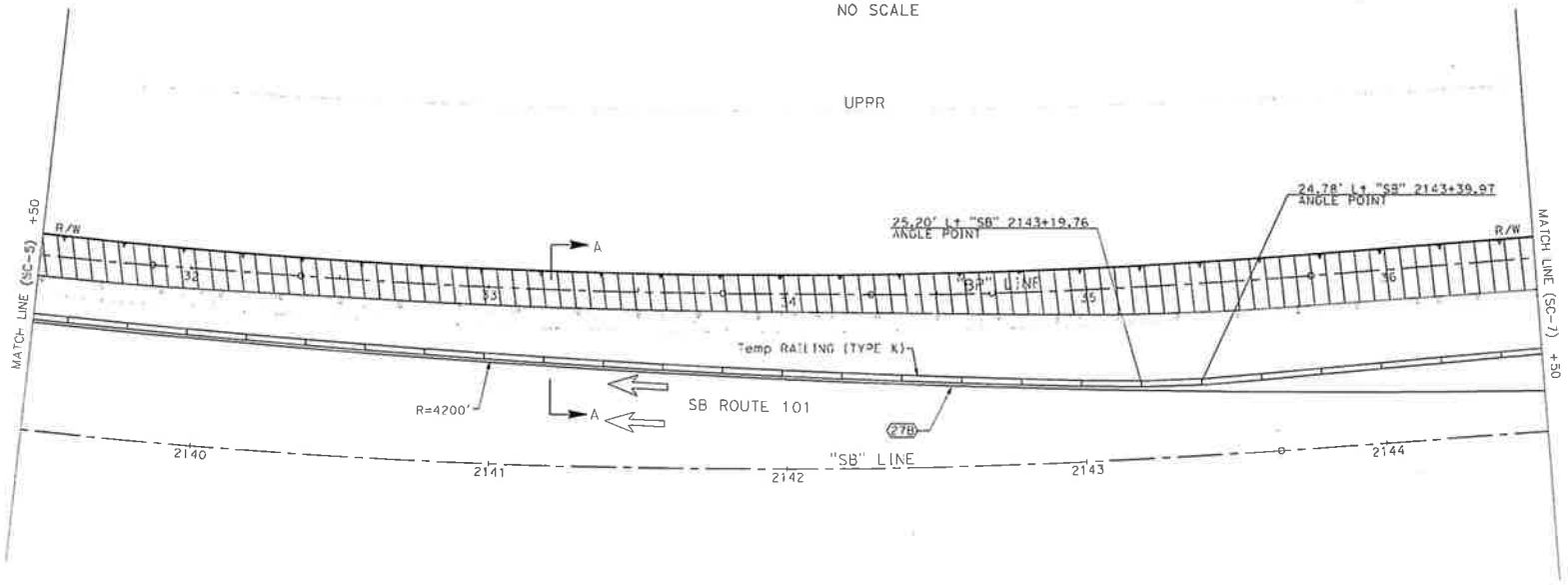
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



SECTION A-A
NO SCALE



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN

SCALE: 1" = 20'

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

SC-6

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI
CHECKED BY: ALEX NG
REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 1:32 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => schon | DGN FILE => Stage Construction 6 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTPUCTION: CONTPACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE 0N72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	66	127

REGISTERED CIVIL ENGINEER DATE

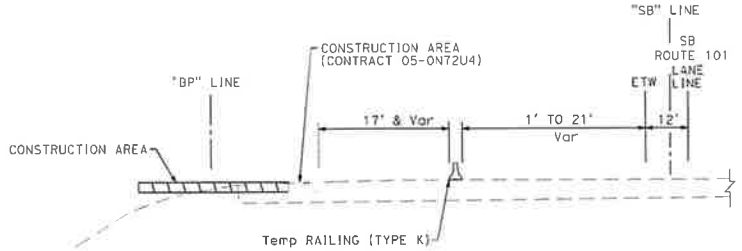
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



SECTION A-A
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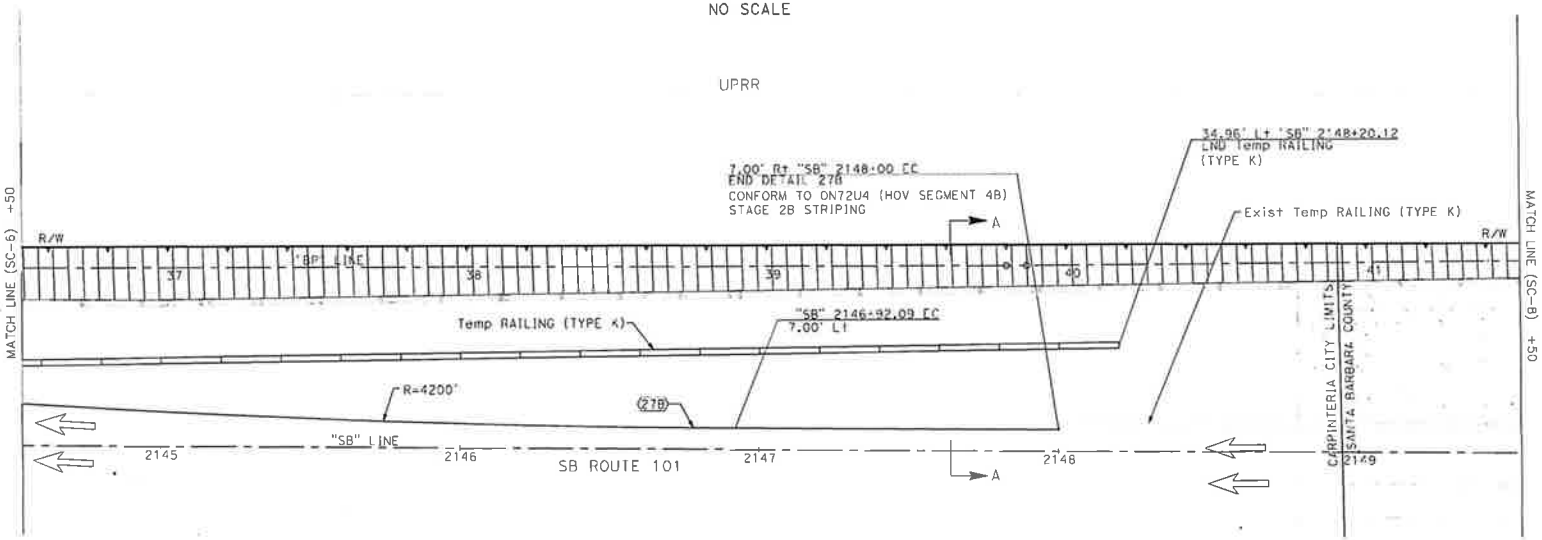


STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN

SCALE: 1" = 20'

SC-7

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI
CHECKED BY: ALEX NG

REVISED BY
DATE REVISED

LAST REVISION — DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 1:33 PM

BORDER LAST REVISED 7/2/2010

USERNAME =>schan
DGN FILE => Stage Construction 7

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE ON72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	69	127

REGISTERED CIVIL ENGINEER — DATE

SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

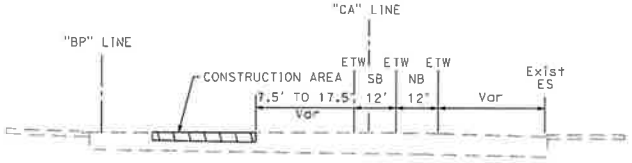
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

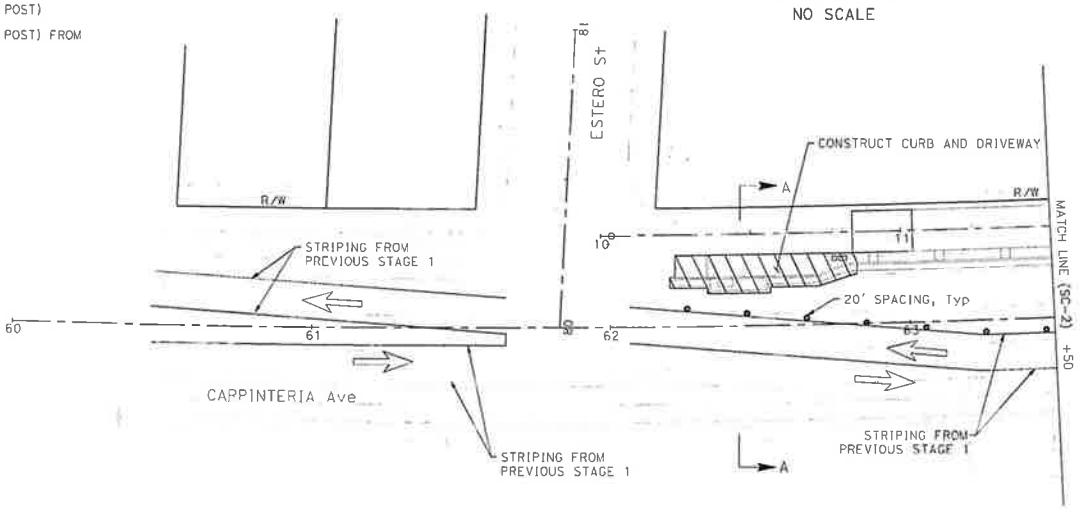
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

LEGEND:

- BIKE PATH WORK AREA
- ON72U4 (HOV SEGMENT 4B) STAGE 2B WORK AREA
- (XX) TEMPORARY PAVEMENT DELINEATION DETAIL NUMBER, PAINT TRAFFIC STRIPE (2-COAT)
- TEMPORARY CHANNELIZING DEVICE (FOR TEMPORARY SIDEWALK, 20' SPACING)
- TEMPORARY RAILING (TYPE K)
- CHANNELIZER (SURFACE MOUNTED)
- CHANNELIZER (SURFACE MOUNTED) FROM PREVIOUS STAGE
- CONSTRUCTION AREA SIGN ON TYPE II BARRICADE
- CONSTRUCTION AREA SIGN ON TYPE II BARRICADE FROM PREVIOUS STAGE
- CONSTRUCTION AREA SIGN (ONE POST)
- CONSTRUCTION AREA SIGN (ONE POST) FROM PREVIOUS STAGE



SECTION A-A
NO SCALE



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN CARPINTERIA AVENUE STAGE 2A

SCALE: 1" = 20'

SC-10

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI — CHECKED BY: ALEX NG

REVISED BY — DATE REVISED

LAST REVISION — DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 1:35 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => achan | DGN FILE => Stage Construction 10 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTPACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE 0N72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	70	127

REGISTERED CIVIL ENGINEER DATE

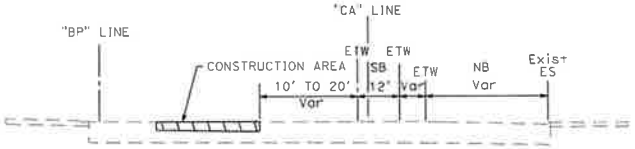
SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

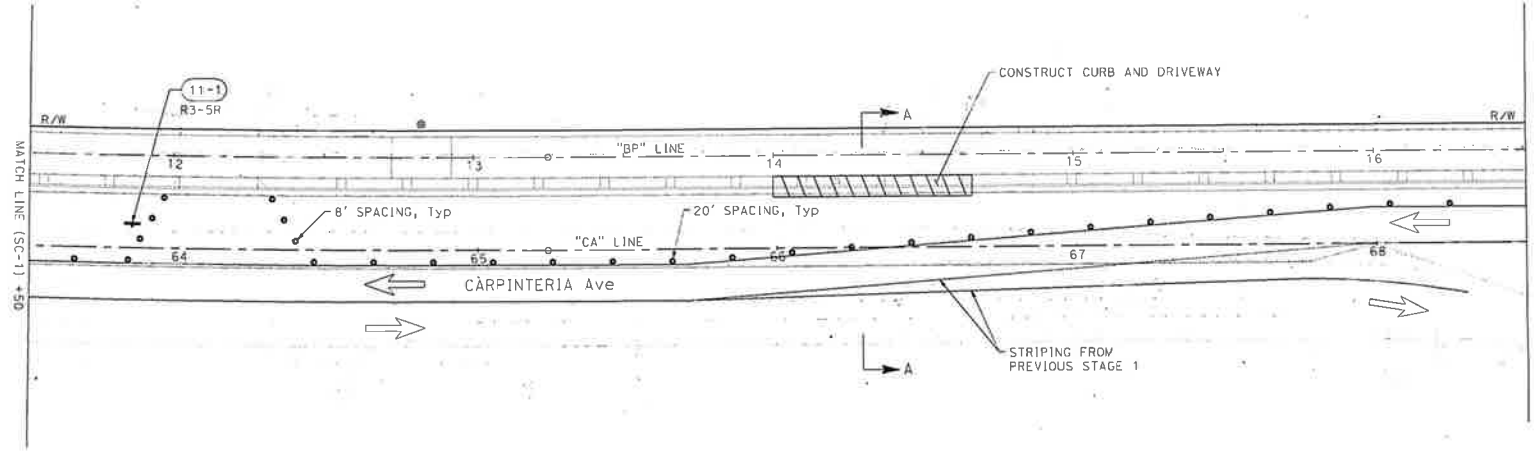
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



SECTION A-A
NO SCALE



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN CARPINTERIA AVENUE STAGE 2A

SCALE: 1" = 20'

SC-11

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
Caltrans
CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI
CHECKED BY: ALEX NG
REVISED BY
DATE REVISED

LAST REVISION 00-00-00 DATE PLOTTED => 2019-11-02 TIME PLOTTED => 1:35 PM

BORDER LAST REVISED 7/2/2010 | USERNAME =>achan DGN FILE => Stage Construction 11 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	71	127

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

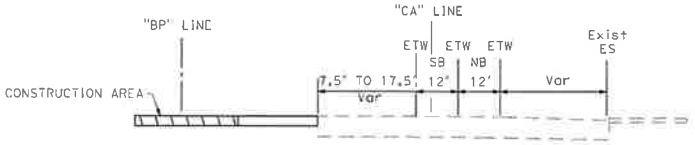
1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

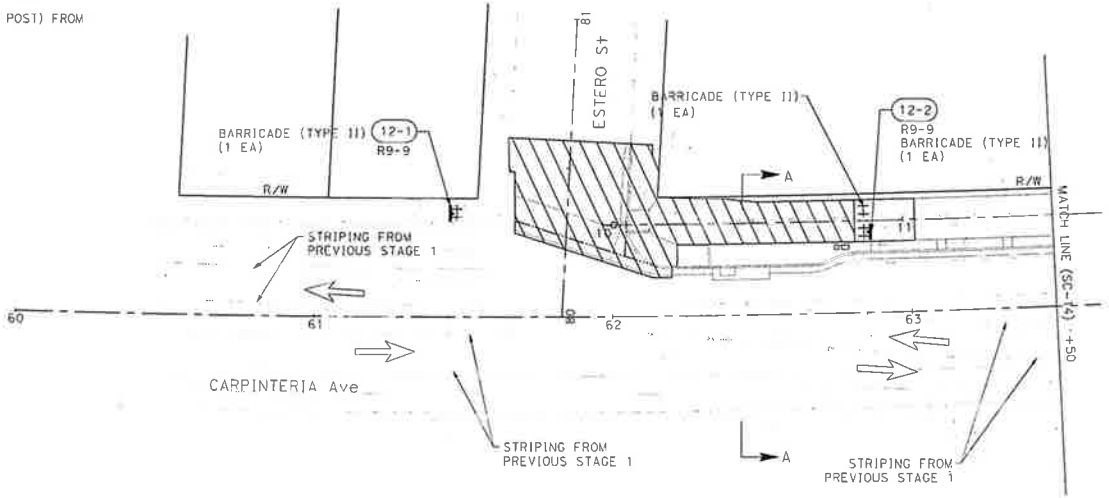
1. SEE 0N72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

LEGEND:

- BIKE PATH WORK AREA
- 0N72U4 (HOV SEGMENT 4B) STAGE 2B WORK AREA
- (XX) TEMPORARY PAVEMENT DELINEATION DETAIL NUMBER, PAINT TRAFFIC STRIPE (2-COAT)
- TEMPORARY CHANNELIZING DEVICE (FOR TEMPORARY SIDEWALK, 20' SPACING)
- TEMPORARY RAILING (TYPE K)
- CHANNELIZER (SURFACE MOUNTED)
- CHANNELIZER (SURFACE MOUNTED) FROM PREVIOUS STAGE
- CONSTRUCTION AREA SIGN ON TYPE II BARRICADE
- CONSTRUCTION AREA SIGN ON TYPE II BARRICADE FROM STAGE
- CONSTRUCTION AREA SIGN (ONE POST)
- CONSTRUCTION AREA SIGN (ONE POST) FROM PREVIOUS STAGE



SECTION A-A
NO SCALE



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN CARPINTERIA AVENUE STAGE 2B

SCALE: 1" = 20'

SC-12

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI | CHECKED BY: ALEX NG

REVISED BY | DATE REVISED

LAST REVISION — DATE PLOTTED => 2021-11-02 — TIME PLOTTED => 00-00-00 1:36 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => achan | DGN FILE => Stage Construction 12 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE 0N7204 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	72	127

REGISTERED CIVIL ENGINEER — DATE

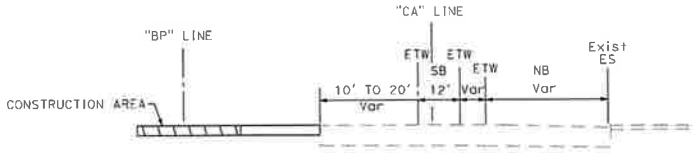
SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

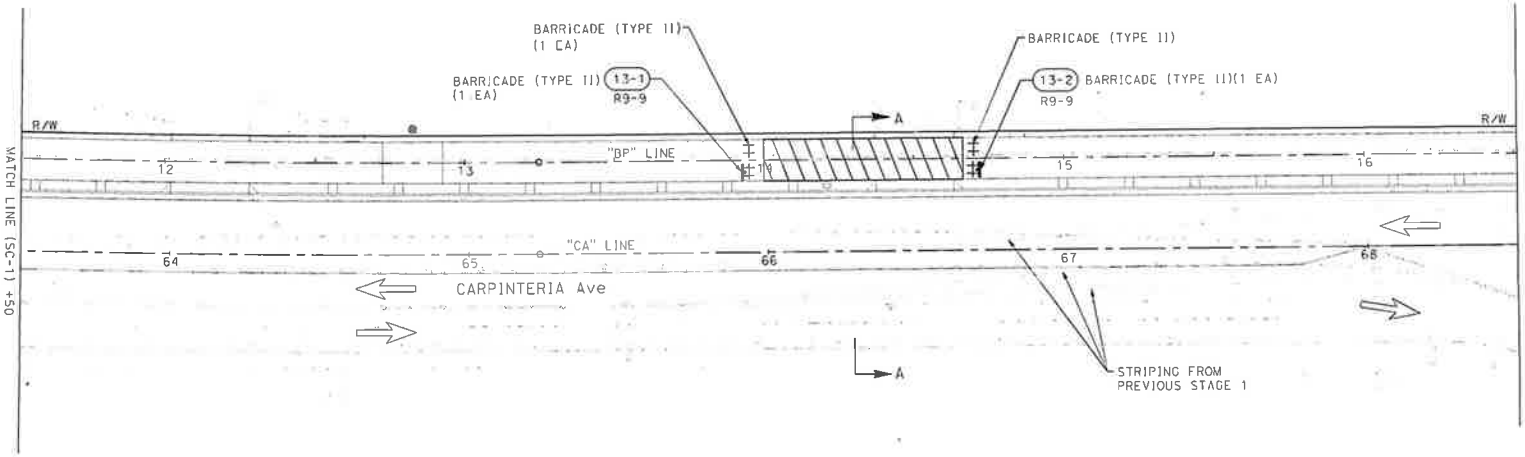
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



SECTION A-A
NO SCALE



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN CARPINTERIA AVENUE STAGE 2B

SCALE: 1" = 20'

SC-13

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI — CHECKED BY: ALEX NG

REVISED BY — DATE REVISED

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 1:37 PM
LAST REVISION 00-00-00

BORDER LAST REVISED 7/2/2010 | USERNAME => achan | DGN FILE => Stage Construction 13 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTPACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE ON72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	74	127

REGISTERED CIVIL ENGINEER DATE

SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

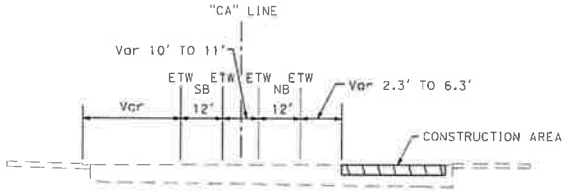
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

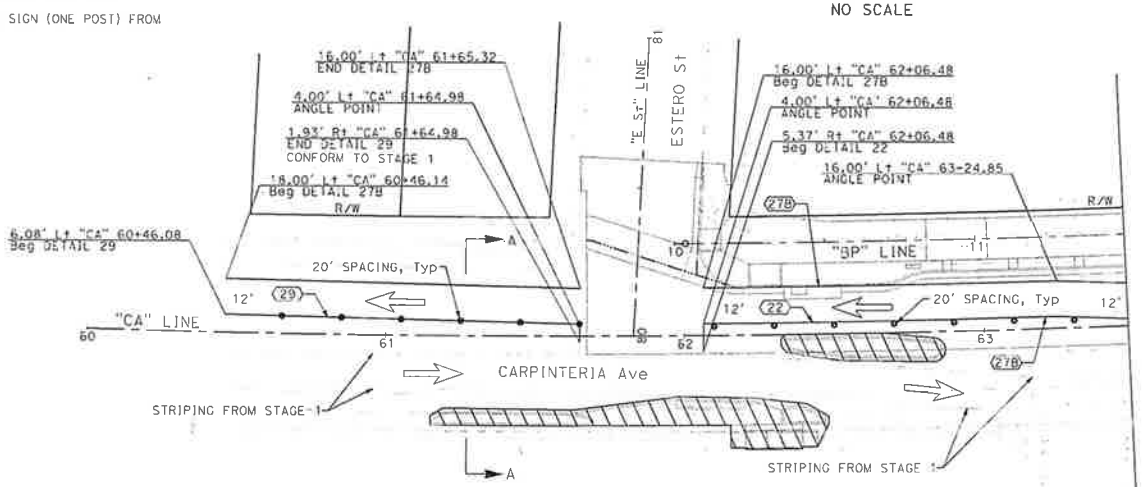
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

LEGEND:

- BIKE PATH WORK AREA
- ON72U4 (HOV SEGMENT 4B) STAGE 2B WORK AREA
- (XX) TEMPORARY PAVEMENT DELINEATION DETAIL NUMBER, PAINT TRAFFIC STRIPE (2-COAT)
- TEMPORARY CHANNELIZING DEVICE (FOR TEMPORARY SIDEWALK, 20' SPACING)
- TEMPORARY RAILING (TYPE K)
- CHANNELIZER (SURFACE MOUNTED)
- CHANNELIZER (SURFACE MOUNTED) FROM PREVIOUS STAGE
- CONSTRUCTION AREA SIGN ON TYPE II BARRICADE
- CONSTRUCTION AREA SIGN ON TYPE II BARRICADE FROM PREVIOUS STAGE
- CONSTRUCTION AREA SIGN (ONE POST)
- CONSTRUCTION AREA SIGN (ONE POST) FROM PREVIOUS STAGE



SECTION A-A
NO SCALE



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN CARPINTERIA AVENUE STAGE 3

SCALE: 1" = 20'

SC-15

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI | CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI | CHECKED BY: ALEX NG | REVISED BY | DATE REVISED

LAST REVISION 00-00-00 | DATE PLOTTED => 2021-11-02 | TIME PLOTTED => 11:38 AM

BORDER LAST REVISED 7/2/2010 | USERNAME =>achan | DGN FILE => Stage Construction 15 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION: CONTRACTOR MUST PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

TRAFFIC HANDLING:

1. MAINTAIN EXISTING SB TRAFFIC HANDLING PATTERN FROM HOV SEGMENT 4B STAGE 2B.
2. FLAGGERS CAN BE USED TO EXPAND WORK AREA TO ACTIVE ROAD DURING DAYTIME WORK.

CONCURRENT PROJECTS:

1. SEE ON72U4 (HOV SEGMENT 4B) FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING DETAILS OF CONCURRENT PROJECTS.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	75	127

REGISTERED CIVIL ENGINEER DATE

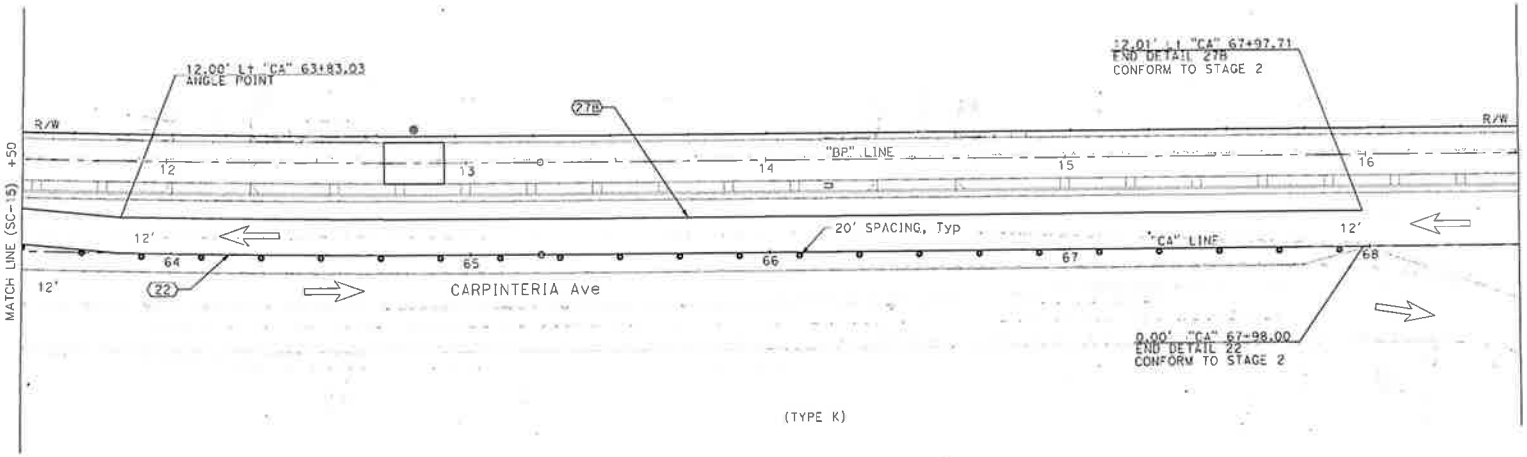
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



(TYPE K)

STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN CARPINTERIA AVENUE STAGE 3

SCALE: 1" = 20'

SC-16

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI | CALCULATED–DESIGNED BY: SHAWN KOWALEWSKI | CHECKED BY: ALEX NG | REVISED BY | DATE REVISED

BORDER LAST REVISED 7/2/2010 | USERNAME => schon | DGN FILE => Stage Construction 16 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

LAST REVISION 00-00-00 | DATE PLOTTED => 2021-11-02 | TIME PLOTTED => 1:38 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	80	127

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

NOTE:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. 6" WHITE STRIPES AT APPROACHES OR DEPARTURES OF AN INTERSECTION ARE TYPICALLY 50' LONG.
3. CROSSWALKS PER CALTRANS 2018 STANDARD PLAN A24F, CONTINENTAL DETAIL WITH 24" WIDE STRIPES AT 4' O.C. CROSSWALK WIDTH AS SHOWN.
4. BIKEWAY "STOP" PAVEMENT MARKING ARE HALF SCALE OF STANDARD PLAN A24D DETAIL.

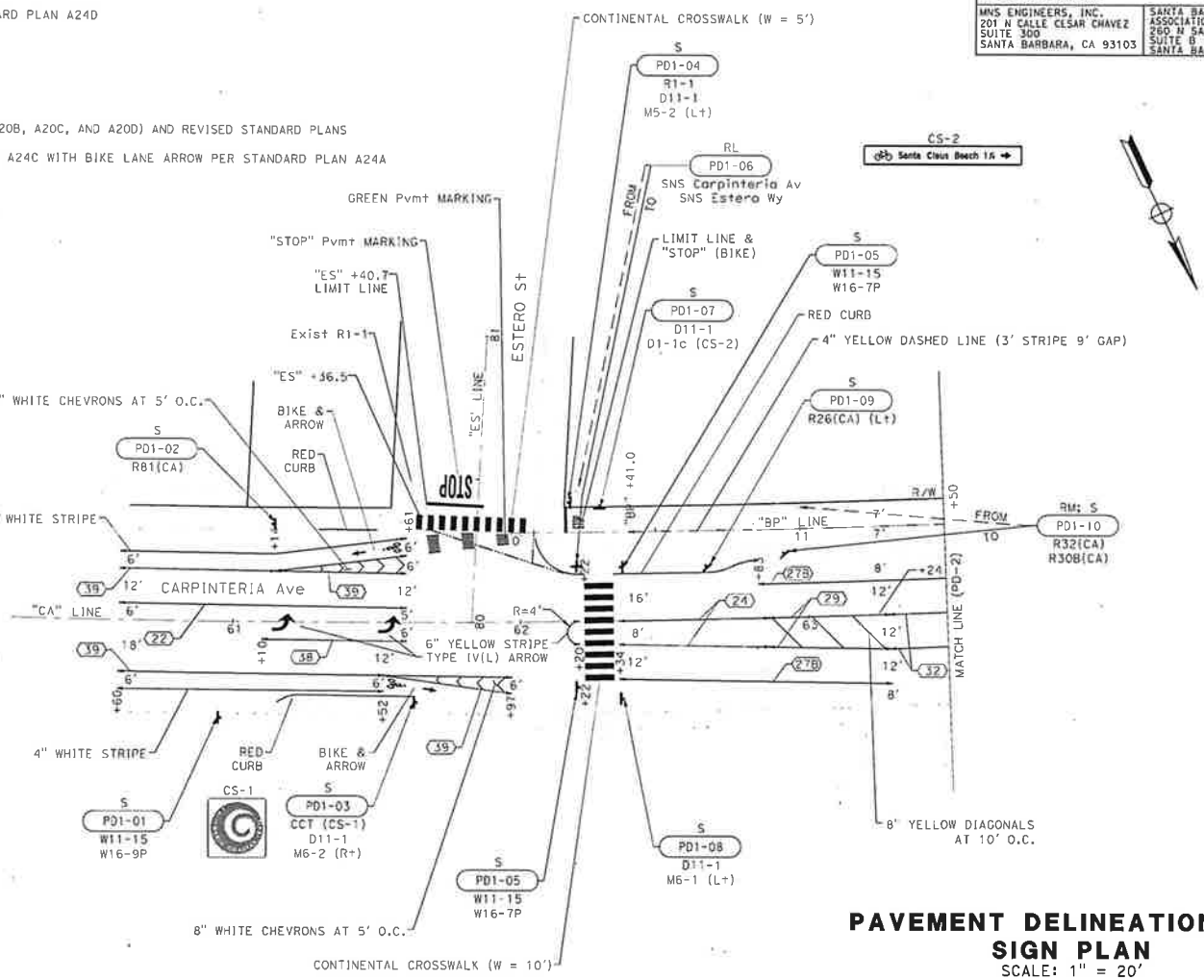
* MOUNT ON LIGHTING STANDARD

LEGEND:

- (XX) STRIPING DETAILS PER 2018 STANDARD PLANS (A20A, A20B, A20C, AND A20D) AND REVISED STANDARD PLANS
- BIKE LANE SYMBOL WITH PERSON PER STANDARD PLAN A24C WITH BIKE LANE ARROW PER STANDARD PLAN A24A
- TYPE IV (L) ARROW PER STANDARD PLAN A24A
- STOP "STOP" PAVEMENT MARKING PER STANDARD PLAN A24D
- PROPOSED ROADSIDE SIGN (1 POST)
- EXISTING ROADSIDE SIGN (1 POST)
- OVERHEAD SIGN STRUCTURE (TRUSS) AND FOUNDATION
- STRIPING DETAIL CHANGE

PLAN SHEET
SIGN No.

- X-X ROADSIDE SIGN IDENTIFICATION NUMBER
- PP X-X PROTECT IN PLACE
- S X-X INSTALL SIGN
- SS X-X INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)
- RL X-X RELOCATE SIGN
- RM X-X REMOVE SIGN



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1" = 20'

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

PD-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI — CHECKED BY: ALEX NG

REVISED BY — DATE REVISED

LAST REVISION 00-00-00 — DATE PLOTTED => 2021-11-02 — TIME PLOTTED => 1:41 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => cherrondez | DGN FILE => PD-1 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	81	127

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

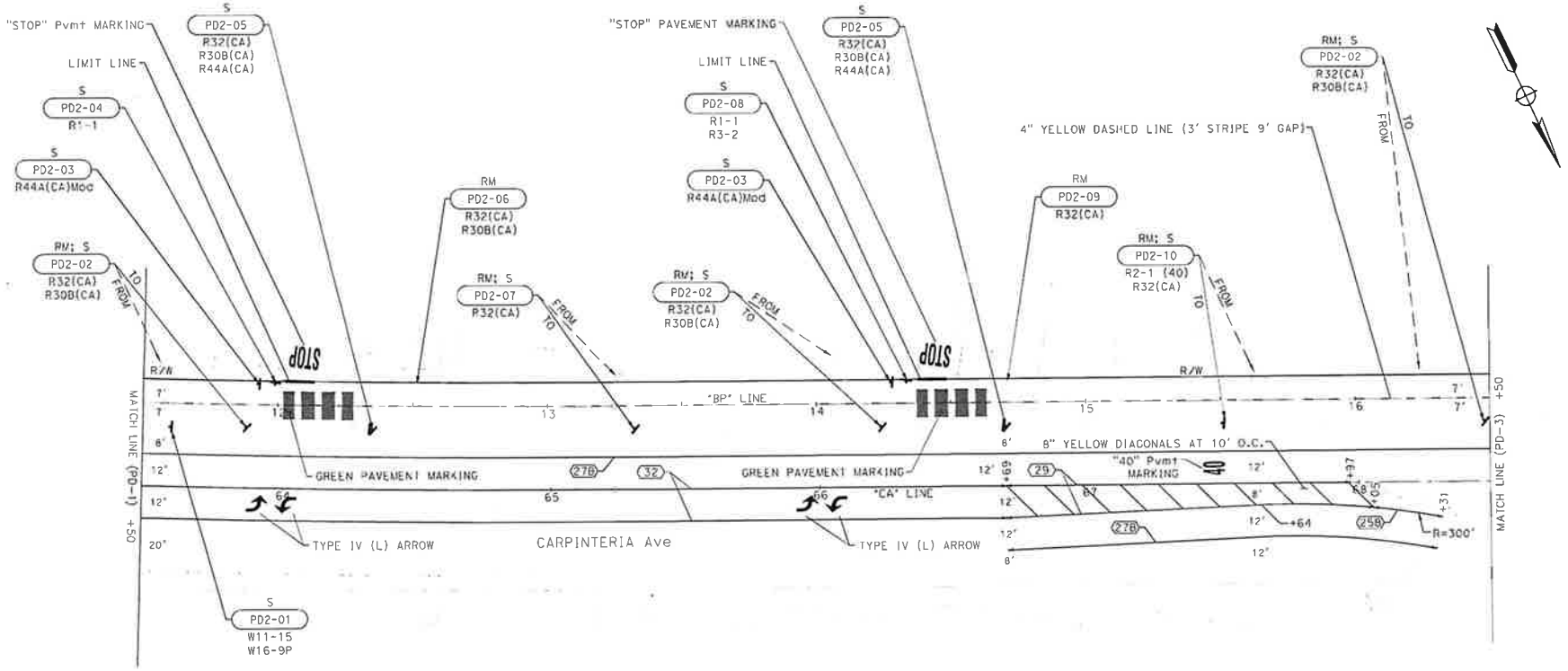
REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

NOTE:

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



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1" = 20'

PD-2

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI — CHECKED BY: ALEX NG

REVISED BY — DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => sharnBridge
DGN FILE => PD-2

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

LAST REVISION 00-00-00 — DATE PLOTTED => 2021-11-02 TIME PLOTTED => 1:42 PM

NOTE:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	82	127

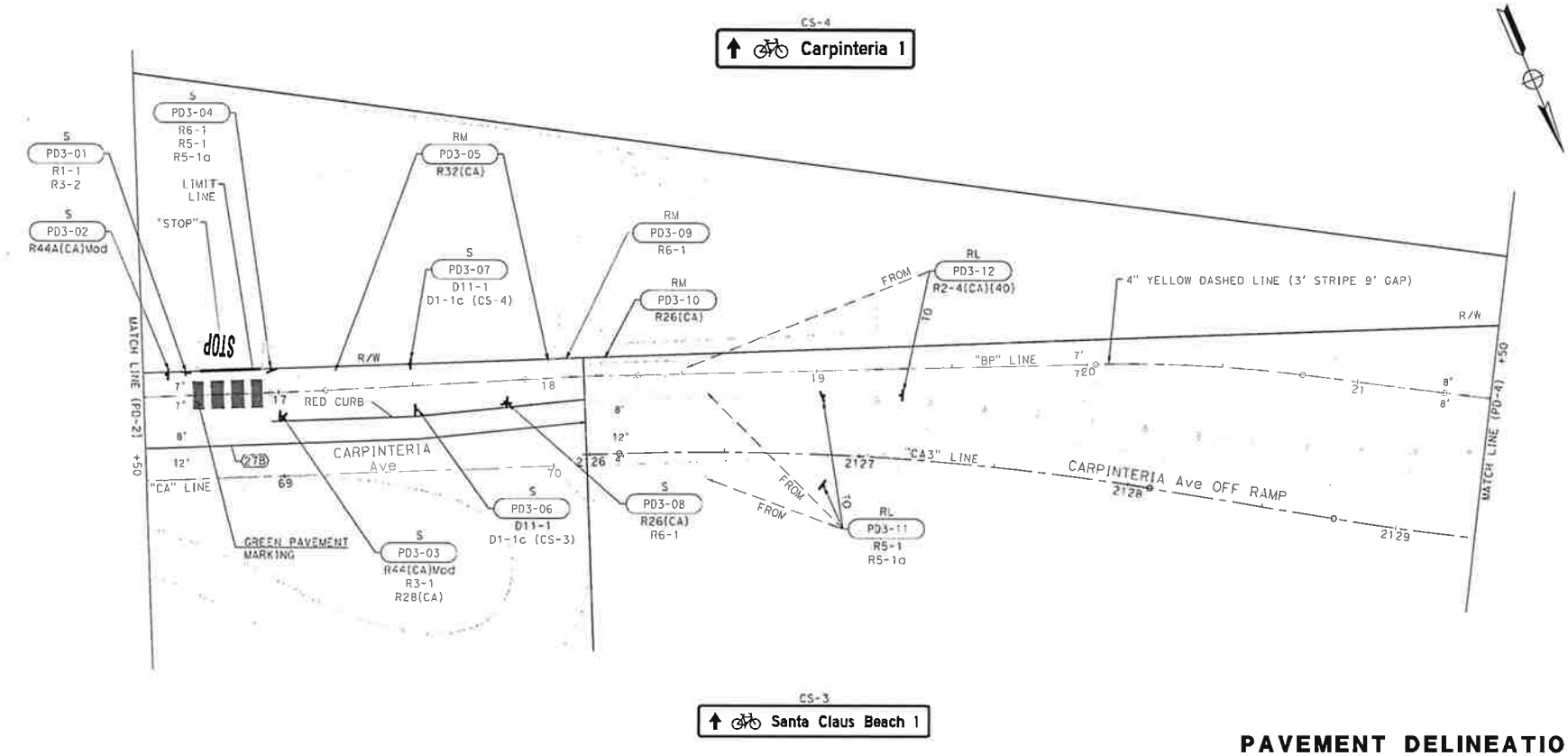
REGISTERED CIVIL ENGINEER _____ DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC. 201 N CALLE CESAR CHAVEZ SUITE 300 SANTA BARBARA, CA 93103	SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE B SANTA BARBARA, CA 93110



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1" = 20'

PD-3

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
SHAWN M. KOWALEWSKI	SHAWN KOWALEWSKI	ALEX NG		

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 11:43 PM
LAST REVISION 00-00-00

BORDER LAST REVISED 7/2/2010 | USERNAME => chernandez | DGN FILE => PD-3 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	83	127

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

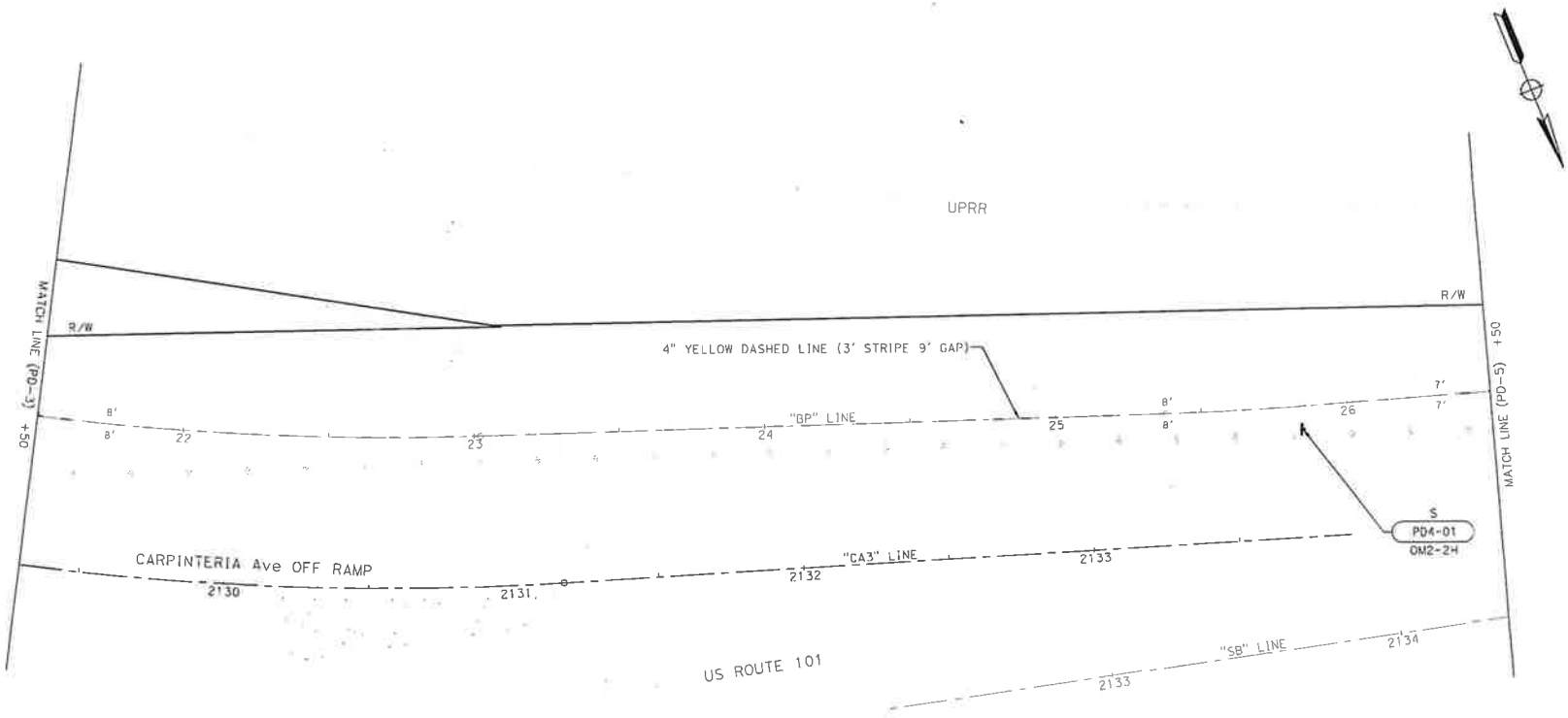
REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

NOTE:

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



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1" = 20'

PD-4

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION — Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI

CHECKED BY: ALEX NG

REVISED BY

DATE REVISED

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 11:43 PM

LEGEND: 00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME => ohernandez
DGN FILE => PD-4

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	84	127

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

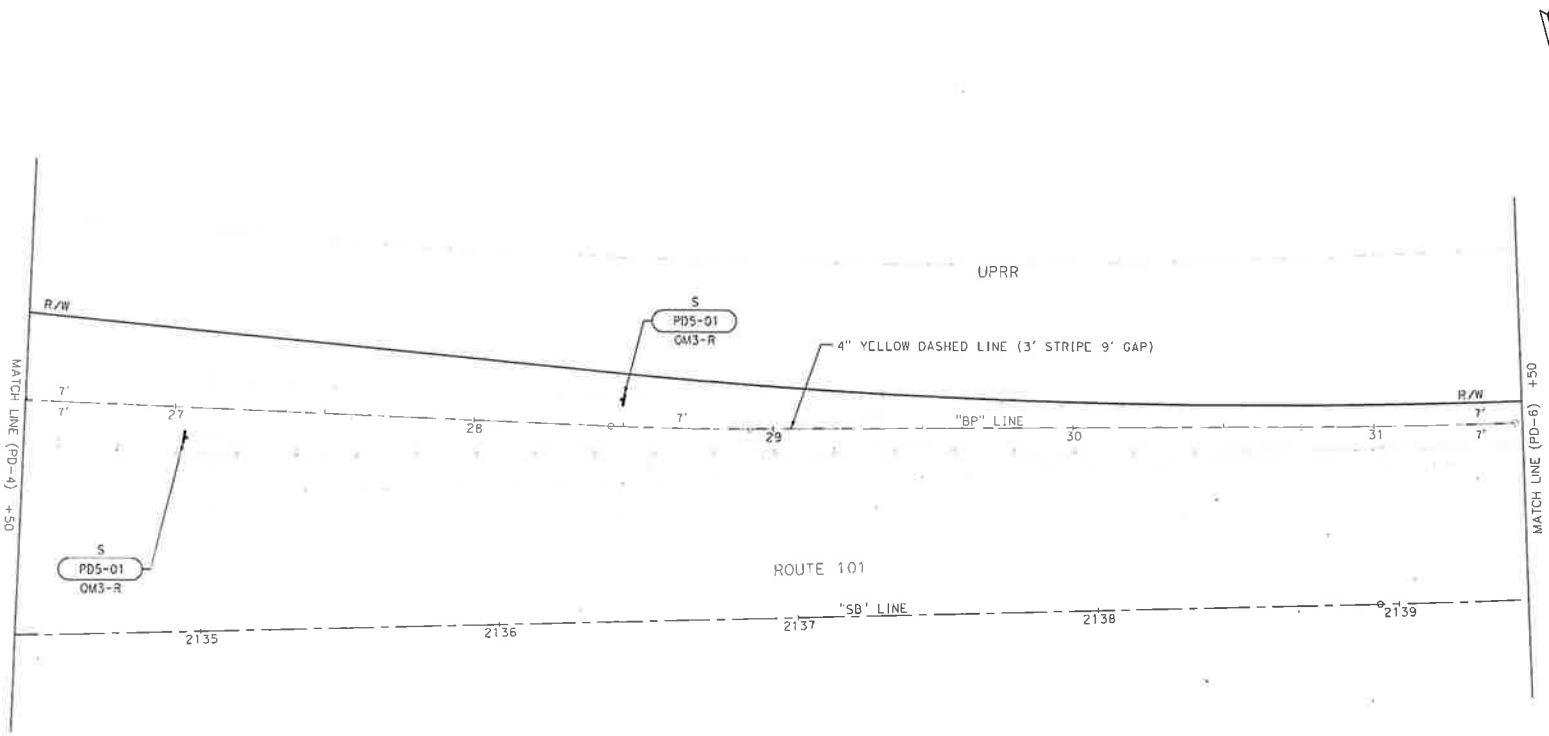
REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI — No. 59539 — Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

NOTE:

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



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1" = 20'

PD-5

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
Caltrans	SHAWN M. KOWALEWSKI	SHAWN KOWALEWSKI	ALEX NG		

LAST REVISION — DATE PLOTTED => 2021-11-02 — TIME PLOTTED => 1:44 PM — 00-00-00

BORDER LAST REVISED 7/2/2010	USERNAME => chernandez DGN FILE => PD-5	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 1449	PROJECT NUMBER & PHASE	0515000012

NOTE:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	85	127

REGISTERED CIVIL ENGINEER DATE

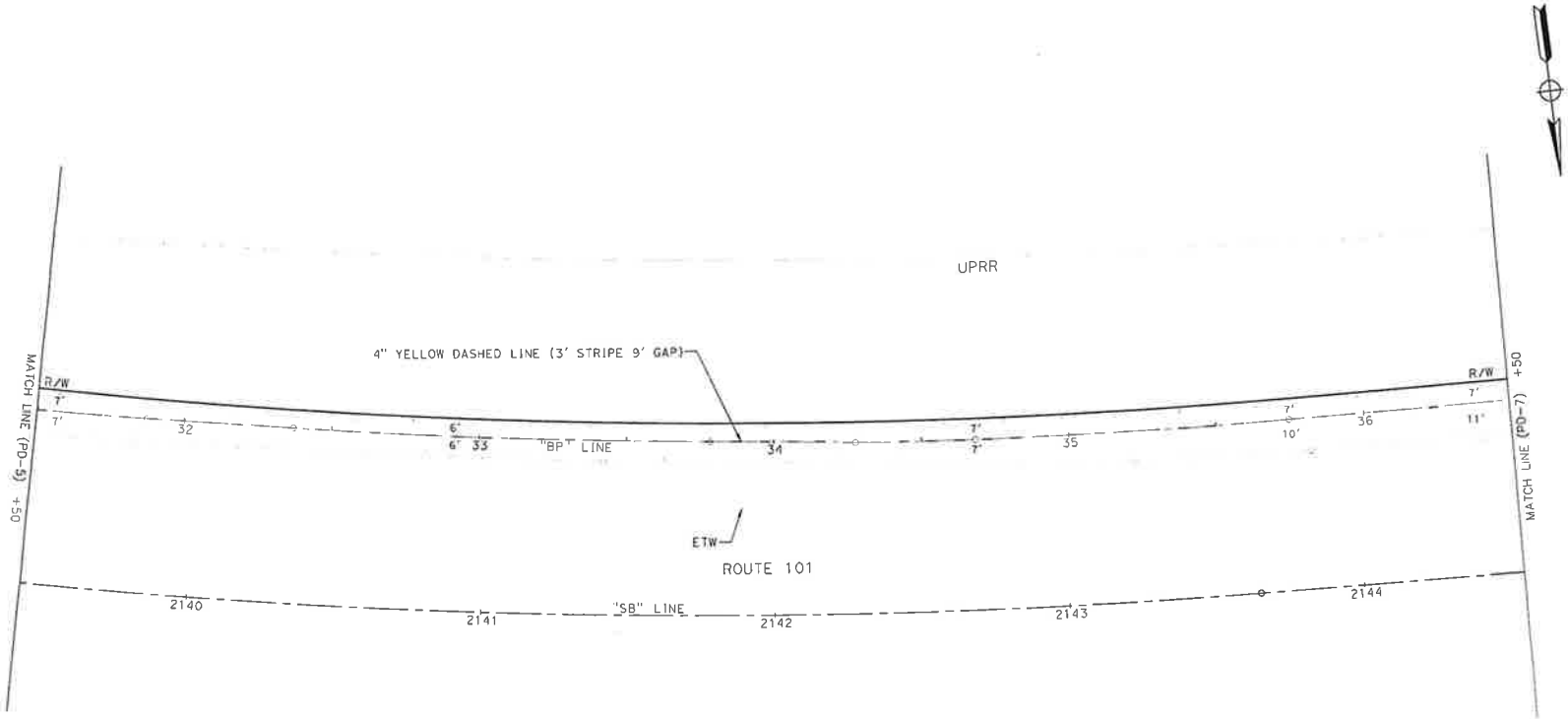
SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1" = 20'

PD-6

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI

CHECKED BY: ALEX NG

REVISED BY

DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => cherrondez
DGN FILE => PD-6

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

LAST REVISED DATE PLOTTED => 2021-11-02
TIME PLOTTED => 11:45 PM
00-00-00

NOTE:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	86	127

REGISTERED CIVIL ENGINEER DATE

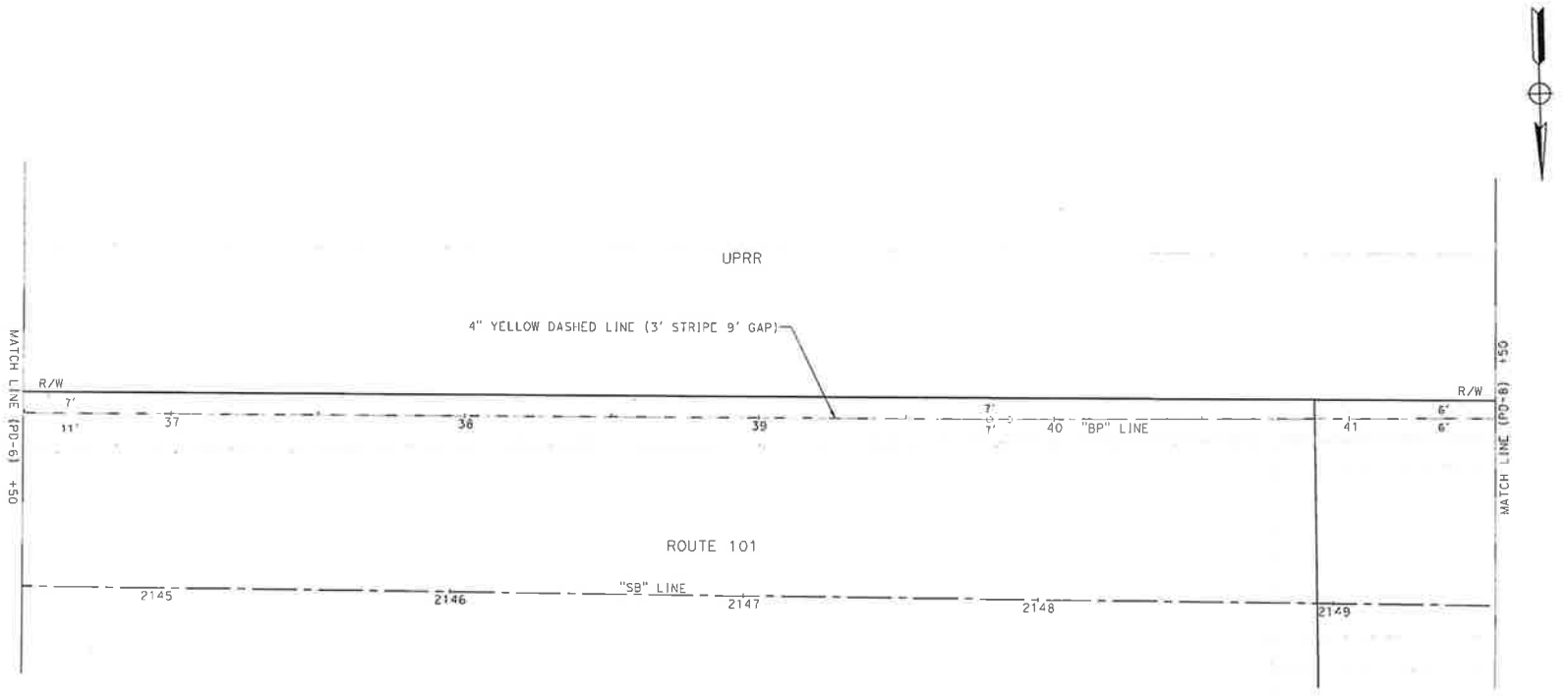
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1" = 20'

PD-7

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI

CHECKED BY: ALEX NG

REVISED BY

DATE REVISED

LEGEND/NOTES

DATE PLOTTED => 2021-11-02
TIME PLOTTED => 1:45 PM

00-00-00

BORDER LAST REVISED 7/2/2010

USERNAME => pfernandez
DGN FILE => PD-7

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	89	127

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

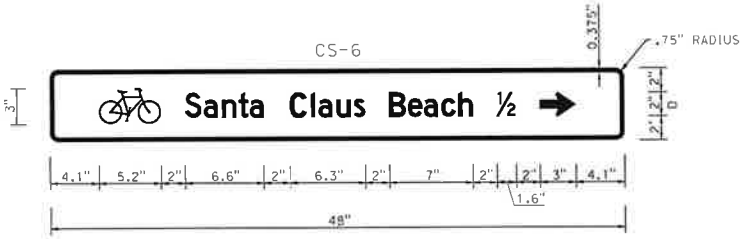
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 STATE OF CALIFORNIA

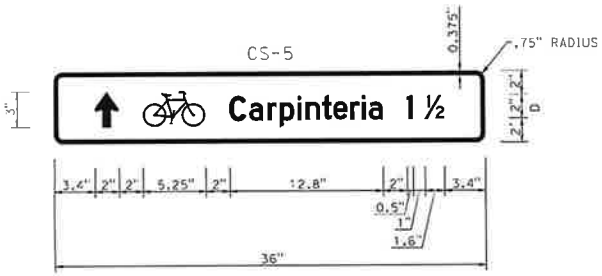
MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

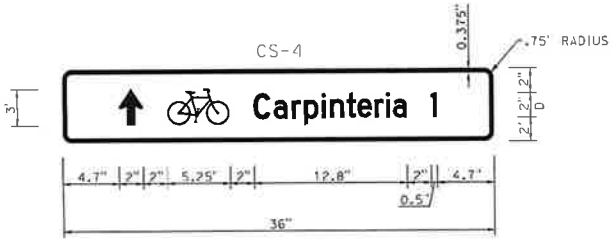
CS-6



CS-5



CS-4



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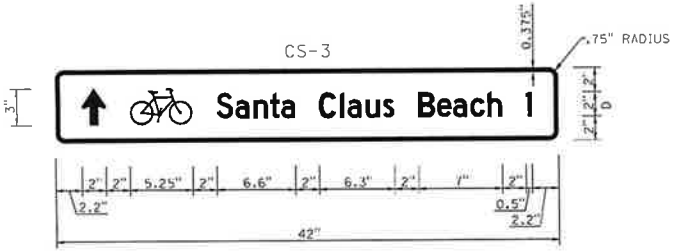
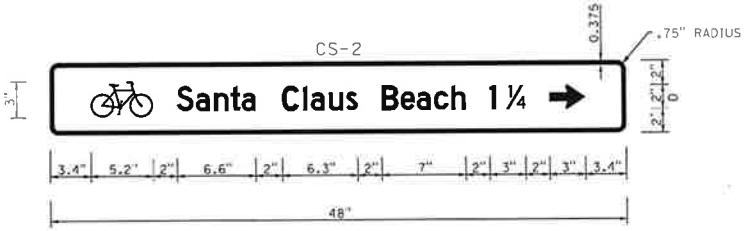
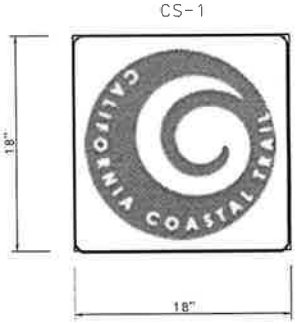


CS-2



CS-1



PAVEMENT DELINEATION AND SIGN DETAILS

NO SCALE

PDD-1

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
Caltrans	SHAWN M. KOWALEWSKI	ALBERT LARIOS	SHAWN KOWALEWSKI		

BORDER LAST REVISED 7/2/2010 | USERNAME => ohernandez DGN FILE => PDD-1 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

LAST REVISED 00-00-00 | DATE PLOTTED => 2021-11-02 TIME PLOTTED => 1:55 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	90	127

REGISTERED CIVIL ENGINEER DATE

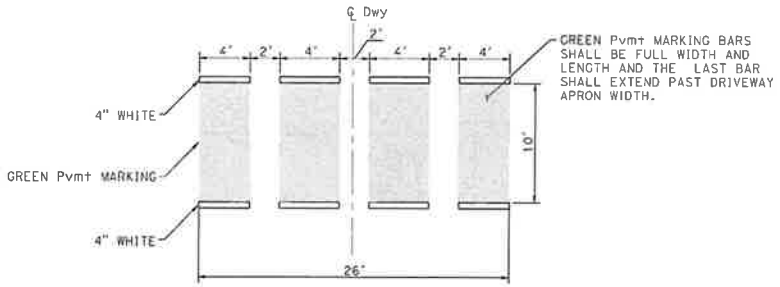
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

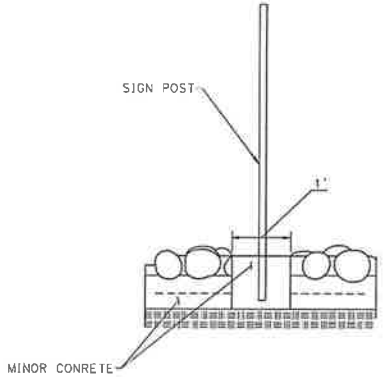
REGISTERED PROFESSIONAL ENGINEER SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



GREEN PAVEMENT MARKING DETAIL
NO SCALE



SIGN POST IN ROCK BLANKET
NO SCALE

PAVEMENT DELINEATION AND SIGN DETAILS
NO SCALE

PDD-2

APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION
Caltrans
CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI
CALCULATED-DESIGNED BY: ALBERT LARIOS
CHECKED BY: SHAWN KOWALEWSKI
REVISED BY
DATE REVISED

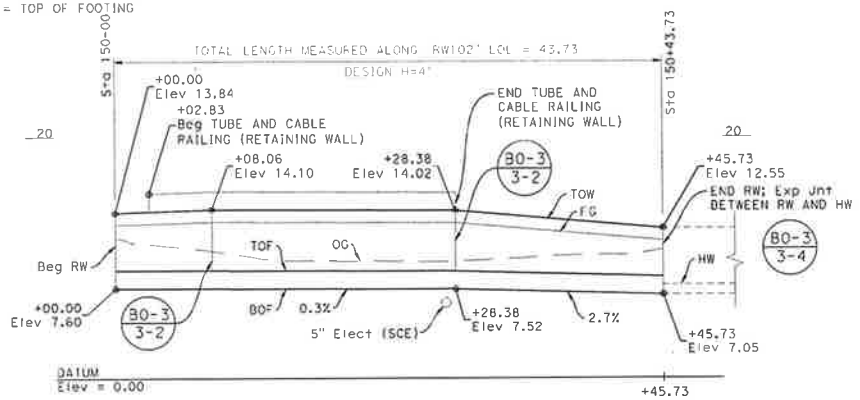
LAST REVISION DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 1:55 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => ahernandez | DGN FILE => PDD-2 | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTES:

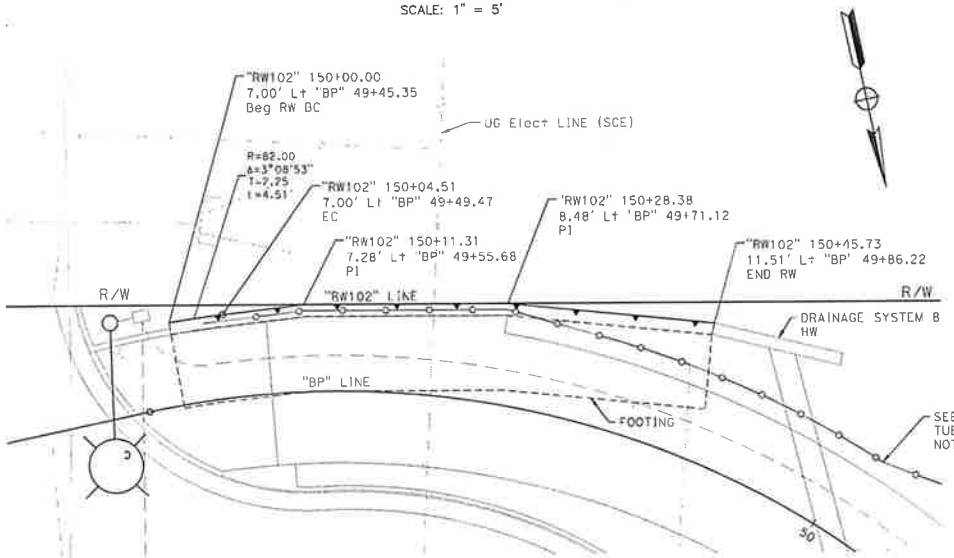
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

ABBREVIATIONS:
TOW = TOP OF WALL
BOF = BOTTOM OF FOOTING
TOF = TOP OF FOOTING



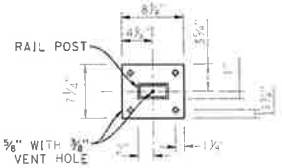
DEVELOPED MIRROR ELEVATION

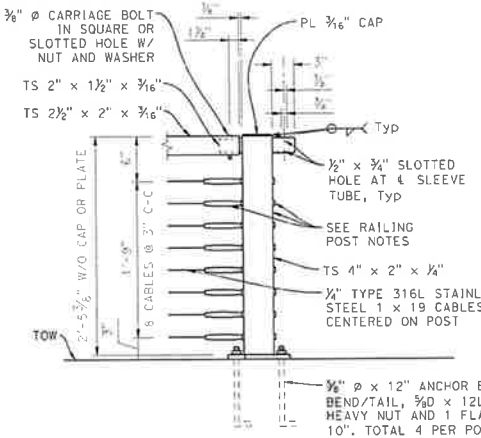
SCALE: 1" = 5'



PLAN

SCALE: 1" = 5'

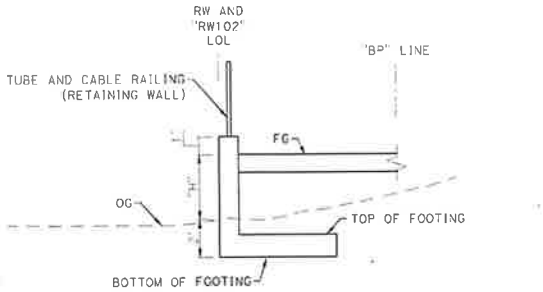




TUBE AND CABLE RAILING ()RETAINING WALL)

RAILING POST NOTES

1. POST C-C SPACING: 10' Max, 8' Min.
2. STAINLESS STEEL CABLE MINIMUM BREAKING STRENGTH: 7500 POUNDS.
3. ANCHOR POSTS INCLUDE CABLE TERMINAL COMPONENTS CONSISTING OF STAINLESS STEEL DROP-PIN OR THREADED CABLE TERMINAL WITH AND INTEGRAL TURNBUCKLE/TENSIONER ON OPPOSITE END.
4. NON-ANCHOR POSTS (INTERMEDIATE POSTS) INCLUDE STAINLESS STEEL HOLE PROTECTOR SLEEVES FOR THROUGH-POST CABLES. ⅜" MAXIMUM SLEEVE ID.
5. TENSION CABLES TO:
   5.1. 200 POUNDS
   5.2. PROVIDE A CENTER OF SPAN GAP LESS THAN 3½" BETWEEN A CABLE LOADED VERTICALLY WITH 50 POUNDS AT CENTER SPAN AND AN UNLOADED CABLE.



"RW102" STA 150+00.00 TO 150+43.73 = "BP" 49+45.35 TO 49+84.48

TYPE 5 CASE 1 TYPICAL SECTION

NO SCALE

RETAINING WALL-1

SCALE: 1" = 5'

APPROVED FOR RETAINING WALL WORK ONLY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	98	127

REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

REVISED BY	DATE REVISED
SHAWN KOWALEWSKI	----

CALCULATED-DESIGNED BY: SHAWN M. KOWALEWSKI
CHECKED BY:
CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

BORDER LAST REVISED 7/2/2010

USERNAME => shernandez
DGN FILE => Retaining Wall Plan-1

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

LAST REVISION — DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 1:59 PM

GENERAL NOTES:

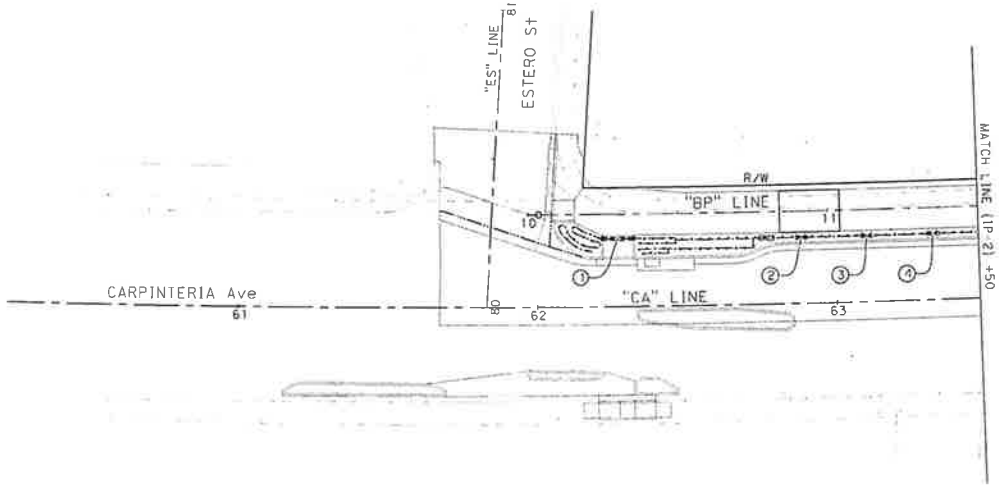
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- ☒ CITY OF CARPENTERIA WATER METER
- BACKFLOW PROTECTION DEVICE
- DRIP IRRIGATION REMOTE CONTROL VALVE
- FILTER ASSEMBLY UNIT AND PRESSURE REGULATOR ASSEMBLY
- SCHEDULE 40 PVC SUPPLY LINE (MAIN SIDE OF CONTROL VALVE)
- SCHEDULE 40 PVC SUPPLY LINE (LATERAL SIDE OF CONTROL VALVE)
- ¾" DRIP IRRIGATION SUPPLY LINE
- ● DRIP EMITTER / 2 PER PLANT LOCATION
- EXISTING PVC IRRIGATION SLEEVES
- BATTERY OPERATED IRRIGATION CONTROLLER
- BALL VALVE

ABBREVIATIONS:

FAU & PR - FILTER ASSEMBLY UNIT AND PRESSURE REGULATOR ASSEMBLY



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	99	127

LANDSCAPE ARCHITECT DATE

PLANS APPROVAL DATE

LANDSCAPE ARCHITECT RON MILLIGAN NO.3151 REN 07-31-22 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

REVISED BY	DATE REVISED
RON MILLIGAN	SHAWN KOWALEWSKI

CALCULATED-DESIGNED BY | CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

IRRIGATION PLAN

SCALE: 1" = 20'

IP-1

APPROVED FOR IRRIGATION WORK ONLY

LAST REVISED => DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 2:04 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => pfernandez | DGN FILE => IP-1_Irrigation_Plan | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	100	127

LANDSCAPE ARCHITECT DATE

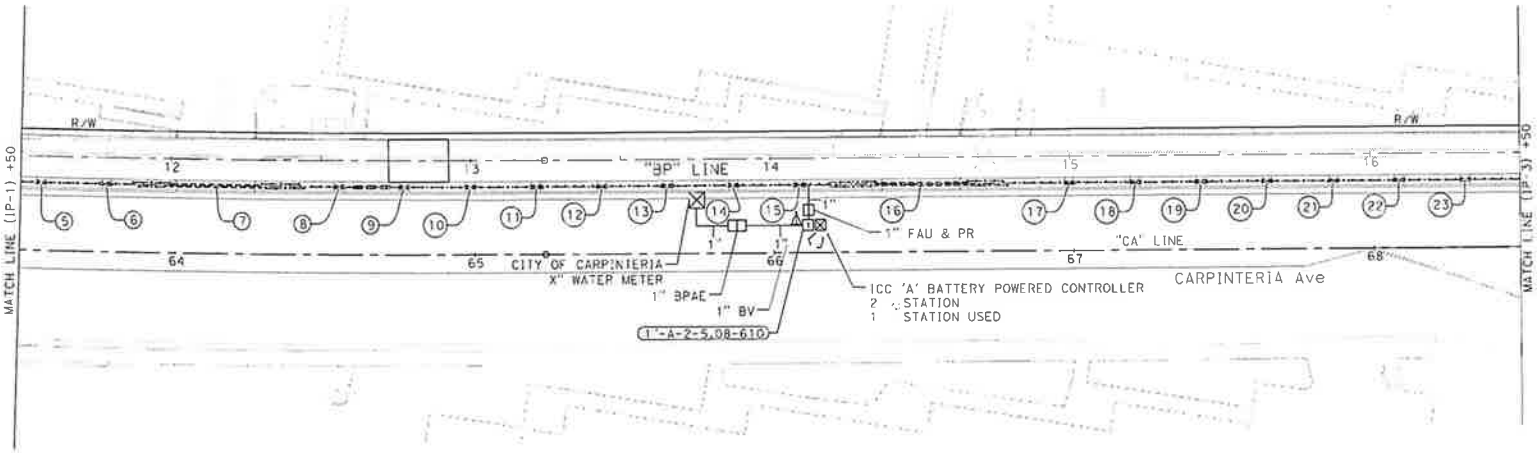
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LANDSCAPE ARCHITECT RON MILLIGAN NO. 3151 REN 07-31-22 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



IRRIGATION PLAN

SCALE: 1" = 20'

IP-2

APPROVED FOR IRRIGATION WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: RON MILLIGAN

CHECKED BY: GABRIEL DO-REYNOSO

REVISED BY

DATE REVISED

LAST REVISION DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 2:06 PM

BORDER LAST REVISED 7/2/2010

USERNAME => ghernandez
DGN FILE => IP-2_Irrigation_Plan

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

GENERAL NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	101	127

LANDSCAPE ARCHITECT DATE

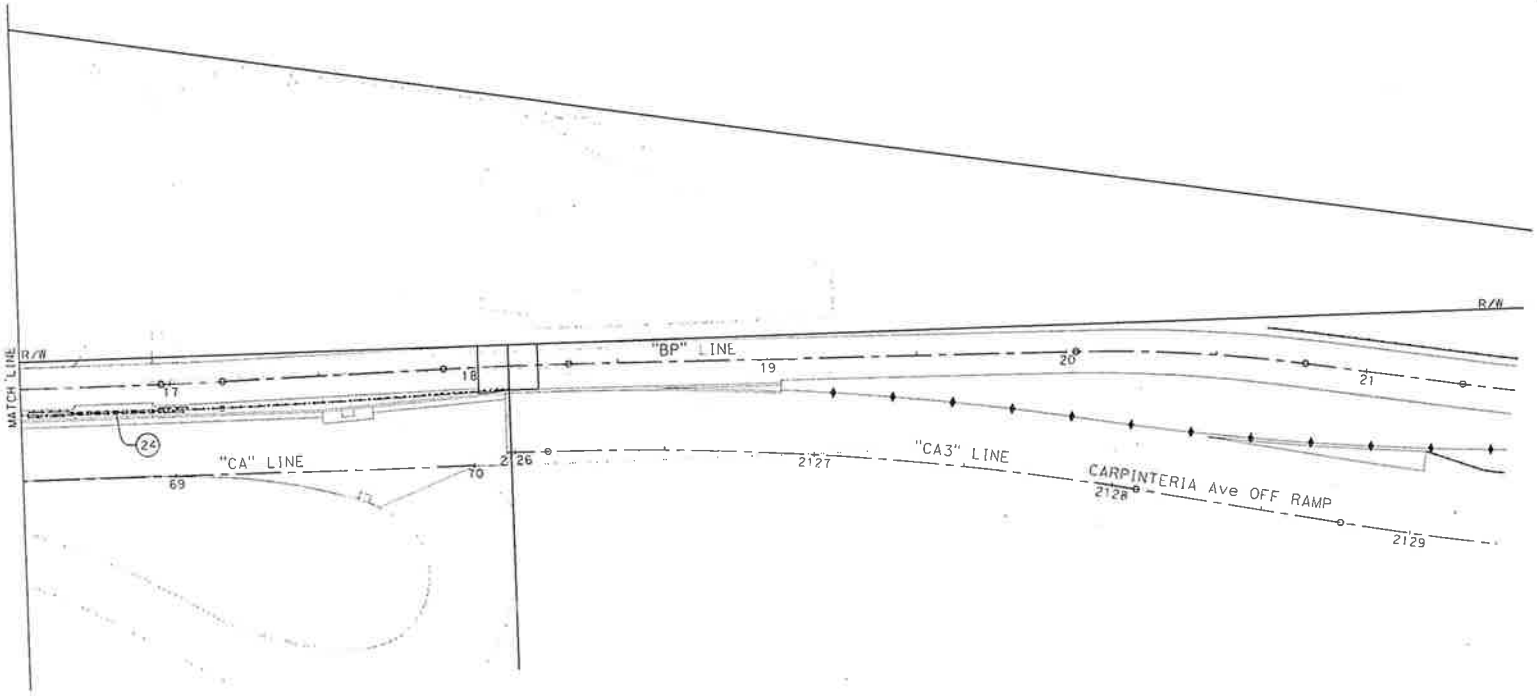
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LANDSCAPE ARCHITECT RON MILLIGAN NO.3151 REN 07-31-23 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



APPROVED FOR IRRIGATION WORK ONLY

IRRIGATION PLAN

SCALE: 1" = 20'

IP-3

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: RON MILLIGAN
CHECKED BY: SHAWN KOWALEWSKI

REVISED BY
DATE REVISED

USE REVISED DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 2:06 PM

BORDER LAST REVISED 7/2/2010

USERNAME => ohernandez
DGN FILE => IP-3_Irrigation_Plan

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	102	127

LANDSCAPE ARCHITECT DATE

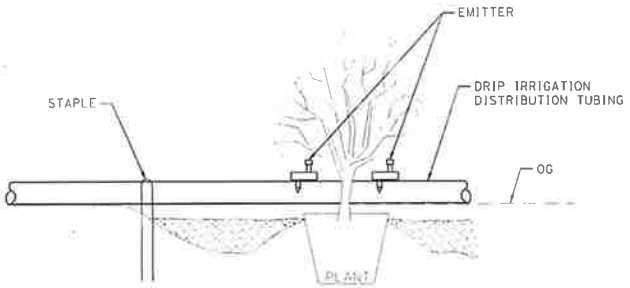
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

RON MILLIGAN NO.3151 REN. 07-31-23 LANDSCAPE ARCHITECT STATE OF CALIFORNIA

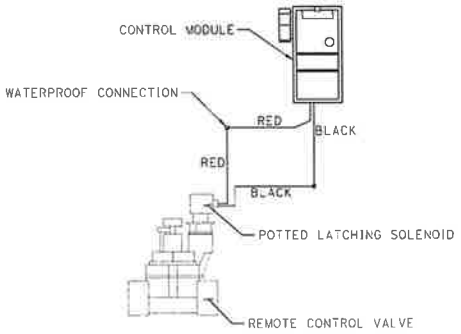
MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



ELEVATION

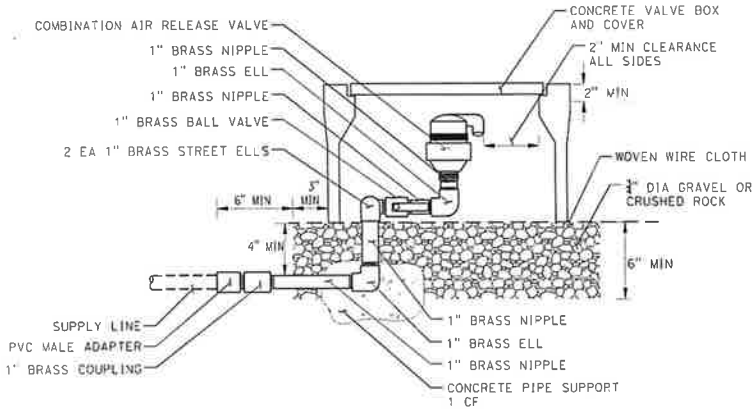
EMITTER ASSEMBLY



SECTION

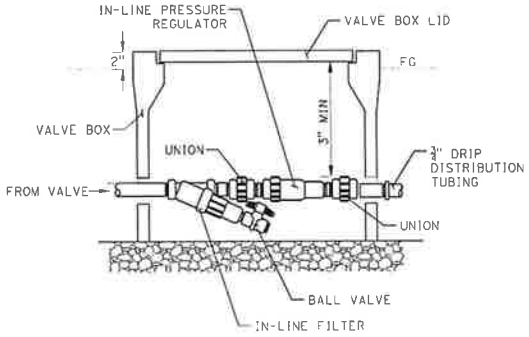
BATTERY OPERATED CONTROLLER

NOTE:
VALVE AND CONTROLLER MODULE TO BE LOCATED IN VALVE BOX.



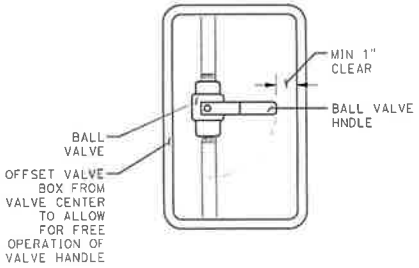
SECTION

COMBINATION AIR RELEASE VALVE



SECTION

FILTER ASSEMBLY UNIT AND PRESSURE REGULATING ASSEMBLY



PLAN

BALL VAVE

IRRIGATION DETAILS

NOT TO SCALE

ID-1

APPROVED FOR IRRIGATION WORK ONLY

REVISED BY	DATE REVISED
RON MILLIGAN	SHAWN KOWALEWSKI
CALCULATED-DESIGNED BY	CHECKED BY

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00 | DATE PLOTTED => 2021-11-02 | TIME PLOTTED => 2:07 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => shernandez | DGN FILE => ID-1_Irrigation_Details | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	103	127

LANDSCAPE ARCHITECT DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LANDSCAPE ARCHITECT RON MILLIGAN NO. 3151 REN. 07-31-22 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

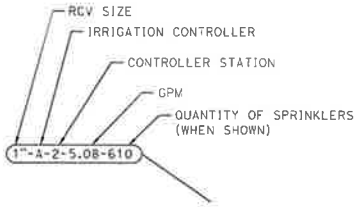
IRRIGATION SPRINKLER SCHEDULE

SYMBOL	ITEM DESCRIPTION	SPRAY PATTERN	RADIUS ft	LENGTH X WIDTH ft	OPERATING PRESSURE psi	DISCHARGE RATE (+/- 5%) GPM	GPH	PRECIPITATION RATE (+/- 5%) INCH/hr	INLET CONNECTION DIAMETER INCH	SWING JOINT TYPE	RISER SPRINKLER ASSEMBLY TYPE	RISER SPRINKLER ASSEMBLY HEIGHT INCH	RISER SPRINKLER ASSEMBLY MATERIAL	POP-UP SPRINKLER ASSEMBLY HEIGHT INCH	POP-UP SPRINKLER ASSEMBLY SPRINKLER PROTECTOR TYPE	TREE WELL DRAINPIPE LENGTH INCH	REMARKS
———	¾" DRIP IRRIGATION DISTRIBUTION TUBING				25												
●	DRIP EMITTER LOCATION				25		1.0										① ②

APPLICABLE WHERE CIRCLED:

① - TWO EMITTERS PER PLANT

② - EMITTER TO BE INSTALLED WITHIN PLANTING BASINS AT EDGE OF ROOTBALL ON OPPOSITE SIDES OF THE PLANT.



VALVE CODE

IRRIGATION SPRINKLER QUANTITIES

NOT TO SCALE

ISS-1

APPROVED FOR IRRIGATION WORK ONLY

STATE OF CALIFORNIA — DEPARTMENT OF TRANSPORTATION | Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: RON MILLIGAN | CHECKED BY: SHAWN KOWALEWSKI

REVISED BY | DATE REVISED

ISS REVISION DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 2:07 PM

BORDER LAST REVISED 7/2/2010

USERNAME => chernandez
DGN FILE => ISS-1_Irrigation_Sprinkler_Schedule

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	104	127

REGISTERED CIVIL ENGINEER DATE

SHAWN M. KOWALEWSKI No. 59539 Exp. 12/31/21 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

IRRIGATION QUANTITY
(LATERAL SIDE OF CONTROL VALVE)

CONTROLLER LETTER	VALVE NUMBER	PLASTIC PIPE (SCHEDULE 40) 1"	PLASTIC PIPE (SCHEDULE 40)	DRIP IRRIGATION TUBING	FAU/PR ASSEMBLY	DRIP EMITTERS (N)
		LF	LF	LF	EA	EA
A	1	30		1010	1	536
	TOTAL	30		1010	1	536

IRRIGATION QUANTITY
(MAIN SUPPLY SIDE OF CONTROL VALVE)

SHEET No.	BATTERY POWERED IRRIGATION CONTROLLER	BACK-FLOW PREVENTER ASSEMBLY	COPPER PIPE (SUPPLY LINE)	FLOW SENSOR	VALVE: COMBINATION AIR RELIEF	VALVE: REMOTE CONTROL	VALVE: BALL	VALVE: GATE	WYE STRAINER ASSEMBLY	SUPPLY LINE: PLASTIC PIPE (SCHEDULE 40)		SUPPLY LINE: GALVANIZED STEEL PIPE
		1"	1"	1"	1"	1"	1"	1"	1"	1"	1 1/2"	1"
	EA	EA	EA	EA	EA	EA	EA	EA	EA	LF	LF	LF
IP-1												
IP-2	1	1			1	1	1			30		30
IP-3												
TOTAL	1	1			1	1	1			30		30

IRRIGATION QUANTITIES
NOT TO SCALE

IQ-1

APPROVED FOR IRRIGATION WORK ONLY

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	RON MILLIGAN	REVISED BY	
Caltrans	SHAWN M. KOWALEWSKI	CHECKED BY	SHAWN KOWALEWSKI	DATE REVISED	

BORDER LAST REVISED 7/2/2010 | USERNAME => ohernandez DGN FILE => IQ-1_Irrigation_Quantities | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

LAST REVISED DATE PLOTTED => 2021-11-02 TIME PLOTTED => 2:07 PM 00-00-00

GENERAL NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. UNDERLINED PORTIONS OF BOTANICAL NAME INDICATE ABBREVIATIONS USED ON PLANTING PLAN.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	105	127

LANDSCAPE ARCHITECT DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LANDSCAPE ARCHITECT RON WILLIGAN NO. 3151 REN. 03-31-23 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

PLANT LEGEND

PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE: DIAMETER ③	HOLE SIZE: DEPTH ③	BASIN TYPE	WOOD MULCH BASIN ①	SOIL AMENDMENT ①	APPLICATION RATES: SLOW-RELEASE FERTILIZER PLT	SLOW-RELEASE FERTILIZER PLT ESTB	ORGANIC FERTILIZER ① PLT	ORGANIC FERTILIZER ① PLT ESTB	PACKET FERTILIZER	ON CENTER SPACING	MINIMUM PLANTING DISTANCE FROM: ETW	EP	FENCE	WALL	PAVED DITCH	EARTH DITCH	REMARKS
					INCH	INCH		C.F.	C.F.	OZ	OZ	OZ	OZ	EA	FT	FT	FT	FT	FT	FT	FT	
A (No. 1)	1	○	AEONIUM ARBORESCENS 'TIP TOP'	TIP TOP AEONIUM	③	③	1	1	0.25			3	3	1	4	⑦	⑦	⑦	⑦	⑦	⑦	SHRUB
	2	❋	AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	③	③	1	1	0.25			3	3	1	4	⑦	⑦	⑦	⑦	⑦	⑦	SHRUB
	3	⊙	EPILOBIUM CALIFORNICA	CALIFORNIA FUCHSIA	③	③	1	1	0.25			3	3	1	3	⑦	⑦	⑦	⑦	⑦	⑦	SHRUB
	4	✿	HESPERALOE PARVIFLORA 'BRAKELIGHTS'	BRAKELIGHTS RED YUCCA	③	③	1	1	0.25			3	3	1	3	⑦	⑦	⑦	⑦	⑦	⑦	SHRUB
	5	⊛	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	③	③	1	1	0.25			3	3	1	2	⑦	⑦	⑦	⑦	⑦	⑦	SHRUB
	6	⊡	JUNCUS PATENS 'ELK BLUE'	SPREADING RUSH	③	③	1	1	0.25			3	3	1	3	⑦	⑦	⑦	⑦	⑦	⑦	SHRUB

PLANTING REQUIREMENTS

① QUANTITIES SHOWN ARE "PER PLANT"

② SOIL AMENDMENT MUST BE FINE COMPOST

③ DIAMETER = 2x Dia ROOTBALL Dia
DEPTH = 1 ½ HEIGHT OF ROOTBALL

④ TREE STAKING

⑤ VINE STAKING

⑥ BASIN MULCH TO BE WOOD CHIP MULCH

⑦ AS SHOWN ON PROJECT PLANS

⑧ ROOT PPOTECTOR

APPROVED FOR PLANTING WORK ONLY

PLANT LEGEND
NOT TO SCALE

PL-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI | CALCULATED-DESIGNED BY: SHAWN KOWALEWSKI | CHECKED BY: RON WILLIGAN | REVISED BY | DATE REVISED

LAST REVISION DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 2:07 PM

BORDER LAST REVISED 7/2/2010 | USERNAME =>rmilligan DGN FILE => PL-1_Plant Legend | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

GENERAL NOTES:

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

LEGEND:

EXISTING PLANTING TO REMAIN

INVASIVE PLANT MANAGEMENT AREA

WOOD MULCH AREA (WOOD CHIP MULCH) (4 INCH DEPTH)

SPECIES PROTECTION AREA X

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	106	127

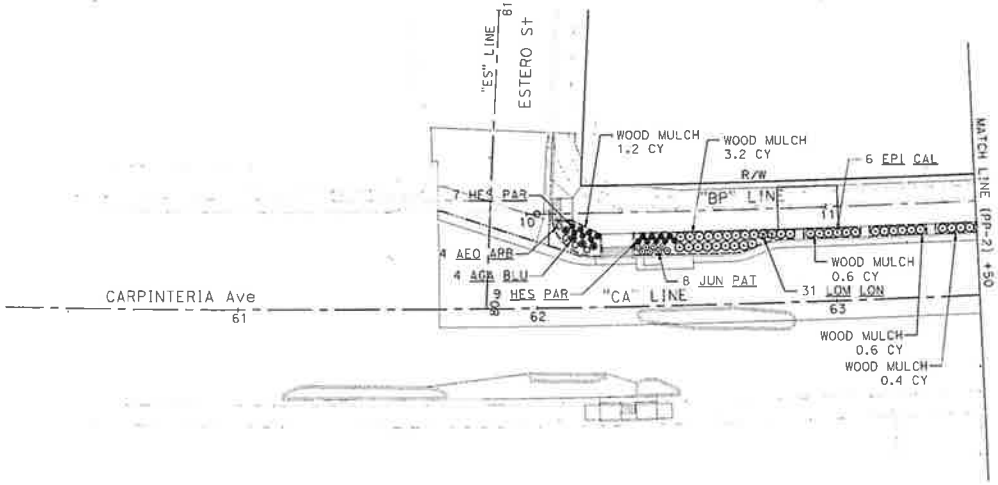
LANDSCAPE ARCHITECT DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LANDSCAPE ARCHITECT RON MILLIGAN NO. 3151 REN. 07-31-23 STATE OF CALIFORNIA

MNS ENGINEERS, INC. 201 N CALLE CESAR CHAVEZ SUITE 300 SANTA BARBARA, CA 93103	SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE B SANTA BARBARA, CA 93110



PLANTING PLAN

SCALE: 1" = 20'

PP-1

APPROVED FOR PLANTING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED/DESIGNED BY: SHAWN KOWALEWSKI

CHECKED BY: RON MILLIGAN

REVISED BY

DATE REVISED

LAST REVISION DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 2:08 PM

BORDER LAST REVISED 7/2/2010

USERNAME => ehernandez
DGN FILE => PP-1_Planting_Plan

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

GENERAL NOTES:

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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	101	4.0/4.8	107	127

LANDSCAPE ARCHITECT DATE

PLANS APPROVAL DATE

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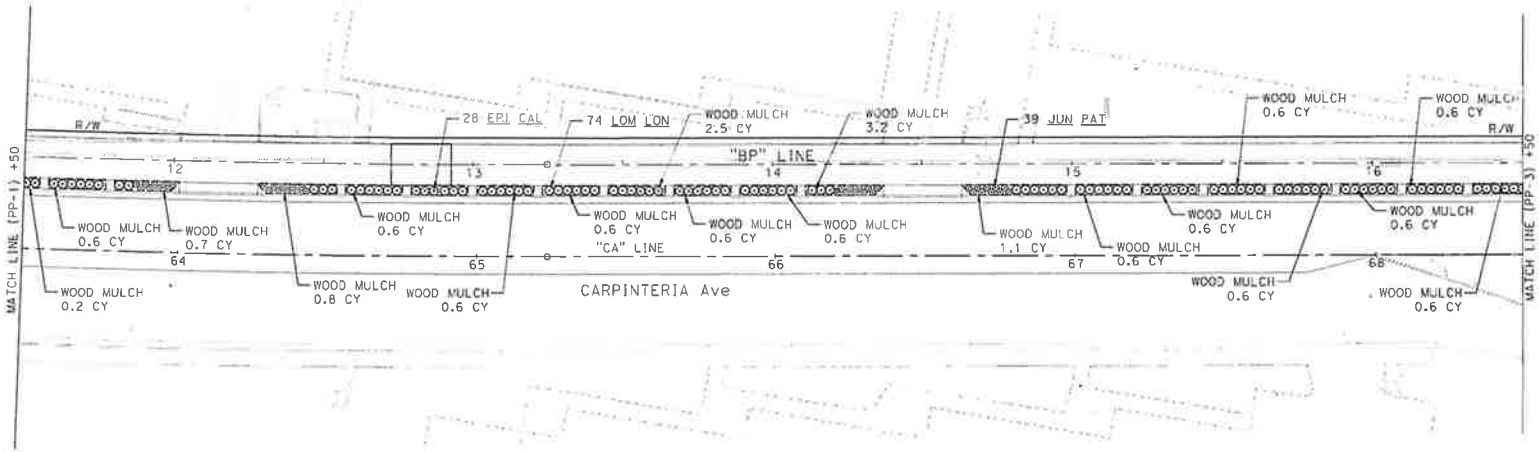
LANDSCAPE ARCHITECT RON MILLIGAN NO. 3151 REN 07-31-23 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



PLANTING PLAN

SCALE: 1" = 20'

PP-2

APPROVED FOR PLANTING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: RON MILLIGAN

CHECKED BY: SHAWN KOWALEWSKI

REVISED BY

DATE REVISED

LAST REVISION DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 2:09 PM

BORDER LAST REVISED 7/2/2010

USERNAME => shernandez
DGN FILE => PP-2_Planting_Plan

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	108	127

LANDSCAPE ARCHITECT DATE

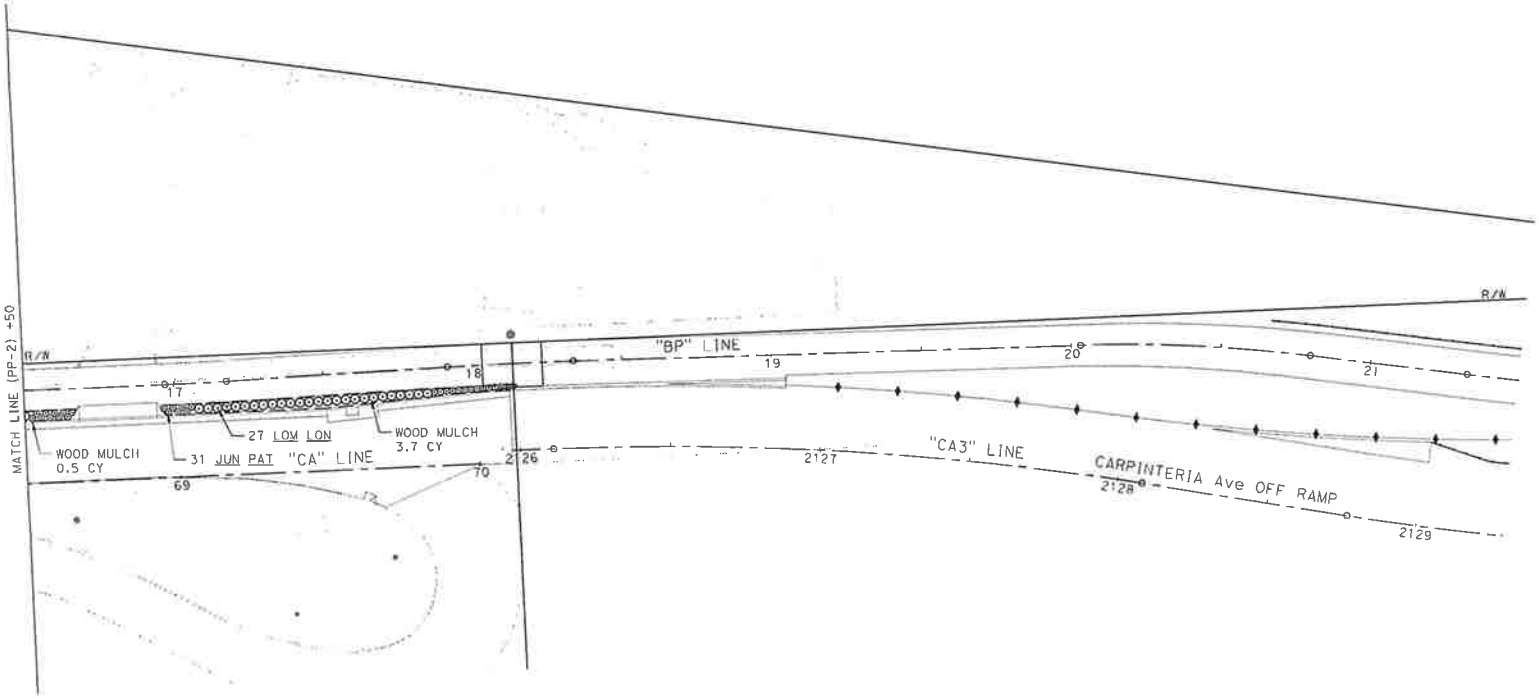
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LANDSCAPE ARCHITECT RON MILLIGAN NO. 3151 REN 03-31-22 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



PLANTING PLAN

SCALE: 1" = 20'

IP-3

APPROVED FOR PLANTING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	RON MILLIGAN	REVISED BY	
Caltrans	SHAWN M. KOWALEWSKI	CHECKED BY	SHAWN KOWALEWSKI	DATE REVISED	

BORDER LAST REVISED 7/2/2010

USERNAME => ahernandez
DGN FILE => PP-3_Planting_Plan

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1449

PROJECT NUMBER & PHASE 0515000012

LAST REVISION DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 2:10 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0/4.8	109	127

LANDSCAPE ARCHITECT DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

LANDSCAPE ARCHITECT RON MILLICAN NO.3151 REN. 07-31-23 STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

MULCH QUANTITIES

SHEET No.	CY
PP-1	6.0
PP-2	10.0
PP-3	4.2
AREA MULCH SUBTOTAL	20.2
BASIN MULCH FROM PLANT QTY TABLE	10.1
TOTAL	30.3

PLANTING QUANTITIES

BOTANICAL NAME	COMMON NAME	PLANT GROUP	PLANT BASIN		
		A	WOOD MULCH	SOIL AMENDMENT	ORGANIC FERTILIZER
		EA	CY	CY	LB
AEONIUM ARBORESCENS 'TIP TOP'	TIP TOP AEONIUM	4	0.2	0.04	1.5
AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	4	0.2	0.04	1.5
EPILOBIUM CALIFORNICA	CALIFORNIA FUCHSIA	34	1.3	0.32	12.8
HESPERALOE PARVIFLORA 'BRAKELIGHTS'	BRAKELIGHTS RED YUCCA	16	0.6	0.15	6.0
JUNCUS PATENS 'ELK BLUE'	SPREADING RUSH	78	2.9	0.73	29.3
LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	132	4.9	1.24	49.6
TOTAL		268	10.1	2.6	100.7

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR: SHAWN M. KOWALEWSKI

CALCULATED-DESIGNED BY: RON MILLICAN
CHECKED BY: SHAWN KOWALEWSKI
REVISED BY
DATE REVISED

APPROVED FOR PLANTING WORK ONLY

PLANTING QUANTITIES
NOT TO SCALE

PQ-1

LAST REVISION DATE PLOTTED => 2021-11-02
00-00-00 TIME PLOTTED => 2:10 PM

BORDER LAST REVISED 7/2/2010 | USERNAME => ahernandez | DGN FILE => PQ-1_Planting_Quantities | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1449 | PROJECT NUMBER & PHASE 0515000012

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE UTILITY PLANS FOR LOCATION AND ELEVATION OF CROSSING UTILITIES.
3. SEE DRAINAGE PLANS FOR STORM DRAIN DETAILS.
4. WALL TOP/BOTTOM LAYOUT DETAILS PROVIDED IN "WALL LAYOUT DETAIL TABLE" ON RETAINING WALL SHEET 7.
5. Conc Exp Jt @ 100' O.C. Max AND AT FOOTING STEPS. WEAKENED PLANE Jt @ 25' O.C. Max. Std PLAN B0-3 DETAILS 3-1, 3-2, 3-3 AND 3-4.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0 - 4.8	112	127

8/6/20
REGISTERED CIVIL ENGINEER — DATE

SHAWN KOWALEWSKI No. 59539 Exp. 12/31/20 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

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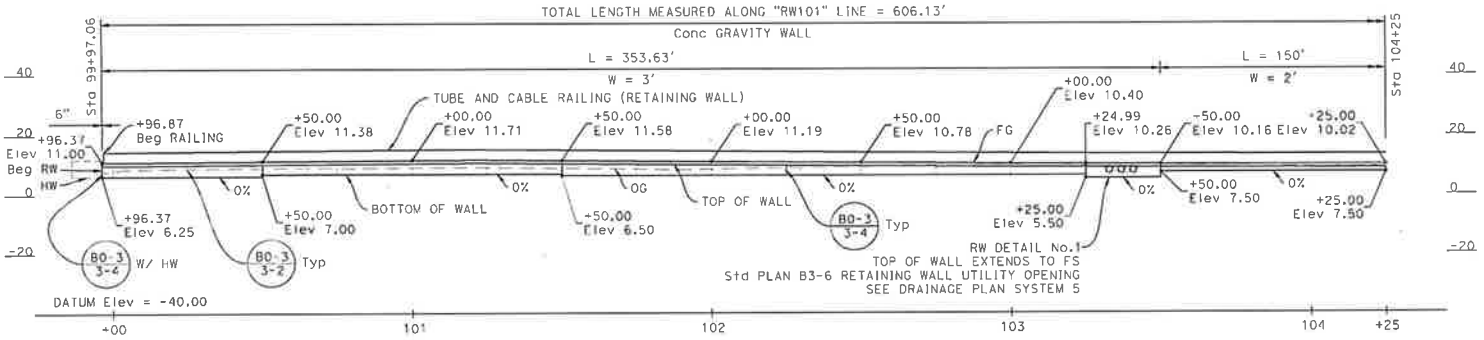
MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

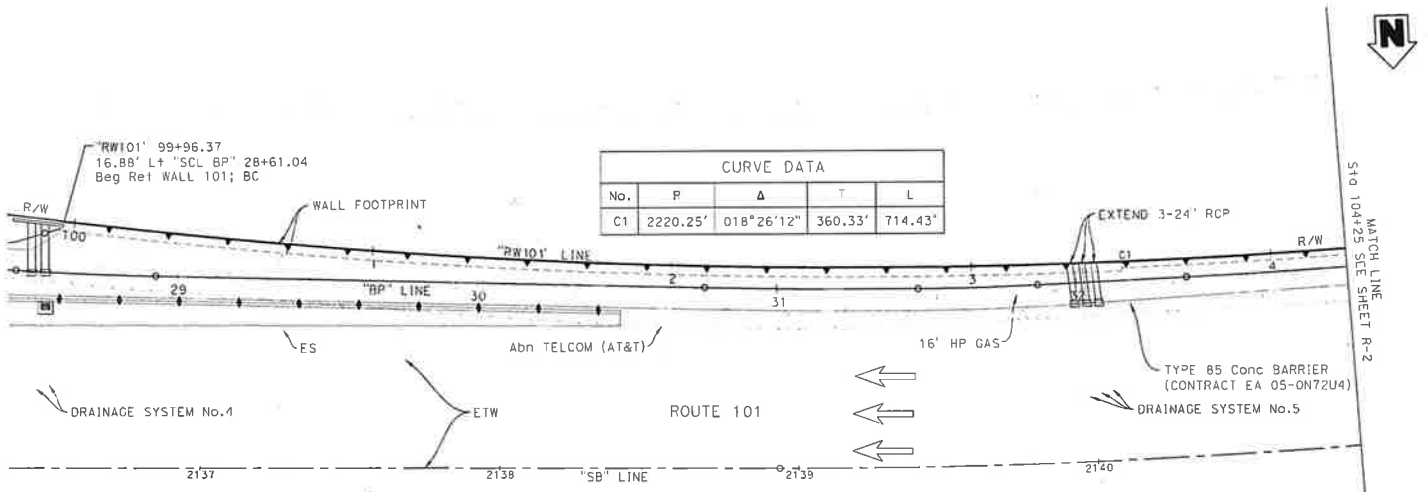


DEVELOPED MIRROR ELEVATION

SCALE: 1" = 20'

INDEX TO PLANS

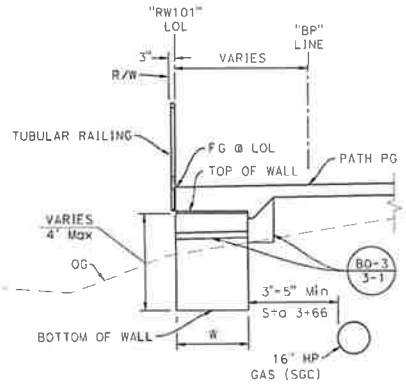
SHEET No.	TITLE
1	GENERAL PLAN No.1
2	GENERAL PLAN No.2
3	GENERAL PLAN No.3
4	GENERAL PLAN No.4
5	GENERAL PLAN No.5
6	GENERAL NOTES
7	WALL LAYOUT TABLES 1 AND 2
8	WALL LAYOUT TABLE 3
9	WALL DETAILS No.1
10	WALL DETAILS No.2
11	WALL DETAILS No.3



CURVE DATA				
No.	R	Δ	T	L
C1	2220.25'	018°26'12"	360.33'	714.43'

PLAN

SCALE: 1" = 20'



GRAVITY WALL TYPICAL SECTION

NO SCALE

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED -	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN SURCHARGE FOR MAINTENANCE VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	SHAWN KOWALEWSKI PROJECT ENGINEER
DESIGN OVERSIGHT	DETAILS	BY SHAWN KOWALEWSKI	CHECKED -	LAYOUT	BY SHAWN KOWALEWSKI CHECKED -		BRIDGE NO. -
XX/XX/XX	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED -	SPECIFICATIONS	BY SHAWN KOWALEWSKI PLANS AND SPECS COMPARED -		POST MILES 4.4 - 4.8
SIGN OFF DATE							

RETAINING WALL No. 101

GENERAL PLAN No. 1

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/12)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 1234 PROJECT NUMBER & PHASE: 0515000012 CONTRACT NO.: 05-10410

DISREGARD PRINTS BEARING EARLIER REVISION DATES

FILE => $REQUEST

REVISION DATES				SHEET	OF
				1	11

DATE PLOTTED => $DATE

TIME PLOTTED => $TIME

USERNAME => $USER

NOTES:

1. SHEET PILE MUST BE OF SAME TYPE, CLASS AND MANUFACTURER, MINIMUM SECTION MODULUS, S = 35 in^3/FT.
2. WALL DESIGN BASED ON NZ-19 SHEET PILE WITH NOMINAL HEIGHT (FRONT TO Bk) OF 16", WIDTH 27.56" (700mm).
3. CONTINUE LARGER "H" OR DEEPER PILE TIP SECTION UP TO ONE PILE WIDTH PAST THE WALL TRANSITION LOCATION.
4. PILE/PILE CAP LAYOUT DETAILS PROVIDED IN "WALL LAYOUT DETAIL TABLE" ON RETAINING WALL SHEET 7.
5. CONCRETE WALL EXPANSION Jt @ 100' Max AND WEAKENED PLANE Jt @ 25' O.C. Max. Std PLAN B0-3 DETAILS 3-2, 3-3 AND 3-4.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0 - 4.8	113	127

REGISTERED CIVIL ENGINEER — DATE 8/6/20

SHAWN KOWALEWSKI No. 56539 Exp. 12/31/20 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

PLANS APPROVAL DATE

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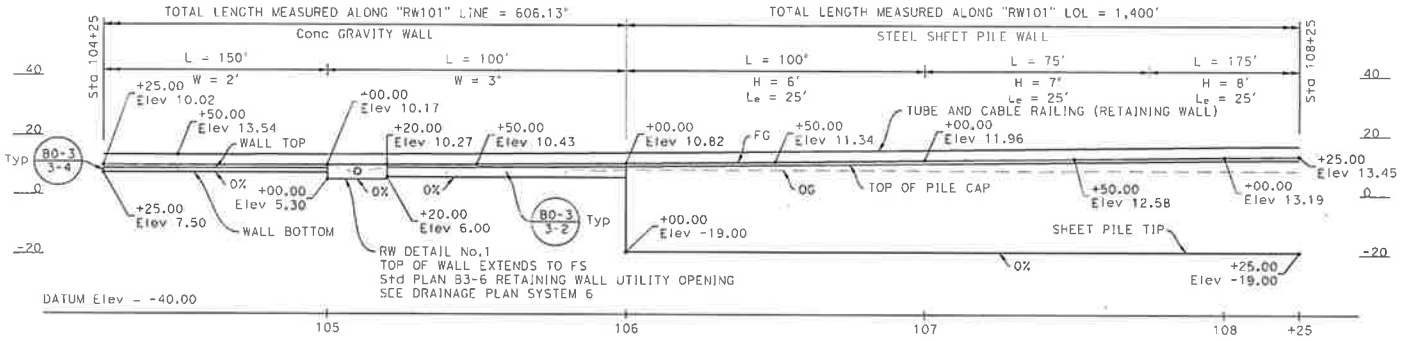
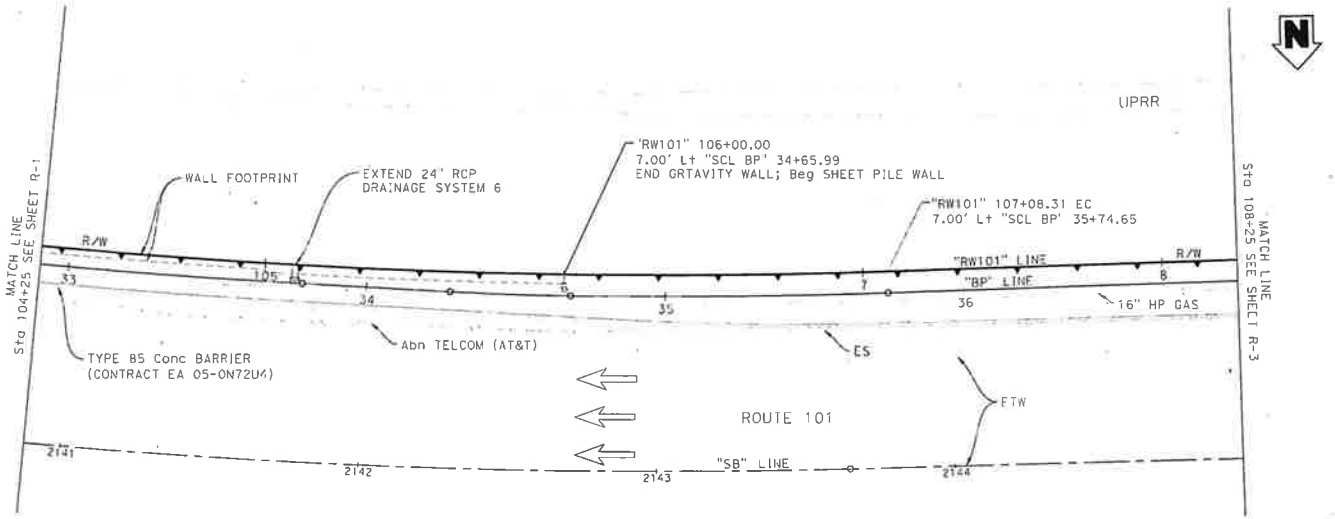
MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



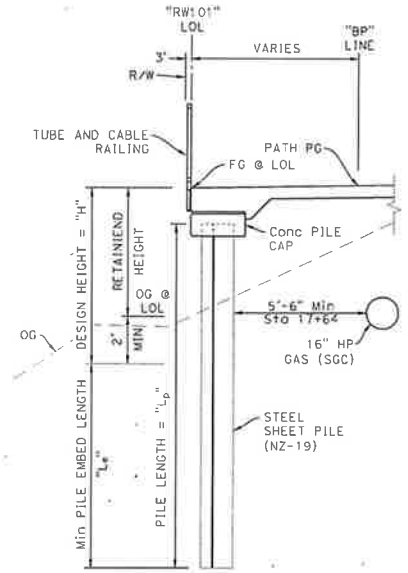
DEVELOPED MIRROR ELEVATION

SCALE: 1" = 20'



PLAN

SCALE: 1" = 20'



SHEET PILE WALL TYPICAL SECTION

NO SCALE

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED -	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN SURCHARGE FOR MAINTENANCE VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	SHAWN KOWALEWSKI PROJECT ENGINEER	BRIDGE NO. - POST MILES 4.4 - 4.8	RETAINING WALL No. 101 GENERAL PLAN No. 2
DESIGN OVERSIGHT XX/XX/XX	DETAILS	BY SHAWN KOWALEWSKI	CHECKED -	LAYOUT	BY SHAWN KOWALEWSKI	CHECKED -			
SIGN OFF DATE	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED -	SPECIFICATIONS	BY SHAWN KOWALEWSKI	PLANS AND SPECS ENGINEER -			

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/12)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 1234 PROJECT NUMBER & PHASE: 0515000012 CONTRACT NO.: 05-1C410

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES			SHEET	OF
M/M			2	11

FILE => $REQUEST

DATE PLOTTED => $TIME

DATE PLOTTED => $DATE

USERNAME => $USER

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SB	101	4.0 – 4.8	114	127

8/6/20
REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

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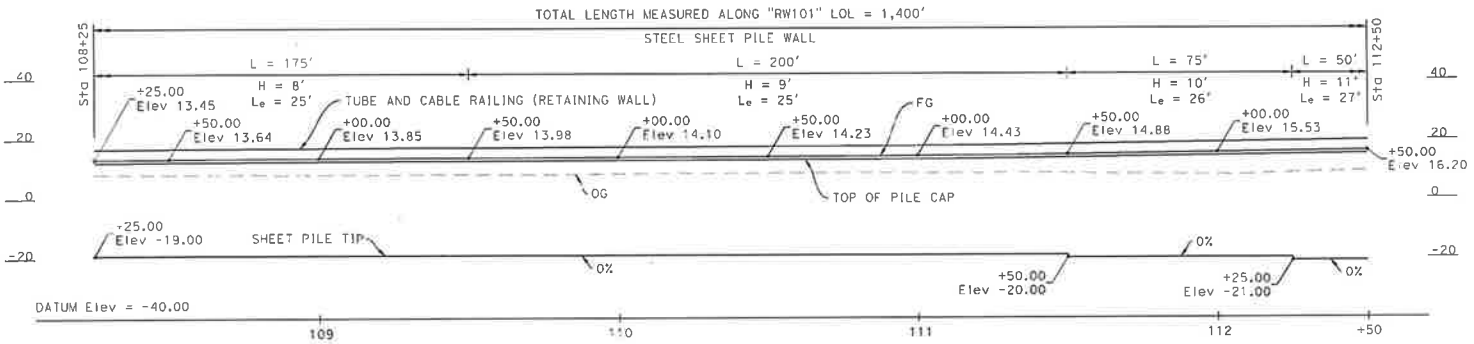
REGISTERED PROFESSIONAL ENGINEER — SHAWN KOWALEWSKI — No. 59539 — Exp. 12/31/20 — CIVIL — STATE OF CALIFORNIA

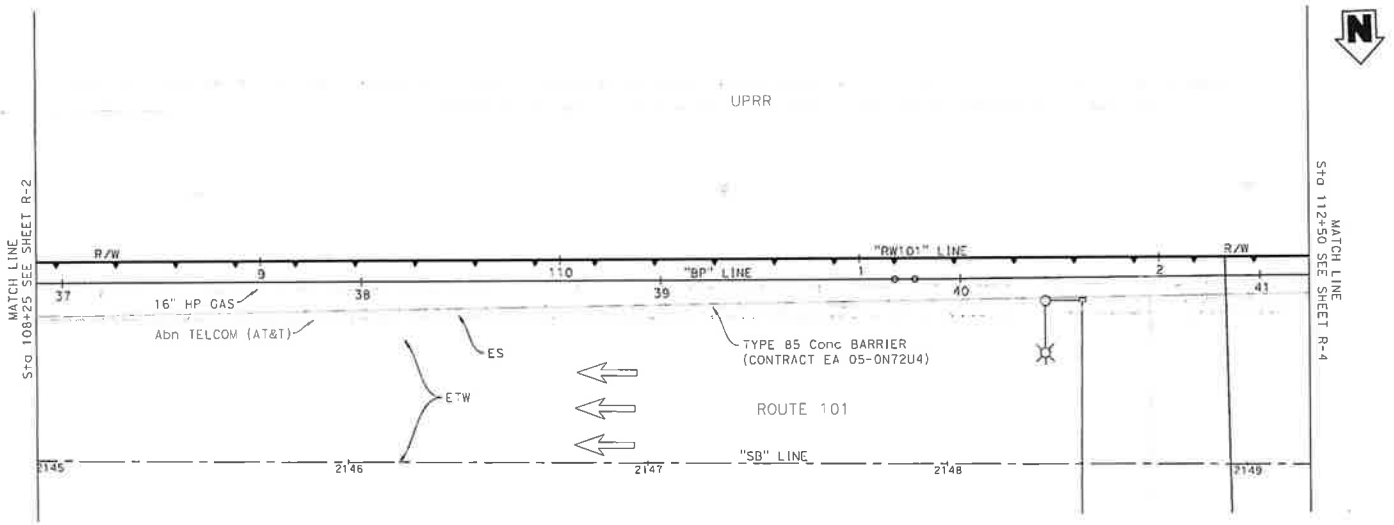
MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



DEVELOPED MIRROR ELEVATION

SCALE: 1" = 20'



PLAN

SCALE: 1" = 20'

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED –	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN, SURCHARGE FOR MAINTENANCE VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	SHAWN KOWALEWSKI PROJECT ENGINEER	BRIDGE NO. –	RETAINING WALL No. 101
DESIGN OVERSIGHT	DETAILS	BY SHAWN KOWALEWSKI	CHECKED –	LAYOUT	BY SHAWN KOWALEWSKI CHECKED –			POST MILES 4.4 – 4.8	GENERAL PLAN No. 3
XX/XX/XX	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED –	SPECIFICATIONS	BY SHAWN KOWALEWSKI PLANS AND SPECS COMPARED –				
SIGN OFF DATE									

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/12)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS: 0 1 2 3

UNIT: 1234
PROJECT NUMBER & PHASE: 0515000012
CONTRACT NO.: 05-1G410

FILE => $REQUEST

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES				SHEET	OF
8/7/20				3	11

DESIGNAME => $USER DATE PLOTTED => $DATE TIME PLOTTED => $TIME

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SB	101	4.0 – 4.8	115	127

8/6/20
REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — SHAWN KOWALEWSKI — No. 59538 — Exp. 12/31/20 — CIVIL — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
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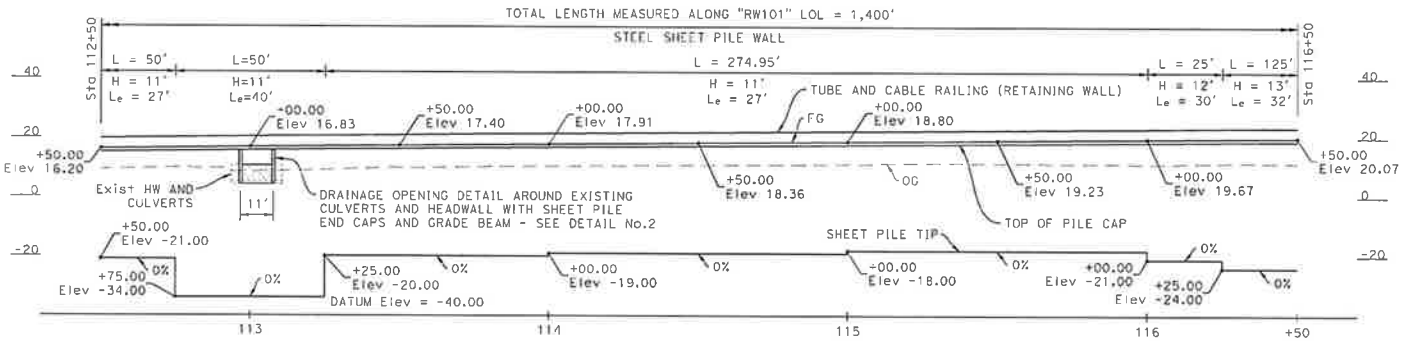
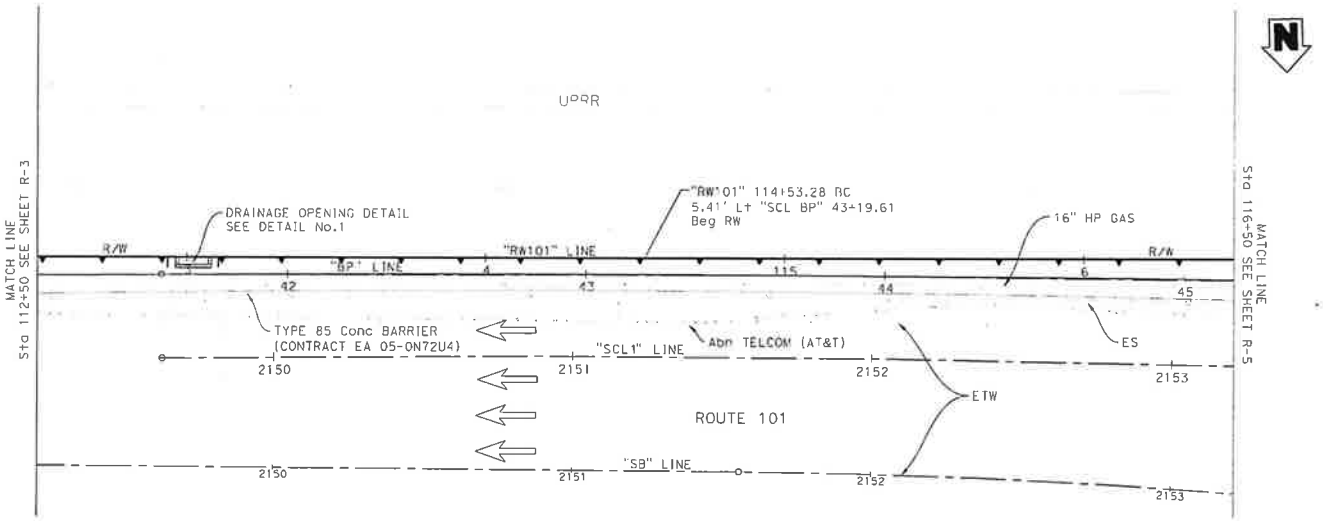
SANTA BARBARA, CA 93110



DEVELOPED MIRROR ELEVATION
SCALE: 1" = 20'



PLAN
SCALE: 1" = 20'

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED –	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN, SURCHARGE FOR MAINTENANCE VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	SHAWN KOWALEWSKI PROJECT ENGINEER	BRIDGE NO. –	RETAINING WALL No. 101
DESIGN OVERSIGHT	DETAILS	BY SHAWN KOWALEWSKI	CHECKED –	LAYOUT	BY SHAWN KOWALEWSKI	CHECKED –		POST MILES 4.4 – 4.8	GENERAL PLAN No. 4
XX/XX/XX SIGN OFF DATE	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED	SPECIFICATIONS	BY SHAWN KOWALEWSKI	PLANS AND SPECS COMPARED –			
DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/12)				ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3			UNIT: 1234 PROJECT NUMBER & PHASE: 0515000012	CONTRACT NO.: 05-10410	DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES | SHEET 4 | OF 11

FILE => $REQUEST

USERNAME => $USER DATE PLOTTED => $DATE TIME PLOTTED => $TIME

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SB	101	4.0 - 4.8	116	127

REGISTERED CIVIL ENGINEER — DATE 8/6/20

PLANS APPROVAL DATE

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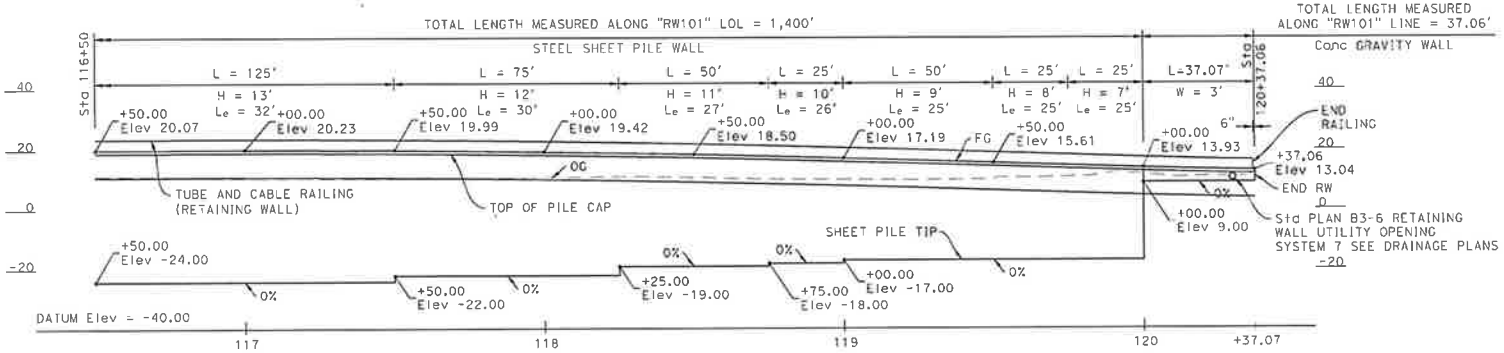
REGISTERED PROFESSIONAL ENGINEER — SHAWN KOWALEWSKI — No. 55539 — Exp. 12/31/20 — CIVIL — STATE OF CALIFORNIA

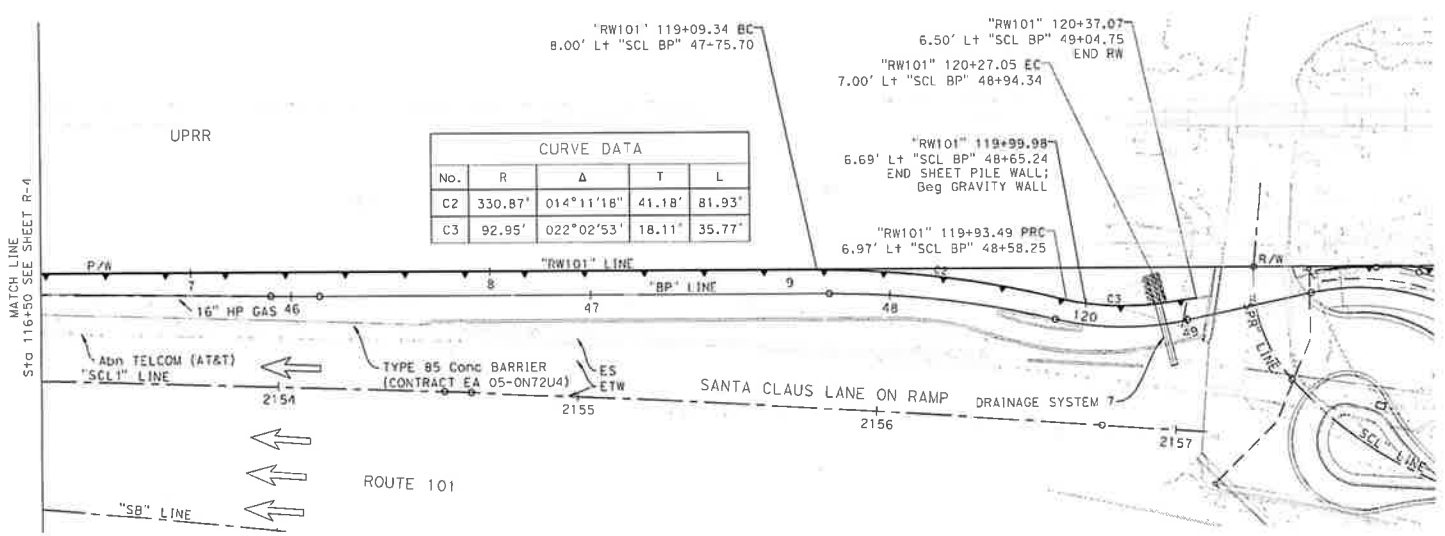
MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



DEVELOPED MIRROR ELEVATION

SCALE: 1" = 20'



PLAN

SCALE: 1" = 20'

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED -	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN, SURCHARGE FOR MAINTENANCE VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	SHAWN KOWALEWSKI PROJECT ENGINEER	BRIDGE NO. -	RETAINING WALL No. 101
DESIGN OVERSIGHT	DETAILS	BY SHAWN KOWALEWSKI	CHECKED -	LAYOUT	BY SHAWN KOWALEWSKI CHECKED -			POST MILES 4.4 - 4.8	GENERAL PLAN No. 5
xx/xx/xx SIGN OFF DATE	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED -	SPECIFICATIONS	BY SHAWN KOWALEWSKI PLANS AND SPECS COMPARED -			UNIT: 1234 PROJECT NUMBER & PHASE: 0515000012	CONTRACT NO.: 05-1G410

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/13)

ORIGINAL SCALE IN INCHES FOR REVISED PLANS: 0 1 2 3

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES				SHEET	OF
8/6/20				5	11

FILE => $REQUEST

DATE PLOTTED => $DATE TIME PLOTTED => $TIME USERNAME => $USER

LOAD & RESISTANCE FACTOR DESIGN

DESIGN: AASHTO LRFD Bridge Design Specifications, 6th Edition with California Amendments, preface dated January 2014

SEISMIC DESIGN: Caltrans Seismic Design Criteria (SDC) Version 2.0

DEAD LOAD: Includes 300 plf for bike path pavement

LIVE LOAD: 240 psf equivalent of 2 feet soil weight
10 kip GAWR maintenance vehicle (1-ton truck)

SOIL PARAMETERS:

SOIL LAYER 1
Elevation above 6.0

Soil weight:	120 pcf
Friction angle:	34°
Active pressure coefficient, Ka:	0.26
Passive pressure coefficient, Kp:	1.0

SOIL LAYER 2
Elevation below 6.0

Soil weight:	110 pcf
Friction angle:	30°
Active pressure coefficient, Ka:	0.31
Passive pressure coefficient, Kp:	4.2

SEISMIC PARAMETERS: K_h = 0.32

Average shear wave velocity, Vs30:	210 m/sec
Moment magnitude:	6.92
Peak ground acceleration:	0.63 g
Active Seismic Pressure Coefficient, Kae:	0.3

CONCRETE: fy = 60 ksi
f'c = 3.6 ksi

STRUCTURAL STEEL:

Steel sheet pile	fy = 60 ksi	ASTM A572, Grade 60
Steel plates and shapes	fy = 50 ksi	ASTM A709, Grade 36
Steel tubing	fy = 50 ksi	ASTM A500, Grade B
Anchor bolts	fy = 36 ksi	ASTM F1554, Grade 36

GENERAL NOTES

1. Exposed galvanized steel for tube and cable railing and galvanized hardware must be stained brown.
2. Cable and cable hardware for tube and cable railing must be stainless steel.
3. Expanded polystyrene (EPS) that is exposed to weather must be coated with gray silicone.

STANDARD PLANS DATED 2018

A3A	ABBREVIATIONS (SHEET 1 OF 3)
A3B	ABBREVIATIONS (SHEET 2 OF 3)
A3C	ABBREVIATIONS (SHEET 3 OF 3)
A10A	LEGEND - LINES AND SYMBOLS (SHEET 1 OF 5)
A10B	LEGEND - LINES AND SYMBOLS (SHEET 2 OF 5)
A10C	LEGEND - LINES AND SYMBOLS (SHEET 3 OF 5)
A10D	LEGEND - LINES AND SYMBOLS (SHEET 4 OF 5)
A10E	LEGEND - LINES AND SYMBOLS (SHEET 5 OF 5)
A10F	LEGEND - SOIL (SHEET 1 OF 2)
A10F	LEGEND - SOIL (SHEET 1 OF 2)
A10F	LEGEND - ROCK
B0-3	BRIDGE DETAILS
B3-5	RETAINING WALL DETAILS No.1
B3-6	RETAINING WALL DETAILS No.2

QUANTITIES

STRUCTURE EXCAVATION (RETAINING WALL)	783 CY
STRUCTURE BACKFILL (RETAINING WALL)	437 CY
FURNISH STEEL SHEET PILING	48,626 SF
DRIVE STEEL SHEET PILE (HYDRAULICALLY PUSHED)	48,626 SF
STRUCTURAL CONCRETE, RETAINING WALL	214.00 CY
STRUCTURAL CONCRETE, PILE CAP	131.93 CY
BAR REINFORCING STEEL (RETAINING WALL)	10,170 LB
BAR REINFORCING STEEL (PILE CAP)	15,776 LB
TUBE AND CABLE RAILING (RETAINING WALL)	2,040 LF
SMALL-ROCK SLOPE PROTECTION	106 CY

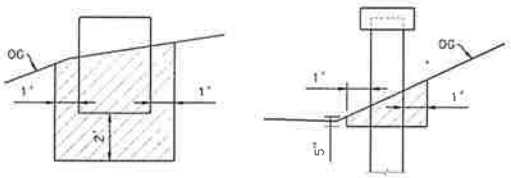
STRUCTURE EXCAVATION

STRUCTURE BACKFILL

ROADWAY EMBANKMENT

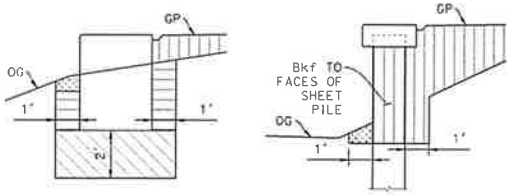
CONTROLLED LOW STENGTH MATERIAL (CLSM)

SMALL-ROCK SLOPE PROTECTION (5")



GRAVITY WALL SHEET PILE WALL

STRUCTURE EXCAVATION
NO SCALE



GRAVITY WALL SHEET PILE WALL

STRUCTURE BACKFILL
NO SCALE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SB	101	4.0 - 4.8	117	127

REGISTERED CIVIL ENGINEER — 8/6/20 DATE

PLANS APPROVAL DATE

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SHAWN KOWALEWSKI No. 59539 Exp. 12/31/20 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED -	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN, SURCHARGE FOR MAINTENANCE VEHICLE		
DESIGN OVERSIGHT	DETAILS	BY SHAWN KOWALEWSKI	CHECKED -	LAYOUT	BY SHAWN KOWALEWSKI	SHEETS -	
XX/XX/XX	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED -	SPECIFICATIONS	BY SHAWN KOWALEWSKI	PLANS AND SPECS COMPARED -	
SIGN OFF DATE							

PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

SHAWN KOWALEWSKI
PROJECT ENGINEER

BRIDGE NO. -
POST MILES 4.4 - 4.8

RETAINING WALL No. 101

GENERAL NOTES

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV: 03/14/12)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 1234
PROJECT NUMBER & PHASE: 0515000012 CONTRACT NO.: 05-10410

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES			SHEET	OF
8/7/20			6	11

FILE => $REQUEST

DATE PLOTTED => $DATE TIME PLOTTED => $TIME USERNAME => $USER

WALL Sec	WALL TYPE	DESIGN HEIGHT (Hdes)	WALL Bot OR PILE TIP	PILE EMBED (Le)	Sta	FS	TOP OF WALL OR PILE CAP	TOP OF PILE	PILE LENGTH (Lp)	SHEET PILE AREA	STRUCTURAL CONCRETE	
											Ret WALL	PILE CAP
		FT	Elev	FT		Elev	Elev	Elev	FT	SF	C.Y.	C.Y.
					99+97	11.00	9.92					
					100+00	11.02	9.94					
1	GRAVITY	5	6.25		100+25	11.19	10.10				22.61	
					100+50	11.35	10.27					
					100+50	11.35	10.27					
					100+75	11.52	10.44					
					101+00	11.69	10.61					
2	GRAVITY	5	7.00		101+17	11.83	10.74				37.62	
					101+25	11.77	10.69					
					101+50	11.58	10.50					
					101+50	11.58	10.50					
					101+75	11.39	10.30					
					102+00	11.19	10.10					
					102+25	10.98	9.90					
3	GRAVITY	5	6.50		102+50	10.78	9.69				64.94	
					102+75	10.58	9.49					
					103+00	10.40	9.32					
					103+25	10.26	9.18					
					103+25	10.26	10.26					
4	GRAVITY	5	5.50		103+50	10.16	10.16				13.08	
					103+50	10.16	9.07					
					103+75	10.08	9.00					
					104+00	10.04	8.95					
5	GRAVITY	3	7.50		104+25	10.02	8.94				17.58	
					104+50	10.04	8.96					
					104+75	10.09	9.01					
					105+00	10.17	9.09					
					105+00	10.17	10.17					
6	GRAVITY	5	5.30		105+25	10.29	10.29				13.70	
					105+25	10.29	9.21					
					105+50	10.43	9.35					
7	GRAVITY	5	6.00		105+75	10.61	9.52				28.92	
					106+00	10.82	9.73					
					106+00	10.82	9.73	9.32	28.32			
					106+25	11.06	9.98	9.56	28.56			
8	SHEET PILE	6	-19.00	25	106+50	11.34	10.26	9.84	28.84	2,889		7.64
					106+75	11.65	10.56	10.15	29.15			
					107+00	11.96	10.88	10.46	29.46			
					107+00	11.96	10.88	10.46	29.46			
					107+25	12.27	11.19	10.77	29.77			
9	SHEET PILE	7	-19.00	25	107+50	12.58	11.50	11.08	30.08	2,244		5.73
					107+75	12.89	11.81	11.39	30.39			
					SUBTOTAL TABLE 1					5,133	196.45	13.37

WALL Sec	WALL TYPE	DESIGN HEIGHT (Hdes)	WALL Bot OR PILE TIP	PILE EMBED (Le)	Sta	FS	TOP OF WALL OR PILE CAP	TOP OF PILE	PILE LENGTH (Lp)	SHEET PILE AREA	STRUCTURAL CONCRETE	
											Ret WALL	PILE CAP
		FT	Elev	FT		Elev	Elev	Elev	FT	SF	C.Y.	C.Y.
					107+75	12.89	11.81	11.39	30.39			
					108+00	13.19	12.11	11.69	30.69			
					108+25	13.45	12.37	11.95	30.95			
					108+50	13.64	12.56	12.14	31.14			
10	SHEET PILE	8	-19.00	25	108+75	13.77	12.69	12.27	31.27	5,413		13.37
					109+00	13.85	12.77	12.35	31.35			
					109+25	13.92	12.83	12.42	31.42			
					109+50	13.98	12.89	12.48	31.48			
					109+50	13.98	12.89	12.48	31.48			
					109+75	14.04	12.96	12.54	31.54			
					110+00	14.10	13.02	12.60	31.60			
					110+25	14.17	13.08	12.67	31.67			
11	SHEET PILE	9	-19.00	25	110+50	14.23	13.14	12.73	31.73	6,386		15.28
					110+75	14.30	13.22	12.80	31.80			
					111+00	14.43	13.34	12.93	31.93			
					111+25	14.61	13.53	13.11	32.11			
					111+50	14.88	13.80	13.38	32.38			
					111+50	14.88	13.80	13.36	33.36			
					111+75	15.20	14.11	13.70	33.70			
12	SHEET PILE	10	-20.00	26	112+00	15.53	14.45	14.03	34.03	2,541		5.73
					112+25	15.87	14.79	14.37	34.37			
					112+25	15.87	14.79	14.37	35.37			
					112+50	16.20	15.12	14.70	35.70			
13	SHEET PILE	11	-21.00	27	112+75	16.52	15.44	15.02	36.02	1,785		3.82
					112+75	16.52	15.44	15.02	49.02			
					113+00	16.83	15.75	15.33	49.33			
14	SHEET PILE	11	-34.00	40	113+25	17.12	16.04	15.62	49.62	2,466		3.82
					113+25	17.12	16.04	15.62	35.62			
					113+50	17.40	16.31	15.90	35.90			
15	SHEET PILE	11	-20.00	27	113+75	17.66	16.58	16.16	36.16	2,701		5.73
					114+00	17.91	16.82	16.41	36.41			
					114+00	17.91	16.82	16.41	35.41			
					114+25	18.14	17.05	16.64	35.64			
16	SHEET PILE	11	-19.00	27	114+50	18.36	17.28	16.86	35.86	3,585		7.64
					114+75	18.58	17.50	17.08	36.08			
					115+00	18.80	17.71	17.30	36.30			
					115+00	18.80	17.71	17.30	35.30			
					115+25	19.02	17.93	17.52	35.52			
17	SHEET PILE	11	-18.00	27	115+50	19.23	18.15	17.73	35.73	3,573		7.64
					115+75	19.45	18.37	17.95	35.95			
					116+00	19.67	18.58	18.17	36.17			
					SUBTOTAL TABLE 2					28,450	0.00	73.03

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0 – 4.8	118	127

REGISTERED CIVIL ENGINEER — DATE 8/6/20

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — SHAWN KOWALEWSKI — No. 58539 — Exp. 12/31/20 — CIVIL — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE 310
SANTA BARBARA, CA 93110

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED –	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN, SURCHARGE FOR MAINTENANCE VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	SHAWN KOWALEWSKI PROJECT ENGINEER
DESIGN OVERSIGHT	DETAILS	BY SHAWN KOWALEWSKI	CHECKED –	LAYOUT	BY SHAWN KOWALEWSKI CHECKED –		
XX/XX/XX	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED –	SPECIFICATIONS	BY SHAWN KOWALEWSKI PLANS AND SPECS COMPARED –		
SIGN OFF DATE							

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/12)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS: 0 1 2 3

BRIDGE NO. –
POST MILES 4.4 – 4.8

RETAINING WALL No. 101

WALL LAYOUT TABLES 1 & 2

UNIT: 1234
PROJECT NUMBER & PHASE: 0515000012
CONTRACT NO.: 05-1C410

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION	DATE				SHEET	OF
	8/6/20				7	11

FILE => $REQUEST

DATE PLOTTED => $DATE TIME PLOTTED => $TIME

USERNAME => $USER

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0 – 4.8	119	127

REGISTERED CIVIL ENGINEER — DATE 8/6/20

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REGISTERED PROFESSIONAL ENGINEER — SHAWN KOWALEWSKI — No. 59539 — Exp. 12/31/20 — CIVIL — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110

WALL Sec	WALL TYPE	DESIGN HEIGHT (Hdes)	W-LL Bot OR PILE TIP	PILE EMBED (Le)	Sta	FS	TOP OF WALL OR PILE CAP	TOP OF PILE	PILE LENGTH (Lp)	SHEET PILE AREA	STRUCTURAL CONCRETE	
											Rel WALL	PILE CAP
		FT	Elev	FT		Elev	Elev	Elev	FT	SF	CY	CY
18	SHEET PILE	12	−21.00	30	116+00	19.67	18.58	18.17	39.17	982		1.91
					116+25	19.88	18.80	18.38	39.38			
19	SHEET PILE	13	−24.00	32	116+25	19.88	18.80	18.38	42.38	5,305		9.55
					116+50	20.07	18.99	18.57	42.57			
					116+75	20.18	19.10	18.68	42.68			
					117+00	20.23	19.14	18.73	42.73			
					117+25	20.14	19.06	18.64	42.64			
					117+50	19.99	18.91	18.49	42.49			
20	SHEET PILE	12	−22.00	30	117+50	19.99	18.91	18.49	40.49	3,000		5.73
					117+75	19.75	18.66	18.25	40.25			
					118+00	19.42	18.34	17.92	39.92			
					118+25	19.00	17.92	17.50	39.50			
21	SHEET PILE	11	−19.00	27	118+25	19.00	17.92	17.50	36.50	1,797		3.70
					118+50	18.50	17.41	17.00	36.00			
					118+75	17.88	16.79	16.38	35.38			
22	SHEET PILE	10	−18.00	26	118+75	17.88	16.79	16.38	34.38	851		1.91
					119+00	17.19	16.10	15.69	33.69			
23	SHEET PILE	9	−17.00	25	119+00	17.19	16.10	15.69	32.69	1,595		3.82
					119+25	16.46	15.37	14.96	31.96			
					119+50	15.81	14.53	14.11	31.11			
24	SHEET PILE	8	−17.00	25	119+50	15.81	14.53	14.11	31.11	767		1.91
					119+75	14.78	13.70	13.28	30.28			
25	SHEET PILE	7	−17.00	25	119+75	14.78	13.70	13.28	30.28	746		1.91
					120+00	13.93	12.85	12.43	29.43			
26	GRAVITY	5	9.00		120+00	13.93	12.85					
					120+25	13.25	12.16				14.00	
					120+37	13.04	11.95					
									SUB TOTAL TABLE 3	15,043	14.00	42.44
									SUB TOTAL TABLE 1	5,133	198.45	15.37
									SUB TOTAL TABLE 2	28,450	0.00	73.03
									TOTAL	48,626	212.45	128.84

CALTRANS ENGINEER
DESIGN OVERSIGHT
XX/XX/XX
SIGN OFF DATE

	BY	CHECKED
DESIGN	SHAWN KOWALEWSKI	–
DETAILS	SHAWN KOWALEWSKI	–
QUANTITIES	SHAWN KOWALEWSKI	–

LOAD & RESISTANCE FACTOR DESIGN — LIVE LOADING: PEDESTRIAN, SURCHARGE FOR MAINTENANCE VEHICLE

	BY	CHECKED
LAYOUT	SHAWN KOWALEWSKI	–
SPECIFICATIONS	SHAWN KOWALEWSKI	PLANS AND SPECS COMPARED –

PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

SHAWN KOWALEWSKI
PROJECT ENGINEER

BRIDGE NO. –
POST MILES 4.4 – 4.8

RETAINING WALL No. 101

WALL LAYOUT TABLE 3

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/12)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

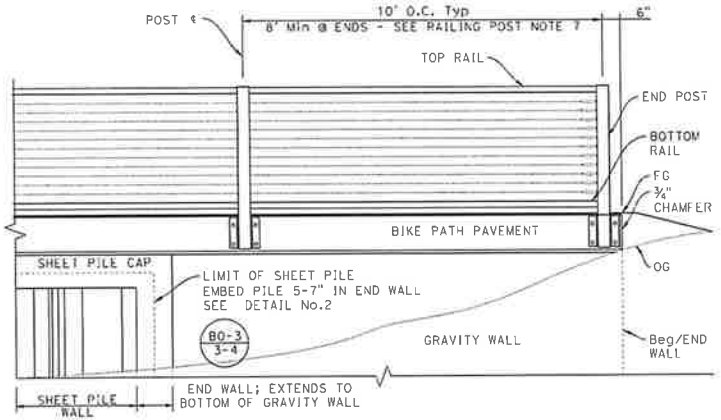
UNIT: 1234
PROJECT NUMBER & PHASE: 0515000012
CONTRACT NO.: 05-1G410

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES				SHEET	OF
8/6/20				8	11

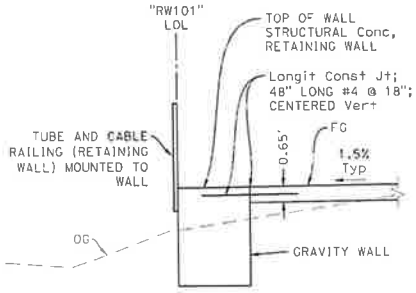
FILE => $REQUEST

USERNAME => $USER — DATE PLOTTED => $DATE — TIME PLOTTED => $TIME



SHEET PILE TO GRAVITY WALL TRANSITION AND END DETAIL

1" = 20'



DETAIL No.1 - SECTION

NO SCALE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0 - 4.8	120	127

8/6/20
REGISTERED CIVIL ENGINEER — DATE

PLANS APPROVAL DATE

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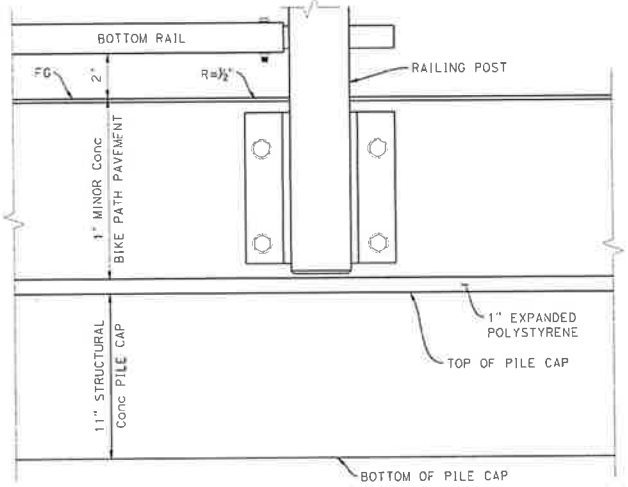
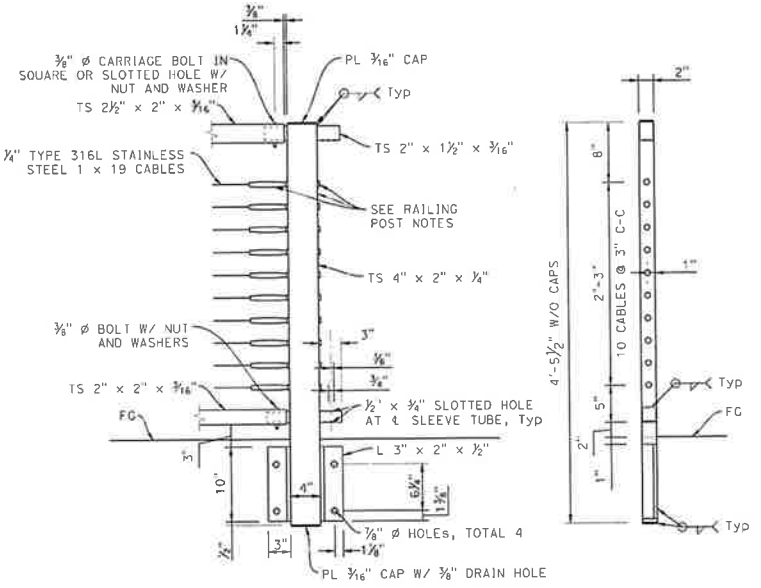
SHAWN KOWALEWSKI No. 59539 Exp. 12/31/20 CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

MNS ENGINEERS, INC. 201 N CALLE CESAR CHAVEZ SUITE 300 SANTA BARBARA, CA 93103	SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE B SANTA BARBARA, CA 93110



RAILING POST CONNECTION ELEVATION

3" = 1'-0"



TUBE AND CABLE RAILING (RETAINING WALL) POST DETAIL

1½" = 1'-0"

RAILING POST NOTES

1. POST SPACING AT 10' O.C. ALIGNED WITH TYPE 85 BARRIER.
2. STAINLESS STEEL CABLE MINIMUM BREAKING STRENGTH = 7500 POUNDS.
3. ANCHOR POSTS INCLUDE CABLE TERMINAL COMPONENTS CONSISTING OF STAINLESS STEEL DROP-PIN OR THREADED CABLE TERMINAL WITH AND INTEGRAL TURNBUCKLE/TENSIONER ON OPPOSITE END.
4. 100' O.C. Max BETWEEN CABLE ANCHOR POSTS. 50' O.C. Max BETWEEN END POST AND NEXT ANCHOR POST.
5. NON-ANCHOR POSTS (INTERMEDIATE POSTS) INCLUDE STAINLESS STEEL HOLE PROTECTOR SLEEVES FOR THROUGH-POST CABLES. ⅜" MAXIMUM SLEEVE ID.
6. BIKE PATH PAVEMENT WEAKENED PLANE AND EXPANSION JOINTS SPACED AND ALIGNED TO RAILING POSTS.
7. 8' MINIMUM SPACE BETWEEN POST AT RAILING ENDS; EQUALLY SPACED TO ALIGN POSTS TO TYPE 85 BARRIER POSTS, THEN 10' C-C.
8. TENSION CABLES TO:
   - 8.1. 200 POUNDS
   - 8.2. PROVIDE A CENTER OF SPAN GAP LESS THAN 3½" BETWEEN A CABLE LOADED VERTICALLY WITH 50 POUNDS AT CENTER SPAN AND AN UNLOADED CABLE.

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED -	1240 & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN, SURCHARGE FOR MAINTENANCE VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	SHAWN KOWALEWSKI PROJECT ENGINEER
DESIGN OVERSIGHT	DETAILS	BY SHAWN KOWALEWSKI	CHECKED -	LAYOUT	BY SHAWN KOWALEWSKI CHECKED -		BRIDGE NO. -
XX/XX/XX	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED -	SPECIFICATIONS	BY SHAWN KOWALEWSKI PLANS AND SPECS COMPARED -		POST MILES 4.4 - 4.8
SIGN OFF DATE							

RETAINING WALL No. 101

DETAILS No. 1

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/13)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS: 0 1 2 3

UNIT: 1234 PROJECT NUMBER & PHASE: 0515000012 CONTRACT NO.: 05-1C410

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES				SHEET	OF
8/1/20				9	11

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DATE PLOTTED => $DATE TIME PLOTTED => $TIME USERNAME => $USER

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SB	101	4.0 - 4.8	121	127

REGISTERED CIVIL ENGINEER — DATE 8/6/20

PLANS APPROVAL DATE

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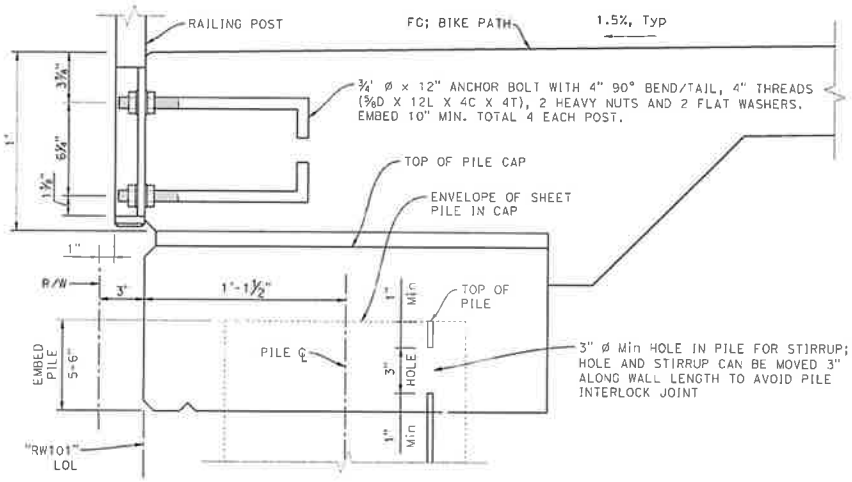
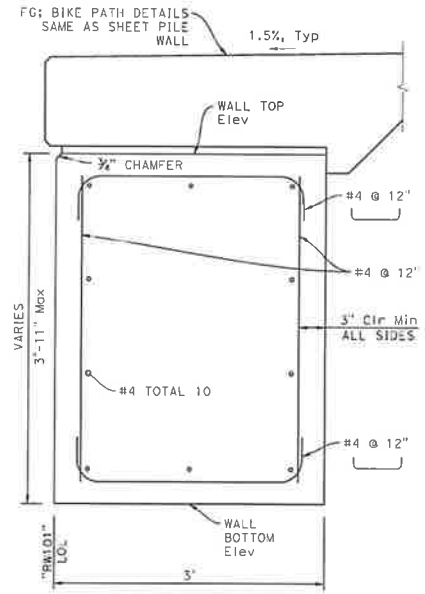
REGISTERED PROFESSIONAL ENGINEER — SHAWN KOWALEWSKI — No. 59539 — Exp. 12/31/20 — CIVIL — STATE OF CALIFORNIA

MNS ENGINEERS, INC.
201 N CALLE CESAR CHAVEZ
SUITE 300
SANTA BARBARA, CA 93103

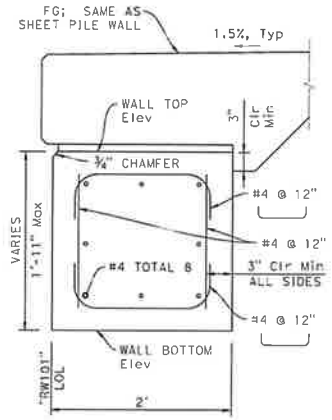
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE B
SANTA BARBARA, CA 93110



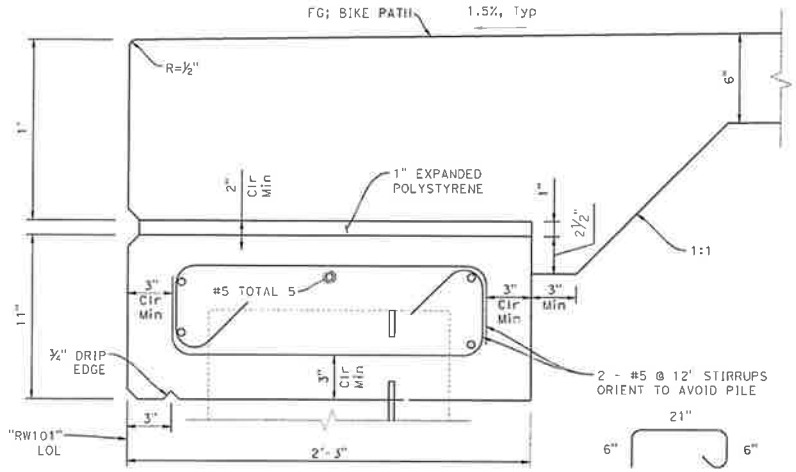
PILE CAP AND RAILING ANCHOR DETAIL
3" = 1'-0"



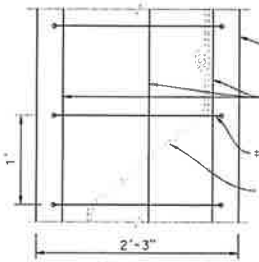
GRAVITY WALL (W=3') DETAIL
1½" = 1'-0"



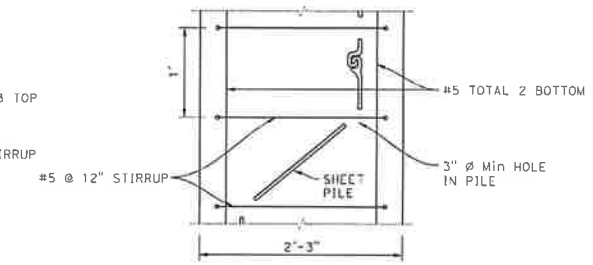
GRAVITY WALL (W=2') DETAIL
1½" = 1'-0"



PILE CAP DETAIL
3" = 1'-0"



PILE CAP REINFORCEMENT PLAN - TOP
1½" = 1'-0"



PILE CAP REINFORCEMENT PLAN - BOTTOM
1½" = 1'-0"

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED -	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN, SURCHARGE FOR MAINTENANCE VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	SHAWN KOWALEWSKI PROJECT ENGINEER	BRIDGE NO. -	RETAINING WALL No. 101
DESIGN OVERSIGHT XX/XX/XX	DETAILS	BY SHAWN KOWALEWSKI	CHECKED -	LAYOUT	BY SHAWN KOWALEWSKI	CHECKED -		POST MILES 4.4 - 4.8	DETAILS No. 2
SIGN OFF DATE	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED -	SPECIFICATIONS	BY SHAWN KOWALEWSKI	PLANS AND SPECS COMPLIANT -			

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/12)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 1234 PROJECT NUMBER & PHASE: 0515000012 CONTRACT NO.: 05-1G410

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES				SHEET	OF
4/1/20				10	11

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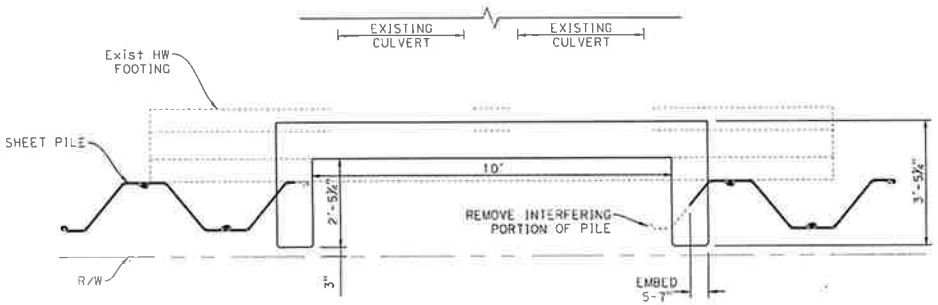
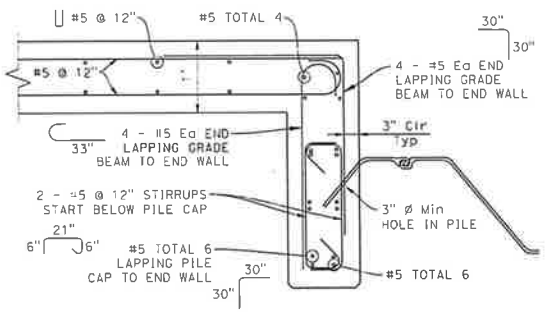


DETAIL No.2 - CULVERT END SECTION A-A
1" = 20'



DETAIL No.2 - GRADE BEAM TO END WALL DETAIL
1" = 10'

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	4.0 - 4.8	122	127

REGISTERED CIVIL ENGINEER — 8/6/20 DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — SHAWN KOWALEWSKI — No. 59539 — Exp. 12/31/20 — CIVIL — STATE OF CALIFORNIA

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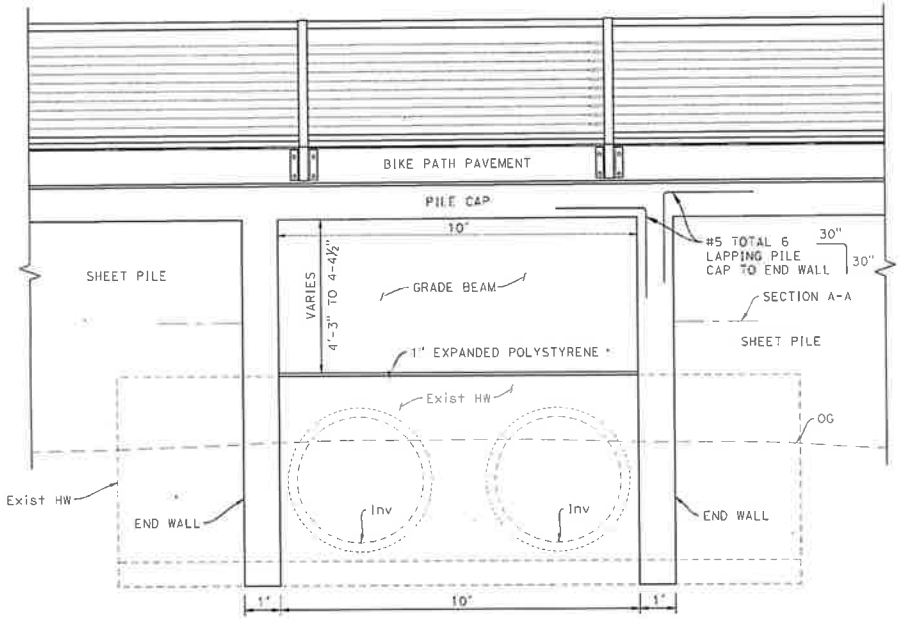
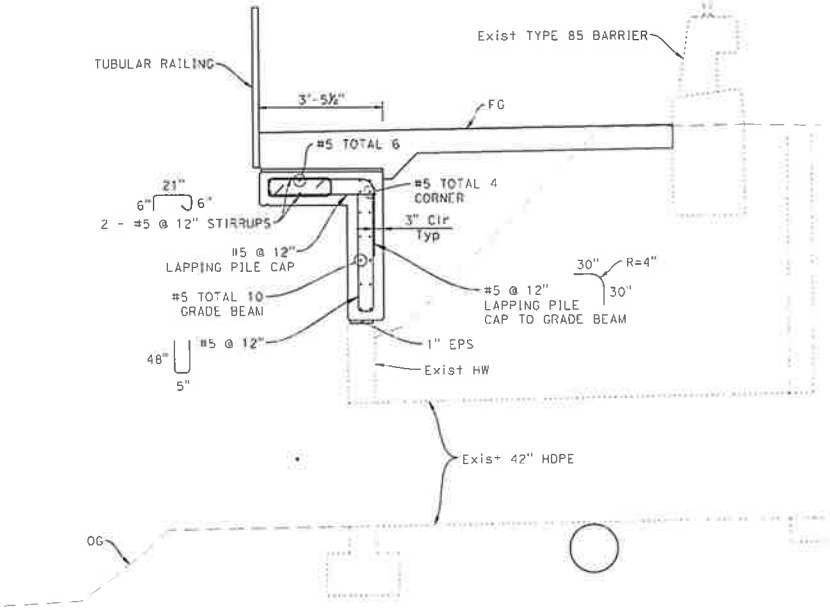


DETAIL No.2 - CULVERT END ELEVATION
1" = 20'



DETAIL No.2 - CULVERT END SECTION
1" = 20'

CALTRANS ENGINEER	DESIGN	BY SHAWN KOWALEWSKI	CHECKED -	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: PEDESTRIAN, SURCHARGE FOR MAINTENANCE VEHICLE	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	SHAWN KOWALEWSKI PROJECT ENGINEER
DESIGN OVERSIGHT	DETAILS	BY SHAWN KOWALEWSKI	CHECKED -	LAYOUT	BY SHAWN KOWALEWSKI CHECKED -		BRIDGE NO. -
XX/XX/XX SIGN OFF DATE	QUANTITIES	BY SHAWN KOWALEWSKI	CHECKED -	SPECIFICATIONS	BY SHAWN KOWALEWSKI PLANS AND SPECS COMPARED -		POST MILES 4.4 - 4.8

RETAINING WALL No. 101
DETAILS No. 3

DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 03/14/12)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

UNIT: 1234
PROJECT NUMBER & PHASE: 0515000012
CONTRACT NO.: 05-1C410

DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES				SHEET	OF
8/6/20				11	11

FILE => $REQUEST

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
USERNAME => $USER

Exhibit 1

Attachment C: Recommended Conditions of Approval

Santa Claus Lane Multi-Use Path Project

PC Hearing, December 6, 2021

PLANNING COMMISSION HEARING
PROJECT 21-2122-CUP/CDP
DECEMBER 6, 2021

ATTACHMENT C: CONDITIONS OF APPROVAL SANTA CLAUS LANE MULTI-USE PATH

The Conditions set forth in this permit affect the title and possession of the real property that 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.

PROJECT DESCRIPTION

1. This Conditional Use Permit and Coastal Development Permit is based upon and limited to compliance with the project description, the hearing exhibits (Exhibit 1, Attachment B to the staff report dated December 6, 2021) and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the City for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

   The project description is as follows:

   Caltrans is seeking approval of a Conditional Use Permit and Coastal Development Permit to construct a 0.8-mile Class I multi-use path along the southern edge of the US Highway 101 southbound right-of-way and the 4100 block of Carpinteria Avenue to allow for a dedicated bike and pedestrian path connection between the City of Carpinteria and Santa Claus Lane in unincorporated Santa Barbara County. The trail is intended to support alternative transportation in the area and fill in a missing link in the 1,200 mile California Coastal Trail.

   The overall project limits would extend from the Sand Point Road/Santa Claus Lane intersection in unincorporated Santa Barbara County to the Estero Way/Carpinteria Ave intersection in the City of Carpinteria. Beginning at Sand Point Road, the path alignment would be located along the southern edge of the US Highway 101 right-of-way, in between the southbound travel lanes and the adjacent Union Pacific Railroad (UPRR) right-of-way. The path would follow the southbound Santa Claus Lane on-ramp and then parallel the southbound travel lanes to the Carpinteria Avenue exit. From there, the path would exit the highway

aside the Carpinteria Avenue exit and continue along the south side of Carpinteria Avenue, terminating at the Estero Way intersection where it would tie back into existing street improvements.

The portion of the trail under consideration by the City of Carpinteria Planning Commission extends from the Carpinteria Avenue/Estero Way intersection to the western City boundary, roughly coincident with the western boundary of the Sandpiper Mobile Home Park on the northern side of the highway, and measures approximately 2,500 linear feet. The County of Santa Barbara has permit jurisdiction over the remainder of the trail (approximately 820 linear feet) continuing west from the city boundary to the pathway's terminus near the Sand Point Road/Santa Claus Lane intersection.

The proposed concrete mulit-use path would feature a four-foot travel lane in each direction, and a varied shoulder width of approximately two feet on each side, for a total path width of approximately 12 feet. The path would be constructed at approximately the same elevation as the southbound highway travel lanes; approximately 1,000 linear feet of retaining wall would be required along the south side of the path facing the UPRR corridor to account for existing grade differences. The retaining wall would vary in height from one foot to eight feet, depending upon existing grade. For safety purposes, the path would feature protective railings on each side to separate it from highway vehicle traffic and the UPRR corridor.

Where the proposed multi-use path transitions onto the south side of Carpinteria Avenue fronting the Carpinteria Business Park, the new path would replace the existing sidewalk and Class II bike path. On-street parking would remain, but would be separated from the new path by a new parkway strip/landscape planter. Existing private improvements would be modified, as needed, to tie into the new path. Existing trees located adjacent to the new path location would remain and be protected in place. At Estero Way, the proposed multi-use path improvements would transition back into the existing Class II bike path on Carpinteria Avenue. Minor modifications are proposed here, including a new crosswalk, curb extensions, traffic calming improvements, pavement striping and landscaped planters.

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

MITIGATION MEASURES FROM THE CERTIFIED PROJECT MND

2. AQ-1: The construction contractor shall comply with Caltrans' Standard Specifications (2018) including, but not limited to, the following:
   - Section 14-9 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
   - Sections 7-1.04, 10-5, and 18-1.03 are directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.
   - Section 13-4.03F includes specifications for the minimization of dust associated with street sweeping.
   - Section 13-7.03C is directed at controlling dust at construction site entrances and the tracking of soil and sediment onto public roads.

3. BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that will prevent the spread of invasive species on-site or off-site.

4. BIO-2: To mitigate for temporary impacts, restoration plantings will be completed on-site and in-kind, using native species.

5. BIO-3: Mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

6. BIO-4: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional off-site mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

7. BIO-5: Permanent impacts to California Coastal Commission wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101.

Therefore, the wetlands are not natural, and a 3:1 mitigation ratio is appropriate. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the Transportation Wetland Corridor Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

8. BIO-6: Encroachment into California Coastal Commission wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

9. BIO-7: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan, which will be included in the final Mitigation Monitoring Plan prepared by a Caltrans biologist. The plan will include all measures for coastal wetlands in the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities, monitoring schedules, and reporting to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.

10. BIO-8: If any special-status plant species are observed during surveys, high visibility Environmentally Sensitive Area protective fencing would be installed around the special-status plants to prevent construction staff or equipment from entering the Environmentally Sensitive Area. The Environmentally Sensitive Area fencing would include a minimum buffer radius to be determined by a qualified biologist.

11. BIO-9: If special-status plant species cannot be avoided, impacts to special-status plant species will be mitigated by implementing the following measures, (a) replace species within the project right of way through installation of plantings/seed material; and/or (b) retain topsoil and duff material from the project site, or mitigation bank within the known geographic range of the species, for redistribution on the site following construction. A minimum replacement ratio of 2:1 shall be provided. Planting materials and methods, short- and long-term maintenance requirements, success criteria, and monitoring and reporting

methodology shall be implemented so that within five years, perennial species replacement plantings shall have a 75 percent survivability goal. For annual species, seeding of the targeted special-status species shall achieve 15 percent relative cover within five years. The percent cover shall be determined using a recognized methodology, selected by the project biologist in coordination with the appropriate resource agencies; however, the Daubenmire or point intercept methods as described by Sampling Vegetation Attributes (Natural Resources Conservation Service 1996) are recommended. Compensatory mitigation plantings shall be monitored quarterly. Any required maintenance shall also be conducted quarterly. Maintenance activities will include weeding, debris removal, replanting (if necessary), repair of any vandalism, fertilizing, and/or pest control. Maintenance activities will be dictated by the results of the quarterly monitoring effort. Quarterly reports and annual monitoring reports shall be submitted to Caltrans and the affected regulatory agencies. The annual monitoring report submitted at year 5 shall serve as a final completion report if the mitigation is successful.

12. BIO-10: If federally listed plant species are determined to occur within the Biological Study Area and cannot be avoided, the project will obtain incidental take authorization from the U.S. Fish and Wildlife Service through a Federal Endangered Species Act Section 7 Biological Opinion and Incidental Take Statement.

13. BIO-11: If plant species listed by the state as endangered or threatened are found to occur within the Biological Study Area and cannot be avoided, the project must obtain incidental take authorization from the California Department of Fish and Wildlife through a California Endangered Species Act Section 2081 Incidental Take Permit.

14. BIO-12: The wandering (saltmarsh) skipper was not observed during surveys of the Biological Study Area. Focused preconstruction surveys for this species will be conducted by a qualified biologist during the appropriate time of year (March through November) in the year prior to construction. If the species is present at this time, avoidance measures will be included with the project, which could include a work window in potential habitat areas to prevent impacts to this species.

15. BIO-13: A qualified biologist will examine the Area of Potential Impact for western pond turtles and silvery legless lizards no more than 24 hours before project activities begin and during any initial vegetation, woody debris, or tree removal or any other initial ground-disturbing activities. If either of these species is observed at any time before or during project activities, work activities with the potential to harm the species will cease. The individual will be allowed to leave the area of its own volition, if possible, or it will be relocated by a qualified biologist, in compliance with applicable project permit requirements.

16. BIO-14: If trimming, or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys will be completed by a qualified biologist

no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys will be repeated if trimming or removal activities are suspended for five days or more.

17. BIO-15: If an active bird nest is found in a tree proposed to be removed, Caltrans will coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The nest area will be avoided until the nest is vacated and juveniles have fledged.

18. BIO-16: If a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite is observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.

19. GHG-1: To improve energy efficiency, any necessary lighting would incorporate the use of LED lighting within the project limits.

20. GHG-2: To improve water efficiency, vegetation would be replaced with native and drought tolerant plants. Low-flow drip irrigation will be utilized during the plant establishment period.

21. GHG-3: The project is a Complete Streets project.

22. GHG-4: The project would Incorporate native plants and vegetation, which includes replacing more vegetation than was removed to the project design to increase carbon sequestration.

23. GHG-5: The project would include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.

24. GHG-6: During project construction idling would be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment per Caltrans standard specifications.

25. GHG-7: The project will reduce construction waste and maximize the use of recycled materials by potentially recycling concrete and metal beam guard railing for repair and maintenance in other areas. This would reduce consumption of raw materials, reduce landfill waste, and encourage cost savings.

26. GHG-8: Improved fuel efficiency would be encouraged for construction equipment by using the following methods: 1.) Maintain equipment in proper tune and working condition; 2.) Right size equipment for the job; 3.) Use equipment with new technologies.

27. GHG-9: Maximize use of recycled materials (e.g., tire rubber).

28. GHG-10: The project would attempt to balance earthwork by balancing cut and fill quantities to the maximum extent feasible.

29. GHG-11: Alternative fuels such as renewable diesel should be used for construction equipment.

30. GHG-12: Schedule truck trips outside of peak morning and evening commute hours.

31. GHG 13: Reduce need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.

32. N-1: Project construction shall comply with Caltrans' Standard Specifications, Section 14-8.02. Per Section 14-8.02 Noise Control, construction noise shall not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.

    Construction noise at residential areas would be minimized during evening, nighttime, weekend, and holiday periods to the extent feasible. The contractor shall implement appropriate noise abetment measures, including but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control technologies.

    In case of construction noise complaints by the public, the construction manager shall be notified and the specific noise producing activity may be changed, altered, or temporarily suspended, if necessary.

33. UT-1: Coordination between Caltrans and service providers would strive to ensure that utilities and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the project would be relocated, avoided, or protected in place.

34. VIS-1: Staging areas would be located away from the public view where feasible. These areas would be fenced to reduce visibility and would be kept clean and orderly. Soil and debris piles would be covered when not in active use.

35. VIS-2: Vegetation removal would be minimized to the extent feasible. Vegetated areas temporarily disturbed by the project would be restored following project construction using a context sensitive design that is visually compatible with the surrounding landscape and consistent with existing policy regarding wetlands protection and buffers.

36. VIS-3: Impacts to native oak trees with a greater than 6 inches diameter at breast height would be offset by planting at a 3:1 replacement ratio for each oak tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). All oak tree plantings will be monitored to ensure successful revegetation at six months, and then one per year for three years following the plantings. All replacement plantings will be detailed in Caltrans' Landscape Planting Plans, to be developed during final design of the project.

37. VIS-4: Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the U.S. 101 corridor and the proposed multi-use path to the extent feasible.

38. VIS-5: Barriers, fencing, and other hardscape elements would be designed using materials and aesthetic treatments that are compatible with the surrounding landscape features.

39. VIS-6: Signage would be designed and located to minimize impacts on views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.

40. WQ-1: Work areas would be reduced to the maximum extent feasible, and staging areas would be in the upland area outside of the drainage.

41. WQ-2: Best Management Practices, such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.

42. WQ-3: Appropriate hazardous material Best Management Practices would be implemented to reduce the potential for chemical spills or contaminant releases into the creek, including any non-stormwater discharge.

43. WQ-4: All equipment refueling and maintenance would be conducted in the upland staging area outside of the drainage. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.

44. WQ-5: Erosion control would be conducted using seed mixes with non-invasive species.

PROJECT SPECIFIC CONDITIONS

45. *Mitigation Compliance, Monitoring and Reporting Requirement.* Applicant shall submit to the Community Development Department a draft monitoring program for the mitigation measures identified in the Certified MND, approved Project Description and Conditions of Approval for review and comment. A City-approved biologist 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:

- Mitigation Measures. A list of the project's mitigation measures.
- Implementation of Mitigation. Timing and party responsible for implementation of each mitigation measure.
- Mitigation Monitoring. Timing and party responsible for monitoring of each mitigation measure and a list of mitigation monitors to be retained.
- Mitigation Reporting. Procedures, timing and responsible party for reporting to the City on project mitigation compliance and monitoring.

46. *Biologist.* A City-approved biologist shall be designated by the applicant. The biologist shall be responsible for ensuring compliance with the provisions of the Mitigation Monitoring and Reporting Program. The biologist shall have authority over all other environmental monitors provided by the applicant. The applicant shall submit the name, contact information and qualifications of the biologist and obtain approval from the Community Development Director prior to commencement of construction.

47. *Drainage Plans.* Final drainage design and calculations shall be submitted to Public Works for review and approval of all drainage improvements and shall reflect all upgrades to existing infrastructure required by additional flows. Where feasible, construction of any new culverts shall commence at the downstream end and may be completed in phases according to the overall construction schedule. Applicant shall provide Storm Water Pollution Prevention Plan (SWPPP) requirements to bidders for proposed construction prior to accepting bids.

48. *Traffic Management Plan.* Provide a detailed Traffic Management Plan for review by Public Works, Community Development, Carpinteria-Summerland Fire Protection District and the Santa Barbara County Sheriff's Office, and obtain approval from the Public Works Director in consultation with the Community Development Director. The plan shall identify:

- Construction Phases. Project construction stage exhibits including work descriptions.
- Staging and Parking Areas. Equipment staging, materials storage and construction worker parking areas.
- Truck Routes. Construction truck routes to minimize noise and traffic effects to residential neighborhoods.
- Ramp Closures and Detours. Any proposed closures of US 101 ramps and/or detours, by construction stage.
- City Street Closures and Detours. Any proposed closures of City streets and/or detours, by construction stage.
- Signs and Traffic Control Measures. Signage and other planned temporary traffic control measures, by construction stage.

- Public Awareness. A program for public awareness and outreach to commuters, property owners, businesses, residents and agencies affected by project construction.
- Public Relations Committee. Applicant is required to form and support a Public Relations Committee consisting of Caltrans, SBCAG, a public relations consultant, business representatives, residents, transit and public safety agencies and City representatives. The Committee shall meet regularly prior to and during construction. Applicant shall review construction, construction phasing, mitigation measures, public relations efforts and permit conditions of approval with the committee. Applicant shall consider feedback and comments from the committee and the general public throughout project construction and make necessary adjustments in response to problems and/or concerns when possible.
- Maintenance of Access. Plans for providing access to businesses, coastal dependent uses and recreational uses during construction.
- Motorist Information Measures. Elements such as radio announcements and appropriate signage.
- Incident Response Measures. Strategies such as COZEEP and freeway service patrol.
- Alternative Transportation and Transportation Demand Management (TDM). Incentives and other measures to increase use of alternative modes of transportation, flexible hours and TDM.
- Coordination and Reporting. A program for ongoing reporting and coordination with the City and other affected agencies throughout construction.

49. *Freeway Maintenance Agreement.* Pursuant to the Memorandum of Understanding for the Santa Claus Lane to Carpinteria Avenue Bike Path (MOU) dated February 12, 2016, entered into by Caltrans, District 5, the City of Carpinteria, and the County of Santa Barbara, the City and Caltrans shall enter into a Freeway Maintenance Agreement (FMA) to define the maintenance responsibilities of local agency facilities passing through the Caltrans right-of-way. Maintenance responsibilities as defined in the FMA are expected to generally conform to those described in the signed February 12, 2016 MOU. The FMA must be signed and entered into prior to issuance of any Engineering Permits.

50. *Pre-Construction Conference.* Prior to commencement of construction, a preconstruction conference shall be held by the Resident Engineer to include construction processes and environmental mitigation and monitoring. The conference shall include representatives from Public Works, Community Development, Project Engineer, Landscape Architect, Contractor and Subcontractor(s), Biologist, and Mitigation Monitors.

51. *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.

52. *Compliance with the Transportation Corridor Wetland Overlay District.* Applicant shall be responsible for demonstrating compliance with all applicable requirements of the Transportation Corridor Wetland Overlay District (CMC §14.45), including but not limited to, wetland impacts avoidance and mitigation, wetland enhancement and restoration, and post-construction water quality standards.

53. *Water Quality BMPs*. Temporary measures to protect water quality as required by an approved Storm Water Pollution Prevention Plan (SWPPP) shall include 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.

    There shall be storm water inspections both by the contractor and Caltrans during construction. The project shall be subject to the Caltrans General Permit from the Regional Water Quality Control Board. Contractor shall acquire SWPPP.

54. *Construction Storm Water Pollution Prevention*: The following measures shall be implemented during project construction:

- 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; and
    - Prevent blowing dust from exposed soils.
- 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 to be located 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.

55. *Interpretive Signage.* Consistent with development standard CMC §14.45.030(8)(b), an educational or interpretive display shall be installed which explains the importance of the Carpinteria Salt Marsh. Plans and details depicting the proposed location, design, construction and content of the display shall be prepared and submitted to the Community Development Department for review and approval prior to issuance of any Engineering Permits for the project.

56. *Timing of Project Completion.* Pursuant to the requirements of the Transportation Corridor Wetland Overlay District (CMC §14.45), the Santa Claus Lane Multi-Use Path project 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.

CONDITIONAL USE PERMIT CONDITIONS

57. This Conditional Use Permit is not valid until an Engineering Permit for the development and/or use has been obtained. Failure to obtain said Engineering Permit shall render this Conditional Use Permit and Coastal Development Permit null and void. Prior to the approval of the Engineering Permit, all of the conditions listed in this Conditional Use Permit and Coastal Development Permit that are required to be satisfied prior to approval of an Engineering Permit must be satisfied. Upon issuance of the Engineering Permit, the Conditional Use Permit and Coastal Development Permit shall be valid. The effective date of this Permit shall be the date of action by the Planning Commission, or if appealed, the date of action by the Coastal Commission.

58. 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.

59. Any use authorized by this Conditional Use Permit and Coastal Development Permit shall immediately cease upon expiration or revocation of this Conditional Use Permit and Coastal Development Permit. Any Engineering Permit issued pursuant to this Conditional Use Permit and Coastal Development Permit shall expire upon expiration or revocation of the Conditional Use Permit and Coastal Development Permit. Conditional Use Permit and Coastal Development Permit renewals must be applied for prior to expiration of the Conditional Use Permit and Coastal Development Permit.

60. 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.

61. Within two years after the effective date of this permit, construction shall commence. Construction cannot commence until an Engineering Permit has been issued. Failure to commence the construction pursuant to a valid Engineering Permit shall render the Conditional Use Permit and Coastal Development Permit null and void.

62. 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.

63. 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 an Engineering Permit.

64. Before commencing any work pertaining to the erection, alteration, enlarging or rebuilding of any structure or improvement, the applicant shall obtain an Engineering Permit. The permit is necessary to ensure implementation of the conditions required by the Planning Commission. 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.

65. If, at any time, the Planning Commission determines that there has been, or may be, a violation of the findings or conditions of this Conditional Use Permit and Coastal Development Permit, 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. Applicant shall reimburse the City for all costs associated with gaining compliance with the original conditions of approval.

66. City Manager and/or Community Development Director shall be informed of any minor changes to the project scope. 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.

67. 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.

68. 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.

69. Any and all damage or injury to public property resulting from this development, including without limitation, City streets and storm drain infrastructure, shall be corrected or result in being repaired and restored to its original or better condition.

70. No Engineering Permit 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 an Engineering Permit or prior to commencement of construction when allowed by the Community Development Director.

71. 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.

72. Compliance with the attached Departmental and District letters is required as follows. Where not specified otherwise, Conditions shall be met prior to the start of construction:
    a. Carpinteria Public Works Department letter dated November 29, 2021

73. All applicable final conditions of approval shall be printed in their entirety on applicable pages of grading/construction plans submitted to Community Development. These shall be graphically illustrated where feasible. The approved set of plans shall be retained at the construction site for review by the Public Works Director during the course of construction.

74. 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 Community Development at least two weeks prior to commencement of construction activities to schedule an onsite pre-construction meeting agency personnel and key construction personnel.

75. Prior to issuance of an Engineering 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 Community Development Department. 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.

76. Prior to issuance of an Engineering Permit, applicant shall pay all applicable CDD permit processing fees in full.

77. The applicant (Caltrans) hereby agrees to defend, indemnify and hold harmless the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any claim, action or proceeding ("Claims") against the City and the City's Agents to attack, review, set aside, void or annul, in whole or in part, the City's approval of the Santa Claus Lane Multi-Use Path (the "Project"), or any condition attached thereto, or any proceedings, acts or determinations taken, done or made prior to the approval that were part of the approval process. Applicant further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorneys' fees or court costs made in connection with any Claim. Applicant further agrees to pay any and all City costs, permit fees, attorneys' fees, engineering fees, license fees and taxes arising out of or concerning the Project, whether incurred prior to or subsequent to the date of approval and that the City's costs shall be reimbursed prior to this approval becoming valid. These commitments of defense and indemnification are material conditions of the approval of the Project. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorneys' fees, expenses and costs of that independent defense.

78. In the event that any Condition of Approval imposing a fee, exaction, dedication or other mitigation measure is challenged by Applicant/Owner/Developer/Permittee in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any Condition of Approval is invalidated by a court of law, the entire project shall be reviewed by the City and substitute Conditions of Approval may be imposed.

79. Written authorization to proceed and consent to conditions of approval by the applicant shall be provided to the City prior to grading permit issuance.

Approved by the Planning Commission on December 6, 2021

I HAVE READ AND UNDERSTOOD, AND I WILL COMPLY
WITH ALL ABOVE STATED CONDITIONS OF THIS PERMIT

_____

Applicant/Developer Date

CITY OF CARPINTERIA, CALIFORNIA

Public Works Department
Memorandum

To: Nick Bobroff, Principal Planner
Community Development Department

From: John L. Ilasin, Public Works Director/City Engineer /s/

Date: November 29, 2021

Subject: Santa Claus Lane Bike Path Project, Project No. 21-2122-CUP/CDP

The Public Works Department has reviewed the project submittal dated September 3, 2021, and has the following conditions of approval:

CONDITIONS OF APPROVAL

1. An Engineering Permit shall be obtained from the City Engineer for any improvements or other encroachment work within the public right-of-way.

2. All improvements within the public right-of-way shall be completed to the satisfaction of the City Engineer prior to the issuance of a certificate of acceptance.

3. Record drawings or as-built plans shall be submitted to the City Engineer at time of final inspection for all work covered by an Engineering Permit. The record drawings or as-built plans shall be the original construction tracings or permanent mylar copies of a quality acceptable by the City Engineer.

4. A Transportation Permit shall be obtained from the City Engineer for operating or moving any vehicle or combination of vehicles or special mobile equipment in any of the acts as listed in Carpinteria Municipal Code Section 12.12.010.

5. Improvements shall include upgrade to the curb ramp at the southeast corner of the Carpinteria Avenue and Estero Way intersection for conformance with current Americans with Disabilities Act (ADA) standards.

6. Improvements shall include pavement rehabilitation for the entirety of Carpinteria Avenue from its west end to the full intersection at Estero Way.

7. All new and existing utility services shall be installed underground from the closest point of connection or utility pole and completed prior to any paving required for the project. No new utility poles shall be installed.

8. Stormwater control plans shall be in conformance with the County of Santa Barbara Technical Guide for Low Impact Development.

9. A Maintenance Agreement for permanent stormwater quality best management practices shall be submitted to the City Engineer for review and approval. The Maintenance Agreement shall include, at minimum, the following elements: (1) Operations and Maintenance Plan; (2) Legal description and plat of property; (3) Site plan of all permanent stormwater quality best management practices; (4) Property owner's printed name, signature, and date of signing; and (5) Notary public acknowledgement.

10. Improvements in areas of special flood hazards as shown in the latest effective flood insurance rate map shall be constructed in conformance with the City floodplain management regulations (Carpinteria Municipal Code Chapter 15.50).

11. Construction and demolition debris generated shall be reported in conformance with the Construction and Demolition Debris Recycling Program. Sixty-five percent (65%) or more of all construction and demolition debris shall be diverted from the landfill. The Construction and Demolition Debris Recycling Program forms shall be completed and submitted to the City Engineer prior to the issuance of a Certificate of Occupancy.

12. Construction and demolition debris shall be separated on site into reuse, recycling, or disposal. Separate bins or containers for recycling of construction and demolition debris shall be provided on site.

13. Self-hauled disposal receipts from transfer stations shall be submitted to the City Engineer prior to the issuance of a Certificate of Occupancy.

14. Any self-hauled construction and demolition debris shall be reported in writing to the City Engineer. A contract waste hauler may be allowed for disposal of construction and demolition debris subject to the approval of the City Engineer.

End of Comments

Exhibit 2

Project Narrative
Prepared by Applicant

Santa Claus Lane Multi-Use Path Project

PC Hearing, December 6, 2021

I. BACKGROUND

The California Department of Transportation (Caltrans) and Santa Barbara County Association of Governments (SBCAG) propose a series of improvements along the United States Highway 101 (Highway 101) corridor and related transportation network in the City of Carpinteria (City, Carpinteria). The transportation improvements proposed along Highway 101 are inter-related and progressing in parallel with one another. The proposed improvements, including the Santa Claus Lane Class I Bike Path (project), required amendments to the City's Local Coastal Program (LCP).

In November 2015, the City completed processing an amendment to its LCP through the California Coastal Commission (CCC) to address policy conflicts resulting from the proposed implementation of improvements along the Highway 101 corridor. The LCP amendment consisted of revisions to the Coastal Land Use Plan (CLUP) and the Zoning Ordinance (City Ordinance No. 703), which included a Transportation Corridor Wetland Overlay (TCWO) District, to allow for development of these projects.

The project is part of a series of independent transportation improvement projects that are proposed along the Highway 101 corridor, including the Highway 101: Carpinteria to Santa Barbara project (formerly known as South Coast 101 HOV Lanes project). The project was identified as a balancing provision by the CCC during the LCP amendment process. The LCP amendment include a requirement that the project be completed no later than completion of the adjacent phase of construction for the Highway 101: Carpinteria to Santa Barbara Project; the project is scheduled to be constructed at the same time adjacent Segment 4B is being constructed and this condition will be met.

Specific revisions to the City's CLUP include:

Ordinance No. 703

The amendment (Ordinance No. 703) allows for transportation improvements and provides specific standards of development along or near the Highway 101 corridor in Carpinteria. The amendment created a new TCWO, which provides specific development standards for projects resulting in wetland encroachment. The TCWO ensures a more precise level of planning than ordinarily possible for transportation-related projects that are in or adjacent to wetlands and/or wetland buffer strips.

There are coastal wetlands within the project area. As described in the Initial Study with Mitigated Negative Declaration (IS/MND) prepared by Caltrans, the project is expected to encroach on approximately 0.425 acre of wetlands and impact approximately 0.560 acre of wetland buffer strip in Carpinteria. Prior to the City's LCP amendment, these impacts would have been in conflict with the City's LCP; however, following approval of the City's LCP amendment, the project now complies with the CLUP and the Zoning Ordinance. Ultimately, the approved LCP amendment has provided a permitting path for the project.

Mitigation Requirements

Specific mitigation requirements have been placed on projects identified in the LCP that may impact a wetland and/or wetland buffer strip. Mitigation for the project would be provided for direct impacts to wetlands (e.g., fill in wetlands) and indirect impacts to wetlands (e.g., new development in wetland buffer strips) as follows:

- Direct impacts to natural wetlands, including salt marsh, wetlands associated with creeks, and other high-functioning wetlands, shall be mitigated through wetland establishment (creation) or wetland restoration at a ratio of 4:1.
- Direct impacts to created wetlands, such as low functioning wetlands associated with highway, roadway, and/or railroad infrastructure that have formed in ditches, basins, and Best Management Practices (BMP) features, shall be mitigated through wetland establishment (creation) or wetland restoration at a ratio of 3:1.
- Indirect impacts to wetlands, such as development in the wetland buffer strip, shall be mitigated through restoration or enhancement of all available portions of the remaining undeveloped 100-foot wetland buffer strip of the impacted wetlands.
- Temporary direct and indirect impacts to wetlands shall be mitigated through the wetland restoration or wetland enhancement of temporary impact areas at a ratio of 1:1.

II. INTRODUCTION

Caltrans is seeking Coastal Development Permit (CDP) and Conditional Use Permit (CUP) approvals from the City, as well as preliminary and final architectural reviews. A conceptual architectural review of the project was completed by the City's Architectural Review Board (ARB) previously. The project included in this application covers an approximate 0.8-mile portion of the bike path within the City's limits, and would ultimately be part of the California Coastal Trail (CCT). The CCT is a network of public trails along the 1,200-mile California coastline. The limits of the project extend from Estero Street, near the Carpinteria Avenue off-ramp in Carpinteria, to Sand Point Road in Santa Barbara County (County) (see **Figure 1: Project Location Map**).

Figure 1. Project Location Map

The purpose of the project is to:

- Improve bicycle and pedestrian travel by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the County, and Carpinteria Avenue in Carpinteria;
- Complete a segment of the CCT consistent with the circulation and bikeway systems outlined in the County's Comprehensive Plan, City's General Plan, the statewide CCT Map, and the Plan for Improved Agency Partnering (Caltrans and California Coastal Commission, 2016); and
- Enhance and improve coastal access for bicycles and pedestrians consistent with local coastal policies and plans.

The project is located in Carpinteria and an unincorporated area of the County. The City, County, and Caltrans have signed a Memorandum of Understanding for the project, dated February 12, 2016, establishing maintenance responsibilities for the bike path between all parties (see **Attachment K: Memorandum of Understanding – Maintenance Responsibilities**). This application package includes only the portion of the project within Carpinteria. A separate application package for the portion of the project in the County was submitted to the Santa Barbara County Planning and Development Department on September 28, 2021. It is the intention of Caltrans and SBCAG to process the CDP applications at approximately the same time, in the event coordination between the City and the County is necessary during each approval process.

Environmental Considerations

Caltrans, the lead agency under the California Environmental Quality Act (CEQA), prepared an IS/MND to identify potential impacts and propose avoidance, minimization, and mitigation measures. The IS/MND, which was certified in January 2020, identified aesthetics, biological resources, water quality, and sea level rise as areas of environmental consideration.

The Pacific Ocean and Carpinteria Salt Marsh Reserve are considered scenic resources that would be visible from the bike path. In order to minimize impacts to visual resources, construction support sites are planned to be located at the project termini, away from viewshed areas in the City (on the Carpinteria Avenue Off-Ramp during closure) and in the County (near Sand Point Road). Two additional construction support sites that were approved for use by the County as part of the Highway 101 project would also serve construction of the bike path, including the existing yard located in Caltrans' right-of-way (ROW) on the south side of Highway 101 at Santa Claus Lane (west of the project area in Segment 4B) and the crushing/laydown site located in Caltrans' ROW on the north side of Highway 101 at the North Padaro Lane On-Ramp (west of the project area in Segment 4C). One stockpile area would also be used in Caltrans' ROW at Bailard Avenue in the City. Vegetation removal has already been conducted as part of construction for Segment 4B, and barriers/fencing have been designed to maximize views.

The project area supports various biological resources, including created wetlands and associated riparian habitat. Construction of the bike path and retaining wall would temporarily and permanently impact these areas. SBCAG and Caltrans are processing regulatory permit applications for the Regional Water Quality Control Board, California Department of Fish and Wildlife (CDFW), and United States Army Corps of Engineers concurrently with the CDP applications for the project. The project area is constrained between UPRR and existing Highway 101 facilities; therefore, the entire area between the existing facilities would be used to complete the bike path and there is no opportunity to mitigate for permanent impacts on-site. As a result of early coordination with the permitting agencies, and in consideration of City coastal policies, permanent impacts to wetlands and riparian habitat would be mitigated at a minimum 3:1 ratio off-site. Temporary impacts would be mitigated at a 1:1 ratio using a native plant seed mix once construction has been completed

Off-site mitigation for permanent impacts is expected to be accomplished through the removal of invasive European Sea Lavender (*Limonium duriusculum*) from the Carpinteria Salt Marsh through an on-going project with the Upper Salinas-Las Tablas Resource Conservation District, in conjunction with Tidal Influence (an ecology restoration consulting firm). The mitigation will assist in stopping the spread of an invasive species and improve the ecological function of a natural salt marsh within the watershed.

In addition to impacts to wetlands and riparian areas, potential for special-status plant species was identified through the environmental review process and focused plant surveys were completed in 2014 and 2017. The results of the focused surveys were provided in the IS/MND. However, based on comments received from the County and the CDFW, the IS/MND was revised to include the need for updated focused surveys in 2020. Therefore, focused plant surveys for the identified special-status plant species with potential to be in the project area were completed in April, May, and June 2020. None of the species were observed during these surveys.

Because the project area is close to the Carpinteria Salt Marsh Reserve and coastal waters, water quality is an area of consideration. The project would implement BMPs, such as silt fencing, fiber rolls, or straw bales to minimize dust, dirt, and construction debris from leaving the construction area. According to the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, this type of project (sidewalks, bike paths/lanes, and trails/pathways where no other impervious surfaces are created or replaced) is not a regulated project.

The project area is within a vulnerable area for sea level rise. However, the project design includes several features that increase its adaptability to sea level rise including saltwater resistant concrete mixes, increased concrete cover over reinforcing steel, or epoxy coated steel. Additionally, wall laggings would be wood (a common building material in the marine environment), concrete pavement would be used instead of asphalt, and an open railing would be installed on the freeway side of the bike path to allow water to flow through. For more information related to these environmental considerations, and others evaluated during the environmental review process, please refer to the IS/MND submitted as part of the Conceptual Architectural Review application.

Public Input/Public Outreach

As part of the environmental review process, consultation with Native American tribes and local historic groups was completed. Letters were sent to six Native American tribes and five historic organizations. A response was received from one Native American tribe and one historic organization requesting additional information. In addition to cultural and historic resource outreach, details related to the project were presented to the Santa Claus Lane Business Association and to the Santa Barbara BIKE (Bike Coalition). Both groups provided feedback and asked various questions related to project design and timing.

The IS/MND was made available for a 30-day public review period, which started on December 6, 2019, and ended on January 6, 2020. Copies of the document and applicable technical studies were available for review at the Caltrans District 5 Office, the Carpinteria City Library, and the SBCAG Office. The document could be accessed electronically from Caltrans' website. A public notice was posted in the Santa Barbara News-Press on December 6, 2019, with a brief description of the project and information regarding the public review. A total of 10 comment letters were received, including seven letters from members of the public or organizations, and three regulatory agencies including the CCC, the California Department of Fish and Wildlife, and the California Native Plant Society. The comment letters and the responses from Caltrans were incorporated into the Final IS/MND (January 2020).

In August 2020, a meeting was held with representatives from City and County Planning and Public Works departments to obtain input related to design features that are common across both jurisdictions. Following the meeting regarding common design features, the project was presented for conceptual architectural review to the County on April 2, 2021, and the City on April 15, 2021. An additional meeting with City Public Works was held on October 5, 2021 to discuss traffic speeds on Carpinteria Avenue. The feedback provided from each agency has been incorporated into the current project design presented in this application. Overall, each agency communicated a desire for design consistency between the project and the adjacent Highway 101 project.

SBCAG and Caltrans are currently preparing a plan to conduct outreach to businesses and other

stakeholders in relation to planned construction, as necessary. Updates will also be provided via the SB Roads website and regular project update emails sent as part of the Highway 101 project.

III. PROJECT DESCRIPTION

The overall project limits are from Estero Street, near the Carpinteria Avenue southbound Highway 101 off-ramp, to Sand Point Road near the Santa Claus Lane southbound Highway 101 on-ramp. The project area within the City's jurisdiction is from Estero Street, near the Carpinteria Avenue off-ramp, to the City/County boundary and is bounded by the Union Pacific Railroad (UPRR) tracks to the south and Highway 101 to the north (see **Figure 2: Project Area Map**). Though Highway 101 is designated as a north-south corridor, it is situated in an east-west direction within the project area; the northbound lanes run in a western direction and southbound lanes run in an eastern direction.

Figure 2. Project Area Map

The proposed 2-lane bike path would include a 4-foot northbound (westbound) lane, a 4-foot southbound (eastbound) lane, and a varied shoulder width typically three feet on each side (see **Figure 3: Typical Cross Section**). The paved bike path would run along the southbound shoulder of Highway 101. The bike path would be constructed almost entirely within Caltrans' ROW, and no permanent ROW would be required from UPRR; however, a temporary construction easement may be required from UPRR to facilitate construction of the retaining wall. The bike path would be at approximately the same elevation as the southbound lanes of Highway 101 and has been designed to avoid impacts to coastal wetlands to the extent feasible. In addition, it is anticipated that the project would require only minor ground disturbance

and would balance on site; therefore, no major grading activities are expected.

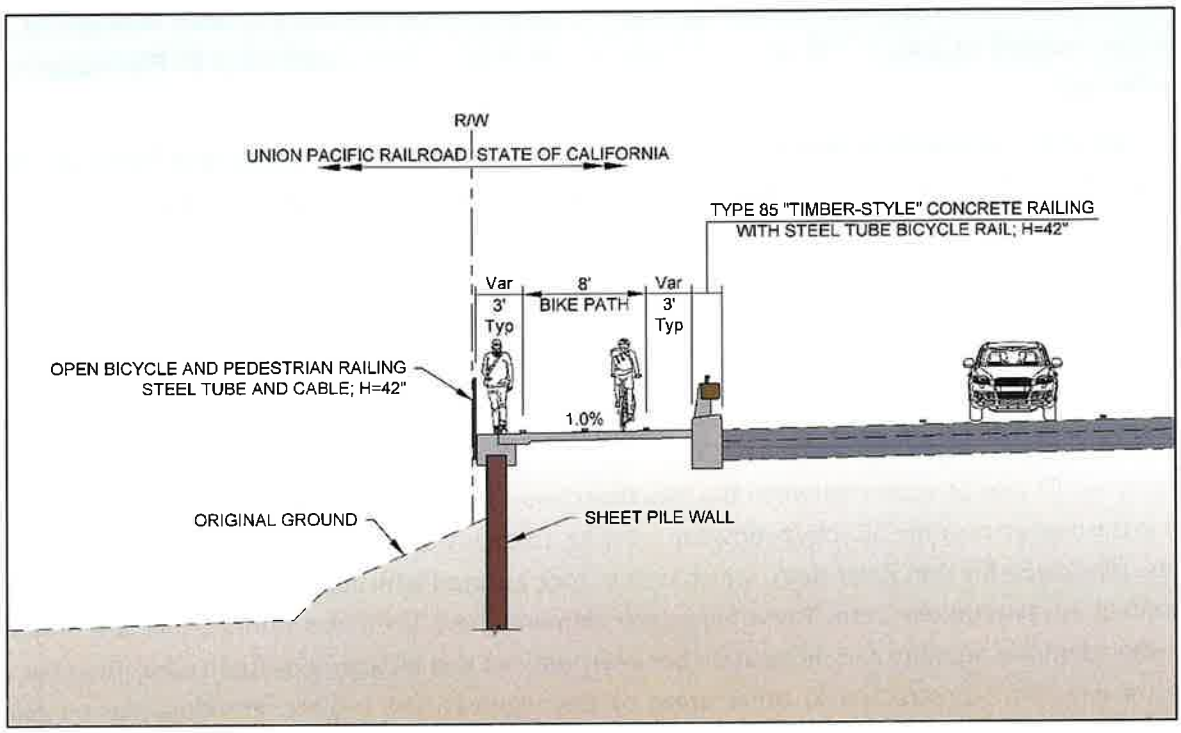


Figure 3. Typical Cross Section

Approximately 1,000 linear feet of retaining wall would be required along the UPRR ROW line to construct the bike path at the same elevation as Highway 101. The height of the retaining wall would vary between one foot and eight feet, depending on the existing grade. The retaining wall would be a combination of a gravity wall (for sections less than three feet in height) and a sheet pile wall. The retaining wall would only be visible from the UPRR ROW.

For most of the length of the project, an open barrier (Type 85) would be placed between the southbound lanes of the highway and the northern boundary of the bike path to protect individuals traveling on the bike path from traffic on Highway 101. The 42-inch-tall barrier would be constructed along the segment of bike path directly adjacent to Highway 101. The barrier would be constructed using a wood form and a tan color base concrete with a surficial stain to mimic the appearance of a timber rail. The integrated concrete color and timber rail have been reviewed by the Board of Architectural Review, and mimic other design features being used as part of the Highway 101 project. A short portion of the barrier, approximately 62 feet near the City/County border, would be a solid vehicle barrier to accommodate a light pole required for the Highway 101 project. The solid barrier would include the same integral color as the Type 85 barrier.

A 42-inch-tall continuous open pedestrian rail fence (open rail) would be placed along UPRR ROW at the southern boundary of the bike path. The pedestrian rail would be limited to the portion of the bike path with the retaining wall. The open rail would be constructed of steel posts, installed along the retaining wall with bottom and top steel rails and horizontal steel cable rails in between. The open rail type was revised after comments received from the City's ARB. Based on input provided by the ARB, the open rail

would be made of steel and treated with a reactive color treatment called Natina to give it a more natural appearance to blend with the surrounding area. The Natina treatment has also been selected for steel features included as part of the adjacent Highway 101 project (see **Attachment D: Photographs and Renderings**).

The Class I bike path would transition to an existing Class II facility at the intersection of Estero Street and Carpinteria Avenue, just past the southbound Carpinteria Avenue off-ramp from Highway 101. Minor modifications are proposed at the off-ramp and intersection to enhance safety, including pavement striping, textured pavement, landscaped planters, a bicycle refuge at the Estero Street intersection, a striped bicycle/pedestrian crossing on Carpinteria Avenue, a striped pedestrian crossing on Estero Street, and a pedestrian refuge on Carpinteria Avenue between vehicle travel lanes to the west of Estero Street. The bicycle refuge is designed to slow vehicle speeds and reduce the distance bicycles would need to cross on Carpinteria Avenue (36 feet).

Striping would also be added between the bike lanes and vehicle lanes at the Estero Street intersection, and in the median near the bicycle/pedestrian crossing, to clearly delineate vehicle and bicycle/pedestrian lanes. Hardscape Mission River Rock, which is river rock grouted with concrete, would be used in areas identified as textured concrete. These hardscape elements have been incorporated into the project to provide additional visibility and delineation between vehicles and bicycle/pedestrian uses. The river rock feature has been constructed in other areas of the Highway 101 project, including the median at Linden/Casitas.

Existing mature trees between the off-ramp and Estero Street would be protected in place, and new landscaping would be installed along the new sidewalk area (see **Attachment C: Project Plans**); the plant materials selected for this area were chosen from the City's list of acceptable plants and are intended to withstand pedestrian traffic between the bike path and existing businesses to the south. Plant materials proposed include (common name) Tip Top Aeonium, Blue Flame Agave, California Fuchsia, Brakelights Red Yucca, Dwarf Mat Rush, and Spreading Rush. Existing parking along Carpinteria Avenue would be retained. Construction of the project is expected to initiate in Summer 2022 and last approximately 6-8 months.

Exhibit 3

Applicant Presentation

Santa Claus Lane Multi-Use Path Project

PC Hearing, December 6, 2021

Santa Claus Lane Bikeway

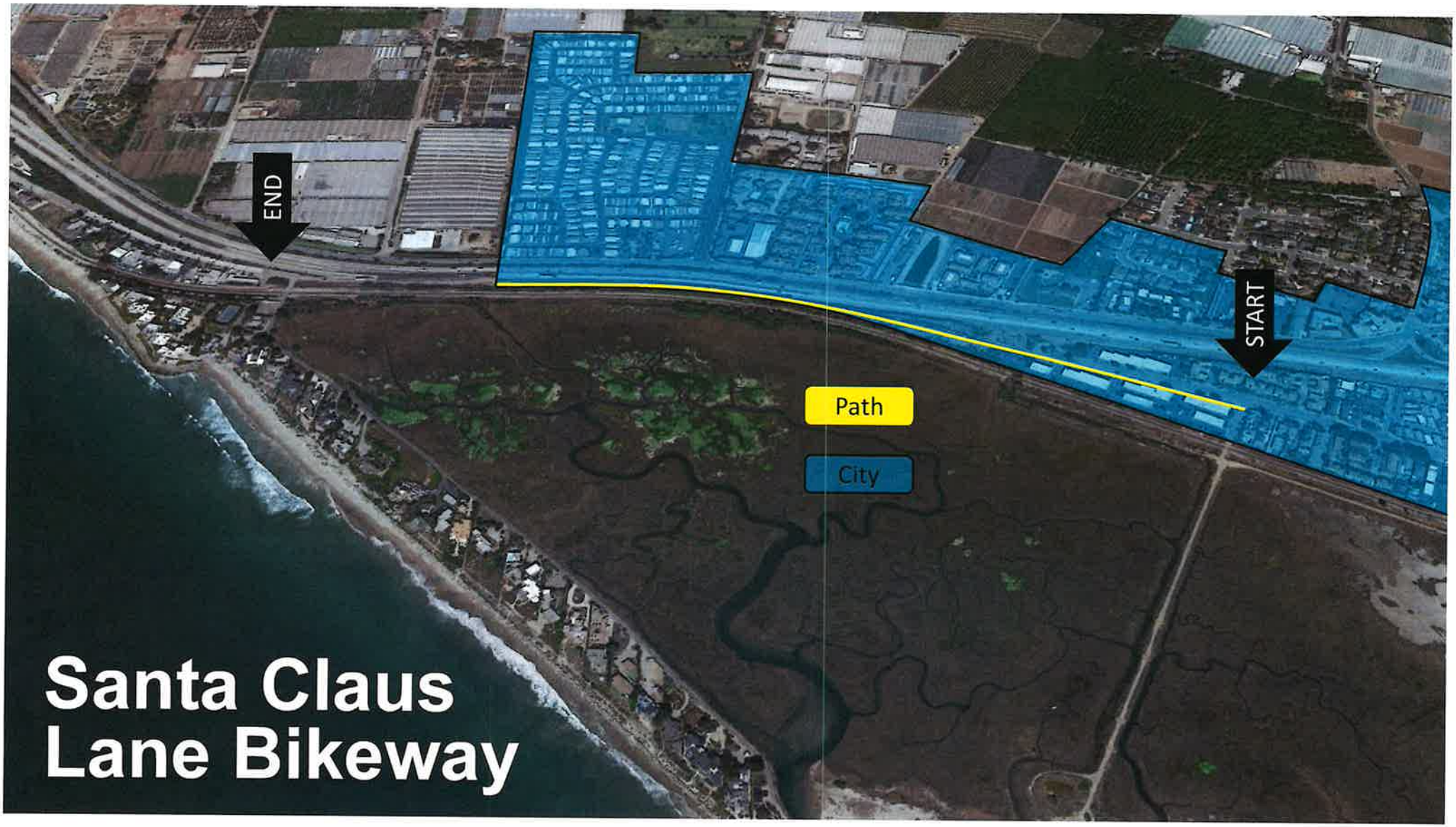
Planning Commission

City of Carpinteria

December 6, 2021

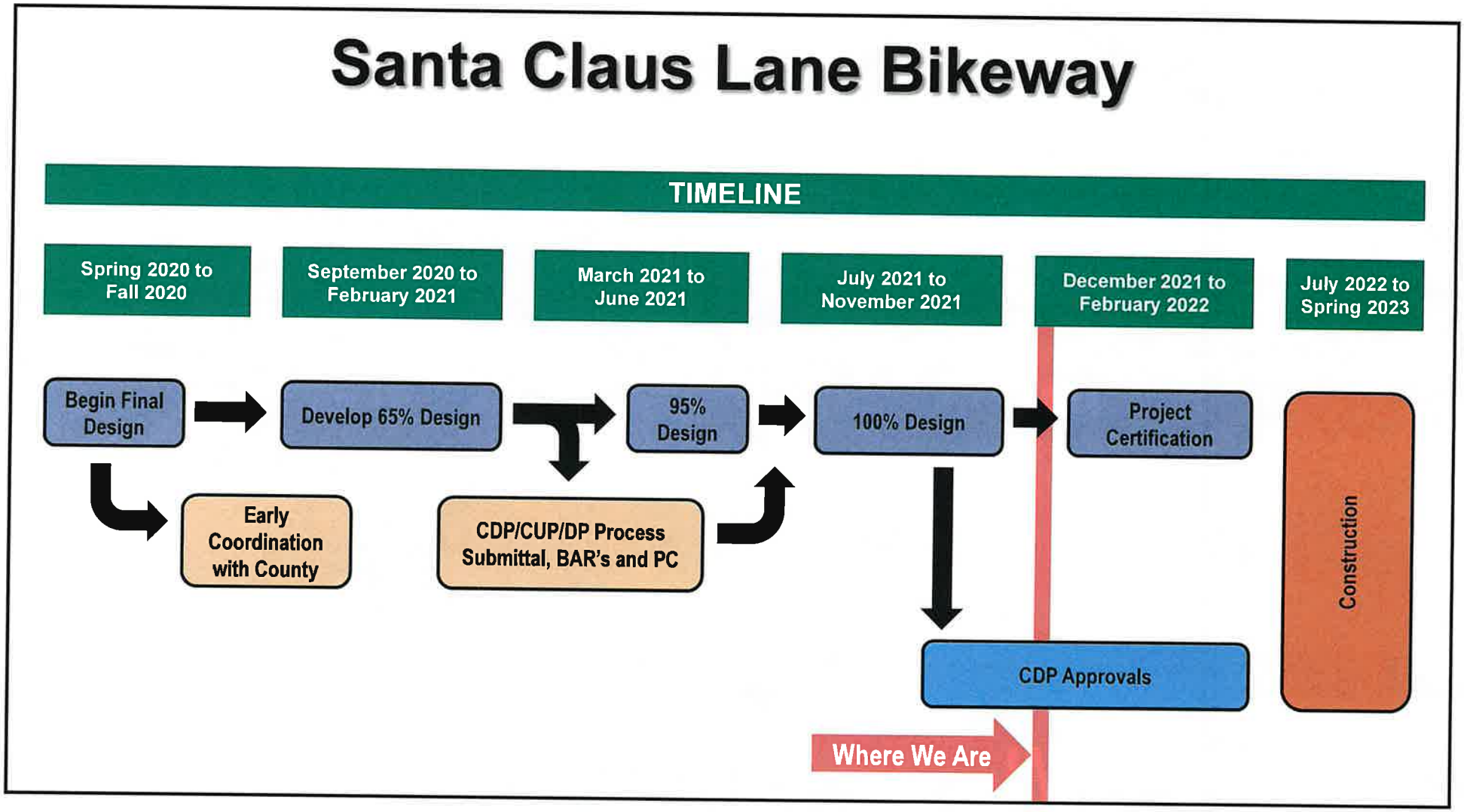
Agenda
Project Overview
Public Involvement
City & County Input
Design Elements

Highway 101: Carpinteria to Santa Barbara


END
START
Path
City
Santa Claus
Lane Bikeway

Marsh View

Santa Claus Lane Bikeway



Public Involvement

Public Engagement Prior to Environmental Document

Content	Organization
October 1, 2018	Santa Claus Lane Business Association
November 8, 2018	Santa Barbara BIKE (Bike Coalition)
December 2019 to January 2020	Public Circulation of the Environmental Document

Agency Input

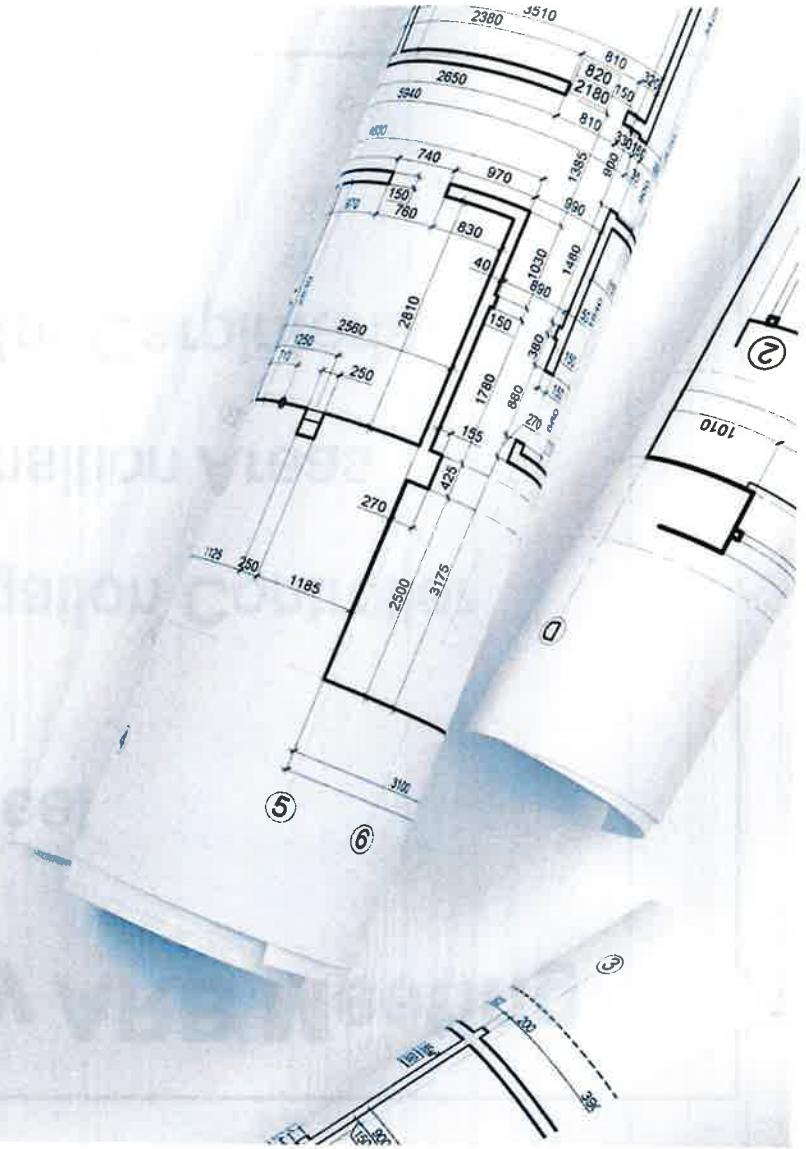
City and County Input

Content	Organization
August 28, 2020	Project Design Overview
March 19, 2021	County SBAR – Conceptual Review
April 15, 2021	City ARB – Conceptual Review
March to Current	County Public Works
September 30, 2021	City Public Works
November 10, 2021	City ARB – Preliminary & Final Approval
December 3, 2021	County SBAR – Update & Review

Comments from Final City ARB Meeting

- Natina Stain for Structural Steel (Not Powder-Coating)
- Consider Solar-Powered Irrigation Controller
- Keep Landscape Low at Transition Areas
- Consider Flashing Beacons for Carpinteria Avenue Crossing

Presentation of Design Elements



Initial Design Components

- Pedestrian and Bicyclist Railing
  - ✓ Natina Stained Galvanized Post and Rail with Uncoated Stainless-Steel Cable Infill
- Hardscape
  - ✓ Mission River Rock Hardscape
- Vehicle Barrier
  - ✓ Open Concrete (Type 85) with Tan Concrete with "Timber" Texture and Dark Brown Stain

Other Design Review Requests

- Retain On-Street Parking
- Landscape Parkway
- Protect Mature Trees
- Provide Traffic Calming
- Enhance Pedestrian Safety
- Pavement Rehabilitation

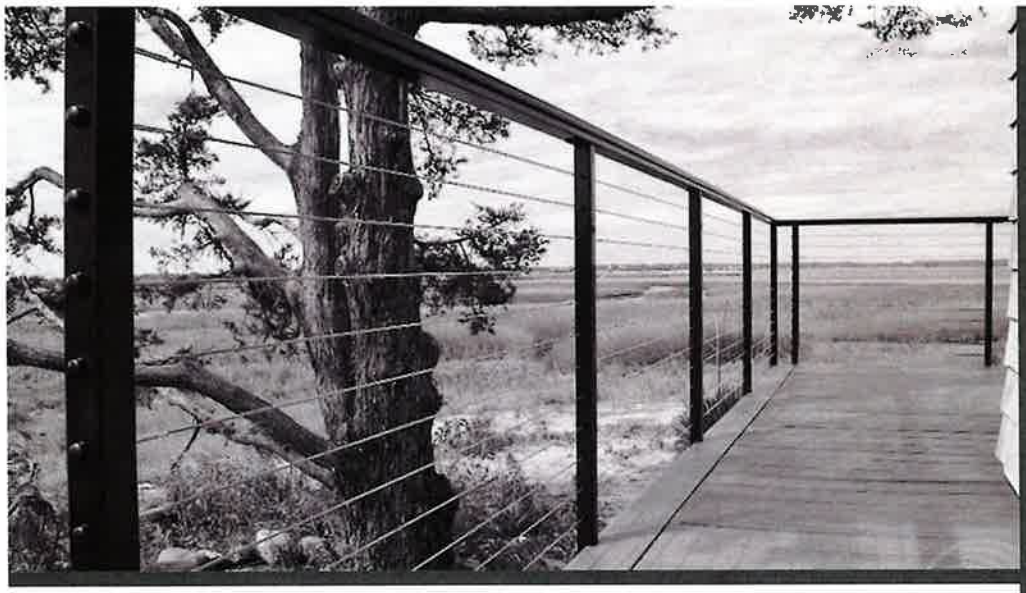
Wall Railing

Requests

- "Open" for View
- Earth-Colors for Structural
- Un-Coated Cables
- Consistent with Streetscape

Responses

- Horizontal Members for Bicycle Safety & Reduced Visual Clutter
- Natina Stain for Structural Steel
- Stainless Cables & Hardware
- Similar to County Railing



Hardscape

Requests

- Use "Real Materials"
- Consistent with other Freeway Work

Responses

- Local Sandstone Cobble
- Used throughout Carpinteria
- Same Design, Colors, Textures

Vehicle Barrier

Requests

- "Open" for Aesthetics & Floodplain
- Consistent with Other Freeway Work

Responses

- Mostly "Open"
- Same Design as HOV
- Same Colors & Textures

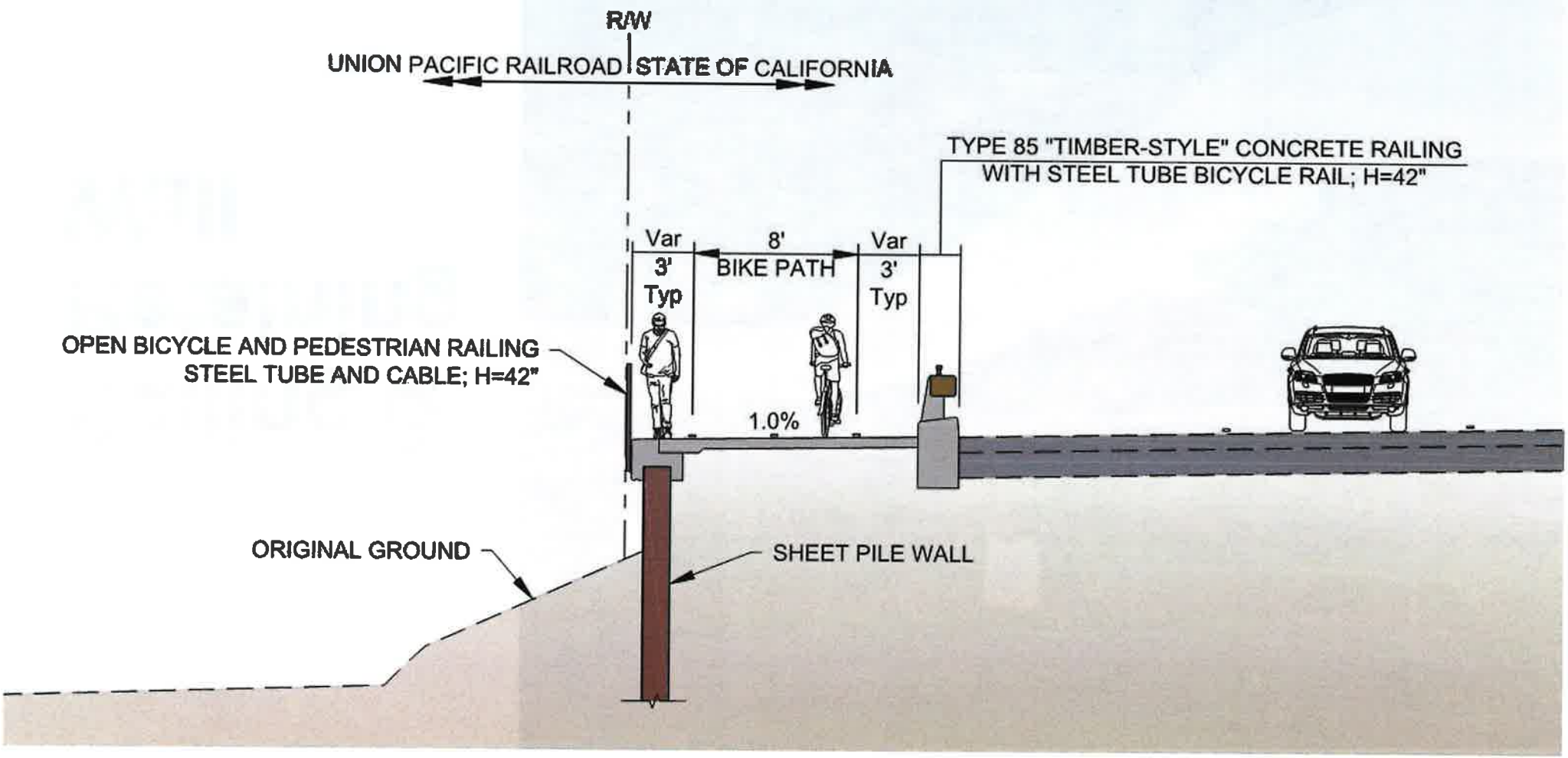
Colors & Textures

Steel Railings
» Galvanized
» Natina Stain
Barrier Curb & Posts
» Integral Tan
Barrier Top Rail
» Wood Grain
» Dark Brown Stain
Bike Path
» Natural Gray
» Darkening Agent
Hardscape
» Local Sandstone Cobble
» Acid Washed
» Natural Grout

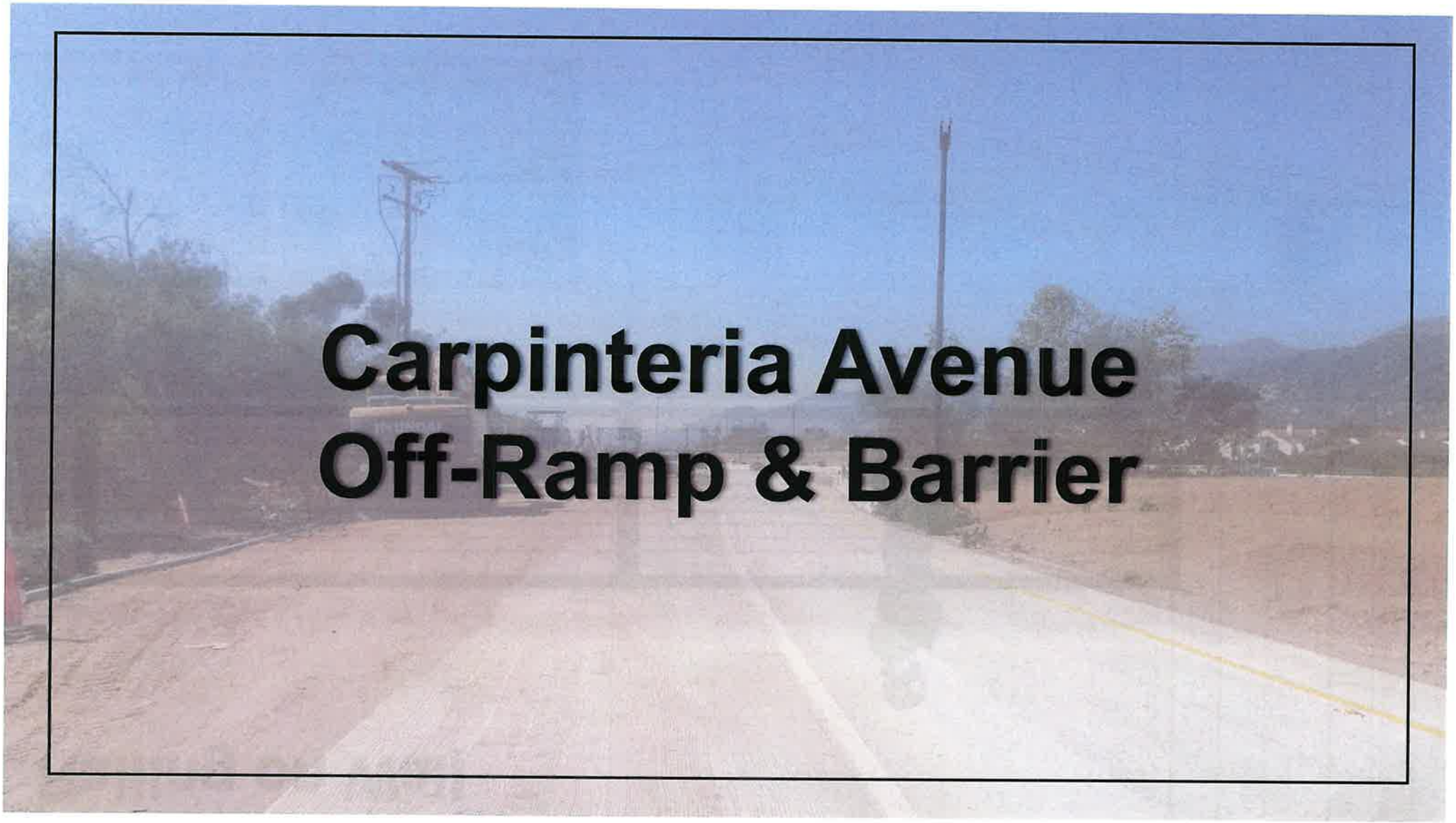
Wall &
Railing
Ramp &
Barrier
Landscape &
Intersection
Path
Wall

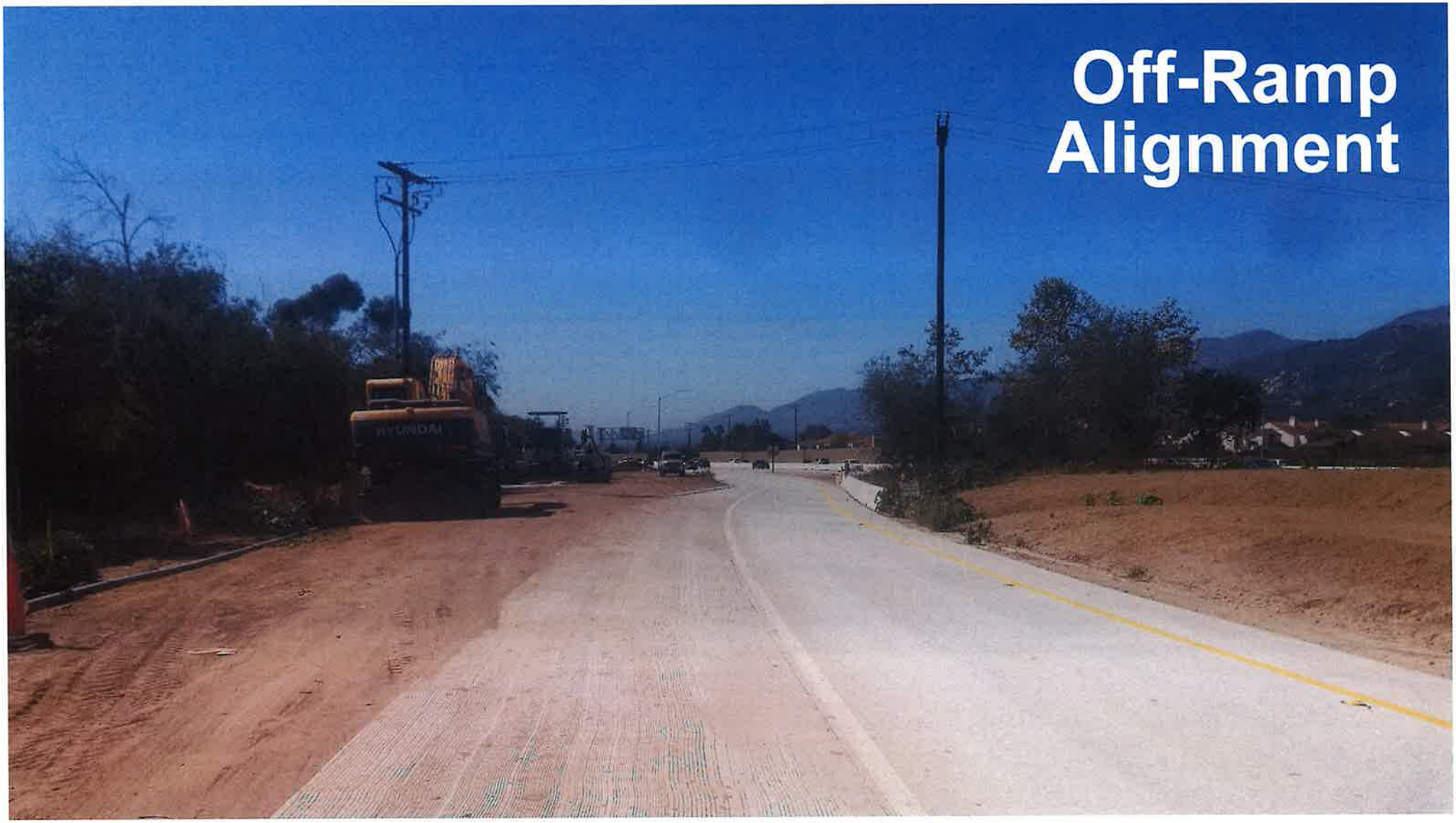
Railing & Retaining Wall

Pedestrian and Bicyclist Railing

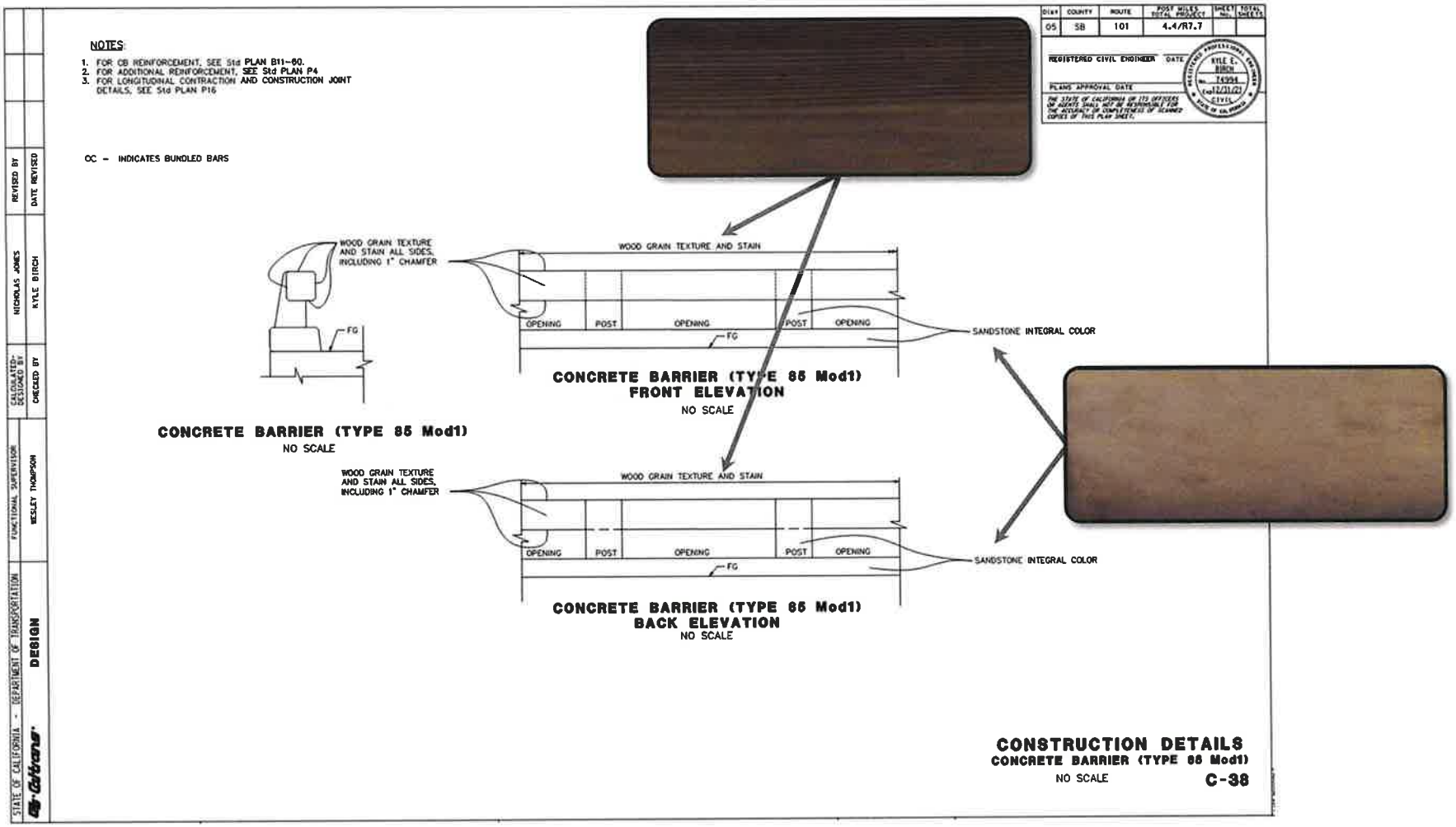


Railing on Wall


Carpinteria Avenue
Off-Ramp & Barrier


Off-Ramp
Alignment

Carpinteria Av
Off-Ramp



Vehicle Barrier – Type 85 (Mod)

Carpinteria Avenue Design Elements

Carpinteria Av
Estero St

Retain On-Street Parking

Landscaped Parkway

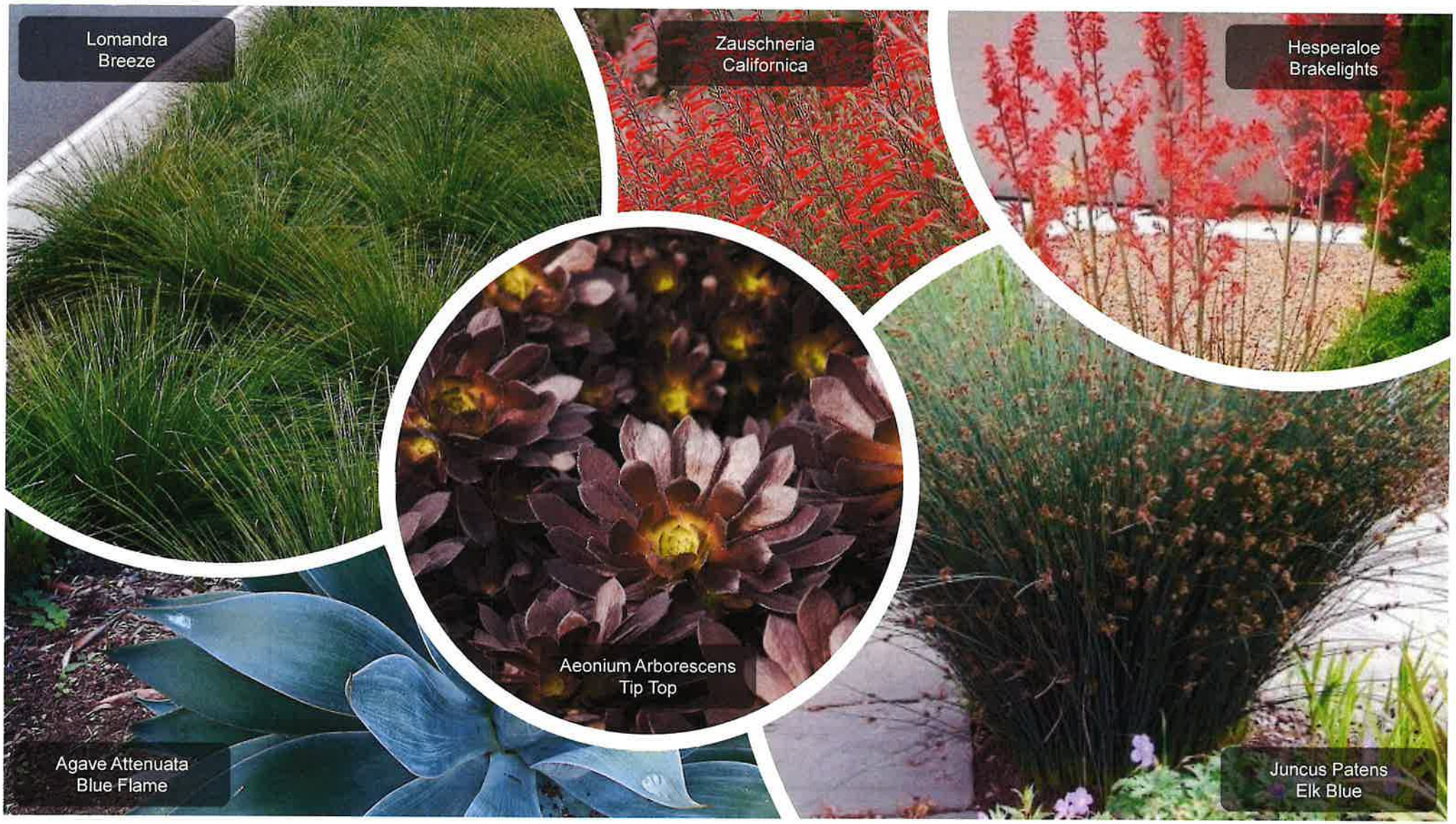
Protect Mature Trees

Provide Traffic Calming

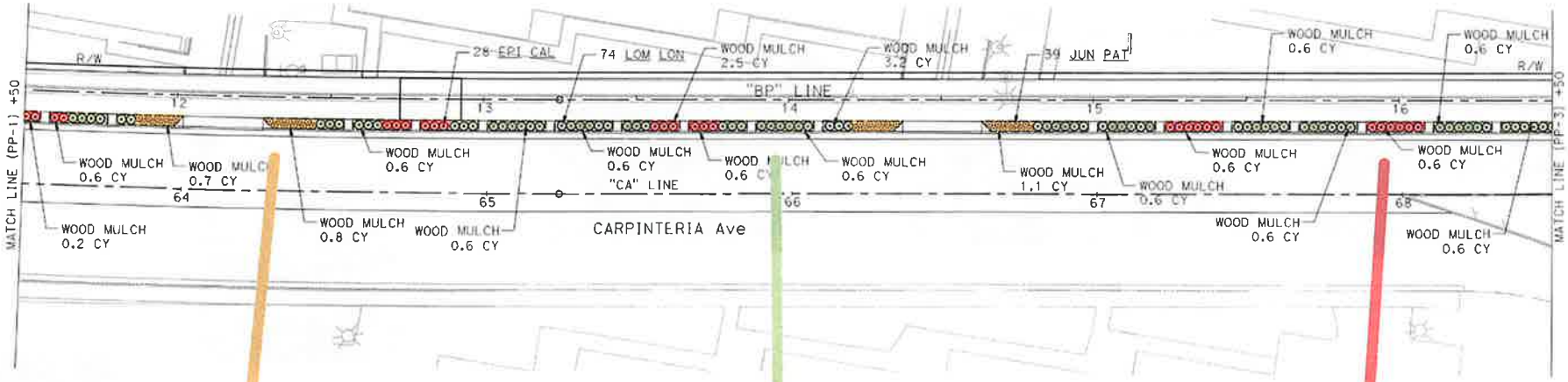
Enhance Pedestrian Safety

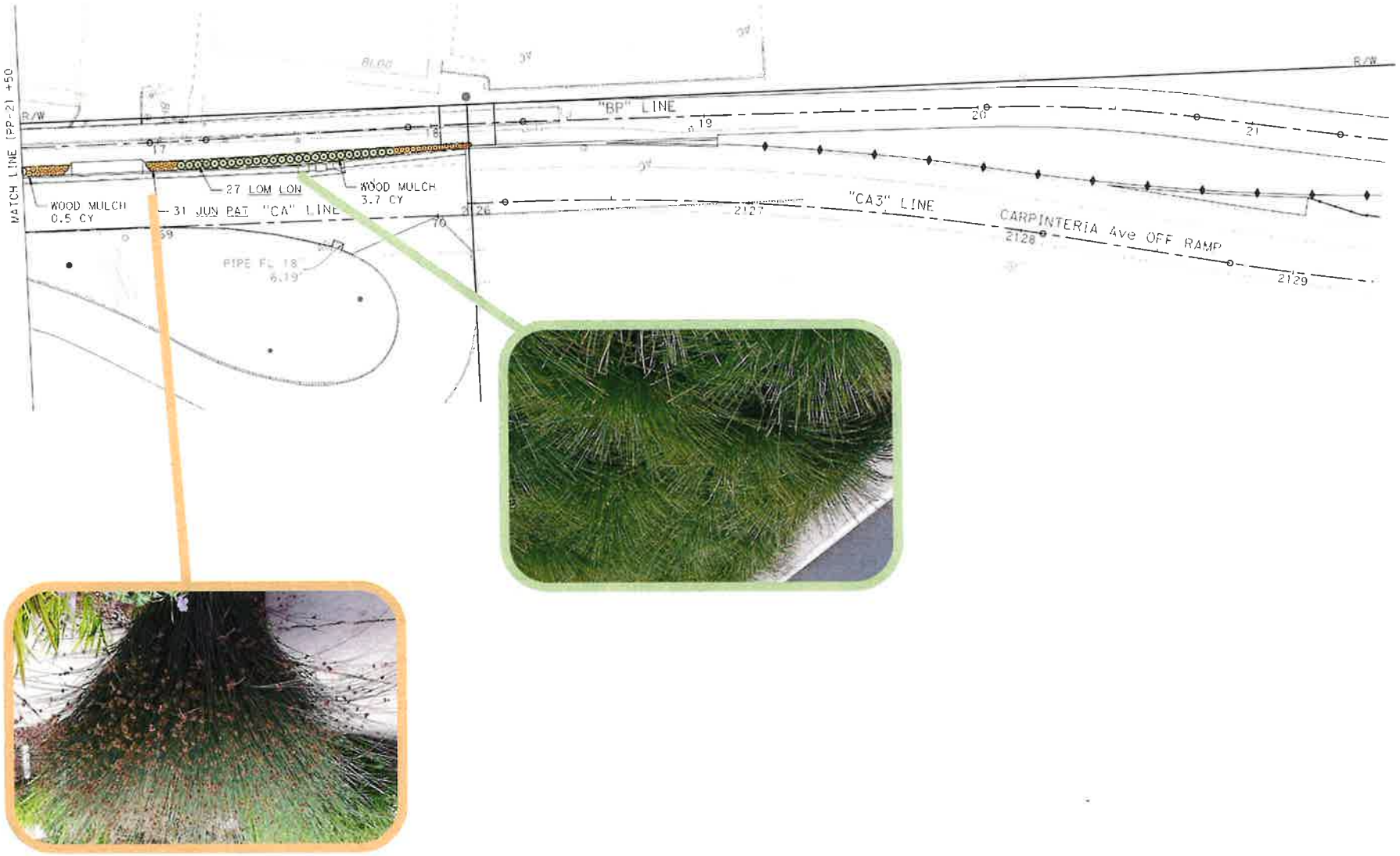
Pavement Rehabilitation

Carpinteria Avenue
Landscape
Ornamental
Native
Hardy


Lomandra
Breeze
Zauschneria
Californica
Hesperaloe
Brakelights
Aeonium Arborescens
Tip Top
Agave Attenuata
Blue Flame
Juncus Patens
Elk Blue

WOOD MULCH
1.2 CY
WOOD MULCH
3.2 CY
6 EPI CAL
R/W
"BP" LINE
7 HES PAR
10
11
4 AEO ARB
AGA BLU
9 HES PAR
8 JUN PAT
"CA" LINE
WOOD MULCH
0.6 CY
LOM LON
63
WOOD MULCH
0.6 CY
WOOD MULCH
0.4 CY
MATCH LINE (PP-2) +50
PINTERIA Ave
61
62


R/W
28 EPI CAL
74 LOM LON
WOOD MULCH 2.5 CY
WOOD MULCH 3.2 CY
39 JUN PAT
WOOD MULCH 0.6 CY
WOOD MULCH 0.6 CY
R/W
"BP" LINE
12
13
14
15
16
MATCH LINE (PP-1) +50
WOOD MULCH 0.6 CY
WOOD MULCH 0.7 CY
WOOD MULCH 0.6 CY
WOOD MULCH 0.6 CY
WOOD MULCH 0.6 CY
WOOD MULCH 0.6 CY
WOOD MULCH 1.1 CY
WOOD MULCH 0.6 CY
WOOD MULCH 0.6 CY
WOOD MULCH 0.6 CY
64
65
"CA" LINE
66
67
68
WOOD MULCH 0.2 CY
WOOD MULCH 0.8 CY
WOOD MULCH 0.6 CY
CARPINTERIA Ave
WOOD MULCH 0.6 CY
WOOD MULCH 0.6 CY
MATCH LINE (PP-3) +50


MATCH LINE (PP-2) +50
R/W
"BP" LINE
17
18
19
20
21
R/W
WOOD MULCH
0.5 CY
27 LOM LON
31 JUN PAT "CA" LINE
WOOD MULCH
3.7 CY
59
70
2126
2127
"CA3" LINE
CARPINTERIA Ave OFF RAMP
2128
2129
PIPE FL 18
6.19

Questions and Comments

Planning Commission

City of Carpinteria

December 6, 2021

Exhibit 4

Meeting Minutes from April 15, 2021
ARB Conceptual Review Meeting

Santa Claus Lane Multi-Use Path Project

PC Hearing, December 6, 2021

Boardmember Reginato agreed with Boardmember Blakemore about changing out the wall for something else. He commented that the existing second story is not a problem, but the mass of the proposed two-story addition on the south side of the residence is a problem, and it is too much at the property line. He said the second story should be at the center of the structure and needs to be pushed in at least 2 feet from side before he could support the project. He agreed with Boardmember Johnson that 5'-6" sill heights on the south elevation would be a reasonable compromise for privacy.

Boardmember Rodriguez began by expressing his appreciation for compromise on the structure to address the prior concerns. He stated that he does not have any issues with the proposed structure, but he is concerned about the wall along Church Lane. He liked the reduction of the wall to 42" high on the south side, and suggested that the wall should be lowered or replaced with wrought iron. He suggested that the entire wall could be reduced to 42" with 18" of wrought iron added to the top to soften the views while meeting the code for the pool enclosure, with the trash enclosure gates changed to match the wrought iron pedestrian gate. He agreed with Dylan's comment that the house is in scale with the lot size. He agreed with the other Boardmembers' comments about the compromise sill height of 5'-6" as being acceptable for privacy.

ACTION: Motion by Boardmember Johnson, seconded by Boardmember Blakemore to recommend preliminary approval to the Community Development Director with the following comments:

- Raise the sill heights to 5'-6" on the south facing second-story windows;
- Relocate the center chimney to a lower point, such as along the wall where the existing structure meets the new family room ceiling;
- Add a planter along the south wall to reduce paving; and
- The Church Lane wall is too harsh and needs to be softened.

VOTE: 3-1 (Reginato dissented)

3) Applicant: Erinn Silva, GPA Consulting for Caltrans
Address: 21-2091-CON
Planner: Nick Bobroff
Project Location: US Highway 101 right-of-way and 4100 block of Carpinteria Ave right-of-way
Zoning: Transportation Corridor (TC) and Commercial Planned Development with Residential Overlay (CPD/R)

Hearing on the request of Erinn Silva, GPA Consulting for Caltrans, to consider Project 21-2091-CON for conceptual review of a proposal to construct a new 0.8-mile, 12-foot wide Class I separated bike and pedestrian path connecting the west end of Carpinteria Avenue to Santa Claus Lane in unincorporated Santa Barbara County. The new bike path would be located between the southbound travel lanes of US Highway 101 and the UPRR corridor. For the Carpinteria Avenue segment of the bike path, the new path would replace the existing sidewalk on the south (ocean) side of the 4100 block of Carpinteria Avenue, tying into existing Class II bike path improvements at the Carpinteria Avenue/Estero Way intersection. The project is located entirely within Caltrans or City right-of-way.

Staff provided a brief overview of the proposed project, the background leading to the development of the project, and the regulatory framework to accommodate the project. He explained that the

applicant team is seeking design direction from the ARB at this time to aid in finalizing the plans for formal application submittal to the City and County.

Erinn Silva (GPA Consulting) and Shawn Kowalewski (MNS Engineers) provided a more detailed description of the proposed project and how it relates to the other recent Highway 101 improvement projects. Proposed details and treatments for certain elements of the trail project (e.g., vehicle barriers, railings, hardscape) were presented to the Board in an effort to receive feedback and inform the development of 95% plans for permit submittal.

Public Comment:
A public comment letter was submitted by Brian Ehler. The main points of the letter are summarized below; a copy of the letter is on file with the Community Development Department.

Mr. Ehler opposes the bike path, considering it to be ill-conceived and unnecessary. He described the path as being a glorified dog path. He objected to new development, such as the proposed path, near the protected salt marsh.

Boardmember Discussion:
Boardmember Blakemore sought clarification as to whether the proposed vehicle barrier color would utilize the same colors and timber stain as that used on other recent projects in the Highway 101 corridor. She also asked about the proposed surface material for the bike path. The applicant team responded that, yes, the treatment for the Type 85 barrier was intended to match that used for the other Highway 101 projects, and that the new bike path surface would be natural concrete.

Boardmember Reginato asked for details for the trail termini and how cyclists/pedestrians would safely transition back to existing traffic patterns at each end of the trail. The applicant team described the proposed improvements at the trail ends intended to direct cyclists and pedestrians onto the trail, and also described the proposed Santa Claus Ln improvement project currently being undertaken by the County of Santa Barbara, which would tie into the subject bike path project and provide a continuous bike lane along the road.

Boardmember Rodriguez asked if the new crosswalk at Estero Way would be outfitted with flashing lights, noting the high speeds of vehicles exiting Highway 101 onto Carpinteria Ave. He also asked whether any new lighting is proposed along the path. Finally, he asked what would prevent motorists from accidentally entering the bike path at the Santa Claus Ln entrance. The applicant team responded that, typically, crosswalks cannot be outfitted with flashing lights or similar features until there is an established use history demonstrating the need for such. The team noted, however, that a number of traffic calming features had been incorporated into the new off-ramp design in an effort to slow vehicles down as they exit onto Carpinteria Ave. Existing lighting at the trail ends would be maintained, but no new lighting is proposed along the length of the path due to its immediate adjacency to the environmentally sensitive Carpinteria Salt Marsh. The Santa Claus Ln entrance to the bike path would be separated from the main roadway with a raised planter, and signed with a stop sign to dissuade vehicles from entering the bike path.

Overall, all of the Boardmembers expressed support for the proposed materials and finishes, as presented, including the use of the "Nantina" stain for the galvanized metal railings, and the use of the stainless cables for the pedestrian railing. Boardmembers Blakemore and Rodriguez cautioned the

design team to consider the attractiveness of the proposed railing designs for children to climb on, and the safety hazards this could pose.

ACTION: Receive public comment and provide conceptual comments to the applicant team and staff.

VOTE: N/A

OTHER BUSINESS: None

CONSENT CALENDAR:

1) Action Minutes of the Architectural Review Board Meeting on March 25, 2021.

ACTION: Motion by Boardmember Johnson, seconded by Boardmember Blakemore, to recommend approval of the March 25, 2021 ARB Meeting Minutes as submitted.

VOTE: 3-0-1 (Reginato abstain)

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL: None

MATTERS PRESENTED BY BOARDMEMBERS/STAFF:

1) Zerlin Residence Landscape Plan

Staff presented a proposed planting and hardscape plan for the residence currently under construction at 760 Palm Avenue (Project 16-1847-CUP/CDP). Boardmember Blakemore noted that, overall, the layout and planting plan was acceptable and reflected the owner's intent of creating a tropical themed yard. She cautioned that several of the selected plant species have very high water needs (for example, *Colocasia escolenta* and *Cordyline terminales*) and suggested that if they are to be used, they should be located in shaded areas on the north side of the buildings, further noting that water conservation is of critical importance. She also noted that several other species are very low water use (for example, *Yucca gloriosa recurvifolia* and *Calandrinia spectabilis*) and should not be placed near the more thirsty plants. Boardmembers Johnson and Rodriguez indicated their support for Boardmember Blakemore's comments; Boardmember Reginato recused himself from participation.

2) Good Plow Restaurant Exterior Paint Colors

Staff presented the proposed shade for the repainting of the former Foster Freeze building and asked for the ARB's feedback on the use of this single shade for the entire building (roof, trim, body, mullions, etc.). Jason Lesh, co-owner, was present to explain the design intent of the proposed paint scheme. Overall, the Board was in support, noting it would signal a significant change for the property. They cautioned that the light shade may be maintenance intensive to keep looking nice given proximity to vehicle traffic and the large pine in the year parking lot. They also suggested that the window and door mullions be kept dark to serve as a contrasting element between the building body and roof.

3) Department of Water Resources Stream Gauge Screening

Staff presented color options for the painting of the new stream gauge and associated equipment, noting the intent was to make these items as inconspicuous as possible. After considering a variety of options and photographs, the Board settled on using a "dark brown" shade for the NEMA equipment cabinet and a "chestnut brown" shade for the bridge-mounted gauge boxes. The Board

Exhibit 5

Meeting Minutes from November 10, 2021
ARB Preliminary Review Meeting

Santa Claus Lane Multi-Use Path Project

PC Hearing, December 6, 2021

CITY OF CARPINTERIA
5775 Carpinteria Avenue
Carpinteria California 93013

ARCHITECTURAL REVIEW BOARD
Meeting Date: November 10, 2021

ACTION MINUTES

The meeting was called to order at 5:32 p.m. by Brad Stein, Chair.

ROLL CALL

Boardmembers present: Jim Reginato
Jason Rodriguez, Vice Chair
Richard Johnson
Amy Blakemore

Boardmembers absent: Brad Stein, Chair

OTHERS PRESENT: 7 members of the public were in attendance.

PUBLIC COMMENT: None

PROJECT REVIEW

1) Project: Santa Claus Lane Bike and Pedestrian Path, 21-2122-CUP/CDP
Project Location: US Highway 101 Right-of-Way and
4100 block of Carpinteria Avenue Right-of-Way
Applicant: Erinn Silva, GPA Consulting for Caltrans
Planner: Nick Bobroff

Hearing on the request of Erinn Silva, GPA Consulting for Caltrans, to consider Project 21-2122-CUP/CDP for preliminary review of a request for a Conditional Use Permit and Coastal Development Permit to construct a new 0.8-mile, 12-foot wide Class I separated bike and pedestrian path connecting the west end of Carpinteria Avenue to Santa Claus Lane in unincorporated Santa Barbara County. The new bike path would be located between the southbound travel lanes of US Highway 101 and the UPRR corridor. For the Carpinteria Avenue segment of the bike path, the new path would replace the existing sidewalk on the south (ocean) side of the 4100 block of Carpinteria Avenue, tying into existing Class II bike path improvements at the Carpinteria Avenue/Estero Way intersection. The project is located entirely within Caltrans or City right-of-way.

No Ex Parte Communications were disclosed.

Staff provided a brief overview of the proposed project and a recap of the ARB's comments from the previous conceptual review hearing for the project. Staff noted that the applicants appeared to have satisfactorily addressed the ARB's past comments. Staff was recommending preliminary approval, or if appropriate, final approval to the Planning Commission.

Erinn Silva, GPA Consulting, Joe Irwin and Joe Arnold from Caltrans, and Shawn Kowalewski from MNS Engineers provided a more detailed presentation covering the project purpose and design, design details in response to ARB comments, and details for the Carpinteria Avenue landscape improvements and pedestrian crosswalk improvements. In response to a question from Boardmember Reginato, the team provided an overview of the proposed improvements for the Santa Claus Lane end of the pathway.

DRAFT

Public Comment:
Brian Ehler provided a letter ahead of the meeting stating his opposition to the proposed pathway project, citing concerns over potential negative impacts to the adjacent salt marsh. A copy of the letter is on file with the Community Development Department.

Boardmember Discussion:
Boardmember Johnson noted that, overall, he thought the project looked good and he was glad to see it happening. He asked the applicants to confirm that the proposed landscaping near driveways and intersections is low enough in height for drivers to be able to see over. He also asked about the details of the top rail shape for the pathway railing. The applicants confirmed that the top rail is rectangular but with rounded corners, and was intended to match the detailing of similar features used in the US Highway 101 corridor and on the Santa Claus Ln streetscape improvements.

Boardmember Blakemore liked the project. She thought the traffic calming improvements were a good enhancement. She noted that the mature stone pines near the pathway alignment will likely require ongoing root maintenance, and that use of the permeable concrete near these trees may more easily facilitate access for cutting or shaving roots. She expressed some skepticism over the use of battery-operated irrigation controllers and noted they will become a monitoring/maintenance item for the City. The applicants clarified that they have used them on other Caltrans projects without incident and that they've reviewed the proposed landscape and irrigation plans with City Parks Department staff without raising any issues. As a general statement, Boardmember Blakemore reminded Caltrans staff to remove tree stakes once the trees are healthy and established. Otherwise, she was in favor of the proposed planting plan and layout as proposed.

Boardmember Reginato expressed his support for the project, noting it should dramatically improve safety and pedestrian access to the area. He inquired about the details of the required wetland mitigation. The applicant team explained that Caltrans is proposing to fund ongoing invasive non-native species eradication work in Carpinteria Salt Marsh in consultation with the appropriate resource agencies.

Boardmember Rodriguez noted that it was a great project and that he was in favor of it. He noted he was in favor of the selected colors and treatments for the retaining wall, railings, and concrete finishes. He reiterated some of the other Boardmembers' comments about elements of the landscaping (low height plantings near driveways/intersections; protect the stone pines; maintenance concerns with battery-operated controllers), but that otherwise he liked the landscape plan. He explained that the shadows on this stretch of Carpinteria Avenue can be harsh at certain times of the day, and asked about the possibility of installing either flashing lights or a reflective crosswalk sign at the new crosswalk to further enhance visibility and safety.

ACTION: Motion by Boardmember Johnson, seconded by Boardmember Blakemore, to recommend preliminary/final approval to the Planning Commission with their comments attached.

VOTE: 4-0

OTHER BUSINESS:

Nick Bobroff

From: Marysol Smith
Sent: Tuesday, November 09, 2021 9:49 AM
To: Nick Bobroff
Subject: FW: Possible SPAM: New eComment for Architectural Review Board

Follow Up Flag: Follow up
Flag Status: Flagged

See public comment below.

Marysol Smith | ASSOCIATE PLANNER
Community Development Department, City of Carpinteria
5775 Carpinteria Avenue, Carpinteria, CA 93013
marysols@ci.carpinteria.ca.us
(805) 755-4451

From: noreply@granicusideas.com [mailto:noreply@granicusideas.com]
Sent: Tuesday, November 9, 2021 9:02 AM
To: Marysol Smith <MarysolS@ci.carpinteria.ca.us>
Subject: Possible SPAM: New eComment for Architectural Review Board

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New eComment for Architectural Review Board

Brian Ehler submitted a new eComment.

Meeting: Architectural Review Board

Item: PUBLIC COMMENT

eComment: RE: Santa Claus Lane Bikepath comments I am against the Santa Claus Lane Bike Path project and further development of this beautiful rural beach area...this project is ill-conceived and not needed. When I learned the project would cost around 8 million dollars I was flabbergasted.. when I heard the bike path would actually be a glorified dog path with lights and dog waste stations, I was apoplectic...domestic dogs have fouled the beaches, preserves, sidewalks and lawns with impunity due to irresponsible pet owners so building an expensive path

for them is ridiculous! dog waste is a biohazard... and I'd hate to see little Fifi jump the fence and get hit by a train the title of the project is misleading and should reflect the intention of the developers..it should be changed to Santa Claus Lane Bike Path, Pedestrian Path and Dog Path The City of Carpinteria did a fine job of saving the Salt Marsh...dogs and bikes are not allowed for obvious reasons The Carpinteria Salt Marsh is not a dog park, it is not Disneyland and it does not need Caltrans or the County of Santa Barbara, or anyone else building projects around the perimeter...no more bells and whistles. Brian Ehler 1210 Franciscan Ct #6 Carpinteria, CA 93013 805 684 7707

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Exhibit 6

Certified Final Mitigated Negative Declaration (MND) Prepared by Caltrans

Santa Claus Lane Multi-Use Path Project

PC Hearing, December 6, 2021

Santa Claus Lane Class I Bike Path

Adjacent to U.S. 101 between Estero Street in the City of Carpinteria
and Sand Point Road in the county of Santa Barbara
District 5-SB-101-4.0/4.8
EA 05-1G410 and Project ID 0515000012
State Clearinghouse Number: 2019129023

Initial Study with Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

January 2020

Caltrans

General Information About This Document

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration for the proposed project in Santa Barbara County in California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures. The Initial Study was circulated to the public for 30 days between December 6, 2019 and January 6, 2020. Comments received during this period are included in Appendix D.

Changes made since the draft document circulation are noted by a sentence preceding a section, paragraph or paragraphs where revisions to text occurred. The bulk of the changes were made to the following areas of the document: Section 2.3.2 Wetlands and Other Waters, Section 2.3.3 Plant Species, and to certain biological measures contained within these sections. Updates were also made to Chapter 4 to reflect the conclusion of the public circulation period. Minor editorial changes and clarification have not been so indicated.

What happens after this?

The project has completed environmental compliance after completion of this document. When funding is approved, the Caltrans can design and construct the project.

The document can be accessed electronically and downloaded at the following website: http://dot.ca.gov/caltrans-near-me/district-5. Physical copies of this document can be requested by contacting Jason Wilkinson, Senior Environmental Planner.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Jason Wilkinson, Central Region Environmental, 50 Higuera Street, San Luis Obispo, CA 93401; phone number 805-542-4663 (Voice), or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

State Clearinghouse Number: 2019129023
05-SB-101-PM 4.0/4.8
EA 05-1G410 and Project ID 0515000012

Santa Claus Lane Class I Bike Path between Estero Street in the City of Carpinteria and Sand Point Road in the County of Santa Barbara

INITIAL STUDY
with Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

John Luchetta
Environmental Office Chief
Central Coast Environmental Management
California Department of Transportation
CEQA Lead Agency

January 31, 2020
Date

The following individuals can be contacted for more information about this document:

Yvonne Hoffmann, 50 Higuera Street, San Luis Obispo, CA 93401, 805-542-4759
Jason Wilkinson, 50 Higuera Street, San Luis Obispo, CA 93401, 805-542-4663

State Clearinghouse Number: 2019129023

Mitigated Negative Declaration

Project Description

The California Department of Transportation (Caltrans) proposes to construct a Class I Bike Path adjacent to the southbound lanes of U.S. 101 between Estero Street, near the Carpinteria Avenue off-ramp in the City of Carpinteria, and Sand Point Road in the County of Santa Barbara.

Determination

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the project would have no significant effect on the environment for the following reasons.

The project would have no effect on the following resources: agriculture and forestry, cultural resources, energy, geology and soils, land use and planning, air quality (permanent impacts), noise (permanent impacts), mineral resources, population and housing, public services, tribal cultural resources, and wildfire.

In addition, the project would have no significant effect on the following resources: construction air quality and greenhouse gas emissions, coastal zone, traffic and transportation, hazards and hazardous waste materials, hydrology, construction noise, and recreation.

The project will have no significantly adverse effect on aesthetics, biological resources, water quality, and utilities and service systems because the following mitigation measures would reduce potential effects to insignificance:

- Water quality measures including Best Management Practices would reduce impacts to creeks and drainages. For more detailed information regarding mitigation measures related to water quality, please refer to Section 2.2.2.

- BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that would prevent the spread of invasive species on-site or off-site.

- The following biological measures have been updated and/or revised since the draft environmental document was circulated:

- BIO-2: To mitigate for temporary impacts, restoration plantings will be completed on-site and in-kind, using native species.

- BIO-3: Mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of

wetlands or associated riparian habitat. Wetland delineation verification will be conducted at the same time as floristic surveys prior to construction.

- BIO-4: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional off-site mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area. Wetland delineation verification will be conducted at the same time as floristic surveys prior to construction.
- BIO-5: Permanent impacts to California Coastal Commission (CCC) wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101. Therefore, the wetlands are not natural and a 3:1 mitigation ratio is appropriate. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the City and County's Transportation Corridor Wetland Overlay District. Wetland delineation verification will be conducted at the same time as floristic surveys prior to construction.
- BIO-6: Encroachment into California Coastal Commission wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the City and County's Transportation Corridor Wetland Overlay District.
- BIO-7: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Planting Plan, which will be included in the final Mitigation Monitoring Plan (MMP) prepared by a Caltrans biologist. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.
- BIO-8-11: Biological measures to avoid and minimize impacts to special-status plants species, federally listed plants species, and any state or threatened plant species include implementing surveys prior to construction as stipulated in Section 2.3.3 and Appendix B of the environmental document. If plants meeting specific criteria are found during surveys and cannot be avoided during construction, measures are included to minimize and mitigate the project's impacts.
- BIO-12-13: Similar to above, biological measures to avoid species such as the wandering (saltmarsh) skipper, western pond turtles, and silvery legless lizards if found or observed in the project limits prior to construction, will be taken as well as additional precautions.
- BIO-14-16: Measures to address potential for any nesting birds will be put in place if needed, including coordination with California Department of Fish and

Wildlife to determine an appropriate buffer and needs of the species. If a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite is observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.

- Visual impacts would be reduced by locating staging areas away from public view, minimizing vegetation removal to the extent feasible, maximizing views of the Carpinteria Salt Marsh and Pacific Ocean through appropriate signs and barriers, and replacing planting for native oaks. For more detailed information regarding mitigation measures related to water quality, please refer to Section 2.1.4.
- UT-1: Coordination between Caltrans and service providers would strive to ensure that utilities and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the project would be relocated, avoided, or protected in place.

John Luchetta
Environmental Office Chief
Central Coast Environmental Management
California Department of Transportation
CEQA Lead Agency

January 31, 2020
Date

Table of Contents

Mitigated Negative Declaration i
Table of Contents v
List of Figures viii
List of Tables viii
Chapter 1 Proposed Project 1
1.1 Introduction 1
Background 1
1.2 Purpose and Need 1
1.2.1 Purpose 1
1.2.2 Need 2
1.3 Project Description 2
1.4 Project Alternatives 9
1.4.1 Build Alternatives 9
1.4.2 No-Build Alternative 9
1.5 Comparison of Alternatives 9
1.6 Alternatives Considered but Eliminated from Further Discussion 10
1.7 Permits and Approvals Needed 10
Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures 13
2.1 Human Environment 15
2.1.1 Coastal Zone 15
Regulatory Setting 15
Local Coastal Plans 15
Affected Environment 18
Environmental Consequences 19
Avoidance, Minimization, and/or Mitigation Measures 20
2.1.2 Utilities and Emergency Services 20
Affected Environment 20
Environmental Consequences 21
Avoidance, Minimization, and/or Mitigation Measures 22
2.1.3 Traffic and Transportation/Pedestrian and Bicycle Facilities 22
Regulatory Setting 22
Affected Environment 22
Environmental Consequences 23
Avoidance, Minimization, and/or Mitigation Measures 24
2.1.4 Visual/Aesthetics 24
Regulatory Setting 24
Affected Environment 24
Environmental Consequences 25
Avoidance, Minimization, and/or Mitigation Measures 26
2.2 Physical Environment 26
2.2.1 Hydrology and Floodplain 26
Regulatory Setting 26
Affected Environment 27

Environmental Consequences 27
Avoidance, Minimization, and/or Mitigation Measures 30
2.2.2 Water Quality and Storm Water Runoff 30
Regulatory Setting 30
Affected Environment 33
Environmental Consequences 37
Avoidance, Minimization, and/or Mitigation Measures 37
2.2.3 Hazardous Waste and Materials 38
Regulatory Setting 38
Affected Environment 38
Environmental Consequences 40
Avoidance, Minimization, and/or Mitigation Measures 40
2.2.4 Air Quality 40
Affected Environment 40
Environmental Consequences 41
Avoidance, Minimization, and/or Mitigation Measures 43
2.2.5 Noise and Vibration 43
Affected Environment 43
Environmental Consequences 44
Avoidance, Minimization, and/or Noise Abatement Measures 47
2.3 Biological Environment 47
2.3.1 Natural Communities 47
Regulatory Setting 47
Affected Environment 49
Environmental Consequences 53
Avoidance, Minimization, and/or Mitigation Measures 54
2.3.2 Wetlands and Other Waters 54
Regulatory Setting 54
Affected Environment 56
Environmental Consequences 59
Avoidance, Minimization, and/or Mitigation Measures 60
2.3.3 Plant Species 62
Regulatory Setting 62
Affected Environment 62
Environmental Consequences 62
Avoidance, Minimization, and/or Mitigation Measures 63
2.3.4 Animal Species 64
Regulatory Setting 64
Affected Environment 64
Environmental Consequences 68
Avoidance, Minimization, and/or Mitigation Measures 68
2.3.5 Threatened and Endangered Species 69
Regulatory Setting 69
Affected Environment 71
Environmental Consequences 72
Avoidance, Minimization, and/or Mitigation Measures 72

2.3.6 Invasive Species 73
Regulatory Setting 73
Affected Environment 73
Environmental Consequences 73
Avoidance, Minimization, and/or Mitigation Measures 73
Chapter 3 CEQA Evaluation 75
3.1 Determining Significance under CEQA 75
3.2 CEQA Checklist 76
3.2.1 Aesthetics 76
3.2.2 Agriculture and Forest Resources 77
3.2.3 Air Quality 78
3.2.4 Biological Resources 79
3.2.5 Cultural Resources 80
3.2.6 Energy 81
3.2.7 Geology and Soils 81
3.2.8 Greenhouse Gas Emissions 82
3.2.9 Hazards and Hazardous Materials 82
3.2.10 Hydrology and Water Quality 83
3.2.11 Land Use and Planning 84
3.2.12 Mineral Resources 85
3.2.13 Noise 85
3.2.14 Population and Housing 86
3.2.15 Public Services 86
3.2.16 Recreation 87
3.2.17 Transportation 87
3.2.18 Tribal Cultural Resources 88
3.2.19 Utilities and Service Systems 88
3.2.20 Wildfire 89
3.2.21 Mandatory Findings of Significance 90
3.3 Climate Change 92
Environmental Setting 92
Project Analysis 92
CEQA Conclusion 93
Chapter 4 Comments and Coordination 105
Chapter 5 List of Preparers 107
Chapter 6 Distribution List 109
Appendix A Title VI Policy Statement 111
Appendix B Avoidance, Minimization and/or Mitigation Summary 113
Appendix C List of Technical Studies 125
Appendix D Public Comments and Responses 127

List of Figures

Figure 1-1 Project Vicinity Map 3
Figure 1-2 Project Location Map 4
Figure 1-3 Project Area Map 5
Figure 1-4 Typical Cross Sections 8
Figure 2-1 Carpinteria Hydrologic Sub-Area 29
Figure 2-2 Federal Emergency Management Agency Flood Map 30
Figure 2-3 Water Bodies Near Project Area 35
Figure 2-4 Biological Study Area 51
Figure 3-1 Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals 94
Figure 3-2 Cal-Adapt Sea Level Rise—Water Depth During Likely 100-Year Storm (2040 worst-case emissions scenario) 103

List of Tables

Table 1: Permit and Approvals Needed 11
Table 2: Surface Water Quality Objectives for the South Coast Hydrologic Unit 36
Table 3: Sites of Potential Concern 39
Table 4: Construction-Generated Emissions 41
Table 5: Construction Equipment Noise Level (dBA at 50 feet) 45
Table 6: Guideline Vibration Annoyance Potential Criteria 46
Table 7: Representative Vibration Levels for Construction Equipment 46
Table 8: Agency Jurisdiction within the Biological Study Area 58
Table 9: Permanent Impacts to Jurisdictional Areas (in acres) 60
Table 10: Temporary Impacts to Jurisdictional Areas (in acres) 60

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans), in cooperation with the Santa Barbara County Association of Governments, City of Carpinteria (City), and County of Santa Barbara (County), proposes to construct a Class I bike path on southbound U.S. 101 between Estero Street, near the Carpinteria Avenue off-ramp in the City of Carpinteria, and Sand Point Road in Santa Barbara County. See **Figure 1-1** Project Vicinity Map and **Figure 1-2** Project Location Map.

The project has been planned for several decades and is included in both the City's General Plan Circulation Element (City of Carpinteria, 2003) and the County's Comprehensive Plan Circulation Element (Santa Barbara County, 2014). The project is also endorsed by cycling advocacy groups and noted in the Santa Barbara County Association of Governments Fast Forward 2040 Regional Transportation Plan/Sustainable Communities Strategy (Santa Barbara County Association of Governments, 2017) and the Santa Barbara County Association of Governments' Regional Active Transportation Plan (Santa Barbara County Association of Governments, 2015). The bike path would be constructed almost entirely within the Caltrans right of way, with a small portion in City right of way. Caltrans is the lead agency under the California Environmental Quality Act (known as CEQA).

Background

The project is part of a series of independent transportation improvement projects that are proposed along the U.S. 101 corridor, including the U.S. 101: Carpinteria to Santa Barbara project (formerly known as South Coast 101 HOV Lanes project). The transportation improvements proposed within the U.S. 101 corridor are interrelated and progressing in parallel with one another. The proposed project was identified as a balancing provision based on coastal policy conflicts resulting from the proposed implementation of multiple projects planned along the U.S. 101 corridor. The Local Coastal Program amendments include a requirement that the project be completed no later than completion of the adjacent phase of construction for the U.S. 101: Carpinteria to Santa Barbara project.

1.2 Purpose and Need

This section describes the underlying purpose and need to which the alternatives have been developed. The purpose and need of this project are as follows.

1.2.1 Purpose

The purpose of this project is to:

- Improve bicycle and pedestrian travel by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the county, and Carpinteria Avenue in Carpinteria.
- Complete a segment of the California Coastal Trail consistent with the circulation and bikeway systems outlined in the County's Comprehensive Plan, City's General Plan, the statewide California Coastal Trail Map, and the Plan for Improved Agency Partnering (Caltrans and California Coastal Commission, 2016).
- Enhance and improve coastal access for bicycles and pedestrians consistent with local coastal policies and plans.

1.2.2 Need

Between Santa Claus Lane and Carpinteria Avenue, bicycle traffic is diverted inland via Padaro Lane, Via Real, and Santa Ynez Avenue. There is currently no continuous direct route along the coast. This diversion also creates a gap in the California Coastal Trail. Some portions of the existing route are not wide enough to accommodate standard bicycle lanes, and bicyclists must compete with vehicular traffic for space along the route.

1.3 Project Description

The project would construct a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in Santa Barbara County; the bike path would be approximately 0.8-mile in length and would ultimately be part of the California Coastal Trail. The California Coastal Trail is a network of public trails along the 1,200-mile California coastline.

The project area is bounded by Union Pacific Railroad tracks to the south and U.S. 101 to the north (see **Figure 1-3**). Though U.S. 101 is designated as a north-south corridor, it is situated in an east-west direction within the project area; the northbound lanes run in a western direction and southbound lanes run in an eastern direction. In addition, the project area includes the Carpinteria Salt Marsh, which is directly adjacent to and south of the Union Pacific Railroad tracks.

Figure 1-1 Project Vicinity Map

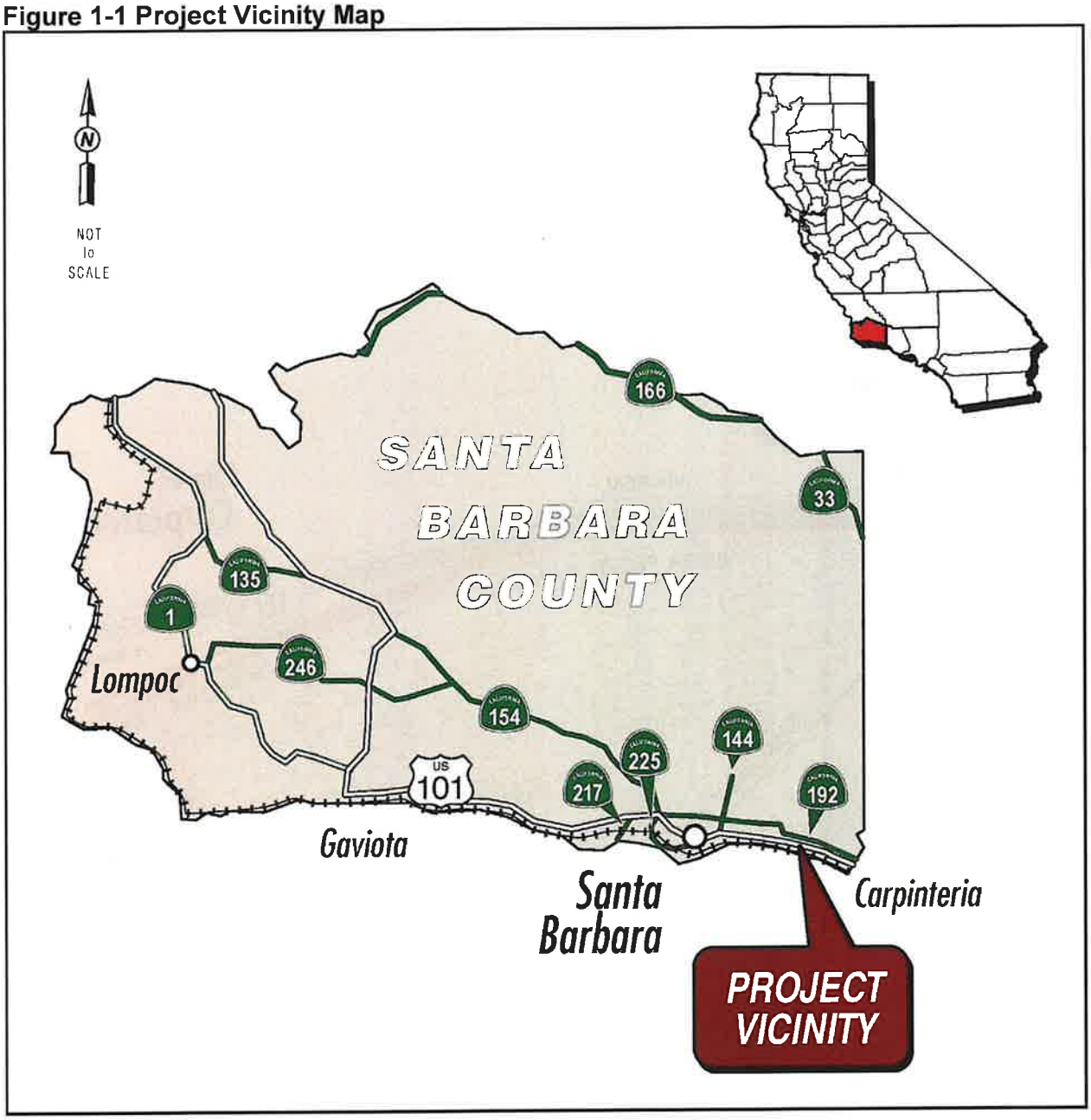


Figure 1-2 Project Location Map

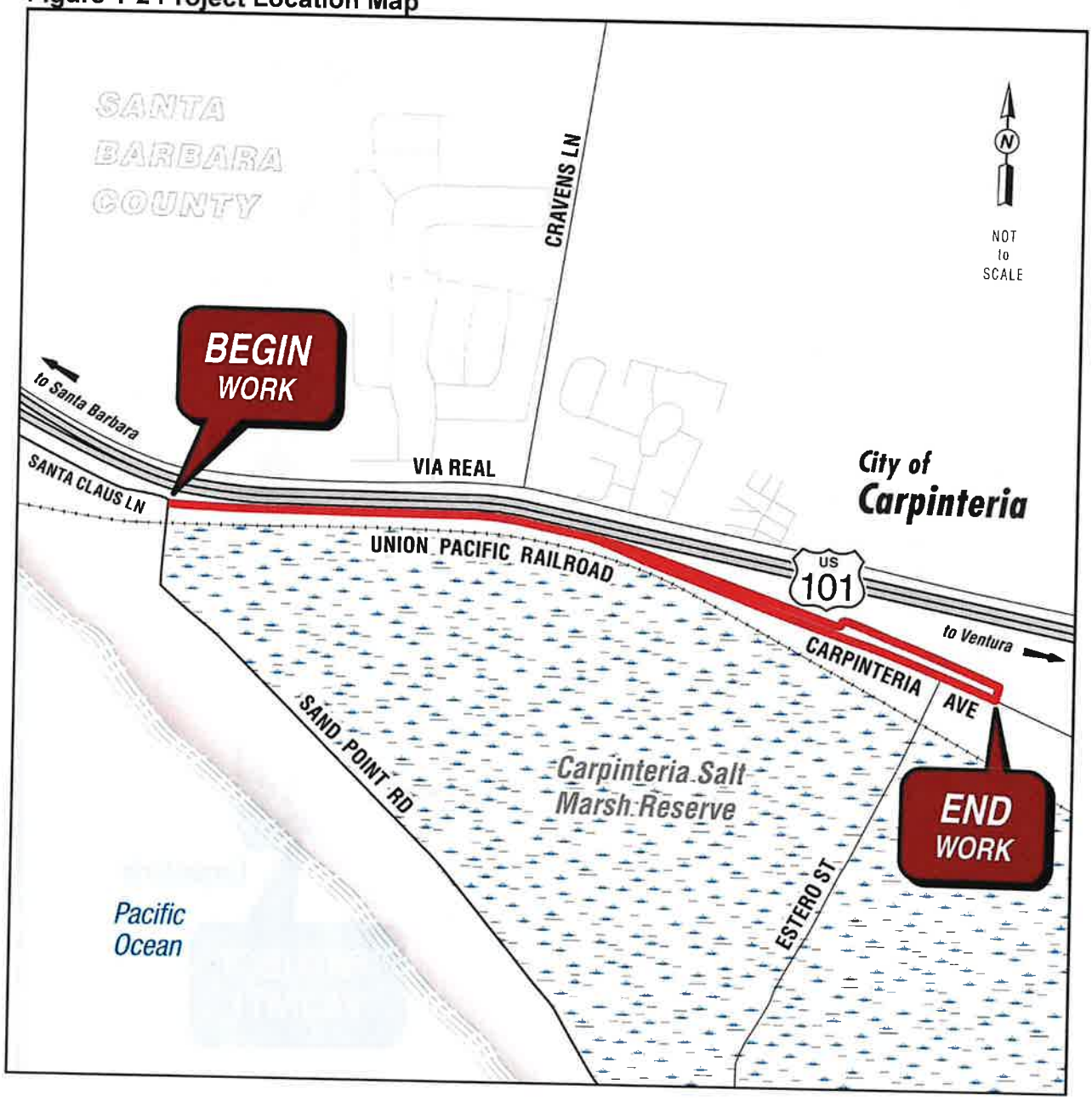
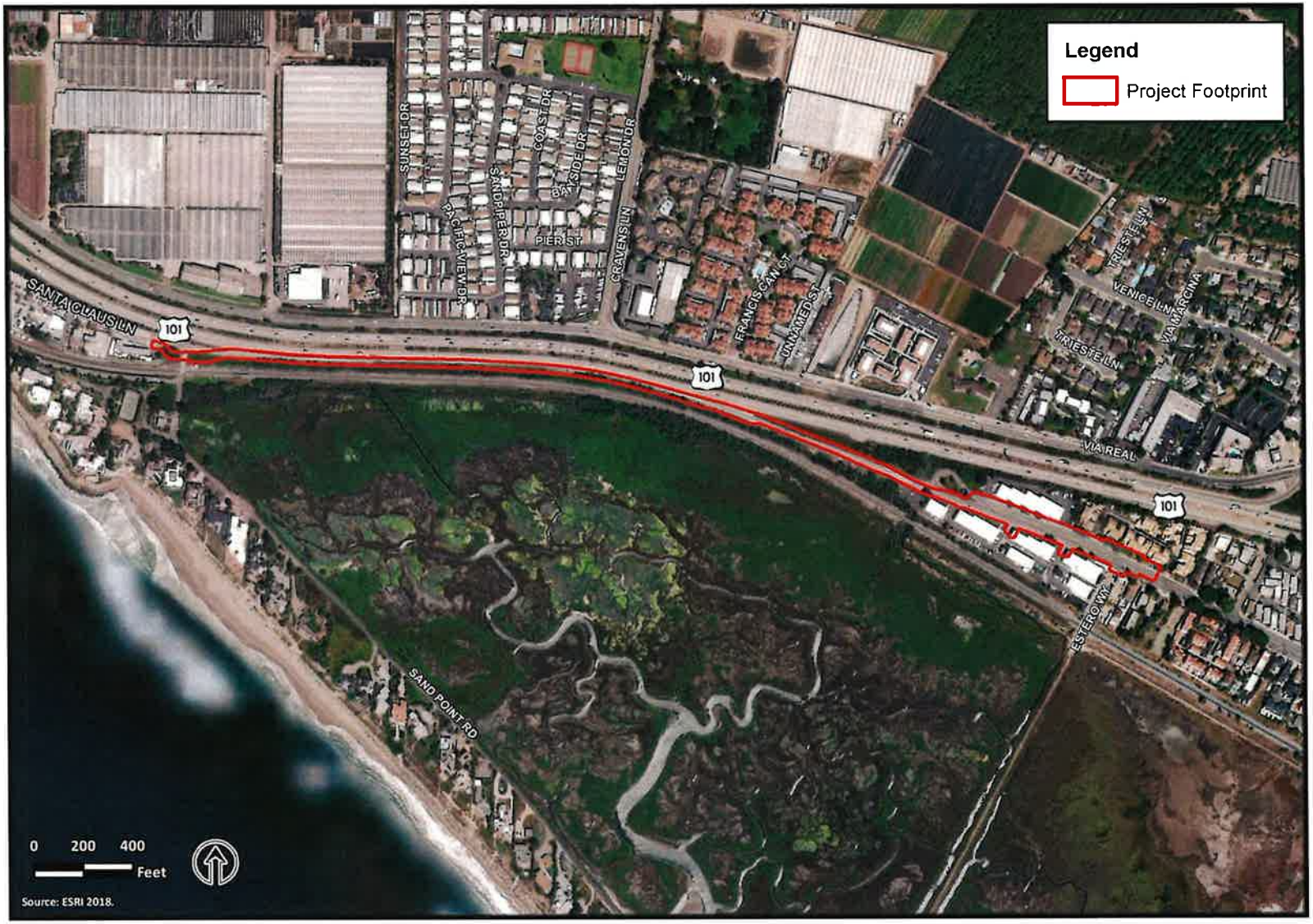


Figure 1-3 Project Area Map



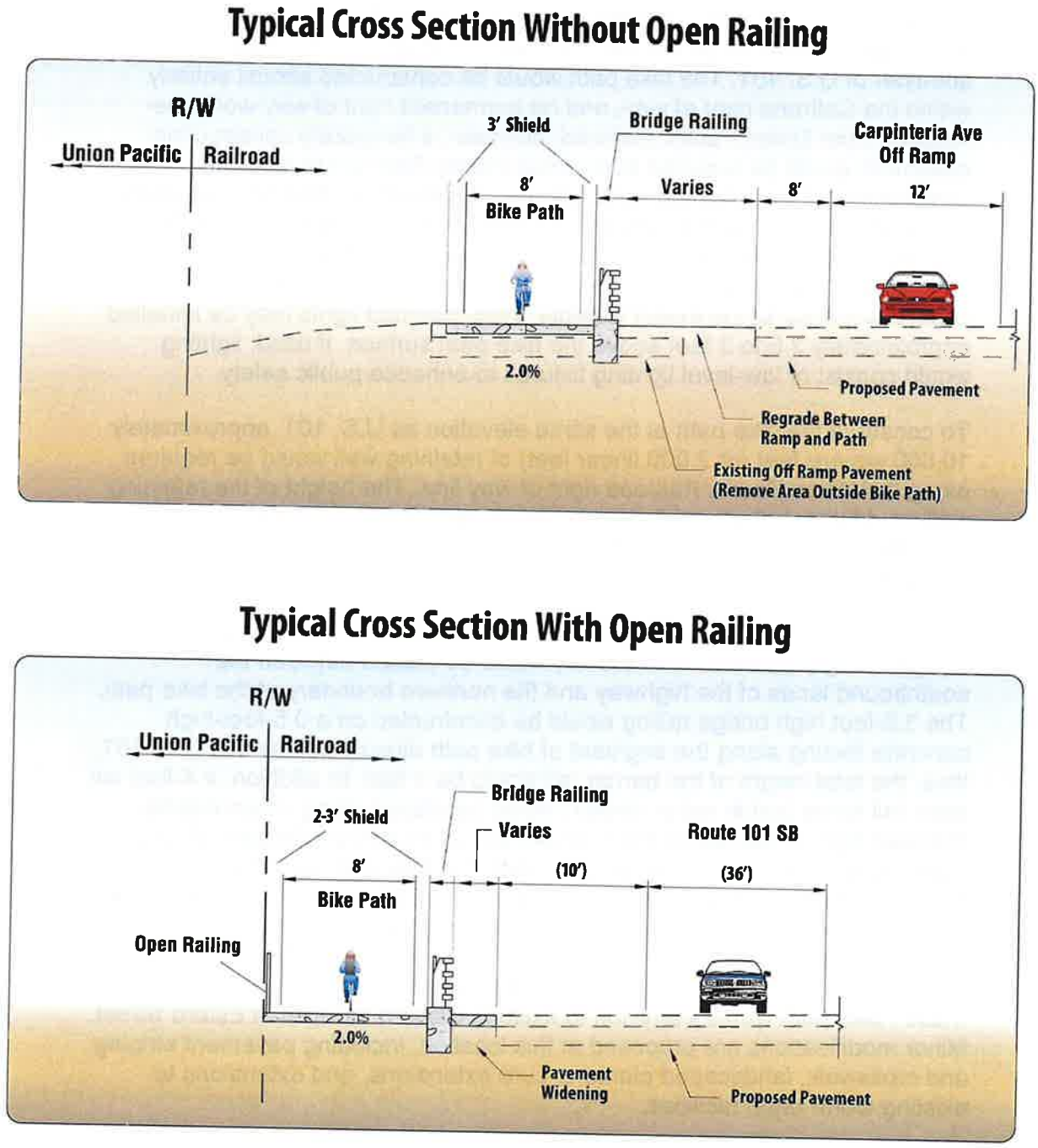
The 2-lane bike path would include a 4-foot northbound (westbound) lane, a 4-foot southbound (eastbound) lane, and varied shoulder width of approximately 2 feet on each side, for a total width of approximately 12 feet (see **Figure 1-4**). The paved bike path would run along the southbound shoulder of U.S. 101. The bike path would be constructed almost entirely within the Caltrans right of way, and no permanent right of way would be required from Union Pacific Railroad; however, a temporary construction easement would be required from Union Pacific Railroad to facilitate construction of the retaining wall. A limited portion of the bike path would be constructed in City right of way at the Estero Street connection point. The bike path would be profiled at approximately the same elevation as the southbound lanes of U.S. 101, and it has been designed to avoid impacts to coastal wetlands to the extent feasible. Wall-mounted lights may be installed approximately 2.5 to 3 feet above the bike path surface. If used, lighting would consist of low-level lighting fixtures to enhance public safety.

To construct the bike path at the same elevation as U.S. 101, approximately 10,000 square feet (or 2,000 linear feet) of retaining wall would be required along the Union Pacific Railroad right of way line. The height of the retaining wall would vary between 1 foot to 8 feet, depending on the existing grade. The retaining wall would be constructed on cast-in-drilled-hole piles, which would be drilled at a maximum depth of 24 feet.

To protect individuals traveling on the bike path from traffic on U.S. 101, a bridge railing (Type ST-70 or similar) would be placed between the southbound lanes of the highway and the northern boundary of the bike path. The 3.5-foot high bridge railing would be constructed on a 0.5-foot-high concrete footing along the segment of bike path directly adjacent to U.S. 101; thus, the total height of the barrier rail would be 4 feet. In addition, a 4-foot tall open rail fence (cable rail or similar) would be placed along Union Pacific Railroad right of way along the southern boundary of the bike path. At the eastern (southern) end of the project limits, the bike path would be constructed on a portion of what is currently the Carpinteria Avenue off-ramp. This portion of the off-ramp would be vacated by the realignment of the freeway ramp as part of the U.S. 101: Carpinteria to Santa Barbara project, and a portion of the existing paved surface would be available for reuse. The Class I bike path would transition to existing Class II facilities at Estero Street. Minor modifications are proposed at this location, including pavement striping and crosswalk, landscaped planters, curb extensions, and extensions to existing storm drain facilities.

At the western (northern) end of the project limits, the bike path would end just west of the Sand Point Road/Santa Claus Lane intersection, where a bike path is being proposed by the County. Minor modifications are proposed at this intersection, such as pavement striping for a crosswalk.

Figure 1-4 Typical Cross Sections



The following paragraph has been updated and revised since the draft environmental document was circulated.

Implementation of the project would result in approximately 40,000 square feet of additional impervious surface. Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Construction of the bicycle path and retaining structures would result in temporary and permanent impacts on riparian habitat and wetlands regulated by the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, California Department of Fish and Wildlife, and the California Coastal Commission.

There is a 16-inch high-pressure gas line and telecommunications line located near the project area. These utilities would be protected in place along U.S. 101; however, the telecommunications line may need to be relocated at the eastern edge of the project area, near the Carpinteria Avenue off-ramp in the city, which would be conducted by Caltrans as part of a separate project (South Coast HOV 101 Lanes project).

1.4 Project Alternatives

This section describes the proposed action and the project alternatives that were developed to meet the purpose and need of the project. Two alternatives are proposed: the Build Alternative and the No-Build Alternative.

1.4.1 Build Alternatives

One Build Alternative is being considered, as described in Section 1.3.

1.4.2 No-Build Alternative

The No-Build Alternative would not result in any changes to existing conditions; a gap in the California Coastal Trail would remain, and bicyclists would continue to travel on surface roadways. The No-Build Alternative would not meet the purpose and need for the project.

1.5 Comparison of Alternatives

Two alternatives are being considered: a Build Alternative and a No-Build Alternative.

The Build Alternative would construct a Class I bike path between the southbound U.S. 101 lanes and the Union Pacific Railroad right of way; which is part of a network of trails making up the Coastal Trail. The environmental impacts associated with the Build Alternative are outlined in subsequent chapters of this document.

The No-Build Alternative would not include any construction or result in changes to existing conditions; the project area would remain in its current condition, and there would be no direct environmental impacts to the project area. This alternative would not meet the purpose and need of the project.

1.6 Alternatives Considered but Eliminated from Further Discussion

Two build alternatives were considered but eliminated from further consideration:

- One would construct the Class I bike path on an alignment south of the alignment currently proposed, partially within the existing drainage ditch between U.S. 101 and the Union Pacific Railroad tracks. This alternative would include three "pinch points" where the path would be reduced to a width of 10 feet. This alternative was eliminated due to increased impacts to coastal wetlands, increased impervious surface area, and multiple pinch points.
- One would construct the Class I bike path to approximately 400 feet west of Estero Street in Carpinteria. This alternative was eliminated because the Estero Street connection point would provide a more logical and safer transition point for bicycles and pedestrians than a "mid-block" transition.

1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Table 1: Permit and Approvals Needed

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Section 404 Nationwide Permit Verification	A pre-construction notification package would be submitted after environmental document approval.
Regional Water Quality Control Board	Section 401 Water Quality Certification	A Water Quality Certification application would be submitted after environmental document approval.
California Department of Fish and Wildlife	Section 1602 Streambed Alteration agreement	A Streambed Alteration Notification package would be submitted after environmental document approval.
County of Santa Barbara	Coastal Development Permit	A Coastal Development Permit application would be submitted to the County after environmental document approval
City of Carpinteria	Coastal Development Permit	A Coastal Development Permit application package would be submitted to the City after environmental document approval.
State Water Resources Control Board	Section 402 coverage under the National Pollutant Discharge Elimination System Construction General Permit (Order No. 2009-0009-DWQ)	Part of construction contract

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis done for the project, the following environmental issues were considered, but no adverse impacts were identified. So, there is no further discussion of these issues in this document.

- Existing and Future Land Use: Construction or operation of the project would not affect any existing land uses and is compatible with future uses (City of Carpinteria, 2003) (Santa Barbara County, 2014).

- Consistency with State, Regional, and Local Plans and Programs: Construction or operation of the project would be consistent with state, regional, and local plan programs (City of Carpinteria, 2003) (Santa Barbara County, 2014).

- Wild and Scenic Rivers: The project would not impact any wild and scenic rivers because the project is not within or near a wild and scenic river. The nearest wild and scenic river is the Sespe Creek, which is about 35 miles northeast of the project area (National Wild and Scenic Rivers System, 2009).

- Parks and Recreational Facilities: The project would not impact any parks and recreational facilities because there are no parks and recreational facilities in the project area. The nearest park or recreational facility is Marsh Park, which is about 1 mile south of the project area (City of Carpinteria, 2003) (Santa Barbara County, 2014).

- Growth: Based on the scope of work, construction or operation of the project would not affect growth in the project area (City of Carpinteria, 2003) (Santa Barbara County, 2014).

- Farmlands: The project would not impact any farmlands because there are no farmlands located in the project area. The project is not adjacent to areas designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (California Department of Conservation, 2016).

- Timberlands: The project would not impact any timberlands because there are no timberlands located in the project area. The nearest timberland is

about 25 miles northwest of the project area (California Department of Fish and Wildlife, 2018).

- Community Character and Cohesion: Construction or operation of the project would not affect community character and cohesion in the project area because the project would not result in changes to the neighborhood, negatively impact quality of life, cause a change in social values, or require relocation of a portion of the population (City of Carpinteria, 2003) (Santa Barbara County, 2014).

- Cultural Resources: Based on conclusions made by the 2016 Historic Property Survey Report and the 2015 Archaeological Survey Report, construction or operation of the project would not result in significant impacts to cultural resources (DUKE CRM, 2015) (GPA Consulting, 2016).

- Geology, Soils, Seismicity and Topography: Based on the 2010 Geotechnical Report (prepared for the South Coast 101 HOV Lanes project), the project would not result in significant impacts on geology, soils, seismicity, and/or topography (Department of Transportation Division of Engineering, Geotechnical Services, 2010).

- Air Quality: The project is a bike path; therefore, no long-term impacts are anticipated to air quality. Construction impacts as they relate to air quality are addressed in Section 2.2.4.

- Noise: The project is a bike path; therefore, no long-term impacts are anticipated to noise. Construction impacts as they relate to noise are addressed in Section 2.2.5.

- Paleontology: Based on the 2014 Addendum to Paleontological Evaluation Report (prepared for the South Coast 101 High Occupancy Vehicle Lane project), the project would not result in significant impacts to paleontological resources (Central Coast Technical Studies Branch, 2014).

- Energy: Construction or operation of the project would not significantly affect energy consumption and would be consistent with state and local plans (City of Carpinteria, 2003) (Santa Barbara County, 2014).

- Wildfire: Construction or operation of the project would not result in an increased risk of wildfires, nor would the project impair an adopted emergency evacuation plan (City of Carpinteria, 2003) (Santa Barbara County, 2014). The project area lies between a coastal marsh, railroad tracks, U.S. 101, and a built-up urban area. It is outside any CalFire very high fire hazard severity zone.

2.1 Human Environment

2.1.1 Coastal Zone

Regulatory Setting

The California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs. Local coastal programs determine the short-term and long-term use of coastal resources in their jurisdictions consistent with the California Coastal Act goals.

According to the California Coastal Commission, the coastal zone generally extends 3 nautical miles offshore, including all offshore islands, and extends inland 1,000 yards from the mean high tide line (California Coastal Action 30103) (California Coastal Commission, 2018). The project is located within the Santa Barbara County coastal zone and falls within two local coastal plan areas: the County's Coastal Land Use Plan and the City's General Plan and Local Coastal Program (County of Santa Barbara, 2014) (City of Carpinteria, 2003). The County adopted a separate coastal land use plan in 1982 (amended in March 2019), and the City adopted a local coastal plan in combination with its general plan (amended in November 2015). Both local coastal plans discussed in the section above were certified by the California Coastal Commission per the California Coastal Act of 1976 §§ 30108.6, 30500.

Local Coastal Plans

Santa Barbara County Coastal Land Use Plan (1982–Republished May 2014)

The Santa Barbara County Coastal Land Use Plan is a separate element of the County's Comprehensive Plan pursuant to Public Resources Code Section 30500 of the California Coastal Act of 1976. The purpose of the Coastal Land Use Plan is to protect coastal resources and provide greater access and recreational opportunity for the public, while allowing orderly and well-planned urban development of coastal-dependent and coastal-related industries (County of Santa Barbara, 2014). The plan proposes that urban-rural boundaries be established to redirect growth from an outward expansion to one of infill development. A Coastal Development Permit is required for projects within the coastal zone to ensure compliance with this plan and the California Coastal Act.

Local Coastal Program Amendment

In March 2019, the County completed processing an amendment to its Local Coastal Program through the California Coastal Commission. The amendment was required due to policy conflicts resulting from the proposed implementation of multiple projects within the County (California Coastal Commission Case No. LCP-4-STB-18-0071-2-Part A). The Local Coastal Program amendment consisted of revisions to the Coastal Land Use Plan

(County Resolution No. 18-174) and the Coastal Zoning Ordinance (County Ordinance No. 5050), which included a Transportation Corridor Wetland Overlay District (County Ordinance No. 5053), to allow for development of these projects. The proposed bike path was identified as a balancing provision and a way to enhance coastal access and non-motorized travel within the U.S. 101. To comply with the Local Coastal Program, the project would be constructed concurrently with or be completed by the time the associated segment within the U.S. 101 corridor is open for use.

Resolution No. 18-174

The Coastal Land Use Plan amendment added new and modified existing wetland protection and recreation policies to address anticipated policy conflicts associated with multiple proposed transportation projects. These policies now allow new development, along with a list of specific public projects, to encroach into wetlands or within the 100-foot wetland buffer strip.

Ordinance No. 5050 and No. 5053

The Article II amendment (Ordinance No. 5050) allows for transportation improvements and provides specific standards of development along or near the U.S. 101 corridor in the county, including multiple proposed transportation projects. The Article II amendment (Ordinance No. 5053) created a new Transportation Corridor Wetland Overlay, which provides specific development standards for projects where wetland encroachment would occur. The Transportation Corridor Wetland Overlay ensures a more precise level of planning than ordinarily possible under the existing Article II for transportation-related projects that are in or adjacent to wetlands and/or wetland buffer strips.

City of Carpinteria General Plan and Local Coastal Land Use Plan (2003)

The City's General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for implementation of various programs such as the zoning ordinance The Land Use Plan establishes the type and intensity of land uses and guides growth and development. The Land Use Element is the heart of the Land Use Plan of the City's Local Coastal Program (California Coastal Act of 1976, 30108.5) and, together with the implementation programs, makes up the City's Local Coastal Program. The General Plan sets forth the community's commitment to maintain its small beach-town lifestyle while accommodating an appropriate balance of economic vibrancy. The City's General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for the various implementation programs, such as the zoning ordinance.

Local Coastal Program Amendment

In November 2015, the City completed processing an amendment to its Local Coastal Program through the California Coastal Commission based on policy

conflicts resulting from the proposed implementation of various projects within Carpinteria (Carpinteria Project 09-1522-LCPA/ORD). The Local Coastal Program amendment consisted of revisions to the Land Use Plan and Implementation Plan portions of the certified Local Coastal Program to allow for the development of multiple proposed projects. The bike path project was identified as a balancing provision that enhances coastal access and non-motorized travel within the U.S. 101 corridor. To comply with the Local Coastal Program amendment, the project would be constructed concurrently with or be completed by the time the associated segment within the U.S. 101 corridor is open for use.

Santa Barbara County Circulation Element (1980–Republished in April 2014)

The circulation element is one of seven elements mandated by state law for inclusion in the County's General Plan. Santa Barbara County's Circulation Element identifies key roadway links throughout the unincorporated areas of the county and guides decisions on new development. The objective of the circulation element is to provide traffic capacity guidelines intended to maintain acceptable levels of service on roadways and intersections in the county while allowing reasonable growth within the communities in the unincorporated areas of the county (Santa Barbara County, 2014).

The project is consistent with the County's circulation element policy, Policy C, which states that "The County shall continue to develop programs that encourage the use of alternative modes of transportation including, but not limited to, an updated bicycle route plan, park and ride facilities, and transportation demand management ordinances." (Santa Barbara County, 2014).

Santa Barbara County Bicycle Master Plan (May 2012)

The purpose of the County's Bicycle Master Plan is to help guide the construction of new bicycle-related infrastructure. The Bicycle Master Plan also lists the priorities for implementation, along with a description of future financial needs for the projects. The following policies and plans identified in the Bicycle Master Plan are related to the project.

Relationship to Land Use Planning

The planned future bike paths identified in the Bicycle Master Plan are intended to provide connections to and through major urban centers in both the incorporated and unincorporated parts of the county. The goal is to give people who choose not to rely exclusively on the automobile safe and convenient transportation options by developing a comprehensive bike path network with seamless connections between the eight cities and the county. The overall bike path network should strive to connect residential areas with major job centers, shopping and services, and recreational areas.

Consistency with Regional Plans and City Plans

Bicyclists should experience seamless connections on bike paths as they pass from jurisdiction to jurisdiction. The project has been reviewed for consistency with regional and city plans, and the entire bike path network would be comprehensive and consistent.

Regional Active Transportation Plan (Santa Barbara County Association of Governments, 2015)

An updated Regional Active Transportation Plan was adopted in August 2015. The updated Active Transportation Plan serves to update the regional bicycle network, link to policies in Santa Barbara County Association of Government's 2040 Regional Transportation Plan and Sustainable Community Strategy and articulate a vision for enhancing bicycle use in Santa Barbara County (Santa Barbara County Association of Governments, 2015). The updated Active Transportation Plan incorporates and reflects locally adopted bicycle transportation plans, including new local plans adopted since the draft was completed (Santa Barbara County Association of Governments, 2009).

County of Santa Barbara Comprehensive Plan

The Scenic Highway Element of the County's General Plan includes the following applicable goal that pertains to scenic resources:

a) Enhance and preserve the valuable scenic resources located along roadways within the County.

In addition, the following applicable preservation measure pertains to eligible scenic routes:

Regulation of Grading and Landscaping

The prevention of earthwork detrimental to the scenic quality of eligible corridors will be implemented by the existing County grading ordinance (Chapter 14 of the Santa Barbara County Code).

City of Carpinteria General Plan and Local Coastal Plan

The Open Space, Recreation, and Conservation Element of the City's General Plan includes the following applicable objectives and policies to protect visual resources within Carpinteria.

Affected Environment

The project is part of a series of independent transportation improvement projects that are proposed along the U.S. 101 corridor, including the U.S. 101: Carpinteria to Santa Barbara project (formerly known as South Coast 101 HOV Lanes project). The transportation improvements proposed within the U.S. 101 corridor are interrelated and progressing in parallel with one another. As noted above, the project was identified as a balancing provision

based on coastal policy conflicts resulting from the proposed implementation of multiple projects planned along the U.S. 101 corridor. The Local Coastal Program amendments include a requirement that the project will be completed no later than completion of the adjacent phase of construction for the U.S. 101: Carpinteria to Santa Barbara project.

Environmental Consequences

Construction activities would result in approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts on wetlands under the jurisdiction of the California Coastal Commission. The project would also result in approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachment into the California Coastal Commission wetlands buffer. Prior to the County's Local Coastal Program amendment, these impacts would have conflicted with the County's Local Coastal Program; however, following approval of the County's Local Coastal Program amendment in March 2019, the project now complies with the Coastal Land Use Plan and the Coastal Zoning Ordinance.

The project would not conflict with wetland setbacks identified in several coastal policies. The County's Local Coastal Program amendment led to the development of Resolution No. 18-174 Ordinance No. 5053 which modified the existing wetland protection policies. Resolution No. 18-174 allows new development, along with a list of specific public projects, including this project, to encroach into wetlands or within the 100-foot wetland buffer strip. Ordinance No. 5053 created a new Transportation Corridor Wetland Overlay District, providing specific development standards for projects where wetland encroachment would occur. The City's Local Coastal Program amendment also led to policy revisions of the Land Use Plan and Implementation Plan to allow for development of various improvements along the U.S. 101 corridor and the related transportation network in the city. In the project area, coastal wetlands are in the southern portion of the project between the Carpinteria/ County boundary.

The project would improve bicycle and pedestrian travel by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the county, and Carpinteria Avenue in Carpinteria. In addition, the project will complete a segment of the California Coastal Trail that would be consistent with the circulation and bikeway systems outlined in the County's Comprehensive Plan, City's General Plan, the statewide California Coastal Trail Map, and the Plan for Improved Agency Partnering (Caltrans and California Coastal Commission, 2016). The project would enhance and improve coastal access for bicyclists and pedestrians, which is consistent with local coastal policies and plans.

Avoidance, Minimization, and/or Mitigation Measures

The project is consistent with the County and City's Local Coastal Programs and has been designed to comply with the mitigation requirements outlined in both the County and City's amended Local Coastal Programs. Specific mitigation requirements have been identified for projects identified in the Local Coastal Program, that may impact a wetland and/or wetland buffer strip, including this project. Mitigation requirements would be provided for direct impacts to wetlands (e.g., fill in wetlands) and indirect impacts to wetlands (e.g., new development in wetland buffer strips). Applicable measures to minimize impacts have been incorporated into their respective topics in Section 2.3.2.

2.1.2 Utilities and Emergency Services

Affected Environment

Carpinteria Valley Water District

The project lies in the Carpinteria Valley Water District. The mission of the Carpinteria Valley Water District is to provide potable water to all residential, commercial, and agricultural customers in the Carpinteria Valley at a reasonable cost.

Established in 1941, the Carpinteria Valley Water District sits in the southern coastal portion of the county and includes portions of the City. The Carpinteria Valley Water District, which spans approximately 11,300 acres, is bound on the south by the Pacific Ocean and on the north by the foothills of the Santa Ynez Mountains (Carpinteria Valley Water District, 2018). Carpinteria Valley Water District uses 75 miles of pipeline to provide water to approximately 15,494 people (Carpinteria Valley Water District, 2018).

Carpinteria Sanitary District

The project lies within the Carpinteria Sanitary District. The Carpinteria Sanitary District is an independent special district that provides wastewater collection, and treatment and disposal services, to the residents and businesses of the City of Carpinteria and surrounding unincorporated areas in the Carpinteria Valley.

Independent special districts are voted into existence by the citizens they serve and are sanctioned under California law to perform specific local government functions within certain boundaries. The Carpinteria Sanitary District was formed in 1928 pursuant to the Sanitary District Act of 1923. It derives its authority in the California Health and Safety Code (Sections 6400-6830).

Landfills

Four landfills operate within the county and include the County-operated Tajiguas Landfill, the City of Santa Maria-operated landfill, the City of Lompoc-operated landfill, and the federally operated Vandenberg Air Force

Base Landfill. The County-operated Tajiguas Landfill serves the project area. In addition, the City of Carpinteria's waste is collected by Harrison Industries and is transported to Toland Road Landfill in Ventura County (Harrison Industries, 2019).

Natural Gas, Electricity, and Telecommunication Services

Natural gas services in the project area are provided by the Southern California Gas Company; a 16-inch high-pressure gas line is near the project area. Electricity in the project area is provided by Southern California Edison. Other utility services in the area include telephone and cable or satellite television services.

Flood Control

Flood control is provided and maintained by the Santa Barbara County Flood Control District.

Police Protection

Police protection and traffic enforcement in the project area are provided by the City through an agreement with the County Sheriff, the County Sheriff's Department, and the California Highway Patrol. No police or sheriff's facilities are near the project area. The nearest police and sheriff department that services the project area is the Carpinteria Sheriff's Department, about 2 miles southeast of the project area.

Fire Protection

Fire protection within the project area is provided by the Carpinteria-Summerland Fire Protection District. The nearest fire station that services this area is the Carpinteria-Summerland Fire Department, about 2.5 miles southeast of the project area.

Environmental Consequences

A 16-inch high-pressure gas line is within 0 to 4 feet of the project area. In addition, there is currently a telecommunications line near the project area that will be relocated by Caltrans as part of a separate project (i.e., the South Coast HOV Lanes project). These utilities would be protected in place along U.S. 101; however, the telecommunications line may need to be relocated near the Carpinteria Avenue off-ramp in the city. If the telecommunications line needs to be relocated as a result of the project, the relocation of utilities would be coordinated in conjunction with service provider to avoid disruption of the utility service. The project would also include extensions to existing storm drain facilities crossing U.S. 101 and ending at the Union Pacific Railroad/Caltrans right of way line. With implementation of Mitigation Measure UT-1, impacts to any utilities would be less than significant.

Construction of a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in the city and Sand Point Road in the

county would not impact or change water demand. Temporary water usage would be required during project construction. However, there are sufficient water supplies available to serve water demands of general construction activities including cleaning surfaces, mixing with concrete or other materials, and suppressing dust.

The project would include Low Impact Development design features, such as landscaped planters at the roadway tie-ins that would act as bio-swales and/or retention basins, instead of paved areas or standard storm drains, lessening water runoff. Significant water demand for the landscaping elements is not expected. Therefore, impacts to the Carpinteria Valley Water District's water supply would be less than significant.

The project would construct a bike path and, during operation, would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. However, construction of the project would not result in more than 350 tons of construction debris. Therefore, the project is not anticipated to result in any impacts related to solid waste reduction goals or affect state or local standards, and impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

UT-1: Coordination between Caltrans and service providers would strive to ensure that utilities and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the project would be relocated, avoided, or protected in place.

2.1.3 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

Updates to CEQA Guidelines (December 2018)

Section 15064.3, Subdivision (b)(2): Transportation Projects

While subdivision (b)(1) of Section 15064.3 addresses vehicle miles traveled associated with land use projects, subdivision (b)(2) of the same section focuses on impacts that result from certain transportation projects. Subdivision (b)(2) clarifies that projects that have the potential to reduce vehicle miles traveled, such as pedestrian, bicycle and transit projects, should be presumed to have a less than significant impact.

Affected Environment

U.S. 101 is the most heavily traveled transportation facility in the county and serves as a vital north-south connection between Northern California and Southern California (California Department of Transportation, 2014). U.S. 101 also plays a vital role in enabling motorists to access local communities, including Ventura, Summerland, Montecito, Santa Barbara, Carpinteria, Goleta and other nearby coastal areas.

In the City of Carpinteria, between Santa Claus Lane (in the west) and Carpinteria Avenue (in the east), bicycle traffic is diverted inland via Padaro Lane, Via Real, and Santa Ynez Avenue; therefore, it does not provide a continuous, direct route along the coast. This diversion creates a gap in the California Coastal Trail. Some portions of the existing route between Santa Claus Lane and Carpinteria Avenue are designated Class II or III bike lanes, or there is no designation at all. Some portions of the existing route are not wide enough to accommodate standard bicycle lanes, and bicyclists must compete with vehicular traffic for space along the route.

Environmental Consequences

The project is a Complete Streets project that would construct a Class I bike path and improve bicycle and pedestrian travel consistent with local coastal policies and plans by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the county, and Carpinteria Avenue in Carpinteria.

As discussed in the regulatory setting above, the project is consistent with CEQA Guidelines Section 15064.3, subdivision (b)(2) for Transportation Projects, since construction of the project has the potential to reduce vehicle miles traveled. Therefore, transportation impacts would be less than significant.

In accordance with Regional Active Transportation Plan Policy 3.1, the project would protect users of the bike path from traffic on U.S. 101 by installing a bridge railing (Type ST-70 or similar) between the southbound lanes of the highway and the northern boundary of the bike path. At the southern boundary of the bike path, a 4-foot-tall open rail fence (cable rail or similar) would also be placed along the Union Pacific Railroad right of way. The bike path would run along the southbound shoulder of U.S. 101 and end at two intersections. Project improvements would include a shoulder buffer on both sides of the bike path travel lanes, a retaining wall, and a bridge railing to protect users of the bike path from traffic on U.S. 101. Therefore, safety impacts to pedestrians and bicyclists would be less than significant.

The project would maintain access to adjacent properties and would not temporarily or permanently impact access or movement of emergency service providers. The project would not impair emergency access during construction because one lane will remain open in each direction throughout. During project operation, the bike path would connect to Sand Point Road/Santa Claus Lane at the western (northern) end and to Carpinteria Avenue at the eastern (southern) end and would not impact permanent access to emergency response or evacuation routes. Therefore, impacts to access or movement of emergency vehicles would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The project would result in a less than significant impact to traffic and transportation, and pedestrian and bicycle facilities. Therefore, avoidance, minimization, and/or avoidance measures are not required.

2.1.4 Visual/Aesthetics

Regulatory Setting

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state "with...enjoyment of aesthetic, natural, scenic and historic environmental qualities (Public Resources Code, Section 21001(b)).

Affected Environment

A Visual Impact Assessment (2019) was completed for the project and the results are included in the discussions below.

The project area is relatively flat with a gentle slope to the southwest and is surrounded by the foothills of the Santa Ynez Mountains approximately 1.5 miles to the northeast of the project area, the 230-acre Carpinteria Salt Marsh Reserve adjacent to and south and west of the project area, and the Pacific Ocean approximately 0.2 mile to the southwest of the project area. The bike path would run along the southbound shoulder of U.S. 101 between the highway shoulder and an existing drainage channel. The Pacific Ocean and adjacent Carpinteria Salt Marsh Reserve are scenic resources that would be visible from the bike path.

Land uses near the proposed bike path include the U.S. 101 corridor, commercial businesses at the northwest limits, residential properties to the north of the project area and across U.S. 101, residences along Sand Point Road across the Carpinteria Salt Marsh Reserve, the Union Pacific Railroad along southern boundary of the project area, and commercial properties at the southeast limits. There are views of mountains to the north and distant views of the Pacific Ocean on the on-ramp just past Sand Point Road to the south from the proposed bike path.

This segment of U.S. 101 is eligible for listing as a scenic highway and valued for its scenic qualities, and local planning regulations reflect a high concern for protecting visual resources along U.S. 101. The project area is also within the Coastal Zone, where development is regulated by the California Coastal Commission, and visual resources are considered as part of the Coastal Development Permit process.

Character and Quality

The project area is composed of transportation and commercial corridors and open space (Carpinteria Salt Marsh Reserve) that consist of a mix of form,

line, color, textures, and patterns. Existing structures, vegetation, and other landscape elements vary in scale and dominance. Visual diversity in the project area is high, and continuity is moderately low. Seasonal changes within the visual setting are minimal because most of the existing landscaping is perennial and weather in the area is temperate throughout the year. The visual character, in general, is that of a semi-rural coastal corridor. Visual quality varies somewhat throughout the project area but is moderate overall.

Light and Glare

Nighttime lighting is limited along U.S. 101; however, there is some street lighting on the local roadways, and certain commercial businesses are lighted at night.

Viewers

There are two major types of viewer groups: viewers of the project area and viewers from the project area. Viewers of the project area are people who have views of the existing freeway and views of the proposed bike path. Viewers of the project area include business owners, employees, and patrons that may be using the commercial businesses within the project area, including Santa Claus Lane and Carpinteria Avenue; visitors/recreational users within the project area, primarily those driving along U.S. 101; and residents along Sand Point Road. Viewers from the project area are people who have views from the existing freeway and views of the proposed bike path. These viewers are people who have views from the bike path. Viewers from the project area include commuters and residents traveling along the new bike path, and visitors/recreational users including business patrons and other travelers that may be passing through or staying in the area.

Environmental Consequences

There are no officially designated State Scenic Highways within the project area. However, this segment of U.S. 101 is eligible as a scenic highway and is valued for its scenic qualities. In addition, local planning regulations reflect a high concern for protecting visual resources along U.S. 101. The project would result in visual changes primarily associated with removal of existing vegetation in the drainage ditch and construction of fencing and barriers along the proposed bike path. With implementation of avoidance and minimization measures VIS-1 through VIS-6 discussed below, impacts would be less than significant.

There is a potential that wall-mounted lights may be installed approximately 2.5 to 3 feet above the bike path surface. If used, lighting would consist of low-level lights to enhance public safety. The low-level lights would be low to the ground and situated so that the light illuminates the ground only. Visibility of lighting from the highway and surrounding areas would be minimal and would not be expected to interfere with existing views or add a substantial

amount of nighttime glare. Therefore, impacts to visual resources would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The following measures to avoid, minimize, and mitigate for visual impacts would be incorporated into the project:

VIS-1: Staging areas would be located away from the public view where feasible. These areas would be fenced to reduce visibility and would be kept clean and orderly. Soil and debris piles would be covered when not in active use.

VIS-2: Vegetation removal would be minimized to the extent feasible. Vegetated areas temporarily disturbed by the project would be restored following project construction using a context sensitive design that is visually compatible with the surrounding landscape and consistent with existing policy regarding wetlands protection and buffers.

VIS-3: Impacts to native oak trees with a greater than 6 inches diameter at breast height would be offset by planting at a 3:1 replacement ratio for each oak tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). All oak tree plantings will be monitored to ensure successful revegetation at six months, and then one per year for three years following the plantings. All replacement plantings will be detailed in Caltrans' Landscape Planting Plans, to be developed during final design of the project.

VIS-4: Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible.

VIS-5: Barriers, fencing, and other hardscape elements would be designed using materials and aesthetic treatments that are compatible with the surrounding landscape features.

VIS-6: Signage would be designed and located to minimize impacts on views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

Regulatory Setting

There are no regulations that pertain to hydrology or the floodplain within the project area.

Affected Environment

A Location Hydraulics Study for the Franciscan Court watershed was prepared May 17, 2019. Information from this study is based on a previous study (Stantec, January 20, 2017) that determined a base flood flow rate for this watershed of Q100 = 318 Cubic Feet per Second. This flow rate has been used in all modeled scenarios. The impacted area designated as the "Franciscan Court watershed" consists of several semi-urban watersheds that drain upstream of Highway 192 to U.S. 101, generally ponding on the parallel road (Via Real) before either passing under U.S. 101 through a series of culverts or overflowing onto the freeway. The watershed encompasses the area in between Sant Point Road and Santa Monica Road.

Regional Hydrology

The project area lies in the South Coast Hydrologic Unit within the Carpinteria Hydrologic Sub-Area. The South Coast Hydrologic Unit is made up of small coastal watersheds that originate in the southern Los Padres National Forest and drain to the Santa Barbara coast. Most of these creeks originate in steep chaparral, southern coastal scrub and woodland habitat, flow through mid-elevations that often support estate homes and other rural residential uses, and then run through flat coastal terraces to the ocean. From Santa Barbara through Carpinteria, the coastal terraces are mostly developed.

The Carpinteria Hydrologic Sub-Area (sub-area) includes a watershed area of 32,624 acre (see **Figure 2-1)**. The hydrology in the sub-area has been substantially impaired by the drainage of farmlands, addition of impervious surface areas, concrete lining of Franklin Creek and Santa Monica Creek, modifications to the Carpinteria Salt Marsh, and installation of debris basins in the upper watershed areas (California Department of Transportation, 2014). Refer to Section 2.2.2 (Water Quality and Storm Water Runoff) for further discussion of creeks within this watershed.

A portion of the project area is in a Zone A floodplain based on the current Flood Insurance Rate Map that was revised to reflect a Letter of Map Revision, effective February 28, 2013. The area is designated as an approximate 1 percent chance floodplain, but no elevations have been calculated (see **Figure 2-2**).

Environmental Consequences

The proposed 12-foot-wide bikeway would be situated immediately adjacent to the southbound U.S. 101 shoulders, from the Carpinteria Avenue off-ramp to the Santa Claus Lane on-ramp. The bikeway would continue south and end at the intersection of Estero Street and Carpinteria Avenue. In the northerly direction, the bikeway would end at the intersection of Sand Point Road and Santa Claus Lane. To construct the bikeway at the same elevation as U.S. 101, an approximate 2,000 linear feet of retaining wall would be required to be installed parallel to the Union Pacific Railroad line. The retaining wall

height would vary between 1 and 8 feet with an average height of approximately 5 feet, depending on the existing grade. To protect bicyclists traveling on the bike path from traffic on U.S. 101, a 3.5-foot-high bridge railing (Type ST-70 or similar) with a 0.5-foot-high concrete footing would be installed between the southbound lanes of the highway and the northern boundary of the bike path. Scuppers, which are outlets placed in a structure to facilitate drainage, would be installed in the concrete footing to allow U.S. 101 drainage to flow toward the westerly embankment.

The project area is in a 100-year flood hazard area (see **Figure 2-2**), and the drainage ditch is subject to periodic flooding. Excavation associated with construction of the bike path would increase the width of certain segments of the drainage ditch, which would be expected to increase flow capacity in the ditch. The final increase in capacity would be determined during final design. The project would be designed to provide sufficient hydraulic capacity in the ditch to accommodate runoff flows from the bike path.

A one-dimensional Hydrologic Engineering Center River Analysis System hydraulic model was used to determine the flow path and water surface elevations for the flow that would back up and flow over U.S. 101 because of the runoff from the Franciscan Court watershed. Cross sections were cut at Via Real, several locations along U.S. 101, along the proposed bike path, and at the Union Pacific Railroad. Models were created to represent pre-project condition, the post-project condition with and without sound walls, and the post-project condition with soundwalls and the proposed bike path.

The Base Flood Water Elevation was calculated to be 13.63 feet for the pre-project scenario and 12.83 for post-project scenario. The proposed improvements were found to maintain or reduce the base flood water surface elevation at each cross section for the post-project scenarios indicating that the project will not negatively impact that watershed. The water elevation between Union Pacific Railroad and southbound U.S. 101 remained the same for the pre- and post-project scenarios.

Figure 2-1 Carpinteria Hydrologic Sub-Area

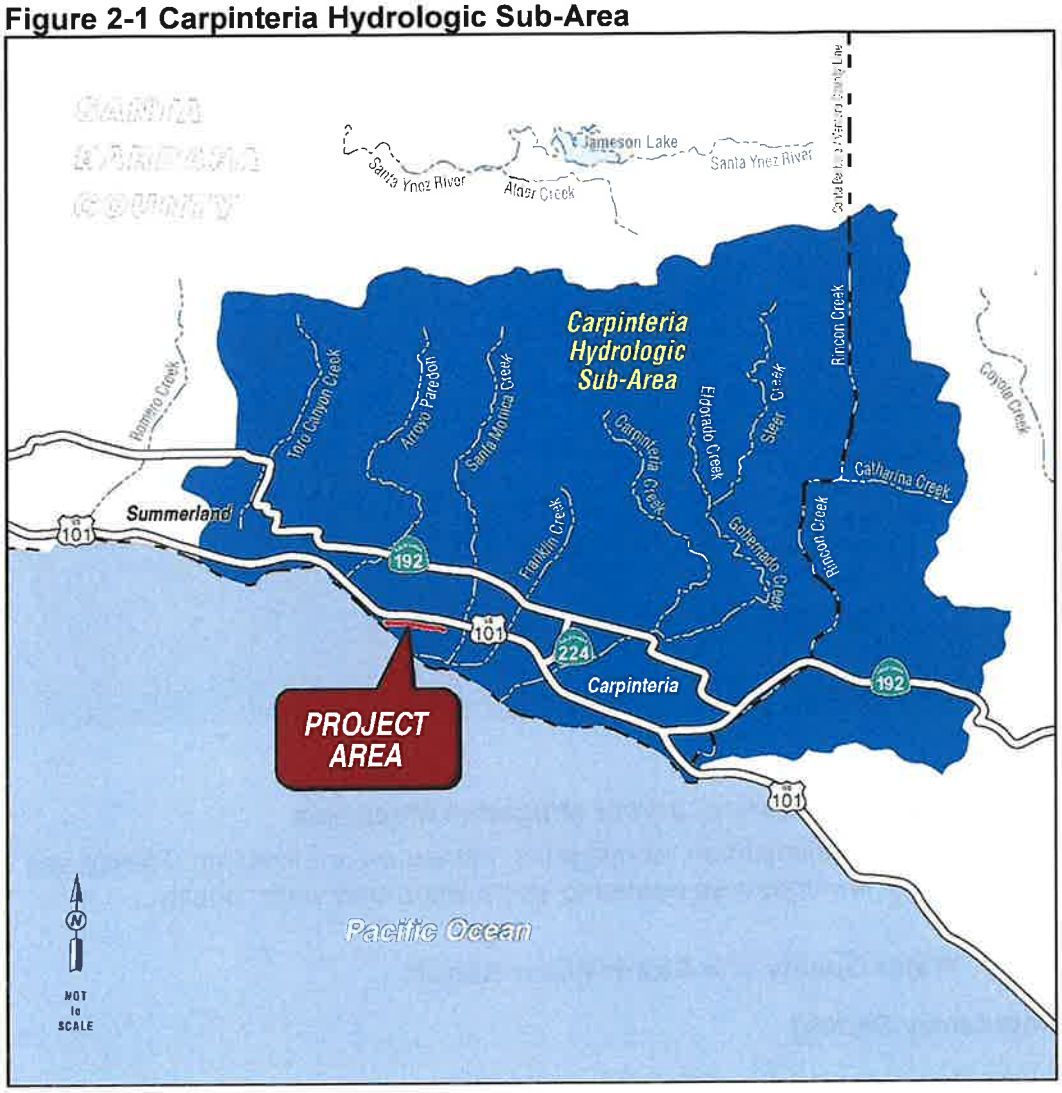
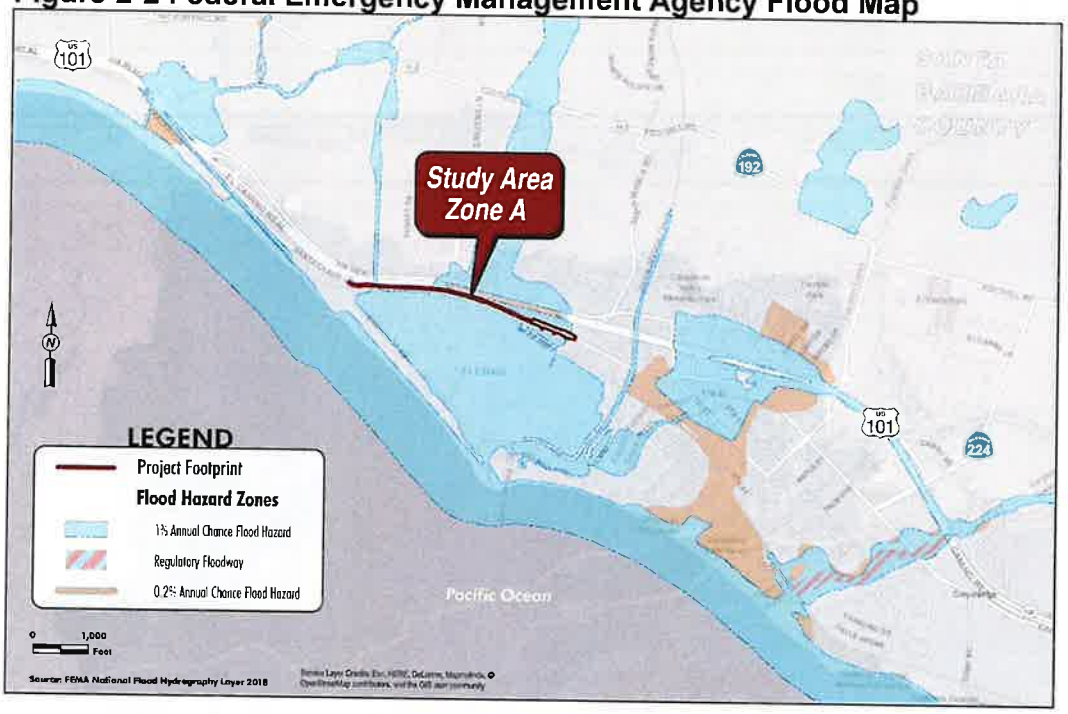


Figure 2-2 Federal Emergency Management Agency Flood Map



Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required. Please see Section 2.2.2 for measures related to storm water and water quality.

2.2.2 Water Quality and Storm Water Runoff

Regulatory Setting

Clean Water Act Section 401

Section 401 of the Clean Water Act ensures that federally permitted activities comply with the federal Clean Water Act and state water quality laws. Section 401 is implemented through a review process that is conducted by the California Regional Water Quality Control Board, and is triggered by the Section 404 permitting process. Since a Clean Water Act Section 404 permit from U.S. Army Corps of Engineers will be necessary for this project, a Regional Water Quality Control Board Section 401 Water Quality Certification will also likely be required.

Porter-Cologne Water Quality Act

Under California's Porter-Cologne Water Quality Control Act, discharges to wetlands and other "waters of the State" are subject to state regulation. Under California State law, discharges of "waste" (including clean fill, riprap or other revetment, excavation sidecasting, dredge spoils, soil displaced while clearing

vegetation, etc.) where it could affect waters of the State must first file a report with the appropriate Regional Water Quality Control Board, which will regulate the discharge as necessary to protect the beneficial uses of the waters. Discharging without filing the required report may result in civil penalties and the discharger may be also required to remove the discharged material and restore the condition of the water body.

In general, the Regional Water Quality Control Board will regulate discharges to federally non-jurisdictional isolated waters in much the same way as they do for federal-jurisdictional waters, using the Porter-Cologne Act rather than Clean Water Act authority. The Regional Water Quality Control Board issues a Waste Discharge Requirement Permit under the Porter-Cologne Water Quality Act if only federally non-jurisdictional waters of the State will be potentially impacted. No Waste Discharge Requirement permit will be required for this project, because federally jurisdictional waters will also be impacted and all impacts to waters of the State will be authorized under the Clean Water Act Section 401 permitting process.

State Water Resources Control Board and Regional Water Quality Control Boards

The State Water Resources Control Board determines water rights, sets water pollution control policy, issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving basin plans, Total Maximum Daily Loads, and National Pollution Discharge Elimination System permits. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollution Discharge Elimination System Program

Municipal Separate Storm Sewer System (MS4)

Section 402(p) of the Clean Water Act requires the issuance of National Pollutant Discharge Elimination System permits for five categories of storm water dischargers, including Municipal Separate Storm Sewer Systems. The U.S. Environmental Protection Agency defines a Municipal Separate Storm Sewer System as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water." The State Water Resources Control Board has identified Caltrans an owner/operator of a Municipal Separate Storm Sewer System pursuant to federal regulations. Caltrans' Municipal Separate Storm Sewer System (MS4) Permit covers all Caltrans' rights of way, properties, facilities, and activities in the state. The State Water Resources Control Board or the Regional Water Quality Control

Board issues National Pollutant Discharge Elimination System permits for five years, and permit requirements remain active until a new permit has been adopted.

The Caltrans' Municipal Separate Storm Sewer System (MS4) Permit, currently under revision, contains three basic requirements:

- Caltrans must comply with the requirements of the Construction General Permit (see below);
- Caltrans must implement a year-round program in all parts of the state to effectively control storm water and non-storm water discharges; and
- Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices to the Maximum Extent Practicable, and other measures as the State Water Resources Control Board determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the Stormwater Management Program to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The Stormwater Management Program assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The Stormwater Management Program describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices.

The project will be programmed to follow the guidelines and procedures outlined in the latest Stormwater Management Program to address storm water runoff.

Construction General Permit

The Construction General Permit (Order No. 2009-009-DWQ, as amended by 2010-0014-DWG), adopted on November 16, 2010, became effective on February 14, 2011. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area of 1 acre or greater, and/or smaller sites that are part of a larger common plan of development. For all projects subject to the Construction General Permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan.

By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre

must comply with the provisions of the Construction General Permit. Construction activity that results in soil disturbances of less than 1 acre is subject to this Construction General Permit if there is potential for substantial water quality impairment resulting from the activity as determined by the Regional Water Quality Control Board. Operators of regulated construction sites are required to develop Stormwater Pollution Prevention Programs; implement sediment, erosion, and pollution prevention control measures; and obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, and 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and pre- and post-construction aquatic biological assessments during specified seasonal windows.

Santa Barbara County Stormwater Management Program

The Storm Water Management Program was prepared by the County pursuant to the General Permit. The goals of the Storm Water Management Program are to protect the health of the public and the environment, meet Clean Water Act mandates through compliance with the General Permit requirements and applicable regulations, and increase public involvement and awareness.

City of Carpinteria Stormwater Management Plan

The City's Stormwater Management Plan was prepared in compliance with the General Permit with the goal of protecting the health of the public, the environment, and water quality from the impacts of storm water runoff. The Stormwater Management Program outlines a program composed of guiding principles, strategies, and procedures for the protection of water quality and reduction of pollutant discharges to the maximum extent practicable.

Affected Environment

The project area is within the Franciscan Court watershed, which consists of several semi-urban watersheds that drain from upstream of Foothill Road (State Highway 192) to U.S. 101, generally ponding on the parallel Via Real before either passing under U.S. 101 through a series of culverts or overflowing the freeway. The watershed is north of U.S. 101 between Sand Point Road and Santa Monica Road in and around the City of Carpinteria.

The project area consists mostly of a manmade drainage ditch that parallels southbound U.S. 101. The footprint of the drainage ditch varies, but in general is approximately 20 feet wide from top-of-bank to top-of-bank. The drainage ditch lies between the southbound lanes of the U.S. 101 and the Union Pacific Railroad right of way. Urban runoff provides a semi-permanent flow in the

drainage ditch, which originates mostly from U.S. 101 via surface flow; however, four drainage culverts also carry runoff from the north side of U.S. 101 into the drainage ditch. Flow direction within the drainage ditch varies, with some flows directed eastward and some directed westward.

Receiving water bodies include the Carpinteria Salt Marsh, which is adjacent to, and south and west of the project area (directly south of the Union Pacific Railroad tracks); the Pacific Ocean, approximately 0.2 mile south and west of the project area; Santa Monica Creek, approximately 0.35 mile south and east of the project area; and Franklin Creek, approximately 0.5 mile south and east of the project area. See **Figure 2-3**.

Santa Monica Creek and Franklin Creek are both concrete lined and drain into the Carpinteria Salt Marsh. Water in the drainage ditch flows either directly to the Carpinteria Salt Marsh through a culvert within the project area, or to Santa Monica Creek through a culvert east of the project area; however, all flows eventually reach the Carpinteria Salt Marsh and Pacific Ocean.

Groundwater

The project area lies in the Carpinteria Groundwater Basin, which underlies about 12 square miles in the Carpinteria Valley, extends east of the Santa Barbara County line into Ventura County, and includes the Toro Canyon sub-basin in the western portion of the groundwater basin. Groundwater in the project area is generally shallow (between about 2 and 18 feet below ground surface) and does not meet drinking water standards, showing elevated levels of pollutants, including fertilizers, herbicides and pesticides (Addendum to Water Quality Assessment Report, South Coast HOV Lanes, 2014). However, groundwater is used for agricultural purposes, with a yield of 5,000 acre-feet per year from the groundwater basin.

There are no specific water quality objectives or standards for the drainage ditch in the project area, or for the adjacent and nearby water bodies (i.e., Santa Monica Creek, Franklin Creek, Carpinteria Salt Marsh, and the Pacific Ocean). A summary of the most stringent water quality objectives for water bodies within the South Coast Hydrologic Unit are included in **Figure 2-3** below. The Basin Plan should be referenced for more details about the water quality objectives (Central Coast RWQCB, 2011).

Water quality problems most frequently encountered in the Central Coast Region include excessive salinity or hardness of local groundwater (Central Coast RWQCB, 2011). Surface water problems are less frequently evident, although bacterial contamination of coastal waters has been a problem in Morro Bay and south Santa Barbara County. There are no impaired waters in the project area.

Figure 2-3 Water Bodies Near Project Area

Table 2: Surface Water Quality Objectives for the South Coast Hydrologic Unit

Constituent	Water Quality Objective
Color	Shall not cause nuisance or adversely affect beneficial uses.
Tastes and Odor	Shall not cause nuisance or adversely affect beneficial uses or cause undesirable tastes or odors to edible organisms.
Floating Material	Shall not cause nuisance or adversely affect beneficial uses.
Suspended Material	Shall not cause nuisance or adversely affect beneficial uses.
Settleable Material	Shall not cause nuisance or adversely affect beneficial uses.
Oil and Grease	Shall not cause nuisance, adversely affect beneficial uses, or result in visible film on water surface.
Biostimulatory Substances	Shall not cause nuisance or adversely affect beneficial uses.
Sediment	Shall not cause nuisance or adversely affect beneficial uses.
Turbidity	Where natural turbidity is between zero and 50 Jackson turbidity Units increases shall not exceed 20 percent. Where natural turbidity is between 50 and 100 Jackson Turbidity Units, increases shall not exceed 10 percent. Where natural turbidity is greater than 100 Jackson Turbidity Units, increases shall not exceed 10 percent.
Dissolved Oxygen	Shall not be less than seven parts per million.
Toxicity	Shall be maintained free of toxic substances in concentrations that are toxic to, or that produce detrimental physiological responses in, human, plant, animal, or aquatic life.
Pesticides	Shall not reach concentrations that adversely affect beneficial uses. Shall not increase concentrations in bottom sediments or aquatic life.
Bacteria (fecal coliform)	Five samples in a 30-day period shall not exceed a log mean of 200/100 milliliters. Ten percent of samples in a 30-day period shall not exceed 400/100 milliliters. At all areas for SHELL, the median total coliform concentration throughout the water column for any 30-day period shall not exceed 70/100 milliliters, nor shall more than 10 percent of the samples collected during any 30-day period exceed 230/100 milliliters for a five-tube decimal dilution test or 330/100 milliliters when a 3-tube decimal dilution test is used.
pH	Shall not be depressed below 6.5 nor raised above 8.3. Changes in normal ambient pH levels shall not exceed 0.5 in fresh waters.
Radioactivity	Shall not be present in concentrations that are deleterious to life forms. Waters shall not contain concentrations of radionuclides in excess of the limits specified in California Code of Regulations, Title 22, Chapter 15, Article 5, Sections 64441 and 64443, Table 4.
Temperature	Natural receiving water temperature of intrastate waters shall not be altered unless it can be demonstrated to the satisfaction of the Regional Water Quality Control Board that such alteration in temperature does not adversely affect beneficial uses.
Methyl Blue Activated Substances	Not to exceed 0.2 parts per million
Phenols	Not to exceed 1.0 parts per million
Polychlorinated Biphenyls (PCB)	Not to exceed 0.3 micrograms per liter
Phthalate Esters	Not to exceed 0.002 micrograms per liter

Constituent	Water Quality Objective
Cadmium	Shall not exceed .003 milligrams per liter in hard water or .0004 mg/l in soft water at any time. (Hard water is defined as water exceeding 100 milligrams per liter of calcium carbonate.
Chromium	The maximum permissible value for waters designated shellfish harvesting shall be 0.01 mg/l.
Other Chemical Constituents	Refer to Tables 3.1, 3.2, 3.3, 3.4 and 3.5 of the Basin Plan.

Source: Regional Water Quality Control Board, Central Coast Region, 2011

Water quality problems most frequently encountered in the Central Coast Region include excessive salinity or hardness of local ground waters (Central Coast RWQCB, 2011). Surface water problems are less frequently evident, although bacterial contamination of coastal waters has been a problem in Morro Bay and south Santa Barbara County. There are no impaired waters in the project area.

Environmental Consequences

During construction, the project may potentially release pollutants into the drainage ditch, including oil, grease, and other chemicals from construction equipment and activities, as well as the potential for erosion resulting from ground disturbance and vegetation removal. The project would create additional impervious surfaces, resulting in potential increased volume and rate of runoff that could carry pollutants (oil, grease, pesticides, fertilizers) into the drainage ditch and nearby water bodies. With implementation of design measures, avoidance, minimization, and mitigation measures, and compliance with regulatory permits, potential impacts to water quality would be substantially minimized, and the project would not result in a violation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid, minimize, and mitigate impacts on water quality and storm water runoff:

WQ-1: Work areas would be reduced to the maximum extent feasible, and staging areas would be in the upland area outside of the drainage.

WQ-2: Best Management Practices, such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.

WQ-3: Appropriate hazardous material Best Management Practices would be implemented to reduce the potential for chemical spills or contaminant releases into the creek, including any non-stormwater discharge.

WQ-4: All equipment refueling and maintenance would be conducted in the upland staging area outside of the drainage. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.

WQ-5: Erosion control would be conducted using seed mixes with non-invasive species.

2.2.3 Hazardous Waste and Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement Resource Conservation and Recovery Act in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

A letter of review of the previously completed Addendum to the Initial Site Assessment, South Coast State Route 101 High Occupancy Vehicle Project (June 2010) was written in December 2017 for this project. The documents and databases reviewed include the following:

- Water Quality Assessment Report (2010), Santa Claus Lane Class I Bike Path Project
- Addendum to Initial Site Assessment (2010), South Coast State Route 101 High Occupancy Vehicle Project

- Preliminary Site Investigation (2010), South Coast State Route 101 High Occupancy Vehicle Project
- State Water Resources Control Board database
- State Department of Toxics Substances Control Board database

The review of these documents and databases identified six locations within the project area, each categorized as low risk to the project. This review also revealed that previous studies have not surveyed for aerially deposited lead (also known as ADL), and it is recommended that an aerially deposited lead survey is conducted as part of a Phase II survey (Wallace Kuhl and Associates, 2017)

The six facilities within the project buffer zone (within one-quarter mile) were identified as sources of possible soil/groundwater contamination sites and are listed in **Table 3**. Upon completion of review, all six sites were found to have limited impacts to soil and groundwater, so the six sites were assessed as low risk to the project (Wallace Kuhl and Associates, 2017).

Table 3: Sites of Potential Concern

Name and Address	Site Information	Risk
Chevron Station 9-3005 (Facility #19) 4290 Via Real	Active service station with reported petroleum hydrocarbon impacts	Low Risk (Case closed within the State Water Resources Control Board Geotracker database)
7-Eleven Store (Facility #20) 4410 Via Real	Active service station with reported petroleum hydrocarbon impacts	Low Risk (Case closed within the State Water Resources Control Board Geotracker database)
Union Oil Service Station (Facility #21) 4401 Via Real	Active service station with reported petroleum hydrocarbon impacts	Low Risk (Case closed within the State Water Resources Control Board Geotracker database)
U.S. 101	Identified as having the potential for impacts associated with aerially deposited lead, thermoplastic paints (roadway striping), lead-based paints and asbestos within bridges and piping	Low Risk
Ocean Breeze Int'l (Facility #18) 4290 Via Real	This facility is the listed location of historic gasoline and diesel underground storage tanks (USTs)	Low Risk
Sandyland Nursery (Facility #17) 3890 Via Real	This facility is the listed location of historic gasoline and diesel underground storage tanks (USTs), generator of unspecified oil-containing wastes, generator of pesticide rinse water	Low Risk

Environmental Consequences

The project would construct a bike path and is not anticipated to create a significant hazard to the public through the transport, use, or disposal of hazardous materials during construction or during operation. Project construction would require the use of materials that could be hazardous, such as paints, sealants, and cement; however, the transport, use, and disposal of these materials would be conducted in compliance with applicable state and local laws. Any hazardous materials that are used for the project would be properly handled and contained. Also, based on the 2017 Addendum to the Initial Site Assessment, project impacts to soil or groundwater are categorized as low and limited. As discussed in response to question IX-a, construction of the project may require the use of materials that could be hazardous such as paints, sealants, and cements. However, the use of these materials would be subject to appropriate handling and containment measures. During project construction, spill prevention and control procedures and practices would be implemented to prevent, control, and clean-up spills. Therefore, impacts resulting from the transport, use or disposal of hazardous materials would be less than significant.

As discussed in Section 2.1.3, project construction would not impede access to adjacent properties and would not permanently impact access or movement of emergency service providers because one lane in each direction on U.S. 101 would remain open at all times. The project would not hinder a rapid emergency response in the event of an accidental hazardous waste or materials release or spill. Therefore, impacts to emergency response for an accidental hazardous waste or materials release or spill would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The project would result in a less than significant impact from hazardous waste and materials, and would therefore not require avoidance, minimization, and/or avoidance measures.

2.2.4 Air Quality

Affected Environment

As a bike path project, the project would not be subject to long-term air quality analysis. Only construction impacts will be considered.

The information in this section is based on the Construction Air Quality Technical Memorandum prepared in January 2018 for this project (AMBIENT, 2018). The project is in an area that is in nonattainment for state ozone and particulate matter (PM_{10}) ambient air quality standards. The area is designated as either in attainment or unclassified for all federal ambient air quality standards. Therefore, federal air quality conformity requirements do not apply to the project.

When looking at potential air quality impacts during construction, the following emissions components are evaluated : Carbon Monoxide (CO), Nitrogen dioxide (NOx), Particulate matter (smaller than 10 micrometers and 2.5 micrometers) (PM_{10} and $PM_{2.5,}$), and reactive organic gases (ROG).

Environmental Consequences

During construction, short-term degradation of air quality may occur due to the release of particular emissions (airborne dust) generated by construction activities including, excavation, grading, hauling, and other activities. Also, emissions from construction equipment are also expected and would include CO, NO_X, volatile organic compounds (VOC); directly emitted PM_{10} and $PM_{2.5}$; and toxic air contaminants (TAC), such as diesel particulate matter.

Construction-generated emissions were quantified based on project-specific construction data provided for the project, using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. During construction, activities including site preparation, grading, construction and paving of the bike path would generate approximately 0.09 ton per year of ROG, 1.0 ton per year of NO_X, 0.64 ton per year of CO, 0.10 ton per year of PM_{10}, and 0.06 ton per year of $PM_{2.5}$ (see **Table 4**). Greenhouse gas emissions would total approximately 135 metric tons of carbon dioxide equivalents ($MTCO_2e$) over the anticipated construction period of 7 to 8 months.

Table 4: Construction-Generated Emissions

Construction Phase	ROG (tons per year)	NOX (tons per year)	CO (tons per year)	PM_{10} (tons per year)	$PM_{2.5}$ (tons per year)	Greenhouse Gas Emissions (MTCO2e)
Site Preparation	0.02	0.33	0.18	0.02	0.01	54.3
Grading	0.03	0.40	0.22	0.06	0.04	47.0
Construction	0.03	0.21	0.19	0.01	0.01	26.8
Paving	0.01	0.06	0.05	0.01	less than 0.01	6.9
Totals	0.09	1.0	0.64	0.10	0.06	135.0

Note: Construction-generated emissions were quantified using the CalEEMod computer program, version 2016.3.2. This table includes implementation of fugitive dust control measures.
Source: (AMBIENT, 2018)

During construction, the principal sources of pollutant emissions include fugitive dust and engine exhaust from construction equipment. Typical construction equipment used would include various off-road equipment, including front-end loaders, backhoes, dozers, rollers, pavers, paving equipment, and various other equipment. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating.

The application of water or other soil stabilizers used to control dust can reduce construction-generated emissions by approximately 50 to 61 percent, depending on the emissions source, methods of control, and frequency of application. However, the project would comply with Caltrans' Standard Specifications, Section 14-9 through implementation of measure AQ-1, which requires compliance with air-pollution-control rules, regulations, ordinances, and statutes, including emission-reduction requirements and idling limitations for construction equipment and vehicles.

Construction-generated emissions would be temporary and limited to the immediate project area surrounding the construction site. With implementation of measure AQ-1, construction-generated fugitive dust and mobile-source emissions would be controlled. Therefore, impacts to air quality would be less than significant.

Sensitive populations, also known as sensitive receptors, are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics and CO are of particular concern. Sensitive receptors include specific population groups, as well as the land uses where individuals would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses would include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants, such as residential dwellings, schools, parks, playgrounds, childcare centers, convalescent homes, and hospitals.

Air quality standards help protect members of the population who are most sensitive to the adverse health effects of air pollution. Existing land uses in the project area consist of a mix of commercial and residential land uses. The closest sensitive receptors to the project include residential dwellings along Carpinteria Avenue, near the eastern boundary of the project area, and along Spindrift Lane and Sand Point Road, near the western boundary of the project area.

Irritating odors are often associated with particulates. Some examples of sources of odors include gasoline and diesel engine exhausts and street paving. During construction, the project could result in potential odors from exhaust emissions from construction equipment, as well as the vehicles used to transport materials to and from the site, including the motor vehicles of the construction crew. However, odors would be temporary during the construction period. Also, the bike path will be constructed along the southbound shoulder of U.S. 101 where odors from vehicles traveling U.S. 101 exist. Following construction, odors from the project area would not be greater than the existing odors emitted prior to project construction. Therefore, impacts to air quality would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

AQ-1: The construction contractor shall comply with Caltrans' Standard Specifications (2018) including, but not limited to, the following:

- Section 14-9 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- Sections 7-1.04, 10-5, and 18-1.03 are directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.
- Section 13-4.03F includes specifications for the minimization of dust associated with street sweeping.
- Section 13-7.03C is directed at controlling dust at construction site entrances and the tracking of soil and sediment onto public roads.

2.2.5 Noise and Vibration

As a bike path project, the project would not be subject to long-term noise quality analysis. Only construction impacts will be considered. Information in this section is based on the Construction Noise and Groundborne Vibration Technical Memorandum prepared in October 2017 for this project.

Affected Environment

Noise is generally defined as unwanted, objectionable, or undesirable sound that disturbs people and potentially causes an adverse psychological or physiological effect on human health (County, 2009) (General Plan/Local Coastal Land Use Plan and Environmental Impact Report, State Clearinghouse Number 1997121111, 2003). Noise is typically unwanted sound and is therefore an important factor in the quality of urban life. The level of annoyance that noise causes depends on several factors, including: magnitude, frequency, and duration of each noise event.

Based on noise measurement surveys conducted for the South Coast 101 High Occupancy Vehicle project, the ambient average-hourly daytime noise levels generally range from the low 60s to the low 70s (in dBA sound level equivalent (L_{eq})). The project area is bounded by Union Pacific Railroad tracks to the south and U.S. 101 to the north; ambient noise levels in the project area are largely influenced by vehicle traffic on U.S. 101 and area roadways.

Existing land uses in the project area consist of a mix of commercial and residential land uses. The nearest noise-sensitive receptors near the project area include residential dwellings generally located along Carpinteria Avenue near the eastern boundary of the project area and along Spindrift Lane and

Sand Point Road near the western boundary of the project area. The nearest residential dwellings are near the eastern project area boundary along Carpinteria Avenue, about 75 feet from the project area. Residential land uses, places of worship, and lodging facilities are also north of the project area along Via Real, across U.S. 101.

Groundborne vibration is sound that is radiated through the ground. The rumbling sound caused by vibration is called groundborne noise. The ground motion caused by vibration is measured as peak particle velocity in inches per second. Typical outdoor sources of perceptible groundborne vibration include construction equipment and traffic on rough roads.

Environmental Consequences

The main source of noise in the project area is from vehicle traffic on U.S. 101 and area roadways. Land uses near the project include residential and commercial; the nearest sensitive receptors include residential dwellings about 75 feet east of the project area. The project would construct a bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in the county. The bike path would be approximately 0.8-mile long. The paved bike path would run along the southbound shoulder of U.S. 101. The project would not increase ambient noise levels above existing levels. However, during construction, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Most construction activities, including pavement breaking and pile driving, would be conducted during daytime hours. Some nighttime construction activities may be required but would be limited to paving the bike path along the southbound shoulder of U.S. 101 to the Carpinteria off-ramp and pavement striping.

Construction equipment commonly used on roadway construction projects can be expected to generate intermittent noise levels ranging from approximately 77 to 90 dBA maximum sound level (L_{max}) at 50 feet and average-hourly noise levels associated with the operation of individual pieces of construction equipment can range from approximately 72 to 82 dBA L_{eq} (see **Table 5**). Noise produced by construction equipment would be reduced over distance at a rate of approximately 6 decibels per doubling of distance.

Table 5: Construction Equipment Noise Level (dBA at 50 feet)

Equipment	dBA Maximum Sound Level (L_{max})	dBA Sound Level Equivalent (L_{eq})
Backhoes	78	74
Bulldozers	82	78
Compressors	78	74
Cranes	81	73
Concrete Pump Truck	81	74
Drill Rigs	79	72
Dump Trucks	77	73
Hydraulic Break Rams	90	80
Front End Loaders	79	75
Pneumatic Tools	85	82
Pumps	81	78
Rollers	80	73
Scrapers	84	80

Source: (AMBIENT, 2017)

Based on the County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara, 2018), noise from grading and construction activity proposed within 1,600 feet of sensitive receptors would generally be affected by noise levels over 65 dBA. However, with implementation of Caltrans Standard Specifications, Section 14-8.02, construction noise would not exceed 86 dBA at a distance of 50 feet from the project site between the hours of 9:00 p.m. and 6:00 a.m. Short-term noise impacts would occur during project construction, but no significant noise impact from construction is anticipated because construction activities would be short term, intermittent, and dominated by already-present local traffic noise.

Groundborne vibration generated by road vehicles can have a significant environmental impact on nearby buildings. In the project area, most structures appear to be of newer construction; no fragile or historic structures were identified. Transient vibration sources, such as blasting, and demolition-related activities would not be necessary for this project.

Though there are no federal, state, or local regulatory standards for groundborne vibration, Caltrans has developed vibration criteria based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for evaluation of groundborne vibration levels apply to continuous vibration sources, which would include vibration generated by most construction equipment and activities, including those anticipated to occur with implementation of the project (see **Table 6**). Groundborne vibration levels associated with off-road equipment anticipated to be used for project construction are listed in **Table 7**.

Table 6: Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum Threshold Criteria (inches per second peak particle velocity)
Barely perceptible	0.01
Distinctly perceptible	0.04
Strongly perceptible (level at which continuous vibrations begin to annoy people)	0.1
Level considered annoying to people in buildings	0.2
Severe (level considered unpleasant by people exposed to continuous vibrations and unacceptable to some people walking on bridges)	0.4

Note: Reflects threshold criteria for continuous/frequent intermittent sources. Continuous/frequent intermittent sources include most construction equipment, including impact pile drivers, pop-stick compactors, crack-and-seat equipment, vibratory pile drivers, vibratory compaction equipment, and various off-road equipment. Excludes transient sources that create a single isolated event, such as blasting or drop balls.
Source: (AMBIENT, 2017)

Table 7: Representative Vibration Levels for Construction Equipment

Equipment	Peak Particle Velocity at 25 feet (inches per second)
Pile Drive (Impact)—Upper Range	1.518
Pile Drive (Impact)—Typical	0.644
Pile Drive (Impact)—Typical	0.170
Crack-and-Seat Operations	2.4
Caisson Drilling	0.089
Vibratory Roller	0.210
Large Bulldozers	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers	0.003

Source: (AMBIENT, 2017)

The highest predicted groundborne vibration levels would be associated with crack-and-seat operations such as pavement breaking, which can generate vibration levels of 2.4 inches per second peak particle velocity at 25 feet. Vibration levels associated with other construction equipment generally range from approximately 0.003 to 0.089 inches per second peak particle velocity at 25 feet.

Based on the equipment vibration levels noted in **Table 7**, the probability of exceeding architectural damage risk levels for continuous vibrations from project construction is very low. Based on preliminary information for the project, pile driving and pavement breaking are not anticipated.

Specific construction activities, locations, and equipment to be used for this project have not yet been identified. Therefore, groundborne vibration levels exceeding commonly applied thresholds for structural damage and human annoyance could potentially occur.

Avoidance, Minimization, and/or Noise Abatement Measures

The following noise measures have been updated and revised since the draft environmental document was circulated.

Construction Noise

- **N-1:** Project construction shall comply with Caltrans' Standard Specifications, Section 14-8.02. Per Section 14-8.02 Noise Control, construction noise shall not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.
- Construction noise at residential areas would be minimized during evening, nighttime, weekend, and holiday periods to the extent feasible. The contractor shall implement appropriate noise abetment measures, including but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control technologies.
- In case of construction noise complaints by the public, the construction manager shall be notified and the specific noise producing activity may be changed, altered, or temporarily suspended, if necessary.

2.3 Biological Environment

2.3.1 Natural Communities

This section discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. Wetland communities are discussed in Section 2.3.2.

Regulatory Setting

California Environmental Quality Act

Guidance for determining CEQA significance thresholds is based on Appendix G of the State CEQA Guidelines. Using these guidelines, activities requiring CEQA review within the project area could have a significant impact on biological resources if they:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404.
- Interfere substantially with the movement of any resident or migratory species of wildlife, wildlife corridors, or wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan.

California Coastal Act

The California Coastal Act mandates that local governments prepare a land use plan and schedule of implementing actions to carry out its policies. The California Coastal Act places the highest priority on the preservation and protection of natural resources, including Environmentally Sensitive Habitat Areas (ESHAs) (e.g., wetlands and dunes). The project lies within the Coastal Zone of California, and the California Coastal Act is under the jurisdiction of the County and the City. Therefore, the project will require Coastal Development Permits from the County and the City to satisfy provisions of the California Coastal Act.

County of Santa Barbara

The Article II amendment (Ordinance No. 5053) of the County's Local Coastal Program amendment created a new Transportation Corridor Wetland Overlay District, which provides specific development standards for projects where wetland encroachment would occur. The Transportation Corridor Wetland Overlay District ensures a more precise level of planning than ordinarily possible under the existing Article II for transportation-related projects that are in or adjacent to wetlands and/or wetland buffer strips.

In the project area, coastal wetlands are in the southern portion of the project area between the Carpinteria/County boundary. Construction activities would result in approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts on wetlands under the jurisdiction of the California Coastal Commission. The project would also result in

approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachment into the California Coastal Commission wetlands buffer. Prior to the County's Local Coastal Program amendment, these impacts would have been in conflict with the County's Local Coastal Program; however, following approval of the County's Local Coastal Program amendment in March 2019, the project now complies with the Coastal Land Use Plan and the Coastal Zoning Ordinance.

A portion of the project is within the County's Transportation Corridor Wetland Overlay District. A Coastal Development Permit would be required from the County for portions of the project area that are within County limits.

City of Carpinteria

The City has a Local Coastal Program (amended in 2015) that governs coastal policy within Carpinteria's limits. Several proposed projects, including this project, would now be consistent with the Local Coastal Program, with the addition of a Transportation Corridor Wetland Overlay District and text amendments to the zoning code (Section 14.42.040 – development standards), which establish mitigation protocols for 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 buffers. A portion of the project is within the Transportation Corridor Wetland Overlay District. A Coastal Development Permit would be required from the City for portions of the project area that are within Carpinteria's limits. The permit would be approved in accordance with the Transportation Corridor Wetland Overlay District and the project would be constructed in compliance with the conditions of approval issued by the City.

Affected Environment

A biological survey was conducted in the Biological Study Area by qualified biologists on March 28, 2014. The entire Biological Study Area was visually surveyed on foot except for a small landscaped area with ornamental vegetation where aerial imagery was used (see **Figure 2-4**). All vegetation communities within the Biological Study Area were inventoried and identified where feasible to verify the presence or absence of protected species and/or their habitat.

The Carpinteria Salt Marsh Reserve is directly adjacent to and south of the Union Pacific Railroad tracks. Carpinteria Salt Marsh Reserve is one of the few remaining saltwater marshes along the coast of Southern California and provides high scientific value because of its relatively undisturbed condition. The marsh also provides habitat for a number of plant and animal species, some of which are classified as endangered, threatened, or otherwise sensitive species. The Biological Study Area is not directly within the Carpinteria Salt Marsh Reserve, but small portions of the Biological Study Area contain similar but disturbed habitat as the Carpinteria Salt Marsh

Reserve, and proximity to the marsh and sustained inundation from the culvert runoff have maintained the continuance of the project corridor as a wetland.

Vegetation Communities

The Biological Study Area includes a combination of wetland and upland vegetation. Existing vegetation communities are highly degraded and dominated by non-native species. Many species indicative of the nearby salt marsh community have been found growing in the Biological Study Area. Habitat descriptions for the vegetation in the Biological Study Area generally follow *A Manual of California Vegetation*, which defines habitats based on the plant associations found in a series or a particular plant community (Sawyer, J.O, T. Keeler-Wolf, and J.M. Evens, 2009). A summary of vegetation and habitats identified is provided below. Wetland communities are discussed in Section 2.3.2.

The following plant community descriptions have been updated and revised since the draft environmental document was circulated.

Cattail Marsh

Cattail marsh (*Typha Herbaceous Alliance)* has a state ranking of S5 (community is secure, common, widespread, and abundant in the state). Cattail marshes are dominated by cattail (*Typha domingensis, Typha latifolia* and *Typha angustifolia*). Cattails are an emergent perennial plant that grows in water or waterlogged areas, growing up to 4.92 feet tall. Typha species commonly hybridize when they grow with other plants. Important associated species in the Biological Study Area include goldenrod and flatsedge (*Cyperus eragrostis*).

California Bulrush Marsh-Goldenrod

California bulrush marsh-goldenrod (*Schoenoplectus Herbaceous Alliance*) has a state ranking of S3 (vulnerable in the state due to a restricted range, relatively few populations [often 80 or fewer], recent and widespread declines, or other factors making it vulnerable to extirpation), and is considered a sensitive natural community. California bulrush marsh-goldenrod is found in brackish to freshwater marshes, shores, bars and river mouth estuaries. This community appears to dominate edges of marshes next to open water. The co-dominant species in this community are California bulrush and goldenrod. In the Biological Study Area, California bulrush marsh-goldenrod communities are in the area where culverts open into the drainage ditch.

Figure 2-4 Biological Study Area

Pickleweed Mat

Picklweed mat (*Sarcocornia pacifica Herbaceous Alliance*) has a state ranking of S3 and is considered a sensitive natural community. Pickleweed mats are found from coastal marshes to inland alkaline seeps. The dominant species in this community is pickleweed. Pickleweed is a somewhat shrubby perennial with scalelike leaves and fleshy stems. Two common associates found in the Biological Study Area are flatsedge and saltgrass (*Distichlis spicata*). There are pickleweed mats on the west end of the drainage ditch in the Biological Study Area.

Arroyo Willow Scrub

Arroyo willow scrub (*Salix lasiolepis Shrubland Alliance*) has a state ranking of S4 (apparently secure, uncommon, but not rare). Arroyo willow scrub is found in dense riparian thickets that inhibit understory development. It is dominated by arroyo willow. Arroyo willow scrub is mainly found in loose, sandy, or fine gravelly alluvium deposited near stream channels during flood flows. This plant requires repeated flooding to prevent succession to the Southern Willow Riparian Forest community, and generally does best in seasonally flooded or saturated, freshwater wetland habitats, such as floodplains and low-gradient depositions along rivers and streams, at elevations below 5,905 feet. This community is within almost the entire length of the drainage ditch in the Biological Study Area.

Giant Reed

Giant reed (*Phragmites australis – Arundo donax Herbaceous Semi-Natural Alliance*) does not have a state ranking. Giant reed-dominated riparian habitat consists of stands of giant reed. Giant reed is a fairly widespread, highly invasive noxious weed in Southern California. Typically, it grows in moist soils in and along streambeds. In California, it is most commonly associated with waterways with altered hydrologic regimes (dams) and/or disturbed riparian vegetation, but can also establish in the understory of native riparian vegetation. Giant reed is on the east end of the drainage ditch in the Biological Study Area.

Upland Communities

Upland vegetation communities dominate the elevated areas along the roads and some of the upper banks of the drainage ditch. Below are descriptions of the specific vegetation communities found within the upland habitat within the Biological Study Area. Upland communities within the Biological Study Area include giant wild rye grassland, iceplant mat, poison oak scrub, and ornamental landscaping.

Giant Wild Rye Grassland

Giant wild rye grassland (Leymus condensatus *Herbaceous Alliance*) has a state ranking of S3 and is considered a sensitive natural community. Giant wild rye grassland is generally found on steep northerly slopes at low

elevations. This community is dominated by giant wild rye (*Elymus condensatus*). Important associated species in the Biological Study Area include spiny rush (*Juncus textilis*), poison oak, (*Toxicodendron diversilobum*), and California wild grape (*Vitis californicus*). This community is found in the Biological Study Area on the west end of the drainage.

Iceplant Mat

Iceplant mats (*Mesembryanthemum* spp. – *Carpobrotus* spp. Herbaceous Semi-Natural Alliance) do not have a state rank because the community is not a suitable target for conservation activities. Iceplant mats are found on bluffs, disturbed land, and sand dunes along the coastline. This community is dominated by hottentot fig (*Carpobrotus edulis*). Iceplant mats are invasive and have spread beyond landscaped areas and invade coastal dunes, coastal bluff scrub, and coastal prairies. They compete with native plants for moisture, space, and nutrients, and create adverse conditions for the establishment of native species. Iceplant mats are found on the freeway median and along the banks of the drainage ditch in the Biological Study Area.

Poison Oak Scrub

Poison oak scrub (*Toxicodendron diversilobum* Shrubland Alliance) has a state ranking of S4. Poison oak scrub can be found on the coast into interior mesic slopes. This community is dominated by poison oak. Poison oak scrub can lie on its own with very low diversity or it can have a high diversity of emergent trees and herbaceous species. In the Biological Study Area, associated species are giant wild rye grass, California wild grape, and California blackberry (*Rubus ursinus*). Poison oak scrub is at the west end of the Biological Study Area.

Ornamental Landscaping

Ornamental Landscaping includes areas where the vegetation consists mostly of non-native horticultural plants: introduced trees, shrubs, flowers, and turf grass. In the Biological Study Area, golden wattle is a typical species found in this community. Ornamental landscaping is at the east end of the Biological Study Area near commercial buildings, between the U.S. 101/Carpinteria Avenue off-ramp and U.S. 101, and along the edge of the drainage ditch.

The following paragraph has been updated and revised since the draft environmental document was circulated.

Environmental Consequences

Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Associated temporary and permanent impacts to riparian habitat resulting from grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures would result in the

following: Construction of the bicycle path and retaining structures (fill) would result in approximately 0.293 acre of temporary impacts and approximately 0.581 acre of permanent impacts on riparian habitat (including approximately 0.12 acre of temporary impacts and 0.003 acre of permanent impacts on pickleweed mats, approximately 0.0023 acre of temporary impacts and approximately 0.00007 acre of permanent impacts on giant wild rye grassland, and approximately 0.021 acre of temporary impacts and approximately 0.0169 acre of permanent impacts on California bulrush marsh – goldenrod. Temporary impacts on riparian habitat would also result from temporary dewatering/diversion and vegetation trimming within the ditch. However, with implementation of the avoidance, minimization, and mitigation measures WQ-1 through WQ-5 found in Section 2.2.1, BIO-1 and BIO-2 provided below, and BIO-3 and BIO-4 in Section 2.3.2, any impacts on riparian habitat would be less than significant. There are no other sensitive natural communities (other than wetlands discussed in Section 2.3.2) with potential to occur in the Biological Study Area.

Avoidance, Minimization, and/or Mitigation Measures

To avoid, minimize, and mitigate impacts on natural communities, the following measures would be implemented:

The following biological measures have been updated and revised since the draft environmental document was circulated.

BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that will prevent the spread of invasive species on-site or off-site.

BIO-2: To mitigate for temporary impacts, restoration plantings will be completed on-site and in-kind, using native species.

2.3.2 Wetlands and Other Waters

Regulatory Setting

In addition to the regulations provided in Section 2.2.1 and 2.2.2, the following regulations would be applicable to Wetlands and Other Waters. Note that federal regulations have been added to this section since the draft environmental document was circulated.

Clean Water Act Section 404

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (33 U.S. Code 1344), is the primary law regulating wetlands and surface waters. One purpose of the Clean Water Act is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable

waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the Ordinary High-Water Mark, in the absence of adjacent wetlands. When adjacent wetlands are present, Clean Water Act jurisdiction extends beyond the Ordinary High-Water Mark to the limits of the adjacent wetlands. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of: hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers with oversight by the U.S. Environmental Protection Agency.

The U.S. Army Corps of Engineers issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under of the U.S. Army Corps of Engineer's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the U.S. Army Corps of Engineers' decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines (40 Code of Federal Regulations 230, and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. Environmental Protection Agency in conjunction with the U.S. Army Corps of Engineers, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the U.S. Army Corps of Engineers may not issue a permit if there is a "least environmentally damaging practicable alternative" to the proposed discharge that would have lesser effects on waters of the U.S. and may not have any other significant adverse environmental consequences.

California Fish and Game Code Section 1602

California Fish and Game Code Section 1602 requires any person, state or local agency, or public utility proposing a project that may affect a river, stream, or lake to notify the California Department of Fish and Wildlife before

beginning the project. If activities will result in the diversion or obstruction of the natural flow of a stream; substantially alter its bed, channel, or bank; impact riparian vegetation; or, adversely affect existing fish and wildlife resources, a Lake and Streambed Alteration Agreement is required. It presents conditions of approval by the California Department of Fish and Wildlife relative to the project.

A Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife will be required for this project. The boundary of the California Department of Fish and Wildlife jurisdiction for this project is the edge of the stream channel to the top of bank or the adjacent riparian zone. However, there are no specific regulations or guidance on determining this boundary. Riparian zones are generally considered areas that are "transitional between terrestrial and aquatic ecosystems" and have a unique set of physical ecological factors in comparison to the surrounding landscape (Griggs., 2009).

Rivers and Harbors Act of 1899

Section 10 of the Rivers and Harbors Act prohibits the unauthorized obstruction or alteration of any navigable water of the United States, or the accomplishment of any other work including excavation or fill affecting the course, location, condition, or physical capacity of such waters unless the work has been recommended by the Chief of Engineers. A Section 10 permit from the U.S. Army Corps of Engineers is required to build any structure in the channel or along the banks of navigable waters of the United States that changes the course, conditions, location or capacity of the waterway.

Affected Environment

The following paragraph has been updated and revised since the draft environmental document was circulated.

A wetland delineation was conducted by qualified biologists on March 28, 2014 and September 10, 2014. A focused plant survey and an updated assessment of field conditions and jurisdictional boundaries were conducted by qualified biologists on May 16, 2017. Additional floristic surveys were conducted in April, May, and June 2019 to determine the presence or absence of special-status plant species within the project area. The focused plant surveys conducted in 2019 confirmed that the existing conditions within the Biological Study Area have not changed since May 2017 surveys were conducted; the entire Biological Study area was walked, and it was visually determined that the extent of jurisdictional wetlands within the project area had not changed. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101.

Wetland communities in the Biological Study Area are Palustrine systems, as defined by the Classification of Wetlands and Deepwater Habitats of the

United States (Cowardin et al., 1979). Wetland/riparian habitat types (classes) within the Biological Study Area include Palustrine Emergent Wetland and Palustrine Scrub/Shrub Wetland. The Palustrine System includes all non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and all such wetlands that exist in tidal areas where salinity due to ocean-derived salts is below 0.5 percent. Below are descriptions of the wetland habitats within the Biological Study Area and the specific vegetation communities within those habitats.

Palustrine Emergent Wetland

The Emergent Wetland class is characterized by erect, rooted, herbaceous hydrophytes (water-grown plants), excluding mosses and lichens. Vegetation is present for most of the growing season in most years. These wetlands are usually dominated by perennial plants. Emergent wetland species in the Biological Study Area include, but are not limited to, California bulrush (*Schoenoplectus californicus*), goldenrod (*Euthamia occidentalis)*, and pickleweed (*Sarcocornia pacifica*).

Palustrine Scrub/Shrub Wetland

Palustrine Scrub/Shrub Wetland is characterized by woody tree species that are at least 19.7 meters tall. Palustrine Scrub/Shrub Wetland includes dominant riparian species with large leaves (as opposed to coniferous or needle-like leaves) that are either evergreen or winter deciduous. Palustrine Scrub Shrub Wetland species in the Biological Study Area include arroyo willow (*Salix lasiolepis*), giant reed (*Arundo donax*), and golden wattle (*Acacia longifolia*).

Agency Jurisdiction

U.S. Army Corps of Engineers

The limits of U.S. Army Corps of Engineers jurisdiction were delineated using the Ordinary High-Water Mark of the drainage ditch. Wetland diagnostic characteristics, including hydrophytic vegetation, hydric soils, and wetland hydrology, were assessed at six soil test pits within the drainage ditch during the field surveys conducted on March 28, 2014 and September 10, 2014. For the purposes of this delineation, U.S. Army Corps of Engineers wetlands (Clean Water Act Wetlands) include Palustrine Emergent Wetlands. Approximately 0.49 acre within the Biological Study Area was delineated as Clean Water Act Wetlands; all wetland areas were within the drainage culverts (see **Table 8**).

Table 8: Agency Jurisdiction within the Biological Study Area

Regulatory Agency	Total Jurisdiction within the Biological Study Area
U.S. Army Corps of Engineers Clean Water Act Wetlands (support all three wetland parameters – hydrophytic vegetation, hydric soils, and wetland hydrology)	0.49 acre
Regional Water Quality Control Board Jurisdiction (includes Clean Water Act wetlands and riparian habitat)	2.36 acres
California Department of Fish and Wildlife Jurisdiction (same as Regional Water Quality Control Board jurisdiction)	2.36 acres
California Coastal Commission Wetlands (are defined by one or two wetland parameters)	2.36 acres
California Coastal Commission Wetlands Buffer Defines as undeveloped uplands surrounding wetlands)	1.97 acres

All the areas identified as being under jurisdiction of the U.S. Army Corps of Engineers were identified as Clean Water Act Wetlands; non-wetland waters of the United States were not identified within the Biological Study Area. Based on observation and sampling of vegetation, soils and hydrology no additional areas outside the drainage ditch exhibited the required wetland characteristics during the time of the surveys.

Regional Water Quality Control Board Jurisdiction

The limits of Regional Water Quality Control Board jurisdiction were characterized as the boundary of the Palustrine Emergent Wetland (Clean Water Act wetland) or the boundary of the adjacent Palustrine Scrub/Shrub Wetland (riparian zone), when applicable. For the purposes of this delineation, waters of the State extend from the Clean Water Act wetlands or the boundary of the adjacent Palustrine Scrub/Shrub Wetland (riparian zone), when applicable. Approximately 2.36 acres within the Biological Study Area were delineated as Clean Water Act wetlands and riparian habitat; all wetland areas were within the drainage ditch (see **Table 8**). No isolated water bodies, which could qualify as isolated waters, were identified in the Biological Study Area.

California Department of Fish and Wildlife Jurisdiction

The limits of the California Department of Fish and Wildlife jurisdiction were characterized as the boundary of the Palustrine Emergent Wetland (Clean Water Act wetland) or the boundary of the adjacent Palustrine Scrub/Shrub Wetland (riparian zone), when applicable. Approximately 2.36 acres within the Biological Study Area were considered as California Department of Fish and Wildlife jurisdiction pursuant to Section 1602 of the California Fish and Game Code; all wetlands areas were within the drainage ditch (see **Table 8)**.

California Coastal Commission

The California Coastal Commission Jurisdiction limits were characterized as the Palustrine Emergent Wetland (Clean Water Act wetland) or the boundary of the adjacent Palustrine Scrub/Shrub Wetland (riparian zone), when applicable. Approximately 2.36 acres within the Biological Study Area were delineated as California Coastal Commission wetlands; all wetlands areas were within the drainage ditch (see **Table 8)**. In addition, the area between the California Coastal Commission wetlands and the U.S. 101 shoulder to the north and Union Pacific Railroad tracks to the south (approximately 1.97 acres within the Biological Study Area) is considered California Coastal Commission Wetlands buffer. The entire Biological Study Area is within the California Coastal Zone, and therefore under jurisdiction of the California Coastal Commission.

Environmental Consequences

Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Associated temporary and permanent impacts to wetland and riparian habitat would result from grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures. Temporary impacts to wetlands would also result from temporary dewatering/diversion and vegetation trimming within the ditch.

Construction of the bicycle path and retaining structures would result in approximately 0.197 acre of temporary impacts and 0.009 acre of permanent impacts to wetlands regulated by the U.S. Army Corps of Engineers (Clean Water Act wetlands) and the Regional Water Quality Control Board (Clean Water Act wetlands and riparian habitat) and approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts to wetlands under jurisdiction of the California Coastal Commission (see **Table 9** and **Table 10**). The project would also result in approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachments into California Coastal Commission wetlands buffer.

However, with implementation of the avoidance, minimization, and mitigation measures BIO-3 through BIO-7 provided below, impacts on wetlands and other waters of the United States and State would be less than significant. Further, the project would not conflict with any local policies or ordinances protecting biological resources.

The following tables have been updated and revised since the draft environmental document was circulated.

Table 9: Permanent Impacts to Jurisdictional Areas (in acres)

Jurisdictional Area	City	County	Total
U.S. Army Corps of Engineers Clean Water Act Wetlands[1]	0.004	0.005	0.009
Regional Water Quality Control Board Jurisdiction[2]	0.303	0.287	0.590
California Department of Fish and Wildlife Jurisdiction[3]	0.303	0.287	0.590
California Coastal Commission Wetlands[4]	0.303	0.287	0.590
California Coastal Commission Wetlands Buffer[5]	0.448	0.183	0.631

[1] Clean Water Act wetlands are jurisdictional features that support all three wetland parameters (i.e., hydrophytic vegetation, hydric soils, and wetland hydrology).
[2 3,] Includes Clean Water Act wetlands and Riparian habitat
[4] California Coastal Commission Wetlands are defined by one or two wetland parameters per California Coastal Commission definition. In the project Biological Study Area, these consist of Clean Water Act Wetlands and Riparian habitat primarily consisting of patches of arroyo willow and non-native Myoporum
[5] California Coastal Commission wetland buffer is defined as undeveloped uplands surrounding wetlands.

Table 10: Temporary Impacts to Jurisdictional Areas (in acres)

Jurisdictional Area	City	County	Total
U.S. Army Corps of Engineers Clean Water Act Wetlands[1]	0.004	0.193	0.197
Regional Water Quality Control Board Jurisdiction[2]	0.122	0.368	0.490
California Department of Fish and Wildlife Jurisdiction[3]	0.122	0.368	0.490
California Coastal Commission Wetlands[4]	0.122	0.368	0.490
California Coastal Commission Wetlands Buffer[5]	0.112	0.091	0.203

[1] Clean Water Act wetlands are jurisdictional features that support all three wetland parameters (i.e., hydrophytic vegetation, hydric soils, and wetland hydrology).
[2 3,] Includes Clean Water Act wetlands and Riparian habitat
[4] California Coastal Commission Wetlands are defined by one or two wetland parameters per California Coastal Commission definition. In the project Biological Study Area, these consist of Clean Water Act Wetlands and Riparian habitat primarily consisting of patches of arroyo willow and non-native Myoporum
[5] California Coastal Commission wetland buffer is defined as undeveloped uplands surrounding wetlands.

Avoidance, Minimization, and/or Mitigation Measures

In addition to the measures listed above in Section 2.3.1, the following measures would be implemented to mitigate potential impacts to Wetlands and Other Waters:

The following measures have been updated and revised since the draft environmental document was circulated.

BIO-3: Mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

BIO-4: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional off-site mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

BIO-5: Permanent impacts to California Coastal Commission wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101. Therefore, the wetlands are not natural, and a 3:1 mitigation ratio is appropriate. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the Transportation Wetland Corridor Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

BIO-6: Encroachment into California Coastal Commission wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

BIO-7: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan, which will be included in the final Mitigation Monitoring Plan prepared by a Caltrans biologist. The plan will include all measures for coastal wetlands in the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities,

monitoring schedules, and reporting to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.

2.3.3 Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife have regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special-status is a general term for species that are provided varying levels of regulatory protection. This section of the document discusses all other special-status plant species, including the California Department of Fish and Wildlife species of special concern, U.S. Fish and Wildlife Service candidate species, and California Native Plant Society (CNPS) rare and endangered plants. There are no regulations that would pertain to special-status plant species within the Biological Study Area.

Affected Environment

The following paragraph has been updated and revised since the draft environmental document was circulated.

Focused surveys for rare plants within the Biological Study Area were conducted in March 2014 and May 2017. Additional floristic surveys were conducted in April, May, and June 2019 to determine the presence or absence of special-status plant species within the proposed impact area. No special-status plant species were observed within the Biological Study Area, and none are expected to be present. The focused plant surveys conducted in 2019 also confirmed that the existing conditions within the Biological Study Area have not changed since May 2017.

Environmental Consequences

The following paragraph has been updated and revised since the draft environmental document was circulated.

This section discusses the environmental consequences of the alternatives for plant species.

No special-status plant species have been observed in the project area during past botanical surveys, and during floristic surveys conducted in 2019, as documented in the Natural Environment Study Addendum (2019). As a result, adverse impacts to these species and habitat as a result of the project would not occur. Updated floristic surveys will be conducted in 2020 during the

appropriate blooming period for special-status plants species with potential to be in the project area to confirm presence or absence of special-status plant species.

With implementation of the avoidance, minimization, and mitigation measures BIO-8 through BIO-11 provided below, impacts on special-status plant species would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

If special-status plants are found during additional surveys, the following measures would be implemented:

- **BIO-8**: If any special-status plant species are observed during surveys, high visibility Environmentally Sensitive Area protective fencing would be installed around the special-status plants to prevent construction staff or equipment from entering the Environmentally Sensitive Area. The Environmentally Sensitive Area fencing would include a minimum buffer radius to be determined by a qualified biologist.
- **BIO-9:** If special-status plant species cannot be avoided, impacts to special-status plant species will be mitigated by implementing the following measures, (a) replace species within the project right of way through installation of plantings/seed material; and/or (b) retain topsoil and duff material from the project site, or mitigation bank within the known geographic range of the species, for redistribution on the site following construction. A minimum replacement ratio of 2:1 shall be provided. Planting materials and methods, short- and long-term maintenance requirements, success criteria, and monitoring and reporting methodology shall be implemented so that within five years, perennial species replacement plantings shall have a 75 percent survivability goal. For annual species, seeding of the targeted special-status species shall achieve 15 percent relative cover within five years. The percent cover shall be determined using a recognized methodology, selected by the project biologist in coordination with the appropriate resource agencies; however, the Daubenmire or point intercept methods as described by Sampling Vegetation Attributes (Natural Resources Conservation Service 1996) are recommended. Compensatory mitigation plantings shall be monitored quarterly. Any required maintenance shall also be conducted quarterly. Maintenance activities will include weeding, debris removal, replanting (if necessary), repair of any vandalism, fertilizing, and/or pest control. Maintenance activities will be dictated by the results of the quarterly monitoring effort. Quarterly reports and annual monitoring reports shall be submitted to Caltrans and the affected regulatory agencies. The annual monitoring report submitted at year 5 shall serve as a final completion report if the mitigation is successful.
- **BIO-10:** If federally listed plant species are determined to occur within the Biological Study Area and cannot be avoided, the project will obtain

incidental take authorization from the U.S. Fish and Wildlife Service through a Federal Endangered Species Act Section 7 Biological Opinion and Incidental Take Statement.

- **BIO-11:** If plant species listed by the state as endangered or threatened are found to occur within the Biological Study Area and cannot be avoided, the project must obtain incidental take authorization from the California Department of Fish and Wildlife through a California Endangered Species Act Section 2081 Incidental Take Permit.

2.3.4 Animal Species

This section also includes information on wildlife corridors and habitat connectivity. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation is the division of sensitive habitat, which may reduce its biological value.

Regulatory Setting

California Fish and Game Code

California Fish and Game Code Section 3503 includes provisions to protect the nests and eggs of birds. Sections 3511, 4700, 5050, and 5515 include provisions to protect Fully Protected species. The California Department of Fish and Wildlife is unable to authorize incidental take of Fully Protected species when activities are proposed in areas inhabited by those species. Any take of nesting birds and Fully Protected species must be avoided. Senate Bill 857 amended the California Fish and Game Code adding Article 3.5 (commencing with Section 156) to Chapter 1 of Division 1 of, the Streets and Highway Code, relating to fish passage. Specific provisions require that Caltrans locate, assess and remediate barriers to fish passage, specifically for anadromous naturally spawning salmon and steelhead populations.

Affected Environment

A biological survey and habitat assessment for sensitive species were conducted in the Biological Study Area by qualified biologists on March 28, 2014. The entire Biological Study Area was visually surveyed on foot except for a small landscaped area with ornamental vegetation where aerial imagery was used. All animal species within the Biological Study Area were inventoried and identified where feasible to verify the presence or absence of protected species and/or their habitat.

Although there is suitable habitat for 10 special-status species in the project area, none were observed during field surveys in 2014 and 2017. However, the following species have the potential to be in the Area of Potential Impact: wandering (saltmarsh) skipper (*Panoquina errans*), silvery legless lizard (*Anniella pulchra),* western pond turtle (*Emys marmorata.)*, Cooper's hawk (*Accipiter coorperii*), sharp-shinned hawk (*Accipiter striatus*), great blue heron (*Ardea herodias*), snowy egret (*Egretta thula*), white-tailed kite (*Elanus*

leucurus), loggerhead shrike (*Lanius ludovicianus*), and yellow warbler (*Setophaga petechia*).

Wandering (Saltmarsh) Skipper

The wandering (saltmarsh) skipper is listed as S2 by the California Department of Fish and Wildlife; S2 species are considered imperiled in the state. The wandering (saltmarsh) skipper is a small light-brown butterfly that is found along the coast and inhabits ocean bluffs, and open spaces near the ocean. The flight season extends from March to November and peaks during the summer (June to September). The flight season is when the females will lay eggs at the base of the larval host plants. This species' range extends along the California coast from the cape region of Baja California to Sant Barbara County. This species requires moist saltgrass for larval development. No wandering (saltmarsh) skippers were observed during field surveys conducted on March 21, 2014, but they have been observed in the Carpinteria Salt Marsh Reserve, southwest of the Biological Study Area so there is potential for this species to be present.

Silvery Legless Lizard

The silvery legless lizard is listed as a Species of Special Concern by the California Department of Fish and Wildlife. The silvery legless lizard is found in loose, sandy soils or leaf litter, with plant cover typically in sand dunes along the coast. No silvery legless lizards were observed during field surveys.

Western Pond Turtle

The western pond turtle is listed as a Species of Special Concern by the California Department of Fish and Wildlife. The western pond turtle is found in slow-moving rivers, streams, lakes ponds, wetlands, reservoirs, and brackish estuarine waters. This species prefers areas that provide logs, algae, or vegetation for cover, and boulders for basking. No western pond turtles were observed during field surveys; however, there are areas of ponded water and limited basking sites in the Biological Study Area, and there is a low potential for this species to be in the Biological Study Area.

Cooper's Hawk

The Cooper's hawk is on the California Department of Fish and Wildlife Watch List. This species is found in deciduous and mixed forests and open woodland habitats such as riparian woodlands and semiarid woodlands of the southwest. They also frequent agricultural fields and urban areas. Once considered to be rare to uncommon breeders along the south coast, Cooper's hawks are much more numerous and ubiquitous in most areas. The species has adapted to foraging and nesting in residential areas and in small stands of trees (like those along creeks and in parks), in otherwise urban settings. Although this species has potential to forage and nest in the Biological Study Area, the Cooper's hawk was not observed during field surveys.

Sharp-Shinned Hawk

The sharp-shinned hawk is on the California Department of Fish and Wildlife Watch List. This species is an uncommon permanent resident and breeder in mid-elevation habitats. It breeds in ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats and prefers, but is not restricted to, riparian habitats. This species is found on north-facing slopes and nests usually within 275 feet of water. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage, it is not expected to nest in the Biological Study Area, and the sharp-shinned hawk was not observed during field surveys.

Great Blue Heron

The great blue heron is listed as an imperiled species, with a ranking of S4, by the California Department of Fish and Wildlife; S4 species are considered uncommon, but not rare in the state. This species nests colonially in tall trees, cliff sides, and sequestered spots on marshes. This species forages in marshes, lake margins, tide flats, rivers, streams, and wet meadows. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage in the Biological Study Area, it is not expected to nest in the Biological Study Area; the great blue heron was observed during field surveys.

Snowy Egret

The snowy egret is listed as an imperiled species, with a ranking of S4, by the California Department of Fish and Wildlife. This species nests colonially in tall trees, cliff sides, and sequestered spots on marshes. This species forages in marshes, swamps, meadows, seeps, riparian forests, riparian woodlands, and wetlands. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage in the Biological Study Area, it is not expected to nest in the Biological Study Area, and the snowy egret was not observed during field surveys.

White-Tailed Kite

This species is listed as Fully Protected by the California Department of Fish and Wildlife. The white-tailed kite is found in low-elevation grassland, wetland, oak woodland, low shrub, open woodlands, or savannah habitats. Riparian areas adjacent to open space areas are typically used for nesting, where kites prefer dense, broad-leafed deciduous trees for nesting and night roosting. In California, kites are known to be reliant on California voles (*Microtus californicus*) as a prey source, and habitat quality largely depends on abundance and availability of California voles. Lightly grazed or ungrazed fields generally support larger prey populations as well as alfalfa, hay, and irrigated pasture agricultural areas. Wetlands or marshes where California voles tend to be abundant are also important foraging habitat. There is no

suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat in the neighboring salt marsh. This species has very low potential to forage in the Biological Study Area and is not expected to nest in the Biological Study Area. The white-tailed kite was not observed during field surveys.

Loggerhead Shrike

The loggerhead shrike is listed as a State Species of Concern by the California Department of Fish and Wildlife. This species is found in semi-open country with lookout posts, such as wires, trees, and scrub. This species builds nests in thorny vegetation in semi-open terrain, from large clearings in wooded regions to open grassland or desert with a few scattered trees or large shrubs. There is suitable and foraging nesting habitat in the Biological Study Area. This species was observed nesting in Carpinteria Salt Marsh in 2004 (Lehman, P.E., 2018). Although the loggerhead shrike was not observed during field surveys, this species has a high potential to forage and nest in the Biological Study Area.

Yellow Warbler

The yellow warbler is listed as a Species of Special Concern by the California Department of Fish and Wildlife. This species is found in riparian forest, riparian scrub, and riparian woodland habitats close to water. This species is frequently found nesting and foraging in willow shrubs and thickets, and can also be found in cottonwoods, sycamores, ash, and alders. The yellow warbler was not observed during field surveys; however, there is riparian vegetation including arroyo willow scrub in the Biological Study Area, and there is potential for this species to nest and forage in the Biological Study Area.

Habitat Connectivity

A migration or wildlife corridor is an area of habitat that connects two or more patches of habitat that would otherwise be isolated from each other. Wildlife corridors are typically adjacent to urban areas. A functional wildlife corridor allows for ease of movement between habitat patches. Corridors are important in preventing habitat fragmentation. Habitat fragmentation is typically caused by human development and can lead to a decrease in biodiversity and ecosystem functionality.

The land surrounding the Biological Study Area is mostly developed, except for the Carpinteria Salt Marsh Reserve to the south. According to the California Department of Fish and Wildlife Biogeographic Information and Observation System, there are no essential wildlife connectivity areas or natural landscape blocks in the Biological Study Area. The Biological Study Area is not likely to be used as a migration or travel corridor but may be used for local wildlife movement and foraging in the drainage ditch. The Union Pacific Railroad corridor, which is between the Carpinteria Salt Marsh

Reserve and the Biological Study Area, likely acts as an additional barrier to local migration.

Environmental Consequences

The Cooper's hawk (*Accipiter cooperii*) (on the California Department of Fish and Wildlife Watch List), sharp-shinned hawk (*Accipiter striatus*) (on the California Department of Fish and Wildlife Watch List), great blue heron (*Ardea herodias*) (considered imperiled in the state by the California Department of Fish and Wildlife), snowy egret (*Egretta thula*) (considered imperiled in the state by the California Department of Fish and Wildlife), white-tailed kite (*Elanus leucurus*) (a Fully Protected species), loggerhead shrike (*Lanius ludovicianus*) (listed as a Species of Special Concern by the California Department of Fish and Wildlife), yellow warbler (*Setophaga petechia*) (listed as a Species of Special Concern by the California Department of Fish and Wildlife), wandering saltmarsh skipper (*Panoquina errans*) (considered imperiled in the state by the California Department of Fish and Wildlife), silvery legless lizard (*Anniella pulchra)* (listed as a Species of Special Concern by the California Department of Fish and Wildlife), and western pond turtle (*Emys marmorata)* (listed as Species of Special Concern by the California Department of Fish and Wildlife) have potential to be in the Biological Study Area.

The loggerhead shrike and yellow-warbler could be directly impacted if they were nesting in the Area of Potential Impact during construction. The wandering saltmarsh skipper, silvery legless lizard, and western pond turtle could be directly impacted by construction activities if they were to be in the Area of Potential Impact during construction. In addition, special-status animal species could be indirectly impacted by temporary loss of habitat resulting from vegetation removal and re-contouring of the drainage ditch. However, with implementation of avoidance and minimization measures BIO-12 through BIO-16 discussed below, impacts on special-status animal species would be less than significant.

The Biological Study Area is not likely to be used as a wildlife migration or travel corridor. The Union Pacific Railroad corridor, which is between the Carpinteria Salt Marsh Reserve and the Biological Study Area, is expected to create an additional barrier to local migration. Therefore, the project is not expected to interfere with the movement of any native resident or migratory species.

Avoidance, Minimization, and/or Mitigation Measures

To avoid, minimize, and mitigate impacts on special-status animals, the following measures would be implemented:

BIO-12: The wandering (saltmarsh) skipper was not observed during surveys of the Biological Study Area. Focused preconstruction surveys for this species will be conducted by a qualified biologist during the appropriate time of year

(March through November) in the year prior to construction. If the species is present at this time, avoidance measures will be included with the project, which could include a work window in potential habitat areas to prevent impacts to this species.

BIO-13: A qualified biologist will examine the Area of Potential Impact for western pond turtles and silvery legless lizards no more than 24 hours before project activities begin and during any initial vegetation, woody debris, or tree removal or any other initial ground-disturbing activities. If either of these species is observed at any time before or during project activities, work activities with the potential to harm the species will cease. The individual will be allowed to leave the area of its own volition, if possible, or it will be relocated by a qualified biologist, in compliance with applicable project permit requirements.

BIO-14: If trimming, or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys will be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys will be repeated if trimming or removal activities are suspended for five days or more.

BIO-15: If an active bird nest is found in a tree proposed to be removed, Caltrans will coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The nest area will be avoided until the nest is vacated and juveniles have fledged.

BIO-16: If a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite is observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.

2.3.5 Threatened and Endangered Species

Regulatory Setting

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) provides legal protection for plants and animals that are in danger of extinction and classified as either threatened or endangered. Federal Endangered Species Act Section 7 requires federal agencies to make a finding on all federal actions as to the potential to jeopardize the continued existence of any listed species potentially affected by the action, including the approval by an agency of a public or private action, such as Federal Highway Administration funding or the issuance of a permit by the U.S. Army Corps of Engineers.

Critical Habitat is defined in Federal Endangered Species Act Section 3 as:

(i) The specific areas within the geographic area occupied by a species at the time it is listed in accordance with the Act, on which are found those physical or biological features that are:

(I) essential to the conservation of the species, and

(II) that may require special management considerations or protection; and

(ii) specific areas outside the geographic area occupied by a species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

Federal Endangered Species Act Section 7 requires that federal agencies shall, in consultation with the U.S. Fish and Wildlife Service and National Marine Fisheries Service, insure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of Critical Habitat. Per Federal Endangered Species Act Section 9, it is unlawful to "remove and reduce to possession" federally listed plant species from areas under federal jurisdiction. Federal Endangered Species Act Section 9 also protects federally listed fish and wildlife species from unlawful "take." "Take" is defined by Federal Endangered Species Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct."

The documentation submitted to the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service analyzing impacts to federally listed species and Critical Habitat is typically a Biological Assessment. Once the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service review a Biological Assessment for a project, they may issue a federal Biological Opinion and Incidental Take Statement under Federal Endangered Species Act Section 7 that includes provisions for legal take, provided that specific mitigation measures are employed for construction.

California Endangered Species Act

California has a parallel mandate to the Federal Endangered Species Act, which is embodied in the California Endangered Species Act of 1984 and the Native Plant Protection Act of 1977. The California Endangered Species Act (CESA) ensures legal protection for plants listed as rare or endangered, and wildlife listed as threatened or endangered. The California Department of Fish and Wildlife regulates activities that may result in the "take" of such species. Take is defined as hunting, pursuing, catching, capturing, or killing, or attempting to hunt, pursue, catch, capture, or kill listed species. Unlike Federal Endangered Species Act, this definition does not encompass harm,

harassment, or habitat modification, but rather includes only acts leading to the death of a listed species.

Take of state-listed species requires a California Fish and Game Code Section 2081 Incidental Take Permit from the California Department of Fish and Wildlife. This process requires submittal of a permit application package and is like the Federal Endangered Species Act consultation process, except that the California Department of Fish and Wildlife is the regulatory and decision-making agency. As no state listed species are anticipated to be subjected to take for this proposed project, a Section 2081 Incidental Take Permit from the California Department of Fish and Wildlife will not be required.

Affected Environment

There is potential for three federal- or state-listed plant species to be in the Biological Study Area, including the federally and state endangered marsh sandwort (*Arenaria paludicola*), federally and state endangered salt marsh bird's beak (*Chloroyron maritmum* ssp. *maritimum*), and the federally endangered and state threatened Gambel's watercress (*Nasturtium gambelii*). No federally listed plant species were observed during focused botanical surveys of the Biological Study Area.

A biological survey and habitat assessment for two federally listed wildlife species—California red-legged frog and tidewater goby—were conducted in the Biological Study Area by qualified biologists on March 28, 2014. Although these species are known to occur in the region, surveys have determined that potentially suitable habitat is either lacking or not present within the Biological Study Area. A summary of the survey results for each species is provided below.

California Red-Legged Frog

There are no California Natural Diversity Database records of the California red-legged frog in the Carpinteria Salt Marsh. The nearest record of this species is from 2005 in the foothills of Carpinteria, about 2 miles northeast of the Biological Study Area. In addition, this area is outside of California red-legged frog critical habitat and outside of "core areas" in the U.S. Fish and Wildlife Service recovery plan.

Multiple surveys for this species conducted nearby as part of the U.S. 101: Carpinteria to Santa Barbara project, including U.S. Fish and Wildlife Service protocol surveys, were negative. This species was not observed during project-level surveys. There is a permanent water source with emergent vegetation in the Biological Study Area; however, the habitat in the Biological Study Area for this species is marginal. In addition, there is no direct connectivity to areas of known populations, and the freeway and other urban development create physical barriers to dispersal.

Water quality effects from the urban runoff running from the culverts beneath the freeway may restrict this species from inhabiting the drainage ditch. In addition, the saltwater in the Carpinteria Salt Marsh, some of which flows into portions of the project area during high tide, could result in a salinity too high for this species, and would be restrictive.

Based on this, and the results of recent surveys, this species is not expected to be in the Biological Study Area.

Tidewater Goby

The tidewater goby was not observed during project-level surveys. There is shallow, slow-moving water with emergent vegetation in the Biological Study Area; however, the habitat for this species is marginal. All records of this species in the Carpinteria Salt Marsh are historical, with the last record being in 1923.

According to personal communication with Dr. Kevin Lafferty in January 2015, there are no tidewater gobies in the Carpinteria Salt Marsh at this time. Dr. Lafferty conducts tidewater goby surveys for the U.S. Fish and Wildlife Service in Santa Barbara and is considered an expert on this species. According to the Recovery Plan for this species, there is available habitat in Carpinteria Salt Marsh. However, tidewater gobies were last collected here in 1923, and were not found in 1995 or 2003 during targeted surveys conducted by Dr. Lafferty.

In addition, according to the State Water Resources Board, the Carpinteria Salt Marsh is affected by high pollutant levels from agricultural land uses, urban/storm water, and sedimentation/siltation, which lowers the potential for this area to support the tidewater goby. Based on this, and the results of recent surveys and research, this species is not expected to be in the Biological Study Area.

Environmental Consequences

As potential suitable habitats are either lacking or not present within the Biological Study Area, the California red-legged frog and tidewater goby are not anticipated to be impacted by the project.

The Federal Endangered Species Act Section 7 effect determination is that the project would have no effect on federally listed plant or animal species.

Avoidance, Minimization, and/or Mitigation Measures

There would be no impact on threatened or endangered species; therefore, no avoidance, minimization, or mitigation measures are required.

2.3.6 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health."

Federal Highway Administration guidance issued August 10, 1999 directs the use of the State's invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a project.

Affected Environment

There are several species growing in the Biological Study Area that are listed by the Invasive Species Council of California as invasive to California, including giant reed, onion weed (*Asphodelis fistulosus*), sweet fennel (*Foeniculum vulgare*), and castor bean (*Ricinus communis*).

Environmental Consequences

Several species of invasive plants are found in the Biological Study Area; however, avoidance and minimization measures WQ-1 provided in Section 2.2.2, and BIO-1 provided in Section 2.3.1 would be implemented to avoid the spread of invasive plants and noxious weeds. The existing vegetation would be preserved to the extent feasible and Best Management Practices, such as identification of existing invasive species, avoidance of invasive species in erosion control, staff training, and equipment cleaning would be implemented in accordance with Executive Order 13112. Therefore, the introduction or spread of invasive species is not anticipated.

Avoidance, Minimization, and/or Mitigation Measures

None required.

Chapter 3 CEQA Evaluation

3.1 Determining Significance under CEQA

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) 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 (known as CEQA) and the National Environmental Policy Act (known as NEPA). The Federal Highway Administration's responsibility for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016 and executed by the Federal Highway Administration and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the main differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, will be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (the 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 CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, 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. NEPA does not require that a determination of significant impacts be stated in the environmental document.

CEQA, 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 and every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA 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 NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CEQA Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (Best Management Practices) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 to provide you with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

3.2.1 Aesthetics

CEQA Significance Determinations for Aesthetics
Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

The following paragraph has been updated and revised since the draft environmental document was circulated.

Less Than Significant Impact
The Pacific Ocean and adjacent Carpinteria Salt Marsh Reserve are considered scenic resources that would be visible from the bike path. Mitigation Measure VIS-4 includes "Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible." As discussed in Section 2.1.4, Visual Aesthetics of this Initial Study/Mitigated

Negative Declaration, the project would result in a less than significant impact with mitigation.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact
This area is eligible as a state scenic highway, but has not officially been designated. As discussed in Section 2.1.4, Visual Aesthetics of this Initial Study/Mitigated Negative Declaration, the project would result in a less than significant impact with mitigation.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact
The project area is located within an urban setting. It would not conflict with applicable zoning or any regulations governing scenic quality.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact
Wall-mounted lights may be installed approximately 2.5 to 3 feet above the bike path surface. However, the lights would be low level and low to the ground.

3.2.2 Agriculture and Forest Resources

CEQA Significance Determinations for Agriculture and Forest Resources
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? **No Impact**

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? **No Impact**

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? **No Impact**

d) Result in the loss of forest land or conversion of forest land to non-forest use? **No Impact**

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? **No Impact**

The project would have no impacts for questions a-e. As discussed in the beginning of Chapter 2, the project limits do not include any nearby agriculture or forest resources.

3.2.3 Air Quality

CEQA Significance Determinations for Air Quality
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact
Although the project is in an area designated as a nonattainment area with respect to state ozone and particulate matter (PM10) ambient air standards, the project is included in the 2040 Regional Transportation Plan and Sustainable Communities Strategy. The project is in an area that is in attainment with federal air quality standards and would not obstruct implementation of the Clean Air Plan.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant
As discussed in Section 2.2.4, Air Quality of this Initial Study/Mitigated Negative Declaration, Caltrans Standard Specifications, Section 14-9, measure AQ-1 will be followed during construction of this project.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant
As discussed above and in Section 2.2.4, Air Quality of this Initial Study/ Mitigated Negative Declaration, Caltrans Standard Specifications, Section 14-9, measure AQ-1 would be followed during construction of the project to minimize pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant
Same reasoning as above.

3.2.4 Biological Resources

CEQA Significance Determinations for Biological Resources
Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The following paragraph has been updated and revised since the draft environmental document was circulated.

Less than Significant with Mitigation
Special-status plant species have not been found and are not anticipated. However, updated floristic surveys will occur in 2020 to confirm presence or absence. As discussed in Section 2.3, Biological Environment, mitigation measures BIO-8 through BIO-11 would be added to the project if found. As discussed in Section 2.3.4, there is potential for 10 special-status wildlife species to be in the Biological Study Area. With implementation of mitigation measures BIO-12 through BIO-16, impacts on special-status species would be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation
With implementation of avoidance, minimization, and mitigation measures, impacts on wetlands and other waters of the United States and State would be less than significant.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant with Mitigation
With implementation of the avoidance, minimization, and mitigation measures BIO-3 through BIO-6, impacts on wetlands and other waters of the United States and State would be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact
No fish migration or wildlife corridors occur within the Biological Study Area.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **No Impact**

The project would not conflict with any applicable local policies or ordinances.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? **No Impact**

No Habitat Conservation Plan is in effect for this area.

3.2.5 Cultural Resources

CEQA Significance Determinations for Cultural Resources
Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? **No Impact**

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? **No Impact**

c) Disturb any human remains, including those interred outside of dedicated cemeteries? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impacts to cultural resources.

3.2.6 Energy

CEQA Significance Determinations for Energy
Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? **No Impact**

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to energy.

3.2.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils
Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? **No Impact**
>
> ii) Strong seismic ground shaking? **No Impact**
>
> iii) Seismic-related ground failure, including liquefaction? **No Impact**
>
> iv) Landslides? **No Impact**

b) Result in substantial soil erosion or the loss of topsoil? **No Impact**

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? **No Impact**

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? **No Impact**

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? **No Impact**

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **No Impact**

As discussed at the beginning of Chapter 2, constructing the bike path project in this vicinity would result in no impact to geologic resources.

3.2.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions
Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant
As discussed in Section 3.3, Climate Change - Greenhouse Gas Emissions, of this Initial Study/Mitigated Negative Declaration, the project would result in a less than significant impact.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant
Refer to Section 3.3.

3.2.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials
Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant
As discussed in Section 2.2.3, Hazardous Waste and Materials, of this Initial study/Mitigated Negative Declaration, the project would result in a less than significant impact.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? **Less than Significant**

Please refer to response in a).

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **No Impact**

Refer to Section 2.2.3.

d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment? **No Impact**

Refer to Section 2.2.3.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? **No Impact**

Not applicable to the proposed project.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant
Refer to beginning of Chapter 2.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact
Refer to beginning of Chapter 2.

3.2.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality
Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant with Mitigation
As discussed in Section 2.2.1 Hydrology and Floodplain and Section 2.2.2 Water Quality and Storm Water Runoff of this Initial Study/Negative Declaration, the project would result in a less than significant impact with mitigation.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant
Refer to Section 2.2.1.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site;

Less than Significant with Mitigation
Refer to Section 2.2.1.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant with Mitigation
Refer to Section 2.2.1

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant with Mitigation
Refer to Section 2.2.1.

iv) Impede or redirect flood flows?

Less than Significant with Mitigation
Refer to Section 2.2.1.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant with Mitigation
Refer to Section 2.2.1.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? **No Impact**

Refer to Section 2.2.1.

3.2.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning
Would the project:

a) Physically divide an established community? **No Impact**

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to land use and planning.

3.2.12 Mineral Resources

CEQA Significance Determinations for Mineral Resources
Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to mineral resources.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? **No Impact**

Not applicable to this project.

3.2.13 Noise

CEQA Significance Determinations for Noise
Would the project result in?

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant
As discussed in Section 2.2.5, Noise and Vibration, of this Initial Study/Mitigated Negative Declaration, Caltrans standards will be followed during construction of the project. In addition, measures would be implemented to minimize construction noise at sensitive receptors, to the extent feasible.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant
Refer to Section 2.2.5.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than Significant
Refer to Section 2.2.5.

3.2.14 Population and Housing

CEQA Significance Determinations for Population and Housing
Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? **No Impact**

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to population and housing.

3.2.15 Public Services

CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- Fire protection? **No Impact**

As discussed at the beginning of Chapter 2, the bike path project would result in no impact to any public services.

- Police protection? **No impact**

Same reasoning as above.

- Schools? **No Impact**

Same reasoning as above.

- Parks? **No Impact**

Same reasoning as above.

- Other public facilities? **No Impact**

Same reasoning as above.

3.2.16 Recreation

CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to recreation.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? **No Impact**

The project itself serves dual purposes as both a commuter and recreational trail. No additional facilities are planned as part of this project.

3.2.17 Transportation

CEQA Significance Determinations for Transportation
Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact
The project would construct a missing link needed for local bicycle facilities. It would not conflict with other planned transportation infrastructure.

b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant
The bike path is consistent with local planning documents and fulfills the need for bicycles in this segment of U.S. 101.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant
The project is being designed with safety in mind for bicyclists, pedestrians, and automobiles.

d) Result in inadequate emergency access?

Less than Significant
Construction of the bike path will not interfere with emergency access.

3.2.18 Tribal Cultural Resources

CEQA Significance Determinations for Tribal Cultural Resources
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact
As discussed at the beginning of Chapter 2, the project would result in no impact to tribal and cultural resources.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. **No Impact**

Same reasoning as a).

3.2.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems
Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant with Mitigation
As discussed in Section 2.1.2, Utilities and Emergency Systems of this Initial Study/Mitigated Negative Declaration, the project would result in a less than significant impact with mitigation.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant
Except for water needed for planting native and drought-tolerant vegetation, this project does not require water supplies.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **No Impact**

Refer to Section 2.1.2.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact
See above.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? **No Impact**

This statement is not applicable.

3.2.20 Wildfire

CEQA Significance Determinations for Wildfire
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? **No Impact**

As discussed at the beginning of Chapter 2 and under the Climate Change discussion, the project would result in no impact to wildfire.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact
Same reasoning as above.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? **No Impact**

Same reasoning as above.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? **No Impact**

Same reasoning as above.

3.2.21 Mandatory Findings of Significance

CEQA Significance Determinations for Mandatory Findings of Significance

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation
Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Construction of the bicycle path and retaining structures would result in temporary and permanent impacts on riparian habitat and wetlands regulated by the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, California Department of Fish and Wildlife, and the California Coastal Commission. However, with implementation of the avoidance, minimization, and mitigation measures BIO-1 through BIO-7, impacts on riparian habitat and wetlands would be less than significant. Therefore, the project would not degrade the quality of the environment or substantially reduce the habitat of a fish or wildlife species.

Special-status plant species were not observed during botanical surveys and are not expected to be in the Biological Study Area. Special-status animal species could be directly impacted by construction activities if they were to be in the Biological Study Area during construction. In addition, special-status animal species could be indirectly impacted by loss of habitat resulting from vegetation removal and re-contouring of the drainage ditch. Threatened or endangered plants could be directly impacted if they were to be trampled during construction and could be indirectly impacted from dust and/or pesticide use. However, with implementation of avoidance, minimization, and mitigation measures BIO-8 through BIO-16, impacts on special-status plant and animal species would be less than significant. Therefore, the project would not cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the

effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact with Mitigation
The project would have potential impacts on the coastal zone, utilities, traffic and transportation/pedestrian and bicycle facilities, visual/aesthetics, hydrology and floodplain, water quality and storm water runoff, hazardous waste materials, air quality, noise and vibration, and the biological environment. Therefore, the project could contribute to cumulative impacts on these resources, most likely on visual resources. The new fencing associated with this project would contribute to cumulative visual impacts in the U.S. 101 corridor and would contribute to cumulative impacts related to increased urban character because it would result in the loss of vegetation and the introduction of minor hardscaping features into a rural coastal area. However, the project would be consistent with the adjacent transportation corridor and industrial uses located on both ends of the project area.

The geographic boundary for cumulative impacts is the Santa Barbara County Association of Governments region. The Santa Barbara County Association of Governments 2040 Regional Transportation Plan/Sustainable Communities Strategy identifies other current and reasonably foreseeable transportation projects in the region. The project is part of a series of independent transportation improvement projects that are proposed along the U.S. 101 corridor in the county to alleviate traffic congestion and improve local and regional mobility within the nearby community. This includes the U.S. 101: Carpinteria to Santa Barbara project, which is proposed to add one high occupancy vehicle lane in each direction of U.S. 101 between Carpinteria and the City of Santa Barbara. The U.S. 101: Carpinteria to Santa Barbara project would also include repaving portions of U.S. 101 and upgrading the highway to meet current standards. The overall visual impact of the US 101: Carpinteria to Santa Barbara project would occur due to the increased urban character as a result of the added highway lanes, reduced landscaping, and proposed soundwalls at several locations (California Department of Transportation, 2014). However, new landscaping proposed for the U.S. 101: Carpinteria to Santa Barbara project, along with aesthetic treatment to walls, would help offset the urban appearance. The visual change related to the increase in scale and additional hardscape would be unavoidable and noticeable, and viewer sensitivity and response to change is expected to be high (California Department of Transportation, 2014). The U.S. 101: Carpinteria to Santa Barbara project would likely be constructed concurrently with this project.

There are several other major projects planned or under construction along the U.S. 101 corridor between the City of Goleta and south into Ventura County that would increase the scale of visual elements and increase the urban character within the U.S. 101 corridor. Due to the inherent alteration in scale, increase of hard surface, and loss of vegetative character of the other

proposed projects, there would be cumulative visual impacts. However, this project, and other projects along the corridor, would individually minimize or mitigate visual impacts to lessen the visual change to the corridor. Therefore, the cumulative visual impacts of this project, combined with the other transportation improvement projects proposed along U.S. 101, would not be cumulatively considerable. With the implementation of mitigation measures, impacts would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation
The Initial Study analysis shows that the project would not have environmental effects causing substantial adverse effects on human beings, directly or indirectly. Impacts associated with aesthetics, the utility and service systems, water quality and stormwater runoff, and the biological environment would all be reduced with implementation of mitigation measures mentioned in those corresponding sections, and in Appendix C. With implementation of these mitigation measures, impacts would be less than significant.

3.3 Climate Change

Environmental Setting

The project is in Santa Barbara County on southbound U.S. 101 between Estero Street near the Carpinteria Avenue off-ramp in the city of Carpinteria (Carpinteria) and Sand Point Road in the county. The project consists of constructing a bike path, which is consistent with the goals established for reducing greenhouse gas emissions. Major urbanized areas provide an excellent environment for bicycling and walking" (Santa Barbara County Association of Governments, 2013).

Project Analysis

Greenhouse gas emissions from transportation projects can be divided into those produced during operation of the State Highway System and those produced during construction. The primary greenhouse gases produced by the transportation sector are carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. Carbon dioxide emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of methane and nitrous oxide are emitted during fuel combustion. In addition, a small amount of hydrofluorocarbons emissions is included in the transportation sector.

Operational Emissions

The purpose of the proposed project is to improve bicycle and pedestrian travel in the project area; close a gap in the California Coastal Trail consistent

with City, County, and statewide plans and policies; and enhance and improve coastal access for bicycles and pedestrians consistent with local coastal plans and policies. The project will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project would not increase the number of travel lanes on U.S. 101, no increase in vehicle miles traveled would occur as result of project implementation. Therefore, this document focuses on greenhouse gas emissions during the construction period.

Construction Emissions

Construction greenhouse gas emissions would result from material processing, on-site construction equipment, and 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 offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction-generated greenhouse gas emissions were quantified based on project-specific construction data provided for the project, using the California Emissions Estimator Model, version 2016.3.2. Greenhouse gas emissions would total approximately 135 metric tons of carbon dioxide equivalents over the anticipated construction period of 7 to 8 months. All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all California Air Resources Board emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations that reduce construction vehicle emissions, such as equipment idling restrictions and properly tuned and maintained engines, also help reduce greenhouse gas emissions. Construction traffic control measures and a construction staging plan would help minimize construction-related traffic delays and idling.

CEQA Conclusion

While the project will result in greenhouse gas emissions during construction, it is anticipated that the project would not result in any increase in operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions

of greenhouse gases. With the implementation of construction greenhouse gas-reduction measures, the impact would be less than significant.

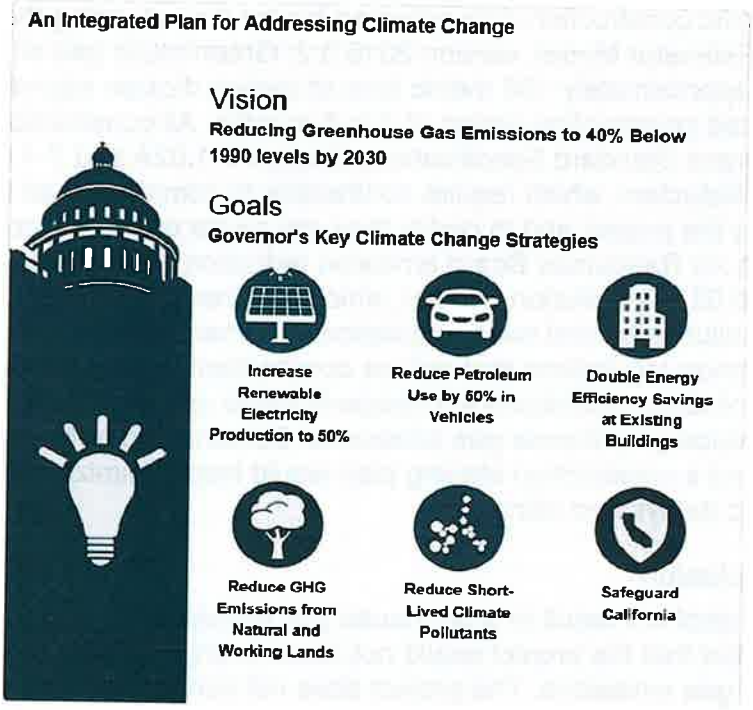
Caltrans is firmly committed to implementing measures to help reduce greenhouse gas emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 greenhouse gas emissions targets. Former Governor Edmund G. Brown promoted greenhouse gas reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

Figure 3-1 Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals



The transportation sector is integral to the people and economy of California. To achieve greenhouse gas emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. Greenhouse gas emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. A key state goal for reducing greenhouse gas emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (data from: https://www.climatechange.ca.gov/).

In addition, Senate Bill 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the California Air Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in Assembly Bill 32. Executive Order B-30-15, issued in April 2015, and Senate Bill 32 (2016), set an interim target to cut greenhouse gas emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (known as CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with carbon dioxide reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

Senate Bill 391 (Liu 2009) requires the California Transportation Plan to meet California's climate change goals under Assembly Bill 32. Accordingly, the California Transportation Plan 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. While Metropolitan Planning Organizations have primary responsibility for identifying land use patterns to help reduce greenhouse gas emissions, the California

Transportation Plan 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce greenhouse gas emissions, among other goals. Specific performance targets in the plan that will help to reduce greenhouse gas emissions include the following:

- Increasing percentage of non-auto mode share
- Reducing vehicle miles traveled per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) greenhouse gas emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce greenhouse gas reduction emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy; contribute to the State's greenhouse gas reduction targets and advance transportation-related greenhouse gas emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

Caltrans Policy Directives and Other Initiatives

The Caltrans Director's Policy 30 Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities. Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

Project-Level Greenhouse Gas Reduction Strategies

The following measures will also be implemented in the project to minimize and reduce greenhouse gas emissions and potential climate change impacts from the project.

GHG-1: To improve energy efficiency, any necessary lighting would incorporate the use of LED lighting within the project limits.

GHG-2: To improve water efficiency, vegetation would be replaced with native and drought tolerant plants. Low-flow drip irrigation will be utilized during the plant establishment period.

GHG-3: The project is a Complete Streets project.

GHG-4: The project would Incorporate native plants and vegetation, which includes replacing more vegetation than was removed to the project design to increase carbon sequestration.

GHG-5: The project would Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.

GHG-6: During project construction idling would be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment per Caltrans standard specifications.

GHG-7: The project will reduce construction waste and maximize the use of recycled materials by potentially recycling concrete and metal beam guard railing for repair and maintenance in other areas. This would reduce consumption of raw materials, reduce landfill waste, and encourage cost savings.

GHG-8: Improved fuel efficiency would be encouraged for construction equipment by using the following methods: 1.) Maintain equipment in proper tune and working condition; 2.) Right size equipment for the job; 3.) Use equipment with new technologies.

GHG-9: Maximize use of recycled materials (e.g., tire rubber).

GHG-10: The project would attempt to balance earthwork by balancing cut and fill quantities to the maximum extent feasible.

GHG-11: Alternative fuels such as renewable diesel should be used for construction equipment.

GHG-12: Schedule truck trips outside of peak morning and evening commute hours.

GHG 13: Reduce need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.

Adaptation

Reducing greenhouse gas emissions is only one part of an approach to addressing climate change. Caltrans must 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, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer

periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under the National Environmental Protection Act, known as "NEPA" assignment, Caltrans is obligated to comply with all applicable federal environmental laws and Federal Highway Administration NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S. Code Chapter 56A § 2921 et seq). The Fourth National Climate Assessment (data from: https://nca2018.globalchange.gov/), published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways." Chapter 12, "Transportation," presents a key discussion of vulnerability assessments. It notes that "asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime."

The U.S. Department of Transportation Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of the Department of Transportation in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions (data from https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm)."

Federal Highway Administration order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established Federal Highway Administration policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems (data from https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm).

Federal Highway Administration has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (data from https://www.fhwa.dot.gov/environment/sustainability/resilience).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. The 2018 California's Fourth Climate Change Assessment (data from: http://www.climateassessment.ca.gov/) is the state's latest effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience". Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

Executive Order S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

Executive Order S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* in 2010, with instructions for how state agencies could incorporate "sea-level rise projections into planning and decision making for projects in California" in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the State of California Sea-Level Rise Guidance Update in 2018 (data from: http://www.opc.ca.gov/updating-californias-sea-level-rise-guidance/).

Executive Order B 30 15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This order recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of Executive Order B-30-15, the Office of Planning and Research published Planning and Investing for a Resilient California: A Guidebook for State Agencies in 2017, to encourage a uniform and systematic approach (data from: http://resources.ca.gov/climate/safeguarding/state-policies-and-programs/). Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

Assembly Bill 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, Paying it Forward: The Path Toward Climate-Safe Infrastructure in California (http://resources.ca.gov/climate/climate-safe-infrastructure-working-group-2/). The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Project-Level Adaptation Strategies

Sea-Level Rise

The project lies within the Santa Barbara County coastal zone and falls within two local coastal program areas, the County's Coastal Land Use Program and the City's General Plan and Local Coastal Program (County of Santa Barbara, 2014) (City of Carpinteria, 2003). The County adopted a separate coastal land use program in 1982 (amended in March 2019) and the City adopted a local coastal program in combination with their general plan (amended in November 2015). Both local coastal programs were certified by the California Coastal Commission per the California Coastal Act of 1976 §§ 30108.6, 30500. Local Coastal Program Resolution No. 18-174 allows new development, along with a list of specific public projects, including this project, to encroach into wetlands or within the 100-foot wetland buffer strip. The City's Local Coastal Program amendment also led to policy revisions of the Land Use Plan and Implementation Plan to allow for development of various improvements along the U.S. 101 corridor and the related transportation network in the City. The project would enhance and improve coastal access for bicyclists and pedestrians, which is consistent with local coastal policies and plans. As previously stated, this bike path project serves as a balancing

project for the U.S. 101 Widening: Carpinteria to Santa Barbara project (formerly known as the South Coast 101 HOV Lanes project).

The State of California 2018 Sea-Level Rise Guidance Document (Guidance) provides probabilistic projections for the height of sea-level rise along the California Coast using improved data from the Ocean Protection Council. The guidance document outlines a five-step approach for evaluating the risks associated with sea-level rise at a given location.

The first step is identifying the nearest tide gauge. The Santa Barbara tide gauge is the nearest to the project area. The second and third steps involve estimating the projection year that should be used in the analysis, which would be year 2060 for the project assuming a 40-year design life (based on the 40-year design life of the concrete pavement that would be used for the bike path) and a construction year of 2020. The fourth and fifth steps involve assigning the risk and tolerance for the site. Caltrans' adopted policies are to use the high emissions scenario and a 1-in-200 chance (0.5 percent probability). At the Santa Barbara tide gauge, the most likely (66 percent probability) range of Sea-Level Rise under a high-emissions scenario (RCP 8.5, "business-as-usual") in 2060 is projected to be between 0.6 and 1.3 feet compared to sea level in baseline year 2000. The 1-in-200 chance Sea Level Rise is 2.5 feet, while under the most extreme scenario (no probability calculated), sea-level rise would reach 3.6 feet in 2060. The projected most likely annual rate of Sea Level Rise for Santa Barbara is between 0.13 inch (3.3 millimeters) and 0.32 inch (8.2 millimeters) per year.

The project would be vulnerable to the effects of sea-level rise including inundation, wave impacts, and coastal flooding. The bike path would be profiled at approximately the same elevation as the southbound lanes of U.S. 101. Visualization of sea-level rise in the Cal-Adapt tool suggests potential maximum inundation depth of up to about 1.5 inches in the project area during a 100-year storm with 1.6 feet (0.5 meter) of sea-level rise in 2060 (the most extreme case of H++) (see Figure 3-2). However, the Guidance indicates that the probability of sea-level rise reaching even 1 foot in 2060 under a high-emissions scenario is just 1.3 percent.

Sea-level rise will narrow beaches and drown marshes or turn them to mudflats with a loss of their ecosystem services including carbon sequestration (Langridge 2018). However, the proposed project would not conflict with wetland setbacks identified in several coastal policies (see Section 2.1.1, Coastal Zone). The project will comply with the mitigation requirements outlined in both the County's and City's amended local coastal plans. Applicable measures to minimize wetland impacts have been incorporated into topics in Section 2.3, Biological Environment.

Figure 3-2 Cal-Adapt Sea Level Rise—Water Depth During Likely 100-Year Storm (2040 worst-case emissions scenario)

The project design includes several features that would increase its adaptability to sea level rise including saltwater resistant concrete mixes; increased concrete cover over reinforcing steel; or epoxy coated steel. The wall laggings (between the piles) would be wood, which is a common building material used in and near the marine environment. In addition, concrete pavement would be used instead of asphalt concrete, which is more weather-resistant. Finally, the project would include open railing (ST-70/ST-75) on the freeway side of the bike path that allows water to flow through the railings instead of blocking the flow path.

Floodplain

The project area lies in a Federal Emergency Management Agency Zone "A.E." floodplain, a special flood hazard area subject to inundation by the 1 percent (100-year) annual flood. Constructing the bike path will create new impervious surfaces for stormwater runoff. The sheet flow would drain into the adjacent ditch and existing storm drain system. Project-related excavation would increase the width of some segments of the ditch, enhancing its capacity; the project will be designed to ensure the ditch provides enough capacity to accommodate additional drainage flow. Low-impact development features will be incorporated in project design to encourage surface water infiltration. See Section 2.2.1, Hydrology and Floodplain, for a detailed discussion.

Temperature

California's Fourth Climate Change Assessment Central Coast Summary Report notes that maximum and minimum temperatures in this region are expected to increase through the next century. In Santa Barbara County, under the Representative Concentration Pathway 8.5 scenario, temperatures are projected to increase from the historical (1961–1990) average maximum of 68.6 degrees Fahrenheit to 71 degrees Fahrenheit by 2039, and to 75 degrees Fahrenheit by 2100. Maximum average annual temperature in the County is projected to reach 87.5 degrees Fahrenheit (Langridge 2018). Minimum temperatures could rise from historical average of 43 degrees Fahrenheit to 45.3 degrees Fahrenheit by 2039- and 50.2-degrees Fahrenheit by 2099 (data from https://www.climateassessment.ca.gov/). The projected range of temperature change is well within the temperature tolerances of pavement materials likely to be used for the bike lane.

Wildfire

The project area lies between a coastal marsh, railroad tracks, U.S. 101, and a built-up urban area. It is outside any CalFire very high fire hazard severity zone.

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis required, potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements.

This chapter summarizes the results of Caltrans efforts to identify, address, and resolve project-related issues through early and continuing coordination.

The following paragraph has been and revised since the draft environmental document was circulated.

Agency consultation for this project has been accomplished through a variety of formal and informal methods, including Project Development Team meetings, interagency coordination meetings, and the like. On the day the Initial Study with proposed Mitigated Negative Declaration was released, a public notice appeared in the *Santa Barbara News-Press*. The public notice included an opportunity for a public hearing and dates of the public comment period (December 6, 2019 to January 6, 2020). No requests were received.

In addition to the public notice appearing in the *Santa Barbara News-Press*, Notice of Availability letters were sent to those agencies and groups listed in Chapter 6. The Notice of Availability letters and public notice included a link to the environmental document posted online as well as locations where the document could be found. Comments received during the public comment period are contained in Appendix D.

- The Native American Heritage Commission was contacted for a review of the Sacred Lands file and a list of Native American groups in September 2015 and August 2017. The Native American Heritage Commission stated there are no sacred lands in their file and provided a list of 16 Native American contacts in 2015, and a list of six Native American contacts in 2017. A letter was sent to the Native American contacts listed below. Only Patrick Tumamait responded and requested to speak with the lead agency.
    - Julie Lynn Tumamait-Stennslie, Barbareno/Ventureno Band of Mission Indians
    - Patrick Tumamait, Barbareno/Ventureno Band of Mission Indians
    - Kenneth Kahn, Tribal Chairman – Santa Ynez Band of Chumash Indians

  - Eleanor Arrellanes, Barbareno/Ventureno Band of Mission Indians
  - Raudel Joe Banuelos, Jr., Barbareno/Ventureno Band of Mission Indians
  - Mia Lopez, Chairperson – Coastal Band of the Chumash Nation

- A letter was sent to the following five Native American contacts in October 2017, in accordance with Assembly Bill 52. No responses were received.
  - Eleanor Arrellanes, Barbareno/Ventureno Band of Mission Indians
  - Julie Lynn Tumamait-Stennslie, Barbareno/Ventureno Band of Mission Indians
  - Kenneth Kahn, Tribal Chairman – Santa Ynez Band of Chumash Indians
  - Mia Lopez, Chairperson – Coastal Band of the Chumash Nation
  - Patrick Tumamait, Barbareno/Ventureno Band of Mission Indians

- Letters were sent to the Carpinteria Valley Historical Society and Museum, Santa Barbara Trust for Historic Preservation Presidio Research Center, Santa Barbara County Historic Landmarks Advisory Commission (Commission), Santa Barbara County Genealogical Society, and Carpinteria Branch Library on Carpinteria Avenue in September 2017. Only the Commission responded via email on October 2, 2017 requesting additional information regarding historic resources in the vicinity of the project and requesting written reports of historic resources.

- A meeting was held with the Santa Claus Lane Business Association on October 1, 2018. Details related to the project were presented, and the group provided comments related to project design.

- A meeting was held with the Santa Barbara BIKE (Bike Coalition) in Carpinteria on November 8, 2018. Details related to the project were presented; the group asked questions related to project design and timing.

Chapter 5 List of Preparers

This document was prepared by the following Caltrans Central Region staff:

Yvonne Hoffmann, Associate Environmental Planner. B.S., Natural Resource Planning, Humboldt State University; 19 years of environmental planning experience and 13 years of city planning experience. Contribution: Oversight of Initial Study/Mitigated Negative Declaration.

Robert Carr, Associate Landscape Architect. B.S., Landscape Architecture, California Polytechnic State University, San Luis Obispo; 29 years of experience preparing Visual Impact Assessments. Contribution: Oversight of Visual Impact Assessment.

Damon Haydu, Associate Environmental Planner (Archaeology). M.A., Cultural Resource Management, Sonoma State University; B.A., Anthropology, University of California at Santa Cruz; more than 20 years of experience in California and Great Basin archaeology. Contribution: Professionally Qualified Staff-Principal Investigator, Prehistoric and Historical Archaeology.

Joel Kloth, Engineering Geologist. B.S., Geology, California Lutheran University; more than 30 years of experience in petroleum geology, geotechnical geology, and environmental engineering/geology-hazardous waste. Contribution: Oversight of Initial Site Assessment and Hazard Waste memorandum.

Isaac Leyva, Engineering Geologist. B.S., Geology; 29 years of experience in petroleum geology, environmental geology, geotechnical engineering. Contribution: Oversight of Water Quality Report.

Morgan Robertson, Associate Environmental Planner (Natural Sciences). M.S., Wildlife Biology, University of Alaska, Fairbanks; B.S., Biology, University of California, Davis; more than 20 years of biology experience. Contribution: Oversight of Natural Environment Study.

Raymond Gomez, Transportation Engineer (Civil). B.S. Civil Engineering – Environmental Emphasis, Carroll College, Helena, Montana; less than 1 year of experience in air quality and traffic noise modeling. Contribution: Oversight of Air and Noise Technical Studies.

This document was prepared by the following GPA Consulting staff:

Catrina Gomez, Senior Environmental Planner. M.S., Environmental Science and Management, Bren School of Environmental Science and Management, University of California at Santa Barbara; 15 years of environmental planning experience. Contribution: Quality Assurance Quality Control Reviewer.

Laura Comstock, AICP, Senior Environmental Planner. Master of Urban and Regional Planning, University of Hawaii at Manoa; 7 years of environmental planning experience. Contribution: Technical Reviewer.

Allie Acuña, Associate Environmental Planner. B.S., Environmental Science and Management, University of California, Davis; 3 years of environmental planning experience. Contribution: Preparer of the Initial Study with Mitigated Negative Declaration.

Nicole Ackerman, Environmental Planner. B.S., Environmental Studies, California State University, Sacramento; 1 year of environmental planning experience. Contribution: Preparer of the Initial Study with Mitigated Negative Declaration.

Jennifer Johnson, Senior Biologist. B.S., Marine Biology, California State University, Long Beach; 10 years of biology experience. Contribution: Preparer of the Initial Study with Mitigated Negative Declaration.

Martin Rose, Senior GIS Analyst. BCE, MCP Georgia Institute of Technology; 20 years of GIS experience. Contribution: Spatial data analysis and mapping.

Chapter 6 Distribution List

The following is the distribution list for the Santa Claus Lane Class I Bike Path project.

- County of Santa Barbara, Planning and Development, 123 East Anapamu Street, Santa Barbara, CA 93101
- Governor's Office of Planning and Research, State Clearinghouse, 1400 Tenth Street/P.O. Box 3044, Sacramento, CA 95812
- County of Santa Barbara, Office of Public Works, 105 East Anapamu Street, #301, Santa Barbara, CA 93101
- State Water Resources Control Board, P.O. Box 100, Sacramento, CA 95812
- California Department of Fish and Wildlife, Attention: Sarah Raines, South Coast Region, P.O. Box 279, Newbury Park, CA 91319
- Santa Barbara County Air Pollution Control District, Attention: Aeron Arlin Genet, 260 North San Antonio Road - Suite A, Santa Barbara, CA 93110
- Santa Barbara County Flood Control Agency, 123 East Anapamu Street, Santa Barbara, CA 93101
- Carpinteria Valley Chamber of Commerce, 1056-B Eugenia Place, Carpinteria, CA 93013
- U.S. Fish and Wildlife Service, Ventura Fish and Wildlife Office, 2493 Portola Road - Suite B, Ventura, CA 93003
- Hall of Records, County Clerk-Recorder, P.O. Box 159, Santa Barbara, CA 93102
- Santa Barbara County Association of Governments, Attention: Fred Luna, 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110
- Water Quality Control Board, Central Coast Region, Attention: Jon Rohrbough, P.E., 895 Aerovista Place, Suite 101, San Luis Obispo, CA 93401
- U.S. Army Corps of Engineers - Los Angeles District, 925 Wilshire Boulevard, Los Angeles, CA 90017
- Mayor Wade Nomura, City of Carpinteria, 5775 Carpinteria Avenue, Carpinteria, CA 93013,
- Agricultural Commissioner's Office, Santa Barbara Office, 263 Camino del Remedio, Santa Barbara, CA 93110
- Supervisor Das Williams, 105 East Anapamu Street - 4th Floor, Santa Barbara, CA 93101
- Department of Conservation, 801 K Street, MS 24-01, Sacramento, CA 95814
- California Highway Patrol, 6465 Calle Real, Goleta, CA 93117

- California Air Resources Board, 1001 I Street, P.O. Box 2815, Sacramento, CA 95812
- California Coastal Commission, Central Coast Region, 89 South California Street, #200, Ventura, CA 93001
- Santa Barbara Bicycle Coalition, P.O. Box 92047, Santa Barbara, CA 93190
- Steve Kent, 1201 High Ridge Lane, Santa Barbara, CA 93103
- Carpinteria City Library, 5141 Carpinteria Avenue, Carpinteria, CA 93013
- Eastside Branch Library, 1102 East Montecito Street, Santa Barbara, CA 93103
- City of Carpinteria, Community Development Department, 5775 Carpinteria Avenue, Carpinteria, CA 93013
- U.S. Army Corps of Engineers, North Coast Branch, Regulatory Division; Los Angeles District, Attention: Crystal L. M. Huerta/Antal Szijj, 2151 Alessandro Drive, Suite 110, Ventura, CA 93001
- Summerland Citizens Association, P.O. Box 508, Summerland, CA 93067
- City of Carpinteria, Attention: Dave Durflinger, 5775 Carpinteria Avenue, Carpinteria, CA 93013

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

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November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

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To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix B Avoidance, Minimization and/or Mitigation Summary

To ensure that all the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record that follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in the Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. Because the following Environmental Commitments Record is a draft, some fields have not been completed; they will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in this Environmental Commitments Record.

Environmental Commitments Record

The following table has been revised in response to comments received during the public review period.

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
AQ-1: The construction contractor shall comply with Caltrans' Standard Specifications (2018) including, but not limited to, the following: • Section 14-9 specifically requires compliance with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. • Sections 7-1.04, 10-5, and 18-1.03 are directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18. • Section 13-4.03F includes specifications for minimizing dust associated with street sweeping. • Section 13-7.03C is directed at controlling dust at construction site entrances and the tracking of soil and sediment onto public roads.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
N-1: Project construction shall comply with Caltrans' Standard Specifications, Section 14-8.02. Per Section 14-8.02 Noise Control, construction noise shall not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m. Construction noise at residential areas would be minimized during evening, nighttime, weekend, and holiday periods to the extent feasible. The contractor shall implement appropriate noise abetment measures, including but not limited to, changing the location	Caltrans Environmental Construction Liaison/Resident Engineer	Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control technologies. In case of construction noise complaints by the public, the construction manager shall be notified and the specific noise producing activity may be changed, altered, or temporarily suspended, if necessary.		
WQ-1: Work areas would be reduced to the maximum extent feasible, and staging areas would be in the upland area, outside of the drainage.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
WQ-2: Best Management Practices, such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
WQ-3: Appropriate hazardous material Best Management Practices would be implemented to reduce the potential for chemical spills or contaminant releases into the creek, including any non-stormwater discharge.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
WQ-4: All equipment refueling, and maintenance would be conducted in the upland staging area outside of the drainage. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be	Caltrans Environmental Construction Liaison/Resident Engineer	Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
placed under all equipment that is parked and not in operation.		
WQ-5: Erosion control would be conducted using seed mixes with non-invasive species.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that would prevent the spread of invasive species on-site or off-site.	Caltrans Resident Engineer/Qualified Biologist	Construction
BIO-2: To mitigate for temporary impacts, restoration plantings will be completed on-site and in-kind, using native species.	Caltrans Biologist	Construction/Post-Construction
• BIO-3: Mitigation for loss and disturbance of U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.	Caltrans Biologist	Regulatory Permitting
BIO-4: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional off-site mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the	Caltrans Biologist	Regulatory Permitting

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
project area. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.		
BIO-5: Permanent impacts to California Coastal Commission (CCC) wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101. Therefore, the wetlands are not natural and a 3:1 mitigation ratio is appropriate. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the Transportation Corridor Wetland Overlay District (TWCOD) for the City (2014) and the Transportation Corridor Wetland Overlay District (TCWOD) for the County (2019). Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.	Caltrans Biologist	Construction/Post-Construction
BIO-6: Encroachment into Coastal Commission wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay for the County (2019).	Caltrans Biologist	Construction/Post-Construction
BIO-7: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan to be included in the final Mitigation Monitoring Plan (MMP) prepared by a Caltrans biologist.	Caltrans Biologist	Design/Pre-Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
The plan will include all measures for coastal wetlands in the Transportation Corridor Wetland Overlay District for the City of Carpinteria (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities, monitoring schedules, and reporting to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.		
BIO-8: If any special-status plant species are observed during the surveys, high visibility Environmentally Sensitive Area (ESA) protective fencing would be installed around the special-status plants to prevent construction staff or equipment from entering the designated area. Environmentally Sensitive Area fencing would include a minimum buffer radius to be determined by a qualified biologist.	Caltrans Biologist/Qualified Biologist	Pre-Construction/Construction
BIO-9: If special-status plant species cannot be avoided, impacts to special-status plant species will be mitigated by implementing the following measures, (a) replace species within the project right of way through installation of plantings/seed material; and/or (b) retain topsoil and duff material from the project site, or mitigation bank within the known geographic range of the species, for redistribution on	Caltrans Biologist/Qualified Biologist	Construction/Post-Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
the site following construction. A minimum replacement ratio of 2:1 shall be provided. Planting materials and methods, short- and long-term maintenance requirements, success criteria, and monitoring and reporting methodology shall be implemented so that within five years, perennial species replacement plantings shall have a 75 percent survivability goal. For annual species, seeding of the targeted special-status species shall achieve 15 percent relative cover within five years. The percent cover shall be determined using a recognized methodology, selected by the project biologist in coordination with the appropriate resource agencies; however, the Daubenmire or point intercept methods as described by Sampling Vegetation Attributes (Natural Resources Conservation Service 1996) are recommended. Compensatory mitigation plantings shall be monitored quarterly. Any required maintenance shall also be conducted quarterly. Maintenance activities will include weeding, debris removal, replanting (if necessary), repair of any vandalism, fertilizing, and/or pest control. Maintenance activities will be dictated by the results of the quarterly monitoring effort. Quarterly reports and annual monitoring reports shall be submitted to Caltrans and the affected regulatory agencies. The annual monitoring report submitted at Year 5 shall serve as a final completion report if the mitigation is successful.		
BIO-10: If federally listed plant species are determined to occur within the Biological Study Area and cannot be avoided, the project will obtain incidental take authorization from the U.S. Fish and Wildlife Service through a Federal Endangered Species Act	Caltrans Biologist	Regulatory Permitting

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
Section 7 Biological Opinion and Incidental Take Statement.		
BIO-11: If plant species listed by the state as endangered or threatened are found to occur within the Biological Study Area and cannot be avoided, the project must obtain incidental take authorization from the California Department of Fish and Wildlife through a California Endangered Species Act Section 2081 Incidental Take Permit.	Caltrans Biologist	Regulatory Permitting
BIO-12: The wandering (saltmarsh) skipper was not observed during surveys of the Biological Study Area. Focused preconstruction surveys for this species will be conducted by a qualified biologist during the appropriate time of year (March through November) in the year prior to construction. If the species is present at this time, avoidance measures will be included with the project, which could include a work window in potential habitat areas to prevent impacts to this species.	Caltrans Biologist/Qualified Biologist	Pre-Construction
BIO-13: A qualified biologist will examine the Area of Potential Impacts (API) for western pond turtles and silvery legless lizards no more than 24 hours before project activities begin and during any initial vegetation, woody debris, or tree removal or any other initial ground-disturbing activities. If either of these species is observed at any time before or during project activities, work activities with the potential to harm the species will cease. The individual will be allowed to leave the area of its own volition, if possible, or it will be relocated by a qualified biologist, in compliance with applicable project permit requirements.	Caltrans Biologist/Qualified Biologist	Pre-Construction/Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
BIO-14: If trimming, or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys will be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys will be repeated if trimming or removal activities are suspended for five days or more.	Caltrans Biologist/Qualified Biologist	Pre-Construction/Construction
BIO-15: If an active bird nest is found in a tree proposed to be removed, Caltrans will coordinate with CDFW to determine an appropriate buffer based on the habits and needs of the species. The nest area will be avoided until the nest is vacated and juveniles have fledged.	Caltrans Biologist	Pre-Construction/Construction
BIO-16: If a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite are observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.	Caltrans Biologist	Construction
VIS-1: Staging areas would be located away from the public view where feasible. These areas would be fenced to reduce visibility, and would be kept clean and orderly. Soil and debris piles would be covered when not in active use.	Caltrans Resident Engineer/Contractor	Construction
VIS-2: Vegetation removal would be minimized to the extent feasible. Vegetated areas temporarily disturbed by the project would be restored following project construction using a context sensitive design that is visually compatible with the surrounding landscape and consistent with existing policy regarding wetlands protection and buffers.	Caltrans Resident Engineer/Contractor	Construction/Post-Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
VIS-3: Impacts to native oak trees with a greater than six inches diameter at breast height would be offset by planting at a 3:1 replacement ratio for each oak tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). All oak tree plantings will be monitored to ensure successful revegetation at six months, and then one per year for three years following the plantings. All replacement plantings will be detailed in Caltrans' Landscape Planting Plans, to be developed during final design of the project.	Caltrans Biologist	Construction/Post-Construction
VIS-4: Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the Highway 101 corridor and the proposed bike path to the extent feasible.	Caltrans Resident Engineer	Design
VIS-5: Barriers, fencing, and other hardscape elements would be designed using materials and aesthetic treatments that are compatible with the surrounding landscape features.	Caltrans Resident Engineer	Design
VIS-6: Signage would be designed and located to minimize impacts on views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.	Caltrans Resident Engineer	Design/Construction
UT-1: Coordination between Caltrans and service providers would strive to ensure that utilities and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the project would be relocated, avoided, or protected in place.	Caltrans Resident Engineer/Utility Service Providers	Pre-Construction/Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
GHG-1: To improve energy efficiency, any necessary lighting will incorporate the use of LED lighting within the project limits.	Caltrans Resident Engineer	Design/Construction
GHG-2: To improve water efficiency, vegetation will be replaced with native and drought tolerant plants. Low-flow drip irrigation will be utilized during the plant establishment period.	Caltrans Resident Engineer	Design/Construction
GHG-3: The project is a Complete Streets project.	Caltrans Resident Engineer	Design
GHG-4: The project will Incorporate native plants and vegetation, which includes replacing more vegetation than was removed to the project design to increase carbon sequestration.	Caltrans Resident Engineer	Design/Construction
GHG-5: The project will Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.	Caltrans Resident Engineer	Design/Construction
GHG-6: During project construction idling will be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment per Caltrans standard specs.	Caltrans Resident Engineer/Contractor	Construction
GHG-7: The project will reduce construction waste and maximize the use of recycled materials by potentially recycling concrete and metal beam guard railing for repair and maintenance in other areas. This would reduce consumption of raw materials, reduce landfill waste, and encourage cost savings.	Caltrans Resident Engineer/Contractor	Construction
GHG-8: Improved fuel efficiency will be encouraged for construction equipment by using the following methods: 1.) Maintain equipment in proper tune and working condition; 2.) Right size equipment for the job;	Caltrans Resident Engineer/Contractor	Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
3.) Use equipment with new technologies.		
GHG-9: Maximize use of recycled materials (e.g., tire rubber).	Caltrans Resident Engineer/Contractor	Construction
GHG-10: The project will attempt to balance Earthwork by balancing cut and fill quantities to the maximum extent feasible.	Caltrans Resident Engineer/Contractor	Construction
GHG-11: Alternative fuels such as renewable diesel should be used for construction equipment.	Caltrans Resident Engineer/Contractor	Construction
GHG-12: Schedule truck trips outside of peak morning and evening commute hours.	Caltrans Resident Engineer/Contractor	Construction
GHG 13: Reduce need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.	Caltrans Resident Engineer	Design/Construction

Appendix C List of Technical Studies

Construction Air Quality Report Technical Memorandum

Climate Change/Greenhouse Gas Emissions Evaluation

Construction Noise and Groundborne Vibration Technical Memorandum

Water Quality Memorandum

Natural Environment Study

Location Hydraulic Study

Historical Property Survey Report

- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment
- Preliminary Site Investigation (Geophysical Survey)

Scenic Resource Evaluation/Visual Assessment

Initial Paleontology Study

Note: Most of the studies listed above are based on Technical Studies prepared for the South Coast 101 HOV Lanes project.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to the following email address: d5.public.info@dot.ca.gov Please indicate the project name and project identifying code (under the project name on the cover of this document) and specify the technical report or document you would like a copy of. Provide your name and email address or U.S. postal service mailing address (street address, city, state and zip code)

Appendix D Public Comments and Responses

This appendix has been added since the draft environmental document was circulated.

In accordance with CEQA, the Initial Study/Proposed Mitigated Negative Declaration was made available for a 30-day public review period, which started on December 6, 2019 and ended on January 6, 2020. The County of Santa Barbara informally requested an extension of the January 6, 2020 deadline, and their comment letter was received and accepted on January 9, 2020.

Copies of the document and technical studies were available for review at the Caltrans District Midway Office at 2885 South Higuera Street, San Luis Obispo, CA; the Carpinteria City Library at 5141 Carpinteria Avenue, Carpinteria, CA; and the Santa Barbara County Association of Governments (SBCAG) Office at 261 North San Antonio Road, Suite B, Santa Barbara, CA. The document could also be accessed electronically and downloaded on the Caltrans website: http://dot.ca.gov/caltrans-near-me/district-5.

A public hearing was not mandatory for this project since the level of CEQA documentation was an Initial Study/Proposed Mitigated Negative Declaration and the project was not anticipated to be controversial. A public notice appeared in the *Santa Barbara News-Press* on December 6, 2019 (see page after next). The notice included an opportunity for requesting a hearing. No requests were made.

A total of 10 comment letters were received, including seven letters from members of the public or organizations and three regulatory agency letters. Below is a list of the comment letters received, name of agency/commenter, type of correspondence (such as letter or email), and date received.

- Letter A – California State Clearinghouse, letter received January 7, 2020
- Letter B – Brian Ehler, email received December 6, 2019
- Letter C – John and Sue Lewis, email received December 9, 2019.
- Letter D – Art Willner, email received December 13, 2019
- Letter E – Glenda and Louis Christensen, email received December 13, 2019
- Letter F – Paul Popnoe, email received December 18, 2019
- Letter G – Polly Bates, email received December 30, 2019

- Letter H – California Coastal Commission, email received January 02, 2020
- Letter I – California Department of Fish and Wildlife, letter received January 06, 2020
- Letter J – California Native Plant Society, letter received January 06, 2020
- Letter K – County of Santa Barbara, letter received January 09, 2020

This appendix includes a copy of each comment letter received, retyped for readability. A Caltrans response follows each comment presented.

PUBLIC NOTICE

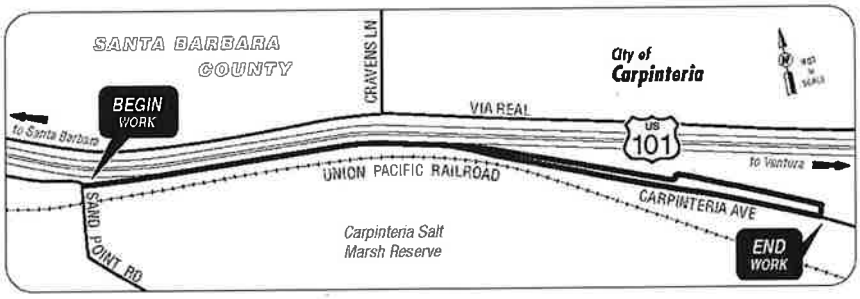
Notice of Intent to Adopt a Mitigated Negative Declaration And Opportunity for an Open Forum Public Hearing

(Study Results Available)

Do you want a public hearing on changes proposed for the Santa Claus Lane Bike Path Project on U.S. 101 in Santa Barbara County?

PUBLIC COMMENT PERIOD

Comments will be accepted from December 6, 2019 to January 6, 2020.
If there are no major comments or requests for a public hearing, Caltrans will proceed with the project's design.



WHAT IS BEING PLANNED?

Caltrans proposes to construct a Class I Bike Path adjacent to the southbound lanes of U.S. 101 between Estero Street in the City of Carpinteria and Sand Point Road in the County of Santa Barbara. The project is proposed to enhance and improve coastal access for bicycles and pedestrians consistent with local coastal policies and plans.

WHY THIS PUBLIC NOTICE?

Caltrans has studied the effects this project may have on the environment. Our studies show that the proposed project will not significantly affect the quality of the environment. This public notice is to inform you of the preparation of the Initial Study with Proposed Mitigated Negative Declaration and of its availability for public review and comment.

WHAT'S AVAILABLE?

The Initial Study with Proposed Mitigated Negative Declaration will be available for review at the following locations:

- Caltrans District 5 Midway Office at 2885 South Higuera Street in San Luis Obispo (Monday-Friday, 8:00 a.m. to 5:00 p.m.)
- Carpinteria City Library at 5141 Carpinteria Avenue, Carpinteria, CA (Monday and Wednesday, 10:00 a.m. to 7:00 p.m.; Tuesday, Thursday, and Friday 10:00 a.m. to 5:30 p.m.; Saturday 10:00 a.m. to 5:00 p.m.)
- Santa Barbara County Association of Governments (SBCAG) Office at 260 N. San Antonio Rd B in Santa Barbara
- This document can also be downloaded at the following website:
  https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects

WHERE DO YOU COME IN?

Do you have any comments about processing the project with an Initial Study with Proposed Mitigated Negative Declaration? Do you disagree with the findings of our study as set forth in the Initial Study with Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? Would you like a public hearing? Please submit your comments or request for a public hearing no later than January 6, 2020 by U.S. mail to: Caltrans, Attn: Jason Wilkinson, Environmental Branch Chief, 50 Higuera Street, San Luis Obispo, CA 93401 or by email at: Jason.wilkinson@dot.ca.gov. If there are no major comments, Caltrans will proceed with the project's design.

CONTACT

For more information or to request a hard copy of the Initial Study with Proposed Mitigated Negative Declaration, please contact Caltrans, Attn: Jason Wilkinson, Environmental Branch Chief at (805) 542-4663 or by email at: Jason.wilkinson@dot.ca.gov. For information on other State highway projects, please contact the Caltrans District 5 Public Affairs Office at (805) 549-3318 or visit the Caltrans District 5 website at https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects.

SPECIAL ACCOMMODATIONS

Under the Americans with Disabilities Act of 1990, individuals who require accommodation (American Sign Language, interpreter, accessible seating, documents in alternative formats, etc.) are requested to contact the Caltrans District 5 Public Affairs Office by email: publicaffiarsdistrict05@dot.ca.gov or by phone at (805) 568-0858. Telecommunication Devices for the Deaf (TDD) users may call 1-800-735-2929 or contact the California Relay Service TTY voice line by dialing 711.

Comment Letter A: California State Clearinghouse

January 7, 2020

Jason Wilkinson
Caltrans, District 5 – San Luis Obispo/Santa Barbara
50 Higuera Street
San Luis Obispo, CA 93401

Subject: Santa Claus Lane Bike Path -- SCH#: 2019129023

Dear Jason Wilkinson:

The State Clearinghouse submitted the above named MND to selected state agencies for review. The review period closed on 1/6/2020, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: https://ceqanet.opr.ca.gov/2019129023/2 for full details about your project.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan, Director
California State Clearinghouse

Responses to Comment Letter A: California State Clearinghouse

Response: Thank you for your letter noting that the public comment period has been completed in accordance with CEQA.

Comment Letter B: Brian Ehler

From: behler4193@aol.com <behler4193@aol.com>
Sent: Friday, December 6, 2019 1:31 PM
To: Wilkinson, Jason J@DOT jason.wilkinson@dot.ca.gov

Subject: Carpinteria/ Santa Claus Lane bike path proposal

Dear Caltrans:

I am opposed to any development, including a proposed bike lane, along the Carpinteria Salt Marsh in Carpinteria...the Salt Marsh is not a playground.

As an avid bicyclist, I've enjoyed rides from the foothills to the beach, there are bike lanes along Via Real to Summerland and as I live close to the area, I see the riders every day.

I have a wonderful view of the marsh that I don't want spoiled by an outside agency (CALTRANS) adding an unnecessary thoroughfare that would present numerous problems of too many bikes, pedestrians and dogs...although dogs may be prohibited in the final plan, people will ignore this and walk their dogs anyway adding dog waste, a biohazard, to the area!

Please see three attached photos (below).

Sincerely

Brian Ehler
1210 Franciscan Ct #6
Carpinteria, CA 93016
805 684 7707

Responses to Comment Letter B: Brian Ehler

Comment B-1: I am opposed to any development, including a proposed bike lane, along the Carpinteria Salt Marsh in Carpinteria...the Salt Marsh is not a playground

Response: Thank you for your comments on the environmental document. Your opposition to the project location along the Carpinteria Salt Marsh has been noted.

As described in Section 1.1 (Introduction), Section 2.2.1 (Coastal Zone), and 2.3.2 (Wetlands and Other Waters) of the Initial Study/Mitigated Negative Declaration, the County of Santa Barbara and the City of Carpinteria amended their respective Local Coastal Programs (LCP) through the California Coastal Commission (CCC) based on policy conflicts resulting from the proposed transportation projects along the U.S. 101 corridor. During this

process, the California Coastal Commission identified the Santa Claus Lane bicycle path as a balancing provision to offset impacts to coastal wetland by providing a public benefit specifically related to coastal access and would complete a segment of the California Coastal Trail so that bicyclists can travel throughout the region.

The project is consistent with a variety of state and local plans and policies, which are discussed in Section 1.1 (Introduction) of the Initial Study/Proposed Mitigated Negative Declaration. Specifically, the County of Santa Barbara's Coastal Land Use Plan, Resolution No. 18-174, and Ordinance No. 5050 and 5053 allow for the development of specific public transportation improvement projects (including the proposed project) along or near the U.S. 101 to encroach into wetlands or within the 100-foot wetland buffer strip.

Comment B-2: As an avid bicyclist, I've enjoyed rides from the foothills to the beach...there are bike lanes along Via Real to Summerland and as I live close to this area, I see riders every day.

Response: This comment has been noted.

Comment B-3: I have a wonderful view of the marsh that I don't want spoiled by an outside agency (CALTRANS) adding an unnecessary thoroughfare that would present numerous problems of too many bikes, pedestrians, and dogs.

Response: As stated above, the proposed bike path is a balancing provision required by the California Coastal Commission for the U.S. 101: Carpinteria to Santa Barbara project.

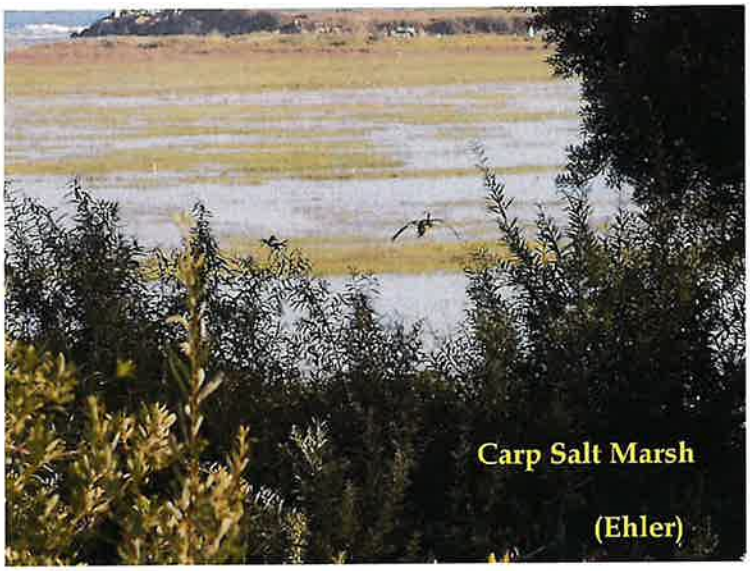
As discussed in Section 2.1.4 (Visual/Aesthetics), the project's visual changes would occur with removal of existing vegetation and installation of fencing and barriers along the proposed bike path. Measures VIS-1 through VIS-6 would be implemented to avoid, minimize, and mitigate to a level below significance. Specifically, the project would minimize vegetation removal to the extent feasible (Measure VIS-2); design barriers and fencing to maximize views of the Carpinteria Salt Marsh Reserve and the Pacific Ocean from U.S. 101 and the proposed bike path to the extent feasible (Measure VIS-4); and selecting materials and aesthetic treatments for the barriers, fencing, and hardscape elements which are compatible with surrounding landscape features (VIS-5).

Comment B-4: Although dogs may be prohibited in the final plan, people will ignore this and walk their dogs anyway adding dog waste, a biohazard, to the area!

Response: The bike path is intended for the exclusive use of bicyclists and pedestrians. Use of the path by dogs would not be expressly prohibited. However, dog owners must comply with applicable federal, state, and local ordinances, including Santa Barbara County Ordinance Number 4948, which requires pet owners to clean up after their pets on public property, the

sidewalk, or parkway of any street. Appropriate signage and dog waste stations will be installed on the trail.

Comment B-5: Attached photos.



Response: Attached photos have been noted.

Comment Letter C: John and Sue Lewis

From: Jon Lewis <johlewis.usa@gmail.com>
Sent: Friday, December 6, 2019 8:09 PM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Santa Claus Lane Bike Path

Hi Jason, my wife and I live in Carpinteria and bike or run this route on average once a week, either along Via Real, or on the informal single-track path adjacent to the ocean side of the tracks. The project looks great and while we could suggest aesthetic improvements such as a landscaped median between the southbound 101 lane and the bike path, we're realistic about costs and we know that even this plan is probably getting resistance from folks who would rather use the money to fix highways. So, we'll take it as proposed and we are excited to see this project finally moving forward.

One small recommendation we have from many observations of the area. We suggest installing a stop sign on Santa Claus Lane at the Sand Point Rd intersection, which is just before the entry onto the Southbound 101 on ramp. In the current configuration, without a stop sign, cars use Santa Claus Lane as a frontage road to avoid traffic on the 101. Once they get past the main commercial/retail buildings along Santa Claus Lane, they accelerate quickly to enter the freeway on-ramp at this intersection. Cyclists who are traveling northbound have to cross this traffic that is moving 50-60 miles an hour if they are getting on southbound 101 there. Forcing them to stop, and trimming back the brush at that intersection so they can see traffic from Sand Point Rd would be a big safety improvement and an additional disincentive to use Santa Claus Lane as a speedway around 101 S traffic.

Thanks to everyone at Caltrans (and City of Carpinteria and all the contractors) who worked hard on this project plan and have a great Holiday Season.

/s/ Jon & Sue Lewis, 764 Oak Ave, Carpinteria CA 93013

Responses to Comment Letter C: John and Sue Lewis

Comment C-1: Hi Jason, my wife and I live in Carpinteria and bike or run this route on average once a week, either along Via Real, or on the informal single-track path adjacent to the ocean side of the tracks. The project looks great and while we could suggest aesthetic improvements such as a landscaped median between the southbound 101 lane and the bike path, we're realistic about costs and we know that even this plan is probably getting resistance from folks who would rather use the money to fix highways.

Response: Thank you for your comments and suggestions for aesthetic improvements for the project.

A landscaped median between the southbound lane of U.S. 101 and the proposed bike path is not feasible due to physical constraints and because it would visually obstruct views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.

As discussed in Section 2.1.3 (Traffic and Transportation/Pedestrian and Bicycle Facilities), the project would protect users of the bike path from traffic on U.S. 101 by installing a bridge railing (Type ST-70 or similar) between the southbound lanes of the highway and the northern boundary of the bike path. The open-style barrier is preferred by the California Coastal Commission because it is less visually intrusive and protects views of the coastline.

As discussed in Section 2.1.4 (Visual/Aesthetics), the project's visual changes would occur with removal of existing vegetation and installation of fencing and barriers along the proposed bike path. Measures VIS-1 through VIS-6 would be implemented to avoid, minimize, and mitigate to a level below significance. Specifically, the project would minimize vegetation removal to the extent feasible (Measure VIS-2); design barriers and fencing to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible (Measure VIS-4); and using materials and aesthetic treatments for barriers, fencing, and hardscape elements that are compatible with the surrounding landscape features (VIS-5).

Comment C-2: So, we'll take it as proposed and we are excited to see this project finally moving forward.

Response: Your support of the project is noted.

Comment C-3: We suggest installing a stop sign on Santa Claus Lane at the Sand Point Rd intersection, which is just before the entry onto the Southbound 101 onramp. In the current configuration, without a stop sign, cars use Santa Claus Lane as a frontage road to avoid traffic on the 101. Once they get past the main commercial/retail buildings along Santa Claus Lane, they accelerate quickly to enter the freeway onramp at this intersection. Cyclists who are traveling northbound have to cross this traffic that is moving 50-60 miles an hour if they are getting on South 101 there. Forcing them to stop and trimming back the brush at that intersection so they can see traffic from Sand Point Rd would be a big safety improvement and an additional disincentive to use Santa Claus Lane as a speedway around 101 S traffic.

Response: Your concerns regarding cyclist safety are noted.

The western terminus of the proposed bike path ends just before Sand Point Road. The intersection of Sand Point Road and Santa Claus Lane is outside the project area and purview of this project.

Santa Barbara County is proposing to construct a separate project known as the Santa Claus Lane Beach Access and Streetscape Improvements project, which will include improvements to reduce traffic hazards and improve safety for motorists, bicyclists, and pedestrians along Santa Claus Lane. The project would decrease vehicle speeds along the roadway by installing curb extensions and a new roundabout at the intersection of Santa Claus Lane, Spindrift Lane/Sand Point Road, and the U.S. 101 southbound on-ramp. In addition, the project proposes a separated Class I bikeway/multi-use path on the north side of Santa Claus Lane that would provide a protected path for bicyclists and pedestrians and reduce conflict with vehicles.

Information on this project can be found on the County's website at: http://www.countyofsb.org/plndev/projects/santaclauslane.sbc.

Comment Letter D: Art Willner

From: Art Willner <artwillner@cox.net>
Sent: Thursday, December 12, 2019 10:49 PM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Carpinteria Bicycle Path Project

Hello,

I'm writing regarding the US Highway 101 Santa Claus Lane Project.

I'm concerned about how public funds are being considered for this project, particularly in light of the bicycle path constructed a few years ago along the Rincon Highway section of Highway 101 that connects Santa Barbara and Ventura Counties. That path gets very little use – I rarely see anyone on it, and the fence or guard obscures one of the truly beautiful views of the Pacific Ocean. The cost benefit of that projects seems very poorly lopsided.

I am not opposed to bike paths but am concerned about the value and benefit. In fact, the idea of this project holds the promise of relieving bike traffic on Via Real which is often abused by bicyclists riding two or three deep, and over the bike lane line, to the danger and consternation of Carpinteria citizens who frequent that road, such as myself. Despite the anticipated benefit, I do wonder if the cost of this new project is a prudent and needed project, again, citing the Rincon Highway one which is disturbing every time I travel there, and rarely see any bicycles on the path. Is this the best of public funds?

Sincerely,

Art Willner
artwillner@cox.net
(805) 680-4340

Responses to Comment Letter D: Art Willner

Comment D-1: I'm concerned about how public funds are being considered for this project, particularly in light of the bicycle path constructed a few years ago along the Rincon Highway section of Highway 101 that connects Santa Barbara and Ventura Counties.

Response: Thank you for your comments on this environmental document. Your concern regarding the use of public funds for this project is noted.

As described in Section 1.1 (Introduction), Section 2.2.1 (Coastal Zone), the County of Santa Barbara and the City of Carpinteria amended their respective Local Coastal Programs through the California Coastal Commission based on policy conflicts resulting from the proposed implementation of multiple transportation projects along the U.S. 101 corridor. During this process, the California Coastal Commission identified the Santa Claus Lane bicycle path as a balancing provision to offset impacts to coastal wetlands by providing a public benefit specifically related to coastal access.

In addition, as described in Section 2.2.1 (Coastal Zone), the project is a Compete Streets project and will complete a segment of the California Coastal Trail that would be consistent with local circulation plans.

Comment D-2: That path gets very little use – I rarely see anyone on it, and the fence or guard obscures one of the truly beautiful views of the Pacific Ocean. The cost benefit of that projects seems very poorly lopsided.

Response: Your concern regarding visual impacts has been noted.

This project would complete a segment of the California Coastal Trail so that bicyclists can travel throughout the region, consistent with the circulation and bikeway systems outlined in the Santa Barbara County Comprehensive Plan, City of Carpinteria General Plan, the statewide California Coastal Trail Map, and the Plan for Improved Agency Partnering.

The project was designed to minimize visual impacts to coastal views. Please see the response to Comment C-1, which discusses the guardrail design and visual impacts to coastal views.

Comment D-3: I am not opposed to bike paths but am concerned about the value and benefit. In fact, the idea of this project holds the promise of relieving bike traffic on Via Real which is often abused by bicyclists riding two or three deep, and over the bike lane line, to the danger and consternation of Carpinteria citizens who frequent that road, such as myself.

Response: As stated in Section 1.2.2 (Need) of the Initial Study/Mitigated Negative Declaration, the project is needed because there is no continuous, direct route along the coast. Currently, between Santa Claus Lane and

Carpinteria Avenue, bicycle traffic is diverted inland via Padaro Lane, Via Real, and Santa Ynez Ave. This diversion also creates a gap in the California Coastal Trail. Finally, some portions of the existing route are not wide enough to accommodate standard bicycle lanes, and bicyclists must compete with vehicular traffic for space along the route.

As stated in Section 1.2.1 (Purpose), the purpose of the project is to enhance and improve coastal access for bicycles and pedestrians and complete a segment of the California Coastal Trail consistent with local coastal policies and plans.

Comment D-4: Despite the anticipated benefit, I do wonder if the cost of this new project is a prudent and needed project, again, citing the Rincon Highway one which is disturbing every time I travel there, and rarely see any bicycles on the path. Is this the best of public funds?

Response: Your concern regarding the use of public funds for this project is noted. Please see the response to comment Response D-1, above.

Comment Letter E: Glenda and Louis Christensen

From: gmc.handsent@earthlink.net <gmc.handsent@earthlink.net>
Sent: Friday, December 13, 2019 11:22 AM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: 101 Highway Santa Claus bike Lane, Carpinteria CA

Mr. Wilkinson,

Yes!!! for the bike path planned to run from Highway 101 between Estero street and Sand Point Road. The Santa Claus area has been more isolated from walking and biking for years and this will help the stores and restaurants I feel. The more people can get around on bikes the better for us all.

Thank you,

Glenda & Louis Christensen
4455 J Carpinteria Ave.
Carpinteria

Responses to Comment Letter E: Glenda and Louis Christensen

Comment E-1: Yes!!! for the bike path planned to run from Highway 101 between Estero street and Sand Point Road. The Santa Claus area has been more isolated from walking and biking for years and this will help the stores and restaurants I feel. The more people can get around on bikes the better for us all.

Response: Thank you for your comment. Your support of the project is noted.

Comment Letter F: Paul Popnoe

From: Paul Popnoe <paulpkp@gmail.com>
Sent: December 18, 2019 9:32:51 AM PST
To: jason.wilkinson@dot.ca.gov
Subject: Public Comment

Regarding the proposed bike path at Santa Claus lane in Carpinteria, please get on with it, we have waited for a bike path and SB county is sorely lacking in bike infrastructure

Paul Popnoe

Responses to Comment Letter F: Paul Popnoe

Comment F-1: Regarding the proposed bike path at Santa Claus lane in Carpinteria, please get on with it, we have waited for a bike path and SB county is sorely lacking in bike infrastructure

Response: Thank you for your comment. Your support of the project is noted.

Comment Letter G: Polly Bates

From: Polly Bates <pollybates702@gmail.com>
Sent: Monday December 30, 2019 5:10 PM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Santa Claus bike path

Hello,

I was wondering if people will be able to walk this path too? Or will it just be for cyclists? I would love a way to walk from Carp to Santa Claus Lane.

Thanks,

Polly Bates

Responses to Comment Letter G: Polly Bates

Comment F-1: I was wondering if people will be able to walk this path too? Or will it just be for cyclists? I would love a way to walk from Carp to Santa Claus Lane.

Response: Thank you for your comment. As discussed in Section 1.3 of the Initial Study/Mitigated Negative Declaration, the project would construct a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in Santa Barbara County.

Comment Letter H: California Coastal Commission

From: Kubran, Michelle@Coastal <Michelle.Kubran@coastal.ca.gov>
Sent: Thursday, January 2, 2020 11:54 AM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Santa Claus Bike Path

Hi Jason,

I reviewed the Initial Study with Proposed Mitigated Negative Declaration for the Santa Claus Lane Bike Path Project, and I was wondering if Caltrans knew where the mitigation for the wetland impacts was going to be, and if so, if that could be included in the environmental document and permit for the project?

Thanks,

Michelle Kubran, Coastal Program Analyst
California Coastal Commission, South Central Coast Division
89 S. California Street, Suite 200, Ventura, CA 93001
Michelle.Kubran@coastal.ca.gov (805) 585-1800

Responses to Comment Letter H: California Coastal Commission

Comment G-1: I reviewed the Initial Study with Proposed Mitigated Negative Declaration for the Santa Claus Lane Bike Path Project, and I was wondering if Caltrans knew where the mitigation for the wetland impacts was going to be, and if so, if that could be included in the environmental document and permit for the project?

Response: Thank you for your comment.

As indicated in Measure BIO-5, mitigation for wetland impacts will be detailed in the Mitigation and Monitoring Plan (MMP) prepared by the Caltrans biologist once full construction plans are prepared and will be finalized through the permit review process with regulatory agencies, including the California Coastal Commission. As indicated in BIO-4, mitigation for wetland impacts will occur on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constrains such as area, then additional off-site mitigation is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area.

Comment Letter I: California Department of Fish and Wildlife

January 6, 2020
Mr. Jason Wilkinson
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Jason.Wilkinson@dot.ca.gov

Subject: Mitigated Negative Declaration for the California Department of Transportation Santa Claus Lane Class I Bike Path Project, City of Carpinteria, Santa Barbara County

Dear Mr. Wilkinson:

The California Department of Fish and Wildlife (CDFW) has reviewed the above-referenced Mitigated Negative Declaration (MND) for the California Department of Transportation Santa Claus Lane Class I Bike Path (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role:

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the state [Fish and Game Code, § 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect state fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Public Resources Code, § 21609; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & Game Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish &Game Code, § 2050 et seq.), or state-listed rare plant

pursuant to the Native Plant Protection Act (NPPA; Fish & Game Code, § 1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

Project Description and Summary

Objective: The California Department of Transportation (Caltrans) proposes to construct a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in Santa Barbara County; the bike path would be approximately 0.8-mile in length and would ultimately be part of the California Coastal Trail. The California Coastal Trail is a network of public trails along the 1,200-mile California coastline.

Location: Adjacent to Route U.S. 101 (southbound), in the City of Carpinteria and in Santa Barbara County.

Comments and Recommendations:

CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying, avoiding and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Additional comments or other suggestions may also be included to improve the document.

Project Description and Related Impact Shortcoming

Comment #1: Impacts to Sensitive Plant Communities

Issue: Mitigation Measure BIO-2 indicates mitigation for loss and disturbance of (...) California Department of Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 to ensure no net loss of wetlands or associated riparian habitat.

Specific Impact: CDFW considers plant communities, alliances, and associations with a statewide ranking of S1, S2, S3 and S4 as sensitive and declining at the local and regional level (Sawyer et al. 2008). An S3 ranking indicated there are 21-80 occurrences of this community in existence in California, S2 has 6-20 occurrences, and S1 has less than 6 occurrences. The Project may have direct or indirect effects to these sensitive species.

Why impact would occur: Project implementation includes grading, vegetation clearing for construction, road maintenance, and other activities that may result in direct mortality, population declines, or local extirpation of sensitive plant species.

Evidence impact would be significant: Impacts to special status plant species should be considered significant under CEQA unless they are clearly

mitigated below a level of significance. Inadequate avoidance, minimization, and mitigation measures for impacts to these sensitive plant species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations by CDFW or USFWS.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW recommends conducting focused surveys for sensitive/rare plants on-site and disclosing the results in the Mitigated Negative Declaration. Based on the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2018) (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959), a qualified biologist should "conduct surveys in the field at the time of year when species are both evident and identifiable. Usually this is done during flowering or fruiting." The final CEQA documentation should provide a thorough discussion on the presence/absence of sensitive plants on-site and identify measures to protect sensitive plant communities from project-related direct and indirect impacts.

Mitigation Measure #2: In 2007, the State Legislature required CDFW to develop and maintain a vegetation mapping standard for the state (Fish and Game Code, Section 1940). This standard complies with the National Vegetation Classification System, which utilizes alliance and association-based classification of unique vegetation stands. CDFW utilizes vegetation descriptions found in the Manual of California Vegetation (MCV), found online at http://vegetation.cnps.org/. To determine the rarity ranking of vegetation communities on the Project site, the MCV alliance/association community names should be provided as CDFW only tracks rare natural communities using this classification system.

Mitigation Measure #3: CDFW recommends avoiding any sensitive natural communities found on the Project. If avoidance is not feasible, mitigating at a ratio of no less than 5:1 for impacts to S3 ranked communities and 7:1 for S2 communities should be implemented. This ratio is for the acreage and the individual plants that comprise each unique community. All revegetation/restoration areas that will serve as mitigation should include preparation of a restoration plan, to be approved by USFWS and CDFW prior to any ground disturbance. The restoration plan should include restoration and monitoring methods; annual success criteria; contingency actions should success criteria not be met; long-term management and maintenance goals; and, a funding mechanism to assure for in perpetuity management and reporting. Areas proposed as mitigation should have a recorded conservation easement and be dedicated to an entity which has been approved to hold/manage lands (Assembly Bill 1094; Government Code § 65965-65968).

Comment #2: Impacts to Streams & Associated Watershed Functions

Issue: Construction of the Project, as proposed, will likely impact stream associated habitats (e.g. wetland, riparian, and/or salt marsh habitat).

Specific impacts: The Project may result in the loss of streams and associated watershed function and biological diversity. Grading and construction activities will likely alter the topography, and thus the hydrology, of the Project site.

Why impacts would occur: Ground disturbing activities from grading and filing, water diversions and dewatering would physically remove or otherwise alter existing streams or their function and associated riparian habitat on the Project site. Downstream streams and associated biological resources beyond the Project development footprint may also be impacted by Project related releases of sediment and altered watershed effects resulting from Project activities.

Evidence impacts would be significant: The Project may substantially adversely affect the existing stream pattern of the Project site through the alteration or diversion of a stream, which absent specific mitigation, could result in substantial erosion or siltation on site or off site of the Project.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: The Project may result in the alteration of streams. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. A notification packaged for a LSA may be obtained by accessing CDFW's web site at www.wildlife.ca/habcon/1600.

CDFW's issuance of an LSA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document of the Lead Agency for the Project. However, the DEIR does not meet CDFW's standard at this time. To minimize additional requirements by CDFW pursuant to section 1600 et seq. and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

Mitigation Measure #2: Any LSA permit issued for the Project by CDFW may include additional measures protective of streams on and downstream of the Project. The LSA may include further erosion and pollution control measures. To compensate for any on-site and off-site impacts to riparian resources,

additional mitigation conditioned in any LSA may include the following: avoidance of resources, on-site or off-site creation, enhancement or restoration, and/or protection and management of mitigation lands in perpetuity.

Filing Fees:

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089).

Conclusion:

We appreciate the opportunity to comment on the Project to assist Caltrans in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that Caltrans has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines; § 15073(e)].

If you have any questions or comments regarding this letter, please contact Baron Barrera, Environmental Scientist, at Baron.Barrera@wildlife.ca.gov or (562) 431-8053.

Sincerely,

Erinn Wilson
Environmental Program Manager I

Cc: CDFW

Steve Gibson – Los Alamitos

Scott Morgan (State Clearinghouse)

References:

California Department of Fish and Wildlife [CDFW]. March 20, 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see https://www.wildlife.ca.gov/Conservation/Plants).

National Research Council. 1995. Science and the Endangered Species Act. Washington, DC: The National Academies Press. http://doi.org/10.17226/4978.

Sawyer, J.O., Keeler Wolf, T., and Evens J.M. 2008. A manual of California Vegetation, 2nd ed. ISN 9780 943460 49 9.

Responses to Comment Letter I: California Department of Fish and Wildlife

Comment I-1: Issue: Mitigation Measure BIO-2 indicates mitigation for loss and disturbance of (...) California Department of Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 to ensure no net loss of wetlands or associated riparian habitat.

Specific Impact: CDFW considers plant communities, alliances, and associations with a statewide ranking of S1, S2, S3 and S4 as sensitive and declining at the local and regional level (Sawyer et al. 2008). An S3 ranking indicated there are 21-80 occurrences of this community in existence in California, S2 has 6-20 occurrences, and S1 has less than 6 occurrences. The Project may have direct or indirect effects to these sensitive species.

Why impact would occur: Project implementation includes grading, vegetation clearing for construction, road maintenance, and other activities that may result in direct mortality, population declines, or local extirpation of sensitive plant species.

Evidence impact would be significant: Impacts to special status plant species should be considered significant under CEQA unless they are clearly mitigated below a level of significance. Inadequate avoidance, minimization, and mitigation measures for impacts to these sensitive plant species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations by CDFW or USFWS.

Response: Thank you for your comments on the environmental document. Construction of the bicycle path and retaining structures would result in temporary and permanent impacts on pickleweed mats (*Sarcocornia pacifica Herbaceous Alliance*) (S3 ranking), giant wild rye grassland (*Leymus condensatus Herbaceous Alliance*) (S3 ranking), and California bulrush marsh – goldenrod (*Schoenoplectus Herbaceous Alliance*) (S3 ranking). This information has been added to the final environmental document. The pickleweed mats and california bulrush marsh – goldenrod communities are within the Clean Water Act Wetlands, and the giant wild rye grassland community is part of the riparian community. These areas are within the U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, and California Coastal Commission jurisdictional areas that will be mitigated at a minimum ratio of 1:1 for temporary impacts and at a 3:1 ratio for permanent impacts.

Focused surveys for rare plants within the Biological Study Area were conducted in March 2014 and May 2017. Additional floristic surveys were also conducted in April, May, and June 2019 to assess the presence or absence of special-status plant species within the project area. Special-status plant

species were not observed within the Biological Study Area; therefore, impacts on special-status plant species are not anticipated. The results of the 2019 floristic surveys have been added to the final environmental document. Updated floristic surveys would be conducted in 2020 during the appropriate blooming period for special-status plant species with potential to be in the Biological Study Area.

Comment I-2: Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW recommends conducting focused surveys for sensitive/rare plants on-site and disclosing the results in the Mitigated Negative Declaration. Based on the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2018), a qualified biologist should "conduct surveys in the field at the time of year when species are both evident and identifiable. Usually this is done during flowering or fruiting." The final CEQA documentation should provide a thorough discussion on the presence/absence of sensitive plants on-site and identify measures to protect sensitive plant communities from project-related direct and indirect impacts.

Response: Focused surveys for rare plants within the Biological Study Area were conducted in March 2014 and May 2017. Additional floristic surveys were also conducted in April, May, and June 2019 to assess the presence or absence of special-status plant species within the project area. Focused surveys were conducted in accordance with California Department of Fish and Wildlife's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. No special-status plant species were observed within the Biological Study Area, and none are expected to be present. The results of the 2019 floristic surveys have been added to the final environmental document. Because special-status plants are not expected to be within the Biological Study Area, impacts on special-status plants are not anticipated and no avoidance, minimization, or mitigation measures are proposed.

Comment I-3: Mitigation Measure #2: In 2007, the State Legislature required CDFW to develop and maintain a vegetation mapping standard for the state (Fish and Game Code, Section 1940). This standard complies with the National Vegetation Classification System, which utilizes alliance and association-based classification of unique vegetation stands. CDFW utilizes vegetation descriptions found in the Manual of California Vegetation (MCV), found online at http://vegetation.cnps.org/. To determine the rarity ranking of vegetation communities on the Project site, the MCV alliance/association community names should be provided as CDFW only tracks rare natural communities using this classification system.

Response: Vegetation communities identified in the Biological Study Area were classified following the Manual of California Vegetation. The common

names for the alliances and associations were used in the draft environmental document; the scientific names have been added in parentheses to the final environmental document in the Affected Environment in Section 2.3.1 for clarity.

Comment I-4: Mitigation Measure #3: CDFW recommends avoiding any sensitive natural communities found on the Project. If avoidance is not feasible, mitigating at a ratio of no less than 5:1 for impacts to S3 ranked communities and 7:1 for S2 communities should be implemented. This ratio is for the acreage and the individual plants that comprise each unique community. All revegetation/restoration areas that will serve as mitigation should include preparation of a restoration plan, to be approved by USFWS and CDFW prior to any ground disturbance. The restoration plan should include restoration and monitoring methods; annual success criteria; contingency actions should success criteria not be met; long-term management and maintenance goals; and, a funding mechanism to assure for in perpetuity management and reporting. Areas proposed as mitigation should have a recorded conservation easement and be dedicated to an entity which has been approved to hold/manage lands (Assembly Bill 1094; Government Code 65965-65968).

Response: Construction of the bicycle path and retaining structures would result in approximately 0.12 acre of temporary impacts and 0.003 acre of permanent impacts on pickleweed mats (*Sarcocornia pacifica Herbaceous Alliance*) (S3 ranking), approximately 0.0023 acre of temporary impacts and approximately 0.00007 acre of permanent impacts on giant wild rye grassland (*Leymus condensatus Herbaceous Alliance*)(S3 ranking), and approximately 0.021 acre of temporary impacts and approximately 0.0169 acre of permanent impacts on California bulrush marsh – goldenrod (*Schoenoplectus Herbaceous Alliance*)(S3 ranking). This information has been added to the final environmental document. The pickleweed mats and California bulrush marsh – goldenrod communities are within the Clean Water Act Wetlands, and the giant wild rye grassland community is part of the riparian community. These areas are within the U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, and California Coastal Commission jurisdictional areas that will be mitigated at a minimum ratio of 1:1 for temporary impacts and at a 3:1 ratio for permanent impacts. Because these areas are already being mitigated for, additional mitigation for these same areas is not proposed.

As mentioned in BIO-3 (BIO-4 in final environmental document), compensatory mitigation for impacts will include in-kind on-site or off-site replacement. Mitigation would be negotiated with the regulatory agencies during the permitting process.

As mentioned in BIO-5 ((BIO-7 in final environmental document), mitigation plantings will be detailed in Caltrans' Landscape Architecture Landscape

Planting Plan, which will be included in the final Mitigation Monitoring Plan. The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities, monitoring schedules, and reporting to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.

Comment I-5: Issue: Construction of the Project, as proposed, will likely impact stream associated habitats (e.g. wetland, riparian, and/or salt marsh habitat).

Specific impacts: The Project may result in the loss of streams and associated watershed function and biological diversity. Grading and construction activities will likely alter the topography, and thus the hydrology, of the Project site.

Why impacts would occur: Ground disturbing activities from grading and filing, water diversions and dewatering would physically remove or otherwise alter existing streams or their function and associated riparian habitat on the Project site. Downstream streams and associated biological resources beyond the Project development footprint may also be impacted by Project related releases of sediment and altered watershed effects resulting from Project activities.

Evidence impacts would be significant: The Project may substantially adversely affect the existing stream pattern of the Project site through the alteration or diversion of a stream, which absent specific mitigation, could result in substantial erosion or siltation on site or off site of the Project.

Response: As mentioned in Section 2.3.2 (Environmental Consequences) of the Initial Study/Mitigated Negative Declaration, construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. However, the project has been designed to minimize impacts on the drainage ditch to the extent feasible and permanent alterations to the drainage ditch would be minimal. Construction activities, including de-watering/diversion, grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures would result in impacts to wetlands. However, as mentioned in Section 2.3.2 of the Initial Study/Mitigated Negative Declaration, Mitigation Measures WQ-1 through WQ-5 would be implemented to reduce impacts on the drainage ditch.

Mitigation Measure BIO-2 (BIO-3 in the final environmental document) has been revised to state that mitigation for loss and disturbance of U.S. Army

Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat.

As mentioned in BIO-3 (BIO-4 in final environmental document), compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and off-site replacement. Mitigation would be negotiated with the regulatory agencies during the permitting phase of the project.

Comment I-6: Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: The Project may result in the alteration of streams. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. A notification packaged for an LSA may be obtained by accessing CDFW's web site at www.wildlife.ca/habcon/1600.

Response: The project is expected to require a Section 1602 Streambed Alteration Agreement as noted in Table 1: Permit and Approvals Needed. This will be a requirement of the project, rather than a mitigation measure. A Streambed Alteration Notification package would be submitted to California Department of Fish and Wildlife following environmental document approval and completion of 60 percent design plans.

Comment I-7: CDFW's issuance of a Lake and Streambed Alteration Agreement (LSA) for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document of the Lead Agency for the Project. However, the draft environmental document does not meet CDFW's standard at this time. To minimize additional requirements by CDFW pursuant to section 1600 et seq. and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

Response: Additional language has been added to the final environmental document regarding the specific sensitive (S3 ranked) natural communities that would be impacted within the wetland and riparian habitat impact areas.

In addition, Mitigation Measure BIO-2 (BIO-3 in the final environmental document) has been revised to state that mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated

at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat.

A Streambed Alteration Notification package describing the specific impacts on California Department of Fish and Wildlife jurisdictional areas would be submitted to California Department of Fish and Wildlife following final environmental document approval and completion of 60 percent design plans.

Comment I-8: Mitigation Measure #2: Any LSA permit issued for the Project by CDFW may include additional measures protective of streams on and downstream of the Project. The LSA may include further erosion and pollution control measures. To compensate for any on-site and off-site impacts to riparian resources, additional mitigation conditioned in any LSA may include the following: avoidance of resources, on-site or off-site creation, enhancement or restoration, and/or protection and management of mitigation lands in perpetuity.

Response: Any additional measures included in the final Lake and Stream Alternation Agreement (LSA) would be agreed upon during the permitting process and implemented as part of the project.

Comment I-9: The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final.

Response: Filing fees will be paid when final environmental document is approved, and the Notice of Determination is filed.

Comment I-10: We appreciate the opportunity to comment on the Project to assist Caltrans in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that Caltrans has to our comments and to receive notification of any forthcoming hearing date(s) for the Project.

Response: This comment has been noted.

Comment Letter J: California Native Plant Society

From: Andrea Adams-Morden <carp_parks@yahoo.com>
Sent: Monday, January 6, 2020 3:02 PM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Santa Claus Bike Path Project on US 101 in Santa Barbara County

Hello,

I am on the Board of the Channel Islands Chapter of the California Native Plant Society. I am on the Conservation Committee and was chosen to contact you. I also am the steward of the natural areas of Carpinteria.

We think your project will be appreciated by many. We will enjoy using it. We have a few concerns about the construction.

Concerns:

1. We are concerned that native plant materials from this site that will be destroyed or damaged by the project will be salvage for the landscaping that you plan to do after the bike path is done. Botanists feel that it is very important to preserve the local genotypes of local areas. You could possibly create a partnership with the local high school to salvage and maintain these plants until the time for planting. It would save Caltrans the cost of plants and maintain our local environment. (There is Juncus textilis and Vitis californica at the Santa Claus end of the project that are uncommon in Carpinteria. The Juncus is used by Native Americans for basketry so it is important to preserve as many stands as possible. The Vitis would be nice on any fencing you are going to put in.)

2. We would like all plantings in your landscape to be plants representing our local genotype.

3. We would like to know what your landscaping plans are. It said they would be developed later. Plants should represent the plants of the marsh not just "plants of California". It needs to be an extension of the habitat.

4. The plans described leaving weeds insitu. Why not just remove them so they won't impact your landscaping?

5. Your plan said you would be putting in non-native plants to prevent erosion. Why not put in plants from the site that are native to solve this problem instead of planting new weeds?

6. Helianthus annuus grows in this area every year but not in other areas, and it would be sad to lose this beautiful annual. It was not mentioned in the survey.

7. Deleria ornate (an invasive weed) is growing in this area and needs careful removal to prevent its spread. It was not mentioned in the survey.

8. We will be monitoring the project to be sure the restoration of the area is successful.

Thank you,

Andrea Adams-Morden
805-684-8077

Responses to Comment Letter J: California Native Plant Society

Comment J-1: We are concerned that native plant materials from this site that will be destroyed or damaged by the project will be salvage for the landscaping that you plan to do after the bike path is done. Botanists feel that it is very important to preserve the local genotypes of local areas. You could possibly create a partnership with the local high school to salvage and maintain these plants until the time for planting. It would save Caltrans the cost of plants and maintain our local environment. (There is Juncus textilis and Vitis californica at the Santa Claus end of the project that are uncommon in Carpinteria. The Juncus is used by Native Americans for basketry so it is important to preserve as many stands as possible. The Vitis would be nice on any fencing you are going to put in.)

Response: Thank you for your comment. As described in Section 2.3.6 (Environmental Consequences) of the Initial Study/Mitigated Negative Declaration, existing vegetation within the project area would be preserved to the extent feasible. As mentioned in BIO-5 (BIO-7 in the final environmental document), the Landscaping Planting Plan will be developed during final design as part of the Mitigation Monitoring Plan and will be finalized during the permit review process with regulatory agencies. Salvaging native plants from the site to be used as future landscaping would be taken into consideration during development of the Landscaping Planting Plan.

Comment J-2: We would like all plantings in your landscape to be plants representing our local genotype.

Response: Thank you for your comment. As mentioned in BIO-5 (BIO-7 in final environmental document), the Landscaping Planting Plan will be developed during final design as part of the Mitigation Monitoring Plan and will be finalized during the permit review process with regulatory agencies. In accordance with the City of Carpinteria Local Coastal Plan Amendment and the Transportation Corridor Wetland Overlay Zone, seeds and propagules will come from local native stock. This will be stated in the Landscaping Planting Plan.

Comment J-3: We would like to know what your landscaping plans are. It said they would be developed later. Plants should represent the plants of the marsh not just "plants of California". It needs to be an extension of the habitat.

Response: As mentioned in BIO-5 (BIO-7 in final environmental document), the Landscaping Planting Plan will be developed during final design as part of the Mitigation Monitoring Plan. Using plants that are representative of the marsh will be taken into consideration during development of the Landscaping Planting Plan.

Comment J-4: The plans describe leaving weeds insitu. Why not just remove them so they won't impact your landscaping?

Response: As mentioned in BIO-6, invasive species would be removed from the California Coastal Commission wetlands buffer area as mitigation for encroachment into the California Coastal Commission wetlands buffer; however, as mentioned in Section 2.3.6 (Environmental Consequences) of the Initial Study/Mitigated Negative Declaration, existing vegetation that does not consist of invasive species would be preserved to the extent feasible.

Comment J-5: Your plan said you would be putting in non-invasive plants to prevent erosion. Why not put in plants from the site that are native to solve this problem instead of planting new weeds?

Response: As mentioned in BIO-6, invasive species would be removed from the California Coastal Commission wetlands buffer area as mitigation for encroachment into the California Coastal Commission wetlands buffer; however, as mentioned in Section 2.3.6 (Environmental Consequences) of the Initial Study/Mitigated Negative Declaration, existing vegetation that does not consist of invasive species would be preserved to the extent feasible. Installation of native plants from the site would be taken into consideration during development of the Landscaping Planting Plan.

Comment J-6: Helianthus annuus grows in this area every year but not in other areas, and it would be sad to lose this beautiful annual. It was not mentioned in the survey.

Response: This species was not observed in the Biological Study Area during the biological surveys conducted in March 2014, May 2017, April 2019, May 2019, and June 2019. As mentioned in BIO-5 (BIO-7 in final environmental document), the Landscaping Planting Plan will be developed during final design as part of the Mitigation Monitoring Plan. Using plants that are representative of the marsh will be taken into consideration during development of the Landscaping Planting Plan.

Comment J-7: Deleria odorata (an invasive weed) is growing in this area and needs careful removal to prevent its spread. It was not mentioned in the survey.

Response: This species was observed in the Biological Study Area during the biological surveys and is listed in the species observed list in the Natural Environment Study completed for the project. As mentioned in BIO-6, invasive species would be removed from the California Coastal Commission wetlands buffer area as mitigation for encroachment into the California Coastal Commission wetlands buffer. WQ-1 provided in Section 2.2.2, and BIO-1 provided in Section 2.3.1 of the Initial Study/Mitigated Negative Declaration would be implemented to avoid the spread of invasive plants and noxious weeds.

Comment J-8: We will be monitoring the project to be sure the restoration of the area is successful.

Response: This comment has been noted.

Comment Letter K: Santa Barbara County Planning and Development

January 9, 2020
Caltrans District 5
Attn: Jason Wilkinson
50 Higuera Street
San Luis Obispo, CA 93401

RE: Santa Claus Lane Bike Path Project Draft MND

Dear Mr. Wilkinson:

Santa Barbara County Planning & Development is in receipt of the Draft Mitigated Negative Declaration for the Santa Claus Lane Bike Path project. We appreciate the opportunity to provide comments on the CEQA document, since we will be relying on the document as a Responsible Agency with permit authority over the project.

We offer the following comments for your consideration:

- Mitigation N-1 would require that construction noise not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m. Please be advised that, in accordance with the County's Environmental Thresholds and Guidelines Manual, when construction activity with the potential to result in construction-related noise in excess of the County's adopted 65 dB threshold is proposed within 1,600 feet of a sensitive noise receptor, mitigation to reduce that impact to a less than significant level includes limiting construction to between the hours of 8am and 5pm, Monday through Friday. The analysis indicates that the nearest sensitive receptor to the project site is approximately 75 feet away. At this distance, the sound level from construction per the terms of Mitigation N-1 would remain above 80 dBA, which exceeds the County's Noise Element threshold of 65 dB. It is unclear whether the mitigation proposed in the Draft MND would

be consistent with the County's CEQA thresholds and standard noise condition. Further, there does not appear to be a clear reason why construction would have to occur at night.

- The Draft MND (p. 47) indicates that a biological survey was conducted on March 28, 2014 to inform the environmental analysis. This survey is nearly 6 years old, was conducted during a record drought, and is likely out of date. Page 53 of the Draft MND indicates that an updated assessment of field conditions and jurisdictional boundaries was conducted in May 2017. Again, this survey is nearly three years old and may be out of date. Given the nature of biological resources, biological surveys more than two years old are generally considered out of date. Updated surveys should be conducted to confirm the nature and extent of resources present and verify the extent of the delineated wetlands.

- Mitigation BIO-6 indicates that permanent impacts to Coastal Commission wetlands will be mitigated at a 3:1 ratio and temporary impacts will be mitigated at a ratio of 1:1, and that mitigation will be consistent with all measures in the Transportation Corridor Wetland Overlay District. Please be advised that the TCWO District requires that mitigation occur at a 4:1 ratio for impacts to natural wetlands, including the salt marsh, wetlands associated with creeks, and other high-functioning wetlands. The 3:1 ratio is limited to created wetlands. Thus, depending on the type of wetlands impacted, mitigation ratios may need to be adjusted.

- Page 59 of the Draft MND indicates that updated floristic surveys will be conducted in 2019 prior to approval of the final environmental document due to the potential for special-status species to become established. Have these surveys been conducted? If so, the information gathered from these updated surveys should be incorporated into the CEQA analysis. If new impacts are identified, recirculation of the MND may be required. Further, in light of the potential for these species to become established between the completion of the environmental document and actual construction of the project, mitigation requiring pre-construction surveys within one month (or another appropriate period of time prior to construction as determined by a biologist based on appropriately-timed surveys to coincide with flowering periods) to confirm presence or absence. If the preconstruction surveys identify any species present, then Mitigation BIO-8, BIO-9, BIO-10, and BIO-11 should be implemented.

- Mitigation BIO-12 required preconstruction surveys for the wandering skipper "the year" prior to construction. This time frame should be further clarified and a shorter period should be considered closer to the commencement of construction. As a reference, preconstruction surveys for nesting birds are typically completed within two weeks of the initiation of construction.

- On page 72, the Draft MND indicates that no scenic vistas exists within or near the project limits. However, views across the salt marsh of the coastline could qualify as a scenic vista, and Section 2.1.4 of the MND identifies the important visual resources present in the project vicinity. While the impact of the project may not be significant, it should still be recognized. Alternatively, the MND should provide evidence to support the conclusion that no scenic vista exists.

- In the discussion of Project-Level Adaptation Strategies (Page 97), the MND references an assumed 40-year design life. For planning projects in the County, we typically use a 75-year design life. Please adjust accordingly or provide a basis for the selected 40-year period. In addition, on Page 97, the MND references Table 3-1. However, that table was not included in the document.

Thank you again for the opportunity to comment on the Draft MND. I would be happy to speak with you further if you would like to discuss these comments or have any questions.

Sincerely,

Alex Tuttle
Supervising Planner
Planning & Development

Cc: Whitney Wilkinson, P&D; Fred Luna, SBCAG; & Yvonne Hoffmann, Caltrans

Responses to Comment Letter K: Santa Barbara County Planning and Development

Comment K-1: Mitigation N-1 would require that construction noise not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m. Please be advised that, in accordance with the County's Environmental Thresholds and Guidelines Manual, when construction activity with the potential to result in construction-related noise in excess of the County's adopted 65 dB threshold is proposed within 1,600 feet of a sensitive noise receptor, mitigation to reduce that impact to a less than significant level includes limiting the construction to between the hours of 8am and 5pm, Monday through Friday. The analysis indicates that the nearest sensitive receptor to the project site is approximately 75 feet away. At this distance, the sound level from construction per the terms of Mitigation N-1 would remain above 80 dBA, which exceeds the County's Noise Element threshold of 65 dB. It is unclear whether the mitigation proposed in the Draft MND would be consistent with the County's CEQA thresholds and standard noise condition. Further, there does not appear to be a clear reason why construction would have to occur at night.

Response: The text has been updated to clarify that most construction activities would occur during the day. Some nighttime construction activities may be required, but would be limited to paving of the bike path along the southbound shoulder of U.S. 101 up to the Carpinteria offramp. In addition, minimization measure N-1 has been updated to include measures identified in the Noise Technical Memorandum prepared for the project to reduce temporary construction noise at sensitive receptors.

Comment K-2: The Draft MND (p. 47) indicates that a biological survey was conducted on March 28, 2014 to inforrn the environmental analysis. This survey is nearly 6 years old, was conducted during a record drought, and is likely out of date. Page 53 of the Draft MND indicates that an updated assessment of field conditions and jurisdictional boundaries was conducted in May 2017. Again, this survey is nearly three years old and may be out of date. Given the nature of biological resources, biological surveys more than two years old are generally considered out of date. Updated surveys should be conducted to confirm the nature and extent of resources present and verify the extend of the delineated wetlands.

Response: Additional floristic surveys were conducted in April, May, and June 2019 to determine the presence or absence of special-status plant species within the project area. No special-status plant species were observed within the Biological Study Area, and none are expected to be present. The focused plant surveys conducted in 2019 also confirmed that the existing conditions within the Biological Study Area have not changed since the May 2017 surveys were conducted; the entire Biological Study Area was walked, and it was visually determined that the extent of wetlands within the proposed project area had not changed. The results of the 2019 floristic surveys have been added to the final environmental document.

Comment K-3: Mitigation BIO-6 indicates that permanent impacts to Coastal Commission wetlands will be mitigated at a 3:1 ratio and temporary impacts will be mitigated as a ratio of 1:1, and that mitigation will be consistent with all measures in the Transportation Corridor Wetland Overlay District. Please be advised that the TCWO District requires that mitigation occur at a 4:1 ratio for impacts to natural wetlands, including salt marsh, wetlands associated with creek, and other high-functioning wetlands. The 3:1 ratio is limited to created wetlands. Thus, depending on the type of wetlands impacted, mitigation ratios may need to be adjusted.

Response: As mentioned in Section 2.2.2 (Affected Environment) of the Initial Study/Mitigated Negative Declaration, the existing drainage ditch is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101. Therefore, the wetlands are not natural, and a 3:1 mitigation ratio is appropriate.

Comment K-4: Page 59 of the Draft MND indicates that updated floristic surveys will be conducted in 2019 prior to approval of the final environmental document due to the potential for special-status plant species to become established. Have these surveys been conducted? If so, the information gathered from these updated surveys should be incorporated into the CEQA analysis. If new impacts are identified, recirculation of the MND may be required. Further, in light of the potential for these species to become established between the completion of the environmental document and actual construction of the project, mitigation requiring pre-construction surveys within one month (or other appropriate period of time prior to construction as determined by a biologist based on appropriately-timed surveys to coincide with flowering periods) to confirm presence or absence. If the preconstruction surveys identify any species present, then Mitigation BIO-8, BIO-9, BIO-10, and BIO-11 should be implemented.

Response: Additional floristic surveys were conducted in April, May, and June 2019 to determine the presence or absence of special-status plant species within the proposed impact area. No special-status plant species were observed within the Biological Study Area, and none are expected to be present. The results of the 2019 floristic surveys have been added to the final environmental document. To ensure botanical surveys are not considered outdated during the Coastal Development Permit process, floristic surveys will be conducted in 2020 during the appropriate blooming period for special-status plants species with potential to be in the project area to confirm presence or absence of special-status plant species. The surveys will also include wetland delineation verification.

Comment K-5: Mitigation BIO-12 required pre-construction surveys for the wandering skipper "the year" prior to construction. This time frame should be further clarified, and a shorter period should be considered closer to the commencement of construction. As a reference, pre-construction surveys for nesting birds are typically completed within two weeks of the initiation of construction.

Response: Mitigation BIO-12 has been revised to state that surveys would be conducted in March to November prior to construction.

Comment K-6: On page 72, the Draft MND indicates that no scenic vistas exist within or near the project limits. However, views across the salt marsh of the coastline could qualify as a scenic vista, and Section 2.1.4 of the MND identifies the important visual resources present in the project vicinity. While the impact of the project may not be significant, it should still be recognized. Alternatively, the MND should provide evidence to support the conclusion that no scenic vista exists.

Response: Per the Visual Impact Assessment that was prepared for the project, "The Pacific Ocean and adjacent Carpinteria Salt Marsh Reserve are

scenic resources that would be visible from the bike path." This information has been added to Section 2.1.4 of the final environmental document. In addition, Section 3.2.1 of the final environmental document was revised to mention VIS-4 (provided in Section 2.1.4 of the Initial Study/Mitigated Negative Declaration): "Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible" and states that as discussed in Section 2.1.4, the project would result in a less than significant impact with mitigation.

Comment K-7: In the discussion of Project-Level Adaptation Strategies (Page 97), the MND references an assumed 40-year design life. For planning purposes in the County, we typically use a 75-year design life. Please adjust accordingly or provide a basis for the selected 40-year period. In addition, on Page 97, the MND references Table 3-1. However, that table was not included in the document.

Response: The Initial Study/Mitigated Negative Declaration has been updated to clarify that the project design life used in the sea-level rise analysis was based on the 40-year design life of the concrete pavement that would be used for the bike path. Reference to Table 3-1 has been removed from the document.

CITY OF CARPINTERIA
5775 Carpinteria Avenue
Carpinteria California 93013

ARCHITECTURAL REVIEW BOARD
Meeting Date: October 14, 2021

ACTION MINUTES

The meeting was called to order at 5:32 p.m. by Jason Rodriguez, Vice Chair.

ROLL CALL

Boardmembers present: Jim Reginato
Jason Rodriguez, Vice Chair
Richard Johnson
Amy Blakemore

Boardmembers absent: Brad Stein, Chair

OTHERS PRESENT: 5 members of the public were in attendance.

PUBLIC COMMENT: None

PROJECT REVIEW

1) Project: Martinez Residence Remodel & Addition, 20-2070-ARB/CDP
Address: 1147 Vallecito Road
Applicant: Dylan Chappell Architects for Manuel Martinez
Planner: Syndi Souter

Request of Dylan Chappell, architect for Manuel Martinez, to consider Project 20-2070-ARB/CDP for final review of a proposal to remodel an existing two-story 2,715 square foot single-family residence with an attached 675 square foot two-car garage and construct new first and second-story additions totaling 856 square feet. The resultant two-story single-family residence would increase to 3,657 square-feet in size with an attached 589 square foot garage, for a cumulative total of 4,246 square feet. The maximum height would increase to 22 feet. The property is a 13,818 square-foot parcel zoned Single Family Residential (6-R-1), and shown as APN 003-192-005, addressed as 1147 Vallecito Road.

No Ex Parte Communications were disclosed.

Staff summarized the revisions made to the project since the ARB's last review. Staff found the revisions to satisfactorily respond to the Board's previous comments and recommended final approval.

Dylan Chappell, architect, clarified the new hedge would be planted outside of the new fence and columns.

Public Comment: None

Boardmember Discussion:
Boardmember Blakemore asked if the new hedge was to match existing. Dylan Chappell confirmed that was the intent. She indicated the project looked good and she liked the new fence solution.

Boardmember Johnson suggested changing the direction and/or style of one of the chimneys to add a little more variety/interest to the design. Dylan Chappell indicated that he could rotate the new Family

Room chimney for variety. Otherwise, Boardmember Johnson was satisfied with the project as presented.

Boardmember Reginato appreciated the changes to the window sill heights and the new rear fence.

Boardmember Rodriguez expressed his agreement with the other Boardmembers' comments.

ACTION: Motion by Boardmember Johnson, seconded by Boardmember Reginato, to recommend final approval to the Community Development Director with the following comment:

- Rotate one of the new chimneys 180 degrees.

VOTE: 4-0

2) Project: The Dow Building Repairs and Gate, 21-2108-ARB/CDP
Address: 4916-4950 Carpinteria Avenue
Applicant: William and Theresa Wood
Planner: Marysol Smith

Request of William and Theresa Wood, owners, to consider Project 21-2108-ARB/CDP for preliminary/final review of a request to allow for exterior repairs and improvements to the Dow Building. The project would involve the following components: (1) Installation of new replacement security gate and fence along Carpinteria Avenue; (2) like-for-like repair and replacement of one existing exterior staircase; and (3) new stucco finish over existing brick veneer on the front facade to match the existing finish. The property is comprised of two parcels zoned Central Business District (CB) and shown as APN 003-153-011, 012, addressed as 4916-4950 Carpinteria Avenue.

No Ex Parte Communications were disclosed.

Staff presented the project to the Board and explained the elements of the project. The applicants provided a historic resources report that evaluated the proposed improvements in the context of the site's historical significance. The report found that the brick overlay and the exterior staircase are not original elements of the building and have no impact to the building's historical integrity. The plasterwork on the building was determined to have value to the building's historical integrity and any plastering work should carefully match. The new gate was found not to affect the historical integrity and the design should be evaluated by the Board. Staff also explained that the location of the gate, set back from the property line, was as required by the Fire District. Staff noted some elements of the project can be further addressed to increase consistency with applicable design policies and objectives.

William and Theresa Wood, owners of the project site, provided the Board and Staff with a photographic example of the black wrought iron color, material and design of the proposed gate and fence. They explained they were open to recommendations from the Board about the proposed project as well as any future improvements for the site. They explained that the gate would generally be open during business hours and closed at night. A tenant would be in charge of the gate. The theatre tenant would also have access to the gate so that it can be operated after hours for their events. The previously existing white panel fence was removed during a parking lot resurfacing project.

Public Comment: None

Boardmember Discussion:
Boardmember Reginato recommended that the gate be lowered in height and that it be redesigned to not be so heavy-looking. A lighter looking, more decorative, fence design would be more appropriate for the setting. Perhaps eliminating the horizontal bar so that the pickets run from top to bottom seamlessly and increasing the spacing between pickets would help lighten the design. He also noted the importance of the Board's diligent review of the fence's consistency with applicable policies so as to not affect the desired character of the neighborhood, further noting that there have been several new fence proposals in the same or similar neighborhoods. He expressed support for covering of the brick element with plaster to match the building. However, he observed numerous inconsistencies and errors in the plan details for the stair reconstruction. For example, there were no waterproofing details, the stringers were too big, plywood thickness was insufficient, and the landing should be revised, among other noted errors. He recommended the applicant recheck the details and correct as necessary to ensure the feasibility of the reconstruction as proposed. An error was also noted with regard to the window shown on A4 as it is labeled as existing although it differs from what is existing on site. This should also be rechecked. In terms of future improvements, Boardmember Reginato encouraged the applicants to address the exposed rooftop equipment and explore appropriate screening or relocation solutions.

Boardmember Johnson supported the proposed plastering of the brick element. He noted he could support a slightly darker shade for this bottom area, as opposed to matching the existing color of the building, as this would help hide wear and tear longer than a lighter color. He agreed with previous comments about inconsistencies in the plan details and also recommended the plans be rechecked for code consistency (for example, with regard to code requirements for handrails and safer landing alternatives). He agreed with previous comments regarding the proposed fence design. He found it to not be appropriate for a Monterey Revival style building as the design is too heavy. Metalwork of the era was exemplified by light and ornate designs. The person gate can be of a contrasting design to the vehicular gate, but both designs should be appropriate to the style of the building and the era. The applicants should explore redesign of the gate and fence. He requested the height be lowered to a maximum height of 4-5 feet.

Boardmember Johnson also offered several suggestions for other improvements the applicants could explore, either for this project or for a future project, including the following: (1) Incorporating a wooden trellis or pergola feature at the top of the stairs and an archway element at the bottom of the stairs. The trellis feature should be decorative and match the wooden detailing and color along the front of the building. (2) New awnings throughout can improve cohesion site wide and add color. (3) Exterior lighting the top of the stairs would be appropriate.

Boardmember Blakemore agreed with previous comments about the proposed gate, stucco work and plan inconsistencies. She noted the gate design is too segmented and could benefit from simplification. She agreed that the pedestrian gate can differ somewhat from the vehicular gate, especially if it can't match the design of the vehicular gate because of its smaller size (for example, in the current proposal the difference in the arches throws off the design). However, its proposed location, set back from the property line, opens up a unique opportunity to incorporate planters, trees, landscaping, or other creative uses of the empty space that would otherwise be underutilized in front

of the fixed fence panel. She recommended selecting a low maintenance species. The new landscaping would help to soften both the elevation and the gate.

Boardmember Rodriguez disagreed about the fence height and stated that he found the 6 foot height could be appropriate for the setting, however, he defers to the other Boardmembers who all agreed the height should be lowered. He understands the need for the fence and gate. He did agree with the rest of the Board regarding the design of the gate element and its location. The design should be appropriate for the Monterey Revival style, a design that is more ornate and lighter. He agreed with Boardmember Blakemore about the opportunity for new landscaping for numerous reasons, including tying in the detached storefront, fostering a park-like setting, help improve security and overall site tidiness. He asked the applicants to bring in tile samples if new tile is to be used for the staircase risers.

ACTION: Motion by Boardmember Johnson, seconded by Boardmember Reginato, to recommend the project be continued to a future meeting with direction to respond to the ARB's comments:

- Redesign gate/fence to a style more consistent with the era and the Monterey Revival style. It should be a more ornamental, lighter, with more open spacing.
- Lower the height of gate/fence to a maximum of 4-5 feet.
- Continue to update and review plans for errors and inconsistencies. Observed errors involved, but are not limited to, stair construction details, code requirements for handrails, safer landing alternatives, waterproofing details, and window references. For the next ARB review meeting, the plans don't have to be fully developed, however, they should be updated to ensure minimum code requirements and errors have been addressed to ensure that the proposed reconstruction is actually feasible to build. Fully developed and accurate construction plans would be required prior to Building & Safety plan check and for Final ARB review.
- Incorporate landscaping, planters, or other park-like elements in front of the fixed panel of gate/fence. This should be added to the plans and a planting plan, colors and materials should be provided.
- If desired by the applicant and if found to be appropriate by historian, consider a slightly darker paint color shade for the re-plastered brick.
- Consider a trellis element at the top of the stairs and an entrance element at the bottom of the stairs.
- Consider cohesive awnings over all the windows.
- Consider screening or relocation opportunities for exposed rooftop equipment.
- Consider opportunities for night-sky friendly exterior lighting, for example at the top of the stairs.

VOTE: 4-0

OTHER BUSINESS: None

CONSENT CALENDAR:

3) Action Minutes of the Architectural Review Board Meeting of September 30, 2021

ACTION: Motion by Boardmember Rodriguez, seconded by Boardmember Reginato, to approve the Minutes as presented.

VOTE: 4-0

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL: None

MATTERS PRESENTED BY BOARDMEMBERS/STAFF:

4) Sunburst Winery: Boardmember Johnson asked if the entry vestibule detail was built per plan. A discussion ensured wherein several of the Boardmembers recalled reviewing the new detail at a past meeting.

ADJOURNMENT

Chair Stein adjourned the meeting at 6:35 p.m. to the next regularly scheduled meeting to be held at 5:30 pm on Thursday, October 28, 2021. All Boardmembers present indicated they expected to be present.

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Chair, Architectural Review Board

ATTEST:

_____
Secretary, Architectural Review Board

CITY OF CARPINTERIA
5775 Carpinteria Avenue
Carpinteria California 93013

ARCHITECTURAL REVIEW BOARD
Meeting Date: October 28, 2021

ACTION MINUTES

The meeting was called to order at 5:36 p.m. by Brad Stein, Chair.

ROLL CALL

Boardmembers present: Brad Stein, Chair
Jim Reginato
Jason Rodriguez, Vice Chair
Richard Johnson
Amy Blakemore

Boardmembers absent: None

OTHERS PRESENT: 70 members of the public were in attendance.

PUBLIC COMMENT: None

PROJECT REVIEW

1) Project: Saint Joseph's Fence, 21-2121-FENCE/ARB/CDP
Address: 1532 Linden Avenue
Applicant: Jason Rodriguez for Saint Joseph Catholic Church
Planner: Syndi Souter

Request of Jason Rodriguez, agent for Saint Joseph Catholic Church, to consider Project 21-2121-FENCE/ARB/CDP for preliminary review of a proposal to construct new perimeter fencing and gates for the school buildings and playing field at Saint Joseph's Church. The new fencing is primarily proposed along Linden Avenue and the south side of the field adjacent to the church parking lot. Four new vehicular access gates and two ADA compliant pedestrian gates would be provided. The fencing and gates would have a height of six feet. The fence would be set back 10 feet from the sidewalk along Linden Avenue with new landscaping along the street frontage. The property is a 6.39-acre parcel zoned Community Facility (CF), and shown as APN 004-005-007, addressed as 1532 Linden Avenue.

Boardmember Rodriguez recused himself from participation in this item, as he sits on the Board of the school and would be serving as their project representative.

Ex Parte Communication:
Boardmember Blakemore disclosed that she discussed the project with a school parent.

Staff presented the project and explained that the Howard School is the applicant for the project on the church property. Staff described the proposed wrought iron and chain link fencing, including the details and locations of the fence and gate types; presented photographs of the project site; and described the landscaping plan for the section of wrought iron fencing proposed along Linden Avenue. Staff explained to the Board that the purpose of the 6-foot-tall fencing was for campus security. Boardmember Blakemore inquired about the northern terminus of the wrought iron fence, and staff explained that it would abut into the wall of the classroom building.

Jason Rodriguez, agent, thanked the Board and staff for their time spent to review the project. He explained that security is the main issue and purpose for the new fencing. He added that the Kent style for the wrought iron fence went well with the mid-century modern style of architecture on the church and surrounding outbuildings, and the fence would connect the buildings for unity. The design has simple, clean lines, and would appear transparent by design. As a bonus, the proposed fencing would eliminate the need for the temporary fencing each year for the annual carnival. He compared this proposal with the recently approved fence at Reality, and stressed that this site is a school which needs to be a secure area. He read into the record three letters of support that he received from local organizations and agencies.

Boardmember Reginato asked a question about the location of the dumpster at the rear of an adjacent residential property. Mr. Rodriguez responded that the plan is intended to show that the dumpster would be located behind the new gate to screen it from the street, and invited the Board's comments as to whether that section of fencing should also have privacy slats. Boardmember Stein shared that he had similar concerns about the dumpster locations, and had concerns about people hiding behind privacy slats. Boardmember Blakemore also commented, and the Board agreed that for safety and transparency, regular chain link fencing would be best in that location. Boardmember Stein commented that the proposed fencing would provide adequate access to the field for the carnival set-up and break-down.

Public Comment:
Mateo Betancourt read a letter of support from the Howard School 7th and 8th grade classroom written by Lacey Zimmerman, Alena Ballat, and himself. The letter cited concerns for safety, people leaving trash and dog waste on the field, and classroom disruptions from other people using the field. The letter included signatures from all of the 6th, 7th, and 8th graders at the Howard School.

Public comment letters expressing support for the proposed fence were submitted by:

Erica Delaney
Amanda George
Kelly and Kevin O'Donnell
Katie Hamdy
Kirsten Dagostino
Jeff Walker
The Hansens
Kandie Overgaag
Ryan and Chelsea Rifkin
Erika Lilley
Sarah Huskins
Amber Scouras
Cyndi Shope Cassady
Jamie Collins, Executive Director, Girls Inc.
James Carovano, Special Duty Deputy, Santa Barbara County Sheriff's Office
Diana F. Rigby, Superintendent, Carpinteria Unified School District
Lacey Zimmerman, Mateo Betancourt, and Alena Ballat

Copies of the letters are on file with the Community Development Department.

Boardmember Discussion:
Boardmember Reginato started the discussion by suggesting that the dumpster should be enclosed and that a few bougainvillea should be added to the landscaping along Linden Avenue.

Boardmember Blakemore agreed with Boardmember Reginato's comments and added that the bougainvillea should be extended along the full perimeter of the wrought iron fencing, including at the north side by the classrooms and along the church parking lot.

Boardmember Johnson asked if the wrought iron would be solid or hollow, and commented that the contractor should be consulted to ensure that the fence would not sag with weight added if the material will be hollow. He suggested that the trash enclosure should be large enough to contain the extra waste generated during special events. He agreed with the expanded landscaping, and suggested that additional landscaping should be added to the northern parking lot by the classrooms. He did comment that the fence is not consistent with the intentions of the design guidelines and he would prefer a 5-foot-tall fence, but understands that this fence will serve a specific purpose for the school.

Boardmember Stein agreed with the comments of the other boardmembers. He clarified that this project is different than the Reality fence because this fence is for a school and not a commercial enterprise. He agreed with Boardmember Johnson about the strength of the fence materials.

ACTION: Motion by Boardmember Johnson, seconded by Boardmember Blakemore, to recommend preliminary/final approval to the Community Development Director with the following comments:

- Construct a slatted chain link fence trash enclosure for the dumpster along the northerly property line; and
- Boardmember Blakemore to review an updated landscape plan based on ARB comments prior to issuance of any Building Permits.

VOTE: 4-0, Rodriguez abstained.

2) Project: Rincon Trail, 19-2015-CUP/CDP
Address: Eastern terminus of Carpinteria Avenue
Applicant: Matt Roberts, City of Carpinteria Parks and Recreation Department
Planner: Nick Bobroff

Request of Matt Roberts, City of Carpinteria Parks and Recreation Department, to consider Project 19-2015-CUP/CDP for preliminary review of a proposal to construct a new public multi-use trail connecting the eastern terminus of Carpinteria Avenue to Rincon Beach County Park located in unincorporated Santa Barbara County. The proposed trail would be approximately 16 feet in width and have a total length of 2,800 linear feet. The portion of the trail located within the City of Carpinteria is the westernmost 850 feet. The City portion of the project is located within City and Caltrans rights-of-way near the southeastern corner of the City.

No Ex Parte Communications were disclosed.

Staff presented the project to the Board, describing the overall project alignment and details, project history and objectives. Staff explained that because of the cross-jurisdictional nature of the project, the County SBAR had already reviewed the County portion of the trail at a conceptual level and the City

ARB was being asked to review the City's portion of the trail along with design features that should be common throughout the trail project (e.g., railings, fencing, etc.).

John Ilasin, Public Works Director, and Scott Onishuk, Bengal Engineering, provided some additional details about the bridge construction specifications, design standards from UPRR and Caltrans, and minor revisions made to the railing and fencing details ahead of the ARB meeting.

Public Comment:
James Zinder, President of the Santa Barbara Soaring Association, alleged that his group did not receive proper 14-day advance notice of the ARB meeting (staff note: Staff clarified that for ARB meetings, only 7-day notice is provided, which the SBSA confirmed receiving by email. Interested parties were also invited to submit their contact information to staff in order to be added to the notification list for future meetings.). He also stated that he believed the eastern terminus of the trail was unsafe due to emptying cyclists into the Rincon Beach parking lot.

Karl Cameron expressed his opposition to the project and referred to a petition signed by 3,000 others that were also opposed to the proposed trail alignment. He expressed skepticism over the severity of the ancient landslide and the inability to construct a trail through the area like what was shown on the original approved version of the project back in 2015, which he noted the soaring community did not object to since it would not have affected their flying conditions. He asked why the ARB were not considering Alternative 4 described in the EIR (trail along the highway to Bates Rd) or an Alternative 5 (trail on the other side of the highway). He reiterated his fear that, as proposed, the project would ruin the area for flying.

Ottis Gillespie made various allegations that construction has commenced on portions of the trail ahead of any permits or approvals being granted.

John Greynald urged the ARB to not approve the plans as presented, describing them as being too preliminary or tentative at this stage, and that more needs to be known and understood before approval is granted. He accused the City of "steamrolling" the soaring community by continuing to push this project forward despite the soaring community's opposition. He also alleged that the project is violating multiple City rules and asserted that the soaring community was prepared to file a lawsuit and would prevail.

George Jimenez submitted a public comment letter and summarized his comments verbally. He expressed his opposition to the proposed project, describing it as too large, incompatible with its setting, subject to excessive earthwork and erosion, likely to cause a dangerous condition for cyclists entering the Rincon Beach parking lot, and that it would ruin flying at the site forever. He urged the ARB and City staff to consider instead a trail on the north side of the bluff or the north side of the highway. He also alleged that he did not receive proper advance notification of the meeting. A copy of his entire letter is on file with the Community Development Department.

Janica noted that the Bates site is important to the soaring community both because it is a coastal site that allows for launching and landing in the same area, and because of the site's smooth laminar flow which creates favorable flying conditions. She noted that for free flight enthusiasts, the bigger the bluff face, the better, and that's why she was opposed to trail designs that required extensive earthwork. She recommended the trail be narrowed to 8 feet in width to reduce earthwork. She

expressed safety concerns for flying in areas with chain link fencing and light poles, as these pose obstacles that sails or other types of flying rigs can get snagged on.

Gary Mussell, Friends of Bates Beach, expressed concern over the trail directing cyclists into the Rincon Beach park parking lot. He explained he studied the location but could not come up with any likely routes that could be developed to safely convey cyclists down to Bates Rd along the edge of the parking lot to avoid cars. He noted that for this reason, the City's Environmental Review Committee expressed a preference for Alternative 4 (trail along north side of bluff) and urged the ARB to also consider this alternative. He also asked why there is no railing shown around the proposed bluff overlook area, suggesting this could be a safety hazard.

Public comment letters were received from the following individuals. Copies of the letters are on file with the Community Development Department:

Cary Hitsman submitted a public comment letter supporting the addition of a multiuse trail between Carpinteria Avenue and Rincon Beach County Park.

Leslie Ogden, President, Channel Islands Bicycle Club, expressed support for a trail connecting the City of Carpinteria to Rincon Beach County Park. She noted the regular use of the area by cyclists and explained the existing alternative options are not safe or suitable for all prospective trail users.

Edword Skuowl alleged that the proposed trail project would illegally harm endangered plant life, irreversibly alter the Migratory Bird Treaty Act, dangerously affect monarch butterflies in the area, and negatively impact California Condors. He supported Alternative 4 (trail along the north side of the bluff), which he believed would not have any of these impacts, would avoid a major lawsuit, and avoid changing the air flow of the area.

Boardmember Discussion:
The Boardmembers discussed the bridge railing and fencing, and how to treat the protective railing/fencing on top of the wing walls at each end of the bridge. It was suggested that rather than carrying the post and rail fence up to the bridge, it may be better to mimic the appearance of the bridge truss railing for the railing on the wing walls.

Bridge color was also a group topic. It was suggested that it would be preferential to simply leave the bridge structure and chain link safety fence as raw galvanized rather than painting these features. It was noted it would be lower maintenance and as the galvanized finish grays out, it would take on a subdued appearance that should blend in well. It would also generally match the finish of the bike path railing used south of Rincon along the shoulder of the highway.

Other comments from the Boardmembers included:

Boardmember Johnson recommended the lookout area be designed and shaped to look more organic and natural. Similarly, he recommended the bluff faces also be sculpted to give them a more naturalized look. Revegetation of the affected areas will be important to achieve an attractive appearance. He supported the use of the post and rail fence for the trail. He suggested use of a color concrete would be a nice feature. He also supported the inclusion of subdued solar lighting along the trail, where needed for safety.

Boardmember Blakemore noted that she will be very interested in reviewing the restoration and planting plan once it's ready. She expressed her preference for the continuation of the post and rail fence for the northern portion of the trail, if allowed by Caltrans.

Boardmember Reginato explained that he liked the appearance of the post and rail fence but thought it would be wise to switch to a concrete product with the same appearance for maintenance reasons. He clarified that he would like to see the trail descend to the existing (former) railroad bench as soon as possible in order to minimize alteration of the bluff face. He described the end of the trail at Rincon Beach Park as being dangerous as there is not a safe space for cyclists to ride through the lot currently, and noted he could not support the project as currently proposed because of this element of the design. He asked whether e-bikes would be allowed on the trail, noting they travel at high speeds which would add further danger for traveling through the Rincon Beach Park parking lot.

Boardmember Rodriguez liked the idea of using a concrete version of the post and rail fence. He also supported continuing the post and rail fence for the north portion of the trail, if allowed. He pointed out the existing cypress trees that grow along the north bluff adjacent the on-ramp and suggested it could be nice to continue these along this side of the trail, if possible. He agreed that lighting for safety is needed in some parts of the trail and that it could be kept low in height and intensity. If possible, he asked the design team to study options for integrating the bridge railing and safety fencing into one feature, like what is used on the new freeway overpasses in Carpinteria. He also asked if there were any options for modifying and extending the existing walkway along the park to serve as a continuation of the bike path through the parking lot.

Boardmember Stein had no objections to the proposed alignment. He agreed with the other Boardmembers about the preference for a concrete post and rail fencing, and about safety concerns at the Rincon Beach park end of the trail.

ACTION: Motion by Boardmember Rodriguez, seconded by Boardmember Johnson, to recommend preliminary approval to the Planning Commission with their comments attached.

VOTE: 5-0

OTHER BUSINESS:

CONSENT CALENDAR:

3) Action Minutes of the Architectural Review Board Meeting of October 14, 2021

ACTION: Motion by Boardmember Rodriguez, seconded by Boardmember Blakemore, to approve the Minutes as presented.

VOTE: 4-0-1 (Stein abstain)

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL: None

MATTERS PRESENTED BY BOARDMEMBERS/STAFF:

4) Sanctuary Beach Condominiums: Staff presented two requested revisions for the Board's consideration. One revision would raise the window head heights on the rear building in order to

maximize views toward the salt marsh. The window head heights for the rear rooms would be carried around all sides for consistency purposes. The other revision was to replace the approved eave detail with a more traditional Spanish style detail featuring decorative corbels and tig siding on the soffits. The Board consented to both revisions as presented.

ADJOURNMENT

Chair Stein adjourned the meeting at 8:00 p.m. to the next regularly scheduled meeting to be held at 5:30 pm on **Wednesday**, November 10, 2021. All Boardmembers present indicated they expected to be present.

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Chair, Architectural Review Board

ATTEST:

_____
Secretary, Architectural Review Board

December

SUN	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRI.	SAT.
		LR: Lobby Meeting Room SR: Side Conference Room CC: Council Chamber CC-TV: Council Chamber Televised CM: Council Meeting Room	1 **9am** City Mngr. Conf. Call CC **9:30am** Annual Gov. Tax CC **2pm** PW Staff Meeting CC **5:30pm** Fire District CC-TV	2 **9:30am** Annual Gov. Tax CC **2pm** All CDD Staff Mtg. CM	3	4
5	6 **5:30pm** Planning Commission CC-TV	7 **10am** Supervisors Meeting CC **2:30pm** Planning Staff Mtg. CM	8 **2pm** PW Staff Meeting CC **5:30pm** Water District TV	9 **9am** Parks & Rec. Staff Mtg. CM **2:30pm** Code Compliance Mtg. LR **3:30pm** Inter-Dep. Coordination CC	10	11 **9am-1pm** ABOP PW Yard **9am** Carp beautiful
12	13 **5:30pm** City Council Meeting CC-TV	14 **10am** Supervisors Meeting CC **2:30pm** Planning Staff Mtg. CM **5:30pm** School District CC-TV	15 **9am** City Mngr. Conf. Call CC **2pm** PW Staff Meeting CC	16 **9am** Parks & Rec. Staff Mtg. CM **10:30am** IDAG CC **2:30pm** Code Compliance Mtg. LR **5:30pm** Architectural Review CC	17	18
19 	20	21 **10am** Supervisors Meeting CC **2:30pm** Planning Staff Mtg. CM	22 **9am** City Mngr. Conf. Call CC **2pm** PW Staff Meeting CC	23 Christmas Holiday Observed City Hall Closed 	24 City Hall Closed Christmas Holiday	25 Merry Christmas
26	27	28 **10am** Supervisors Meeting CC **2:30pm** Planning Staff Mtg. CM	29 **9am** City Mngr. Conf. Call CC **2pm** PW Staff Meeting CC	30 New Year's Eve Observed City Hall Closed 	31 New Year's Eve Observed City Hall Closed 	

City of Carpinteria
Planning Activity Summary

November 2021

1. In 30-day review process
2. Incomplete
3. Schedule for ARB
4. Director's Decision
5. Schedule for PC
6. PC approved
7. Schedule for CC
8. CC Approved
9. Schedule for final ARB
10. Final ARB Approval
11. Schedule for CCC
12. In plan check
13. BP issued
14. Under construction
15. C of O issued

Last Edited 12/02/2021

Project #	Owner / Applicant	Address	Street	Project Description	Activity	Planner	Status	Code Violation
21-2134-SIGN	Carpinteria Business Park	4185, -88, -93	Carpinteria Avenue	Update existing signage of 4 tenants to meet the new sign program	Submitted 11/16/2021. Under review.	Marysol	1	
21-2133-TUP	Gigavac	6382	Rose Lane	TUP for portable restrooms during remodel	Submitted 11/9/21.	Nick	1	
21-2132-TUP	Gigavac	6382	Rose Lane	TUP for portable offices during remodel	Submitted 11/9/21.	Nick	1	
21-2131-DP/CDP/ARB	Tim Finnigan	4775	Seventh Street	New SFD with 4-car garage below	Submitted 11/8/2021. Under review.	Syndi	1	
21-2128-DP/CDP	Chevron	5675	Carpinteria Avenue	Decommissioning and Remediation of the Carpinteria Oil and Gas Processing Facilities	Submittted 10/25/2021. Labels Submitted 11/10/21.	Steve/Luis	1	
21-2112	City of Carpinteria		City wide	Downtown Design Overlay Program	In progress. Draft in preparation.	Rita	1	
21-2111	City of Carpinteria		City wide	Density Bonus Program	In progress. Draft in preparation.	Rita	1	
21-2129-DPR/CDP	The Storage Place	6250	Via Real	New storage units (modular)	Submitted 10/27/2021. Incomplete 11/24/2021.	Marysol	2	
21-2127-CDP/ARB	Eva Sobesky & Todd Mathers	5353	Eighth Street	Exterior alterations to existing residence.	Submitted 10/25/2021. Incomplete 11/24/2021. Stop Work posted 11/30/2021.	Syndi	2	
21-2126-FENCE/ARB	Jaime & Ericka Lopez	5458	Granada Way	As-built walls in front and side yards	Submitted 9/27/2021. Incomplete 10/20/2021.	Syndi	2	Yes
21-2116-ARB	Motel 6	5550	Carpinteria Avenue	Lighting and landscaping	Submitted 7/14/2021. Incomplete 12/12/2021. Resubmittal under review.	Marysol	2	Yes
21-2107-CUP/CDP/ARB	City of Carpinteria/S&S Seeds	6155	Carpinteria Avenue	Coastal Vista Trail Segment	Submitted 4/28/2021. Incomplete 5/27/2021.	Syndi	2	
21-2099-CUP	Family Baptist Church	5026	Foothill Road	New portable classrooms for elementary school	Submitted 3/15/2021. Incomplete 4/13/2021. Resubmitted 5/26/2021. Incomplete 6/24/2021. Prelim ARB 6/17/2021, continued to 7/1/2021 with comments. Project on hold per applicants.	Marysol	2	
21-2083-DP/CDP/ARB	Jerry & Lisa Zins	4905	Eighth Street	New 3-unit condominium building	Submitted 1/13/2021. Incomplete 2/12/2021. Owners have decided to do condos instead of apts. Resubmitted 9/17/2021. 2nd Incomplete 10/11/2021.	Syndi	2	
20-2073-SIGN	Ramiro Vega	830	Maple Avenue	New illuminated sign (as-built)	Submitted 11/6/2020. Incomplete 12/3/2020. Pending resubmittal.	Marysol	2	yes
20-2067-DP/CUP/CDP	Jens Amlie	845	Concha Loma Drive	460 sf master bedroom addition to (e) SFD	Submitted 10/1/2020. Incomplete 10/30/2020. Awaiting resubmittal.	Syndi	2	
20-2059-DP/CDP	Barton Myers	6175	Carpinteria Ave	Construct (N) 2-story office building.	Submitted 7/30/20. Incomplete 8/28/20. Resubmitted 11/25/20. Incomplete 12/24/20.	Nick	2	
20-2057-DP/CUP/CDP	Martha Marquez	4684	Seventh Street	Construct a 258 SF addition and new entry porch to Unit A on the existing duplex.	Submitted 7/22/2020. Incomplete 8/21/2020. Resubmittal 3/23/2021. Incomplete 4/21/2021. Awaiting resubmittal.	Syndi	2	

20-2047-DP/CDP	Chevron	5663	Carpinteria Ave	Seal rookery overlook improvements	Submitted 3/26/2020. Under review. Incomplete 4/23/2020. Awaiting resubmittal.	Syndi	2	
20-2045-LM	Rafael Hernandez	4950 & 4954	Fifth Street	Voluntary lot merger	Submitted 3/11/2020. Sent to City Surveyor for review 3/23/2020. 1st corrections received & sent to applicant 4/9/2020.	Syndi	2	
20-2033-SIGN	Yummy Yogurt	1005	Casitas Pass Road	New sign	Submitted 2/7/2020. Incomplete 3/6/2020. Resubmitted 4/10/2020. Under review. Pending resubmittal.	Marysol	2	Yes
20-2030-CUP	Procore	6395 B&C	Cindy Lane	Convert 2 warehouse buildings to a business training center. Total square footage is 60,522 sf, and includes a new kitchen and mezzanine	Submitted 1/8/2020. Incomplete 2/7/2020. Awaiting resubmittal.	Syndi	2	
19-2018-FENCE	Ernesto Verburgt	4516	El Carro Lane	7 foot side yard fence (resulting from grade difference)	Submitted 10/25/2019. Incomplete. Partial resubmittal 12/10/2019. Building Permit in plan check. Awaiting solution for last incompleteness item.	Marysol	2	Yes
19-2008-ORD/LCPA	City of Carpinteria			Amendment(s) to the City's LCPA - (ADUs) to implement State requirements	Planning Commission 10/4/2021,with City Council 10/25 to discuss big picture items before Admin Drafts submitted to CCC and HCD. Drafts submitted.	Rita	2	
18-1954-DPR/CDP	Winfred Van Wingerden	4180	Via Real	New gazebo, paint colors, and landscaping	Submitted 12/27/18. Incomplete 1/25/19. Resubmitted 2/11/19; under review. Revised scope; complete 3/7/19. Revised scope, resubmitted materials 4/19/19. Roy H. advised applicant new gazebo triggers ADA issues.	Syndi	2	Yes
18-1916-CUP/CDP	Crown Castle	1222	Cravens Lane	Wireless Telecommunications Facility	Submitted 4/19/18. Incomplete 5/17/18. Resubmitted 6/25/18. Incomplete 7/23/18.	Nick	2	
18-1915-CUP/CDP	Crown Castle	5315	Foothill Road	Wireless Telecommunications Facility	Submitted 4/19/18. Incomplete 5/17/18. Resubmitted 6/25/18. Incomplete 7/23/18.	Nick	2	
15-1783-SIGN/FENCE	Arbor Trailer Park	4677	Carpinteria Avenue (Ninth Street)	New frontage fences and signage	Submitted 08/05/15. Need survey from PW. Incomplete 08/17/15. See Matt M for PW status.	Marysol	2	
21-2108-ARB	William and Theresa Wood	4916-4950	Carpinteria Avenue	Exterior improvements, staircase replacement, new driveway gate,	Submitted 5/5/2021. Incomplete 6/4/2021. Resubmittal under review 8/27/2021. Complete 9/16/2021. Prelim Continued ARB 10/14/2021. Pending resubmittal.	Marysol	3	
21-2106-DP/CDP/ARB	Siegel Residence Addition	4755	Fourth Street	Second story addition to SFD	Submitted 4/28/2021. Incomplete 5/28/2021. Resubmitted 8/30/2021. Complete 10/14/2021. Tentatively scheduled for ARB on 12/16/2021.	Syndi	3	
21-2100-FENCE	Bruce Fincher	4759	Sandyland Rd	Rolling driveway security gate	Submitted 4/5/2021. Incomplete 4/29/2021. Complete 6/2/2021. Prelim ARB 6/17/2021. Under review with Public Works. Redesign and resubmittal under review.	Marysol	3	

19-2006-CON	Richard Smith	5510	Callejon Dr	Remodel (E) SFD, construct 2nd story addition, & addition of ADU	Submitted 9/6/19. ARB concept review 11/21/19. Revised ARB concept review 8/27/20.	Nick	3	
19-1986-LCPA	City of Carpinteria		Citywide	Development Design and Housing Regulation Changes	Initiated by the City Council on 5/28/19. Ad-Hoc Committee inaugural meeting 5/9/19. Last Meeting 6/10/2021.	Steve/Rita	3	
18-1942-DP/CDP	Carp Unified School Dist.	5201	Eighth Street	Replace portables with Modulars	Submitted 10/15/2018. Incomplete 11/14/18. Resubmitted 3/6/19, Complete 4/4/19. Waiting for requested materials for ARB.	Steve	3	
21-2120-DPR/ARB	Faydra Gage, Dawn Sherry Architects	4835	Carpinteria Ave	Exterior Alterations to existing parking lot/outdoor patio addition and minor interior remodel to existing commercial lease space.	Submitted 7/28/2021. Complete 8/27/2021. Prelim/Final ARB 9/30/2021. Director Approval 11/30/2021.	Marysol	4	
21-2079-ARB	Lynette & Jason Fernandes	1330	Vallecito Place	New entry porch, exterior updates, & interior remodel	Submitted 1/8/2021. Incomplete 2/5/2021. Resubmittal 2/19/2021. Complete 3/18/2021. To ARB for prelim/final 3/25/2021. Director approval 11/10/2021.	Syndi	4	
20-2046-ARB	Sukone Sriprajittichai	901	Linden, Suite B	Add three new windows to exterior wall to create a new storefront.	Submitted 3/16/2020. Complete 04/13/2020. Prelim ARB 06/11/2020, continued. Schedule for prelim ARB 7/30/2020. Director Approval 10/13/2020. Final ARB 10/15/2020. Pending Building Permit submittal.	Marysol	4	
20-2036-SIGN	American Indian Health Services	5412	Carpinteria Ave	New Sign	Submitted 2/13/2020. Incomplete 3/2020. Resubmittal 04/27/2020. Approved, pending Building Permit.	Marysol	4	
18-1935-ARB	Gerardo Celio	1466	Azalea Drive	Demo of structures, new California roof over flat roof garage, addition of 181 sf	Submitted 08/30/2018. Incomplete 9/28/2018. ARB 10/11/2018. Pending resubmittal. Resubmitted 05/14/2019. Complete 06/13/2019. Resubmittal 10/14/2019. Pending another resubmittal for Director-level final review. BP submitted for demo of unpermitted construction only.	Marysol	4	
21-2123-CUPR	McCann Mini-storage	1222	Cravens Lane	Interior mezzanine to add 13,000 sf of storage units to existing 13,000 sf building.	Submitted 8/11/2021. Incomplete 9/9/2021. Resubmitted 11/18/2021. Complete 11/23/2021. Tentatively scheduled for PC on 2/7/2022.	Syndi	5	
21-2122-CUP/CDP	Caltrans		US 101/Carpinteria Avenue	Santa Claus Ln Bike Path	Submitted 8/12/31. Additional submittals 9/20/21. Complete 9/27/21. Prelim ARB approved 11/10/21. To PC 12/6/21.	Nick	5	

19-2015-CUP/CDP	City of Carpinteria		Carpinteria Ave	Construct Carpinteria Rincon Trail	Submitted 10/17/19. AB52 Notification 10/29/19. Release of public draft MND 11/1/19. To ERC 11/14/19. PC acceptance & certification of MND 1/6/20. Appeal of PC filed 1/15/20. Appeal set aside. NOP Released for EIR 10/30/20. NOP Scoping Hearing 11/17/20. NOP Scoping Period closed 11/30/20. Draft EIR released for 45-day review period 3/12/21. To ERC 4/13/21. DEIR commented period ended 4/26/21. Staff preparing Proposed Final EIR and considering project revisions. ARB Prelim Approval 10/28/21. Tentatively scheduled for 1/18/22 PC.	Nick	5	
16-1822-DP/CDP	Via Real Hotel	4110	Via Real	New 110-room hotel	Submitted 4-19-16. Incomplete 5-18-16. Resubmittal 7/14/16. Incomplete 8/11/16. Resubmittal 9-12-16. Incomplete 10/11/16. Resubmitted 10/31/16. Complete 11/30/16. Prelim ARB 12/15/16, cont'd to future meeting. In-progress ARB review 2/16/17. Prelim ARB approval 3/30/17. Env. review underway. Reviewed updated biological/wetland reports; CCC determined creek regulations apply. Site visit w/ CCC 6/8. Revised project submitted 7/24/19; under review. Revised preliminary ARB review 8/29/19; continued to 11/21/19 ARB meeting. Revised prelim ARB approval 11/21/19. Revised CEQA review underway.	Nick	5	
16-1810-LCPA	City of Carpinteria		Citywide	General Plan/Coastal Land Use Plan Update	kick off meeting April 27, 2016. Ongoing through 2022.	Steve	5	
15-1781-DP/CDP	Bernardo Cruz	4675	Carpinteria Ave	Construct (N) 2-story mixed use building	Submitted 07/09/2015. Incomplete 8/06/15. Concept ARB review 03/29/20. Resubmittal 07/22/20. Incomplete 8/21/20. Resubmitted 2/8/21. Incomplete 3/8/21. Resubmitted 5/17/21. Prelim ARB Approved 9/16/21.	Nick	5	
05-1210-ZTA/LCPA	City of Carpinteria		Citywide	Zoning Code Update	Kick-off meeting 4/20/05. Joint Study Session 5/16/05. All administrative draft chapters delivered 5/12/06. Now connected to the 3-year Principal Planner position work effort through a CCC grant.	Steve/Rita	5	

20-2072-CUP/CDP	Ben Paul	4652	Fourth Street	Exterior and interior remodel of two existing detached dwelling (as-built).	Submitted 10/20/2020. Incomplete 11/19/2020. Resubmittal 01/08/2021. Prelim/Final ARB 01/14/2021. Incomplete 2/4/2021. Resubmittal 3/8/2021. Complete 3/25/2021. Planning Commission 6/7/2021. Approved. Pending Building Permit submittal.	Marysol	6	yes
19-2016-DP/CDP	City of Carpinteria	5775	Carpinteria Avenue	New skate park and amenities	Submitted 10/22/2019. Complete 11/20/2019. Prelim review at ARB on 1/30/2020. Approved at PC on 6/1/2020.	Syndi	6	
18-1926-DP/CDP	Steadfast Grand Vida II	5464	Carpinteria Ave	Phase II Assisted Living Facility expansion	Submitted 7/12/18. Incomplete 8/10/18. Resubmitted 1/28/19; incomplete 3/7/19. Resubmitted 3/21/19; incomplete 4/18/19. Resubmitted 6/11/19; complete 7/11/19. To prelim ARB 10/17/19; continued to ARB 12/12/19. Prelim ARB approval 12/12/19. To PC 1/6/2020-approved. To ARB for in-progress review 1/30/2020. TEX requested 5/26/2020. TEX approved by PC on 8/3/2020.	Syndi	6	
14-1722-TPM/CDP	Godfrey	1056	Eugenia Place	Subdivide (e) mixed use building into three condominiums	Submitted 6/19/14. Incomplete 7/17/14. Resubmitted 10/20/14. Complete 10/29/14. PC approved 11/3/14. FLAN sent 11/18/14.	Nick	6	
19-1982-MCA	City of Carpinteria		Citywide	Seismic Retrofitting of Soft-Story Buildings	Initiated by the City Council on 5/13/19. To City Council for first read on 1/13/2020. Public Workshop held 2/22/2020. Second first read yet to be scheduled this summer when meetings go live due to public interest.	Dan / Steve	7	
21-2090-DP/CDP	CHT, LLC	700	Linden Ave	Rehabilitate & Remodel (E) buildings; new 2nd floor addition	Submitted 2/17/21. Incomplete 3/19/21. Resubmitted 4/15/21. Prelim ARB approval 4/29/21. Resubmittal 5/21/21. Complete 6/11/21. PC approved 7/6/21. To ARB In-Progress Review 9/30/21. Hardware/Butler Buildings BP submitted 10/12/21.	Nick	9	
17-1883-DP/CDP/TPM	Michael Haber	4716	Seventh St	remodel (E) SFD, construct carport, construct 2 (N) 2-story residential units, subdivide property for condominium purposes.	Submitted 6/22/17. Incomplete 7/20. Resubmitted 10/2/17. Incomplete 11/1/17. Resubmitted 1/11/18, under review. Prelim ARB approval 3/15/18. PC approved 6/4/18. FLAN sent to CCC 06/21/18. Submitted for Final ARB 11/20/20. Awaiting revised drawings. Final Parcel Map submitted for review 2/1/21.	Nick	9	

19-1980-ARB	Stengel	5420	Cameo	Remodel SFD & 1st floor addition	Submitted 4/19/19. Comments back to applicant 5/13/19. Complete 5/22/19. Prelim ARB approval 6/13/19. Director approved 7/30/19. Final ARB approval 9/26/19. Applicant submitted Time Extension Request granted 12/11/20.	Nick	10	
14-1719-CUP/CDP	City of Carpinteria		Carpinteria Ave Bridge	Replace Carpinteria Ave Bridge over Carpinteria Creek	NOP & Scoping Document released 7/3/14. Scoping Hearing 7/22/14. Project overview to PC 9/2/14. Project update to CC 11/10/14. ARB CON 2/12/15. EIR released for public comment 3/25/16. ERC 4-26-16. Public Comment Period closed 5-9-16. Prelim ARB approval 9/15/16. PC approved 11/7/16. Sent to CCC 11/18/16. PW completing 65% drawings 3/17. Utility relocation coordination underway 3/17. Construction easement acquisition underway Spring 2018. Entitlements expired, need CEQA Addendum to address CSD Siphon relocation. Final ARB 11/21/19. PC approval for reauthorization of CUP/CDP and acceptance of CEQA Addendum 6/01/20.	Nick	10	
07-1407-ARB	6380 Via Real, LLC	6380	Via Real	Revised new office complex	Revised Final ARB 10/17/2019.	Syndi	10	
17-1896-LCPA/ORD	City of Carpinteria			citywide commercial cannabis regulations	12/11/17 briefing to CC. 1/22/18 briefing to CC. 4/23/18 CC initiates Ord development. PC 10/1/18 cont'd. 11/5/18 PC recommended approval to CC. CC approved 1st reading 11/26/18. CCC Approved LCPA 2/7/19. Ordinance 2nd reading approved by CC 3/25/19. Consultant contract for licensing program awarded by CC 4/08/19. CCC acceptance of LCPA 5/9/19. Drafting of Licensing program underway.	Nick	11	
21-2121-FENCE/ARB/CDP	St. Joseph Catholic Church	1532	Linden Avenue	New perimeter fence and landscaping around playing field and school.	Submitted 8/9/2021. Incomplete 9/8/2021. Resubmittal 9/23/2021. Complete 10/12/2021. Preliminary & final review at ARB on 10/28/2021. Director approval 11/18/2021. In plan check.	Syndi	12	
21-2094-DPR/CDP	Carpinteria Valley Historical Society	956	Maple Avenue	Construct new storage shed	Submitted 3/2/2021. Incomplete 4/1/21. Resubmitted 6/4/21. Complete 7/26/21. Director approved 7/29/21. FLAN sent 8/31/21. BP submitted 9/17/21.	Nick	12	
21-2086-ARB	Frank & Christine Isaac	5410	Cameo Road	SFD remodel, 70sf add'n., and new deck/trellis	Submitted 2/8/2021. Incomplete 3/5/2021. Resubmitted 6/29/2021. Complete 6/30/2021. To ARB for prelim/final review 7/29/2021. Director approved 10/20/2021. BP#13206 in plancheck.	Syndi	12	

21-2085-ARB/CDP	Forrest Carter	5251	Sixth Street	6' fence & gates	Submitted 2/4/21. Incomplete 2/25/21. Resubmitted 6/8/21. Complete 6/9/21. Prelim ARB approved 7/15/21. Director approved 8/26/21. BP submitted 9/22/21.	Nick	12	
20-2070-ARB/CDP	Manuel Martinez	1147	Vallecito Road	Remodel (e) SFD & construct 2nd story addition	Submitted 10/15/2020. Under review. Incomplete 11/13/2020. Resubmittal 11/24/2020. Incomplete 12/10/2020. Resubmittal 12/10/2020. Complete 12/11/2020. Prelim ARB on 2/11/2021, continued. Resubmittal 3/26/2021. Prelim at ARB 4/15/2021. Director approval 6/1/2021. Appeal filed 6/11/2021. Appeal to PC 8/2/2021. Appeal continued. Approved by PC on 9/7/2021. To ARB for final review 10/14/2021. BP#13346 is ready to issue.	Syndi	12	
20-2037-ARB/CDP	John Cervini	5586	Retorno Dr	Remodel (E) SFD & construct 2nd story addition	Submitted 2/21/20. Incomplete 3/20/2020. Resubmittal 9/29/2020. Incomplete #2 10/27/2020. Resubmittal 11/12/2020. Complete 12/3/2020. Prelim ARB on 2/11/2021. Director approval 5/5/2021. No appeals filed. Final ARB on 7/29/2021. BP#13393 in plan check.	Syndi	12	
19-2023-LLA	Lockwood/Segall	5139 & 5157	Eighth Street	LLA, demo and rebuild garage.	Submitted 11/15/2019. Incomplete 12/13/19. Resubmitted 3/10/2020. 2nd Incomplete 4/2/2020. Resubmitted 4/13/2020. Complete 4/16/2020. Corrections sent to City Surveyor 4/27/2020. ARB on 5/28/2020. Approved by PC on 7/6/2020. City Surveyor corrections to applicant 7/13/2020. 4th review to City Surveyor 10/8/2020. Corrections to applicant 11/2/2020. LLA docs to City Surveyor for recording 4/5/2021. Applicant making corrections to add'l docs per Recorder's Office. BP#13089 on hold until LLA is recorded.	Syndi	12	
18-1903-DP/CDP	Procore	6303	Carpinteria Ave	Renovation of exterior building facade, landscape and driveway/parking lot	Submitted 1/16/18. Incomplete 02/14/2018. Resubmitted 08/15/2018. Incomplete 9/14/2018. Concept ARB review 10/11/18. Continued Conceptual ARB review 11/15/2018. Complete 01/11/2018. Prelim ARB 02/13/2019. PC 07/01/2019. Final ARB 9/12/2019. In plan check, pending resubmittal. Proposal to proceed with partial relandscaping only under review 11/2021.	Marysol	12	

17-1888-CDP	Finnigan	4775	Seventh St	construct (N) 728 sq ft 3-car garage	Submitted 9/6/17. Incomplete 9/20/17. Resubmitted 9/26/17. Complete 10/3/17. Approved by Director 10/9/17. In BP Plan Check.	Nick	12	
15-1788-CDP	Gobbell	5398	Star Pine Road	Convert (E) accessory building into a second dwelling unit	Submitted 8/19/15. Incomplete 9/4/15. Resubmittal 9/11/15. Complete 9/28/15. Prelim/Final ARB 10/15/15. CDD Director approved 10/29/15. 1-year time extension approved 10/11/16. Submitted for Building Permits 10/4/17. In Plan Check.	Nick	12	
15-1767-CDP	Wood	650	Concha Loma Drive	New Single Family Residence	Submitted 4/28/15. Incomplete 5/27/15. Resubmitted 7/13/15. Complete 8/10/15. CEQA Initial Study underway. ARB concept review 10/15/15. Draft MND public review period 7/15- 8/15/16. To ERC 8/4/16. Prelim ARB 8/11/16, continued with revisions. Revised plans submitted; Prelim ARB approved 9/14/17. PC Approved 8/5/19. FLAN sent to CCC 8/23/19. BP application submitted 12/24/19. Final ARB approved 5/28/20. In BP review.	Nick	12	
21-2115-TUP	Sanctuary Beach/Klentner	4285	Carpinteria Ave	TUP for construction office trailer	Submitted 6/21/2021. Application complete 6/24/2021. Approved 6/30/2021. BP#13371 issued 7/19/2021.	Syndi	13	
21-2104-SIGN	Juice N Things LLC	4991	Carpinteria Ave	New signs (2) non-illuminated	Submitted 4/20/2021. Incomplete 5/5/2021. Resubmitted, under review. Incomplete 7/6/2021. Matters by Staff 7/15/2021. Resubmittal 7/30/2021. Final pending information submitted 8/25/2021. Director Approve 9/2/2021. Building Permit issued, pending pickup.	Marysol	13	
21-2092-SDU/CDP	J. Bradley Stein	1315	Casitas Pass Road	Validate (E) guest house as SDU & permit remodel of SDU & attached accessory structures	Submitted 2/26/2021. Complete 3/19/21. Prelim ARB approved 3/25/21. Director approved 6/1/21. BP issued 6/23/21.	Nick	13	
21-2087-ARB	Paul & Michelle Sanchez	1481	Sterling Avenue	SFD remodel, 391sf of add'ns, new front porch, & full re-roof	Submitted 2/9/2021. Incomplete 3/5/2021. Resubmitted 3/26/2021. Complete 4/1/2021. Prelim & final at ARB 4/15/2021. Director approval 5/4/2021. BP#13369 issued 9/21/2021.	Syndi	13	

20-2042-ARB	Scouras Family Trust	1493	Trenora Street	SFD remodel, 89.5 sf addition to 1st floor, 451 sf addition to 2nd floor	Submitted 3/5/2020. Incomplete 3/31/2020. Resubmitted 5/21/2020. Complete 6/18/2020. Prelim ARB on 7/16/2020. Resubmittal 8/27/2020. In-progress ARB on 10/29/2020. Approval letters sent 11/25/2020. Final ARB on 7/1/2021. BP#13339 issued 11/3/21.	Syndi	13	
19-1985-ARB	Brian Pera, HLW for Procore	6303	Carpinteria Ave	Renovation of exterior facade of an existing 1,315 accessory structure	Submitted 5/15/2019. Complete 6/12/2019. Substantial Conformity Determination 8/1/2019. Building Permit Application submitted 9/4/2019. BP issued.	Marysol	13	
17-1894-DP/CDP	M3 Multifamily, LLC	4819	Carpinteria Avenue	construct new 2-story mixed use building	Submitted 11/30/17. Incomplete 12/19/17. Resubmitted 2/22/18. Complete 2/23/28. PC approved 4/2/18. BP issued 2/19. PC approved 36-mo. Time Extension 5/4/20.	Nick	13	
21-2130-SIGN	Freedom Signs for The Thrifty Flea	933	Linden Avenue	1 wall sign and 1 hanging sign`	Sumbitted 11/4/2021. Director approved 11/9/2021. BP issued. Under construction.	Marysol	14	
21-2119-SIGN	Jaime Leaf, Signature Signs	957	Maple #2	Monument sign reface	Submitted 7/19/2021. Approved 8/17/2021. Under construction.	Marysol	14	
21-2101-SIGN	Nhan Nguyen, Lavish Nails	991	Linden Ave	1 non-illuminated wall sign	Submitted 4/9/2021. Incomplete 5/5/2021. Resubmittals, pending corrections. Approved 8/17/2021. Under construction.	Marysol	14	
21-2097-DP/CDP	Kimberly and Gregory Garcia	4921	Sandyland Road	Exterior remodel, new siding, windows, relandscaping, new fence	Submitted 3/9/2021. Incomplete 3/30/2021. Resubmitted 5/17/2021. Complete 6/15/2021. ARB 7/1/2021. Director Approval 8/24/2021. Building Permit Issued 9/24/2021. Revision approved by Matters by Staff 11/10/2021.	Marysol	14	yes
21-2093-SIGN	Ben Mascari	879	Linden Ave	New sign	Submitted 2/26/2021. Approved 3/8/2021.	Marysol	14	
21-2082-SIGN	Procore Technologies	6303	Carpinteria Ave	Reface existing monument sign and new illuminated wall sign	Submitted 01/13/2021. Approved 1/26/2021. BP issued 2/24/2021.	Marysol	14	
21-2081-SIGN	Rincon Mountain Winery	4187	Carpinteria Ave	Wall sign, non-illuminated	Submitted 1/11/2021. Approved 1/26/2021. BP issued 2/3/2021.	Marysol	14	
20-2078-SIGN	Union Bank	5420	Carpinteria Ave	New signs	Submitted 12/7/2020. Incomplete. Resubmitted 03/04/2021. Complete. Approved 3/9/2021. BP issued. Under construction. 11/2021 corrections given to applicant prior to final signoff.	Marysol	14	
20-2066-SIGN	Singing Springs	5455	Eighth Street	New monument sign	Submitted 8/17/2020. Director approval 9/15/2020. Building Permit issued 1/2021. Under construction, pending landscaping re-installation.	Marysol	14	
20-2061-ARB/CDP	Brandon and Julia Wheatley	1150	Vallecito Road	Master bedroom addition	Submitted 7/31/2020. Under review. Incomplete 8/25/2020. Incomplete 10/9/2020. Prelim/Final 10/29/2020 ARB. Incomplete 11/16/2020. Complete 01/14/2021. Director Approval 2/2/2021. BP issued. Under construction.	Marysol	14	

20-2056-ARB	Rod Herman	1423	Camino Trillado	Exterior updates, new porch overhang, new curbs and 3' garden wall, new hardscape and landscaping.	Submitted 7/2/2020. Complete 7/30/2020. To ARB for prelim/final 9/17/2020. Director approved 9/23/2020. BP#13204 issued 4/26/2021. Under construction.	Syndi	14	
20-2051-SIGN	Coordinated Signs for LinkedIn	6410	Via Real	Campus-wide wayfinding signs	Submitted 3/30/2020. Incomplete 04/24/2020. Approved 5/19/2020. Pending BP Submittal. Minor revision to approved sign permit submitted. Revision approved. BP issued 9/29/2020. Under construction.	Marysol	14	
20-2043-DP/CDP	Strickland- Wahl	4854	Sandyland Road	Remodel & convert 2 apartments into 1 SFD	Submitted 03/06/20. Incomplete 4/3/20. Resubmitted 04/30/20. Complete 05/28/20. Preliminary ARB Approval 06/25/2020. PC Approved 9/8/20. CCC Appeal Period Ended 10/8/20. Final ARB approval 2/11/21. BP submitted 3/25/21. NTPO recorded 6/28/21. BP issued; under construction.	Nick	14	
20-2041-ARB/DP/CDP	Kyle & Andrea Zuvella	4756	Fifth Street	Remodel and 431 sf master suite addition	Submitted 3/4/2020. Incomplete 3/31/2020. Resubmittal 6/11/2020. To ARB 8/13/2020. Resubmittal 8/31/2020. To ARB for in-progress review 9/17/2020. To PC on 3/1/2021. Final ARB on 7/1/2021. BP#13276 issued. Under construction.	Syndi	14	
20-2032-ARB/CDP	Dave Moore	5550	Calle Ocho	A 970 sf addition to an existing SFD	Submitted 1/24/2020. Complete 2/21/2020. ARB on 5/14/2020. Resubmitted and R-1 letters sent 8/26/2020. BP#13008 issued 10/16/2020. Under construction.	Syndi	14	
19-2029-DPR/CDP	Carpinteria Arts Center	855	Linden Avenue	Courtyard improvements: new hardscape, landscaping, a living wall, storage, utility sink, fencing, and trash enclosures	Submitted 12/20/2019. Complete 01/16/2020. Prelim ARB 2/27/2020. Approvals pending. BP submitted 10/23/2020. BP issued.	Marysol	14	
19-2021-ARB	Marsha Ota	5273	Cambridge Lane	Remodel and addition of 460 sq. ft.	Submitted 11/7/2019. Complete 12/18/19. To CDD Director for action. Approved by CDD 2/24/2020. BP#12889 issued 8/3/2020. Under construction.	Syndi	14	
19-2012-DPR	Mac Partners / Jeremy Rogers	6384	Via real	Building facade renovation, addition of new patio areas, new permeable area for future parking area.	Submitted 10/7/2109. Incomplete 11/6/19. Partial resubmittal 12/4/19; under review. Incomplete 12/16/2019. Resubmitted 01/14/2020. Incomplete 02/13/2020. Complete 06/03/2020. Prelim ARB 06/25/2020. In Progress ARB 10/29/2020. PC 12/7/2020. Final ARB 5/13/2021. Building Issued. Under construction.	Marysol	14	

19-2009-ARB	Jesse Bustillos / The Spot	389	Linden Ave	Remodel dinning room structure, new outdoor patios, upgrades to parking and lighting	Submitted 9/24/2019. Complete 10/28/2019. Pending resubmittal for Prelim ARB. Resubmitted 01/08/2020. Prelim ARB 2/27/2020. In Progress Review 05/14/2020. Director Approval 7/7/2020. Final ARB 7/30/2020. BP Submitted 8/27/2020. In plan check. BP issued 3/31/2021. Under construction. 8/2021 on hold pending redesign.	Marysol	14	Yes
19-1996-DP/CDP/PM	Justin Klentner	1075	Cramer Road	Demolish (E) units; construct (N) 4-unit condo development	Submitted 8/28/19. Incomplete 9/26/19. Resubmitted 10/24/19. Complete 11/22/19. Prelim ARB approval 12/12/19. PC approved 2/3/20. ARB In-Progress 2/27/20. Final ARB Approval 3/12/20. Revised Final ARB Review 4/30/20. Building Permit submittal 4/14/20. Final Map recorded. BP ready to issue 8/31/20. Under construction. Condo Plan & CCRs recorded 7/23/21. Temp CoO issued 9/23/21.	Nick	14	
19-1989-CUP/CDP	Laurie Neil	4836	Fifth Street	Remodel & construction addition to (E) cottage	Submitted 7/12/19. Incomplete 8/7/19. Resubmitted 11/14/19. Complete 12/9/19. Approved at PC on 5/4/2020. BP#13133 issued 12/10/2020. Under construction.	Syndi	14	
19-1983-DP/TPM/CDP	Phari LLC	1112	Linden Avenue	Remodel and add 251 sf to an (E) SFD and detached garage with 2nd dwelling unit to create a project with four condominium units and a carport with associated parking and landscaping	Submitted 6/5/19; Incomplete 7/3/19. Resubmitted 7/3/19; complete 7/23/19. Prelim ARB was 7/11/19; no recommendation. PC Approved 8/5/19. No appeal. Final Map Recordation5.26/20. BP issued 7/23/2020. Under Construction.	Steve	14	
19-1965-DPR/CDP	Carpinteria Business Park	4185-4195	Carpinteria Ave	Exterior architectural façade improvements to five of the buildings within the Flood Hazard and Coastal Appeals Overlay.	Submitted 2/5/2018.Incomplete 3/19/2019. Resubmitted 3/28/2019. Incomplete 4/25/2019. Prelim ARB 06/13/2019. Complete 6/21/2019. Resubmittal 8/23/2019. Director Approval 9/26/2019. Final ARB 10/31/2019. Building Permit application submitted 12/17/2019. Building Permit issued. Under construction. Revision to lights approved by ARB 1/14/2021. Minor awning revision 8/2021. Monument sign revision 11/2021.	Marysol	14	

19-1958-DP/CDP previously 14-1733-DP/CDP/TPM	Sanctuary Beach Condominiums (Norman's Tennis Court)	4925	Carpinteria Avenue	Four residential condominiums	Planning Commission Approved 11/2/15. DP/CDP Time Extension approved 12/5/16. Project stalled. Map is still alive. New DP/CDP submitted 1/3/19 and 1/28/16. Complete 2/1/19. DP/CDP approved by PC 3/4/19. Final Map Clearance to CC 5/13/19. Map recorded, building permit approval underway with new ownership. BP issued; under construction.	Steve; Nick	14	
18-1938-CDP	CA State Parks	205	Palm Avenue	Sewer replacement, Santa Rosa Campground	Submitted 9/25/2018. Complete 10/23/2018. NOE submitted. Approved 3/1/2019. Conditions of Approval and final plans received. Under construction.	Marysol	14	
18-1929-DPR/CDP	Sinclair	4921	Sandyland Road	Remodel (E) detached Condo	Submitted 8/6/18. Incomplete 8/30/18. Resubmitted 12/14/2018. Incomplete 01/11/2019. Resubmitted 2/26/2019. Incomplete 3/28/2019. Resubmitted 4/1/2019. Complete 5/1/2019. ARB 06/13/2019. PC 8/5/2019. Final ARB 8-29-2019. BP issued 1/21/2020. Under construction. Revision proposed 11/18/2020. Matters by Staff 1/14, 1/28, 2/11. Partial ARB approval 2/11/2021. Partial Building Permit revision issued 2/23/2021. Final ARB approval of colors and materials 03/25/2021. Pending final Building Permit revision.	Marysol	14	
18-1920-CUP/CDP	Caltrans		Citywide	Highway 101 HOV Lanes	Submitted 5/18/18. Incomplete letter 6/14/18. Applicant resubmittal 7/20/18. Complete 8/17/18. ARB Prelim/Final 10/11/2018. To PC 3/4/19, continued to 4/1/19. PC Approved 4/1/19. Under construction.	Steve	14	
18-1919-ARB	Leland Walmsley	1455	Azalea Drive	Garage remodel and one-story addition to SFD	Submitted 5/7/18. Incomplete 6/5/18. To ARB 7/12/18 and 8/16/18 for Prelim review, cont'd to future hearing w/revisions. Resubmitted 6/29/2020. Complete 7/29/2020. To ARB 8/13/2020. Revised project scope to ARB on 10/1/2020. Director approved 1/13/2021. Final ARB on 5/13/2021. BP#13286 issued 9/16/2021. Under construction.	Syndi	14	

18-1909-ARB/CDP	Able, John	477	Concha Loma Dr	Addition & remodel to SFD, new pool, new ADU	Submitted 3/13/18. Incomplete 4/11/18. Resubmitted 6/11/18. Incomplete 7/11/18. Resubmitted 10/01/18. Incomplete 10/31/18. ARB conceptual review 11/15/18. Resubmitted 6/7/19; incomplete 7/5/19. Resubmitted 7/12/19. Incomplete 8/8/19. Resubmitted 9/12/19. Complete 10/10/19. Prelim ARB approval 11/21/19. Scheduled for In-progress ARB Review 4/30/20. CDD Director approval 6/23/20. Final ARB 6/25/20. CCC appeal period ended. BP issued 6/24/21; under construction.	Nick	14	
17-1868-DP/CDP	Carpinteria Sanitary District	5300	Sixth Street	Demolition of existing modular offices and the construction of a new 4,118 square foot one-story office building.	Submitted 4/12/2017. IDAG 4/20/2017. Incomplete 5/12/2017. Resubmitted 8/8/2017. Incomplete 9/7/2017. Resubmitted 10/10/2017. Complete 10/31/17. Prelim ARB 1/25/18. Continued Prelim ARB 03/15/2018. Planning Commission approved 06/04/2018. FLAN sent to CCC 6/14/18. Resubmittal 10/23/2019, under review. Pending PW determination. Final ARB 2/27/2020. BP issued 12/2021. Under Construction. Minor revision.	Marysol	14	
17-1850-CDP	CA Dept. of Parks and Recreation	205	Palm Avenue	State Beach Phase II ADA Improvements	Submitted 1/3/2017. Incomplete 1/31/2017. Resubmittal 5/22/2017. Complete 6/15/2107. Director Approval 9/13/2017. Pending resubmittal of minor modifications and signed Conditions of Approval. Received 9/6/2018. Time Extension approved 7/31/2019. Under construction.	Marysol	14	

16-1849-CUPR/TTM/CDP	Faith Lutheran Church	1335	Vallecito Place	7-lot subdivision & 5 new SFDs	Submitted 12/22/16. Complete 10/31/17. ARB Preliminary approved 3/15/18 with comments for suggested revisions. PC approval 8/6/18. CC Approval of CUP/TM/CDP on 12/10/18. CC review of Affordability Covenant and Final Map Acceptance 2/8/2021. Final map submitted on 3/26/2020. Sent to City Surveyor for review on 3/26/2020. 1st map check corrections to applicant 4/30/2020. 2nd submittal to City Surveyor 6/3/2020. 2nd corrections to applicant 8/21/2020. 3rd submittal to City Surveyor 9/21/2020. Corrections to applicant. 4th submittal to City Surveyor 10/28/2020. To ARB for in-progress review 10/29/2020. 5th submittal to City Surveyor 11/23/2020. Other docs under review with City Atty. Final Map, documents, and street name to CC for acceptance on 2/8/2021. Map recorded 3/8/2021. Final ARB on 5/27/2021. BPs #13293-13299 issued 8/12/2021. Under construction. Affordable unit lottery started 11/15/2021 and will end on 1/21/2022.	Steve / Syndi	14	
16-1847-CUP/CDP	Zerlin	5305	Eighth Street	Abate Zoning/Building Violations & construct (N) 2nd floor addition.	Submitted 11/15/2016. Incomplete 12/15/2016. Resubmittal 2/3/2017. Incomplete 2/15/2017. Resubmittal 4/24/2017. Complete 5/24/2017. To Prelim ARB 06/15/2017; cont'd with direction for redesign. Resubmitted 09/11/2017. Preliminary ARB 2/15/18. PC 05/07/2018. Approved. Plan resubmitted 10/23/2018. Final ARB 02/13/2019. BP issued. Under construction. Landscape/hardscape revision proposed 3/24/2021, under review. ARB matters by staff 4/29/20021.	Marysol	14	Yes
16-1839-CDP	Thom Vernon	500	Maple Avenue	Install new windows & replacement roll-up doors	Submitted 8/12/16. Incomplete 9/8/16. Complete 9/14/16. To ARB 9/15/16, continued to 10/13/16. ARB approved 10/13/16. Director Approved 10/21/16. FLAN sent to CCC 11/1/16. BP application submitted 10/20/16. BP issued 2/2/17, under construction.	Nick	14	

15-1804-CDP	Hawkins	5567	Calle Arena	Construct (N) SFD w/ attached two-car garage	Submitted 12/29/15. Incomplete 1/28/16. Meeting w/ new agent 6/26/17. Concept ARB 8/17/17. Revised submittal 12/13/17. Incomplete 1/12/18. Concept ARB 2/15/18. Resubmitted 4/13/18. Incomplete 5/3/18. Resubmitted 5/9/18. Scheduled for Prelim ARB Review 5/31/18. Cont'd to Prelim 7/12/18. Cont'd to Prelim 7/26/18. ARB Prelim Approval 7/26/18. Complete 9/27/18. Revised ARB Prelim Approval 11/15/18. Director approval issued 12/18/18. Appeal filed 12/28/18. PC denied appeals 3/4/19. Appeal of PC decision filed 3/14/19. CC denied acceptance of appeal 4/22/19. FLAN sent to CCC 4/24/19. Appeal filed with CCC 5/9/19. CCC Appeal hearing 7/10/19, CCC found no substantial issue. City approvals stand. Final ARB approval 8/29/19. BP submitted 4/2/19. BP issued 12/19/19, under construction.	Nick	14	
09-1522-CUP/CDP/LCPA/ORD	Caltrans		Linden-Casitas Interchanges and Via Real Extension	Reconstruct overcrossings and extend Via Real across Carpinteria Creek	Submitted 2009. PC recommended approval 05/18/15. CC first reading and recommended approval of ORD and LCPA 06/22/15 and 07/27/15. Submitted to CCC 08/21/15. CCC hearing in October in Orange County. CC approved CUP/CDP 11/23/15. FLAN sent to CCC 12/1/15. No appeal. ARB Final 3/17/16. Construction underway 9/12/16.	Steve	14	
08-1483-CDP	Salzgeber	447	Concha Loma Drive	Install water well and storage tank for agricultural purposes	Submitted 12/18/08. Incomplete 1/16/09. Resubmitted 3/20/09. Incomplete. Resubmitted 9/1/09. Director approved 5/7/10. Permit issued 10/19/10. Well constructed and sealed 11/10. Awaiting installation of pump and storage tank.	Nick	14	
04-1172-DP/CDP	Franssen	750	Palm Avenue	Construct one new SFD and create two condominiums	Revised plans submitted 9/15/06. Incomplete 10/9/06. Resubmitted 10/30/06. Prelim ARB 11/30/06. Complete 12/21/06. To PC 1/2/07. Revised Prelim ARB 1/25/07. PC approved 2/5/07. CC approved map clearance 12/10/07. PC approved one year TEX 2/4/08. Grading Permit issued 2/4/09. Final ARB for Unit 2 10/1/09. BP issued, under construction. CofO issued on rear unit.	Nick	14	
21-2125-SIGN	David and Carolyn Scheeff	516	Palm Avenue	New sign program	Submitted 8/19/2021. Director approved 11/1/2021.	Marysol	15	

21-2124-SIGN	Franciscan Real Estate, LLC	1335	Vallecito Place	2 new signs for marketing the affordable unit and the market rate units	Submitted 8/17/2021. Director approved 8/17/2021. BP#13402 issued 8/30/2021.	Syndi	15	
21-2114-FENCE	Hallie & Philip Greene	5217	Vallecito Court	New 8' tall fence	Submitted 6/15/2021. Approved 6/21/2021. BP#13362 issued 7/6/2021. Constructed. Final inspection 11/9/2021.	Syndi	15	
21-2109-SIGN	ARCO AM/PM Gas Station	1116	Casitas Pass Road	re-face price sign	Submitted 5/6/2021. Approved 5/19/2021. Building Permit issued.	Marysol	15	
21-2105-SIGN	Jason Lesh, The Good Plow	5205	Carpinteria Ave	Sign reface	Submitted 4/26/2021. Approved 5/10/2021.	Marysol	15	
21-2080-CDP	Mike Weil, CA Dept. of Water Resources		Eighth Street Pedestrian Bridge	New stream gage over Carpinteria Creek and equipment box	Submitted 1/6/2021. Incomplete 2/5/2021. Complete 4/16/2021. Approved 6/30/2021. CCC appeal period ends 7/28/2021. PW issued permit for construction. Installed 11/9/2021.	Syndi	15	
19-2017-CDP	Lauren Kasmer	5637	Calle Pacific	Remodel and 352 sf addition	Submitted 11/13/2019. Complete 12/11/19. Awaiting revised plans prior to CDD Director action. Approved by CDD on 2/14/2020. CCC appeal period ended 3/9/2020. Awaiting applicant satisfaction of COAs. BP#13153 issued. Project completed.	Syndi	15	
				Last updated	12/2/2021 13:34			

BUILDING PERMIT REPORT

11/01/2021 - 11/30/2021

Permit #	Permit Date	Parcel #	Site Address	Owner Name	Project Description	Valuation	Status	Issued Date	Code Compliance Violation	Fire Permit Required
13505	11/24/2021	003-313-001	700 Linden Avenue	CHT, LLC	Site Improvements (Permit 3 of 4)		In Review Building			Yes
13500	11/23/2021	001-070-067	5666 Carpinteria Avenue	CARPINTERIA STORAGE, LLC	Remove (3) antennas, (9) Radios, (2) cabinets, Install (6) Antennas, (6) Radios and (2) faux chimney FR enclosures. Sheet T-1 for full scope	75,000	In Review Planning			
13499	11/23/2021	001-252-003	5529 Cameo Road	THE SURVIVORS TRUST UDT THE FRENCH LIVING TRUST 7/17/90	Construct a 1220 Gazebo in back yard. (work was started without a building permit)	5,000	In Review Planning		Yes	
13498	11/23/2021	001-271-019	1484 Haida Street	JACOBSON, THOMAS A III and Gioia A. Jacobson	Upgrade existing 100 A electrical panel to a new 200 A electrical panel. Same location.	3,500	Issued	11/23/2021		

13497	11/18/2021	003-313-001	700 Linden Avenue	CHT, LLC	Demolition: 1. Exterior demolition of all of the existing A,B,C Buildings totaling 5,235sf. New Construction: 1. New (2) Story Building with Restaurant, Retail, Office uses. 2. Structural, Mechanical, Plumbing, Electrical Engineering as required. 3. New utility services. 4. New common area restrooms. 5. Cold shell building systems stub-outs to future tenant spaces 6. Full build-out of Office tenant spaces at second floor. Attached is full description. (Building Permit 2 of 4)	3,100,000	In Review Planning			Yes
13496	11/22/2021	001-400-001	5351 Ogan Road	PRATHER MICHAEL G	Tear off existing composition. Install Certainteed Landmark Lifetime composition shingles. 27 squares	17,980	Pending Pickup			
13495	11/18/2021	003-620-039	4700 Sandyland Rd, Unit #58	ARMSTRONG, RANDALL W	Replacing vanity, toilet, light, celing ven/light/fan combo. New shower valve & enclosure, enlarge shower by 12", tile flooring.	21,000	Pending Pickup	11/23/2021		

13494	11/18/2021	001-350-041	1012 F Via Real	VILLA DEL MAR HOMEOWNERS ASSN	Take up tile. Install 30 pound and 90 pound roofing underlayment. Replace rotten wood as needed. Re-install tile back on. 5 squares	4,500	Issued	11/18/2021		
13493	11/18/2021	001-350-041	1018 D Via Real	VILLA DEL MAR HOMEOWNERS ASSN	Take up tile. Install 30 pound and 90 pound roofing underlayment. Replace rotten wood as needed. Re-install tile back on. 5 squares	4,500	Issued	11/18/2021		
13492	11/18/2021	001-350-041	1012 A Via Real	VILLA DEL MAR HOMEOWNERS ASSN	Take up tile. Install 30 pound and 90 pound roofing underlayment. Replace rotten wood as needed. Re-install tile back on.	4,500	Issued	11/18/2021		
13491	11/18/2021	004-005-007	1532 Linden Avenue	ARCHDIOCESE LA ED/WELF CORP	Install new 6' tall ornamental fence/gates, chain link fence/gates, and trash dumpster enclosure. Install landscaping per approved plan.	90,000	In Review Building			Yes
13490	11/17/2021	005-430-064	3972 Via Real	PATTERSON, JOEL BENJAMIN	Roof tear off of existing shingles, approximately 26 squares. Install new sheathing and cool roof shingles. Same shingle color.	8,500	Issued	11/17/2021		

13489	11/17/2021	003-292-012	800 Arbol Verde	CONTI, JOHN E REVOCABLE TRUST 12/23/2012	Re-roof - Remove existing comp shingle roof and install Lifetime composition shingle in same color. 29 squares.	21,000	Issued	11/17/2021		
13488	11/16/2021	003-292-006	752 Arbol Verde	BEALS, PATRICIA D REVOCABLE LIVING TRUST 10/28/05	Re-roof - 1) Remove asphalt shinges and base, down to the plywood. 2) Install new Tive base and new asphalt shingles like for like. Approximately 29 square.	7,000	Issued	11/16/2021	Yes	
13487	11/12/2021	003-101-017	4410 Via Real	7-ELEVEN, INC	Remove and replace fueling system. This includes the UST's. UDC's dispensers and all related piping.	350,000	In Review Building			
13486	11/12/2021	001-340-CA1	1006 A Palmetto Way	Villa del Mar Home Owners Association	Take up tile. Install 30 and 90 pound roofing paper on felt. Replace rotten wood as needed. Install tile back. 5 sq.	1,200	Issued	11/12/2021		
13485	11/12/2021	001-224-004	1323 Camino Trillado	Bruce Walter	Replace existing 100 amp electrical panel with a 200 amp electrical panel in same location.	1,200	Issued	11/12/2021		

13484	11/10/2021	003-261-005	933 Linden Avenue	Bruce Taylor	One (1) wall sign 62"x12"x1" PVC letters pin mounted flush to wall. One (1) hanging sign 33" circle 3/4" MDO panel mounted from overhang using eye screws. No illumination. [Proj # 21-2130-SIGN; The Thrifty Flea]	2,000	Issued	11/24/2021		
13483	11/10/2021	001-190-086	6382 Rose Lane	GIGAVAC BUILDING, LLC	Restroom alterations and additions ADA compliance. Accessible parking improvements, energy performance upgrades.	475,000	In Review Planning			
13481	11/8/2021	004-112-026	4968 El Carro Lane	HAMDY, BASSEM	Install flush roof-mounted solar PV-35 panels, 12.25 kW, 2 Tesla Powerwall storage systems -5kW; 2 inverters	26,950	Issued	11/24/2021		
13480	11/8/2021	003-590-028	1483 Camelia Circle	MATURI-BUSH FAMILY TRUST 09/13/2019	Install flush roof-mounted solar PV-8 panels, 2.8 kW, 1 LG CHEM battery - 5 kW; inverter.	6,160	Issued	11/24/2021		
13479	11/8/2021	001-291-004	1539 Jay Street	PATTERSON, DANIEL J	Re-roof - remove one composition shingle roof and install one new Landmark 30 year shingle roof in the color Moire Black.	15,000	Pending Pickup			
13478	11/5/2021	001-340-CA1	1042 Palmetto #F	Villa del Mar Home Owners Association	Take up tile. Install 30 and 90 pound roofing paper on felt. Replace rotten wood as needed. Install tile back. 5 sq.	4,500	Issued	11/5/2021		

13477	11/4/2021	003-325-004	709 Olive Avenue	VANANTWERP, NANCY O REVOCABLE LIVING TRUST 7/25/16	Retrofit 4 windows, same size and location, same style & design	2,630	Issued	11/4/2021		
13476	11/3/2021	003-331-005	5387 Eighth Street	Mark H. Leaf and Jami L. Leaf	Repair and replace electrical safety items. Install can led lights in Apt #1. Misc repairs in Apt #2 and #4 as noted on the plans. Repair electrical safety items in the garage, add 2 hot water circuits in garage. No structural work. Refer to plans for full scope of work.	4,000	In Review Building			
13474	11/2/2021	001-280-031	1451 Camino Trillado	CORNERSTONE HOUSE OF SANTA BARBARA, INC	Tear off one layer of existing brown roofing. Check sheathing for damage and repair if found. Install Landmark brown comp shingle roofing over a winterGuard underlayment. On low slop area of roof install Mule-hide adhering base and granulated cap sheet. Approximately 35 Squares.	29,780	Issued	11/2/2021		
13473	11/1/2021	001-280-026	1476 Namouna Street	MEDEL, HEATHER ANN MADDEN 2018 REVOCABLE TRUST	Remove existing roof, replace damaged eves, install new paper trim and shingle roof. 30 squares	9,000	Issued	11/1/2021		

Total Records: 26 **12/1/2021**