

COUNTY PLANNING COMMISSION

Staff Report for: Highway 101 Widening – Segment 4D

Hearing Date: November 2, 2022
Staff Report Date: October 25, 2022
Case No.: 21DVP-00000-00022, 21CDP-00000-00076
Environmental Document: Caltrans EIR (August 2014, Revised EIR (October 2017), Addenda (June 2018, Addenda (May 2020), Addenda (May 2021), Addenda (February 2022))

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The proposed project is located along 1.4 miles of Highway 101 between post mile (P.M.) 9.2 and 10.6. The project starts east of the Romero Creek bridge and continues along the Highway 101 until the Olive Mill Road Overpass. The project is located within the Coastal Zone and is also within the Montecito Community Plan area, 1st Supervisorial District.

1.0 REQUEST

Hearing on the request of the State of California Department of Transportation (Caltrans) and the Santa Barbara County Association of Governments (SBCAG) to consider the following:

- **Case No. 21DVP-00000-00022** for approval of a Development Plan in compliance with Section 35-174 of Article II, the Coastal Zoning Ordinance, on land zoned TC

(Transportation Corridor), to improve approximately 1.4 miles of Highway 101 between P.M. (post miles) 9.2 and 10.6 by adding a part-time, continuous access HOV (High Occupancy Vehicle) lane in both the northbound and southbound directions within the highway corridor, and for related development including on/off ramp improvements, undercrossing improvements, freeway signage, bridge replacement, and landscaping improvements;

- **Case No. 21CDP-00000-00076** for a Coastal Development Permit in compliance with Section 35-169 of Article II, the Coastal Zoning Ordinance on land zoned TC, for improvements described under 21DVP-00000-00022, above.

Caltrans is the designated lead agency under the California Environmental Quality Act (CEQA), and Santa Barbara County is acting as a responsible agency under CEQA. Caltrans completed an Environmental Impact Report (EIR) on August 26, 2014, a revised EIR on October 27, 2017, an EIR Addendum on June 1, 2018, an EIR Addendum on May 3, 2020, an EIR Addendum on May 5, 2021, and a final Addendum in February 2022. As a result of this project, potentially significant and unmitigable (Class I) effects on the environment are anticipated for project-specific and cumulative Visual Resource impacts, and project-specific and cumulative Transportation/Circulation impacts. Potentially significant but mitigable (Class II) effects on the environment are anticipated in the following categories: Biological Resources, Cultural Resources, Noise, Paleontology, and Water Quality. All documents associated with this project may be reviewed at the Planning and Development Department, 123 East Anapamu Street, Santa Barbara and online at www.sbcountyplanning.org. The project is located along Highway 101 between P.M. 9.2 and 10.6 in the Montecito Community Plan area in the Caltrans right-of-way, First Supervisorial District.

2.0 RECOMMENDATION AND PROCEDURES

Staff recommends that the County Planning Commission:

1. Make the required findings for approval of the project specified in Attachment A of this staff report, including CEQA findings, and
2. After considering the environmental effects of the project as shown in the EIR dated August 26, 2014, the Revised EIR dated October 27, 2017, the EIR Addendums dated June 1, 2018, May 3, 2020, May 5, 2021, and February 2022 prepared and certified by Caltrans, the lead agency, determine that as reflected in the CEQA findings, no subsequent Environmental Impact Report or Negative Declaration shall be prepared for this project.
3. Approve the project, Case No's 21DVP-00000-00022, 21CDP-00000-00076 subject to the conditions of approval included as Attachment B-1 and B-2.

Refer back to staff if the County Planning Commission takes other than the recommended action.

3.0 JURISDICTION

The proposed project requires approval of a Final Development Plan pursuant to Section 35-93.2.1 of the Article II Coastal Zoning Ordinance (Article II). The project is being considered by the Planning Commission based on Article II, Section 35-174.2.4, which states that all Development Plans outside the jurisdiction of the Director or the Zoning Administrator shall be within the jurisdiction of the Planning Commission. The proposed project does not meet the requirements to be within the jurisdiction of the Director or Zoning Administrator. In addition, the project is before the County Planning Commission because the Highway 101 Widening projects are deemed countywide transportation projects, and therefore the County Planning Commission has jurisdiction over the project per Chapter 2 Article V, Section 2-25.2 of the Santa Barbara County Code.

4.0 ISSUE SUMMARY

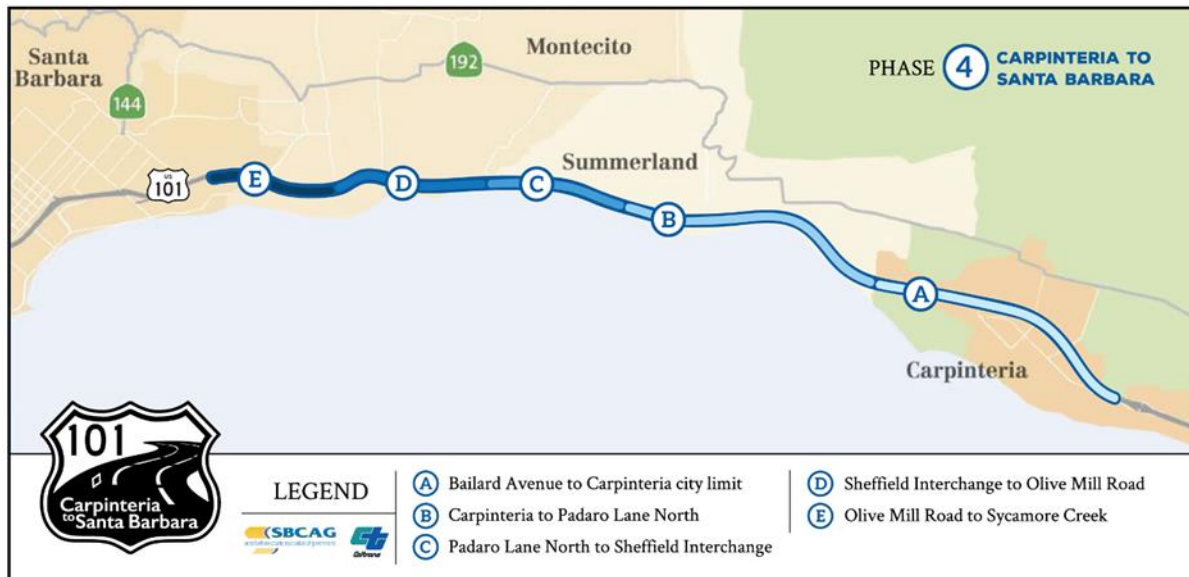
Regional Context

The proposed project includes construction of segment 4D of the Highway 101 HOV project, which extends for 1.4 miles of Highway 101 between Post Mile (PM) 9.2 and PM 10.6, located within the Montecito Community Plan area (Figure 1). Segment 4D comprises a portion of the larger Highway 101 HOV project, which extends from 0.2 miles south of Bailard Avenue (PM 1.4) in the City of Carpinteria to Sycamore Creek (PM 12.3) in the City of Santa Barbara (Figure 2).

Figure 1: Highway 101 HOV Segment 4D



Figure 2: Highway 101 HOV (all segments)



Overview

The project is located within the existing Caltrans right-of-way (ROW). The Caltrans ROW includes the existing highway and adjacent land generally bordered by the Union Pacific Railroad and S. Jameson Lane to the south, and by N. Jameson Lane to the north. Widening will occur immediately adjacent to the existing highway, either inward toward the center median or on the outside of existing travel lanes in order to avoid impacts to adjacent private property owners, reduce grading, and maintain views. Design elements were refined in coordination with the Montecito Board of Architecture Review (MBAR) and include visual continuity along the corridor and the use of appropriate landscaping with a mix of tree and plant species and sizes to soften the visual character of the highway expansion.

The project is designed to increase roadway capacity and reduce peak hour travel time in order to accommodate existing and projected future traffic. Motorists on the Highway 101 currently experience traffic congestion for two to four hours around the morning and afternoon peak travel periods (6-9 a.m. and 3-6 p.m.). By 2040, delays are expected to increase to 10-11 hours each day. The proposed project is designed to reduce congestion and delay, provide capacity for future travel demand, and reduce travel time on Highway 101 in the project area for carpoolers and express bus riders by 25% or more on average.

Environmental Review

Caltrans is the lead agency for the project under the California Environmental Quality Act. An EIR was certified by Caltrans on August 26, 2014 (2014 EIR); a revised EIR was certified by Caltrans on October 27, 2017, (2017 EIR) in response to a legal challenge on the 2014 EIR and Caltrans

approved an EIR Addendum on June 1, 2018 (2018 Addendum). In addition, a subsequent Addendum was approved on May 3, 2020, to include the rehabilitation of the Highway 101's mainline and ramps with construction of Segment 4D and 4E. Another EIR Addendum was prepared on May 5, 2021, to include the use of a construction support site within the existing Caltrans right-of-way. The final EIR Addendum and Revalidation was approved in February 2022 to include the removal of the soundwalls from the project. These documents constitute the "Environmental Review Package" for the project. The project was evaluated in the Environmental Review Package and mitigation measures were incorporated into the project by Caltrans as the lead agency. The County is serving as a Responsible Agency and must rely on the adequacy of the CEQA documentation adopted by the lead agency for CEQA purposes, unless the criteria for requiring additional environmental review has been met.

Montecito Planning Commission Review

Per Chapter 2 Section 25.2 of the Santa Barbara County Code, the Montecito Planning Commission (MPC) may provide recommendations to the County Planning Commission on regional projects such as the HWY 101 Widening Project. The project was presented to the MPC on May 18, 2022, June 29, 2022, and August 17, 2022. On August 17, 2022, the MPC adopted a Resolution (Attachment I) recommending that the County Planning Commission approve the project subject to a number of conditions. The applicant's response to the resolution is included as Attachment J.

4.1 Site Information

Site Information	
Comprehensive Plan Designation	Coastal, TC (Transportation Corridor), Montecito Community Plan area
Ordinance, Zone	TC (Transportation Corridor), Transportation Corridor Wetland Overlay (TCWO), Article II Coastal Zoning Ordinance, Coastal Commission Appeals Jurisdiction
Site Size	1.4 miles of Highway 101 between PM 9.2 and PM 10.6
Present Use & Development	Highway 101
Surrounding Uses/Zone(s)	Properties zoned and developed with residential, commercial, and transportation uses of varied zones
Public Services	Water Supply: Montecito Water District Sewage: No service required Fire: Montecito Fire Police Services: County Sheriff

4.2 Project Description

The project is a proposal by the California Department of Transportation (Caltrans) and Santa Barbara County Association of Government (SBCAG) to improve Highway 101 by adding a part time,

continuous access High Occupancy Vehicle (HOV) lane in both the northbound and southbound directions within the highway corridor. The project is located along approximately 1.4 miles of Highway 101, between Post Mile (PM) 9.2 and PM 10.6. Part-time continuous access means that the HOV lanes would be open to all vehicles during off-peak periods (part-time), and access to and from the HOV lane would be unrestricted (continuous access). The HOV lanes will operate during peak periods, between the hours of 6 a.m. to 9 a.m. and 3 p.m. and 6 p.m., Monday through Friday. Outside of these hours, the HOV lanes would be open to mixed-flow traffic.

All vehicular travel lanes are proposed to be 12 feet wide, with 10 foot mainline shoulders, and 8-foot ramp shoulders. The inside mainline shoulders would vary from 2 feet to 18 feet, depending upon the available right-of-way (ROW). The wider shoulders would also be varied to provide adequate sight distance through curves along Highway 101.

Interchanges within the project limits consist of the southbound Posilipo on-ramp, southbound San Ysidro off-ramp, northbound San Ysidro on and off-ramps, southbound Olive Mill Road on-ramp, and northbound Olive Mill Road off-ramp. The maximum distance between interchanges is 0.5 miles between San Ysidro Road and Olive Mill Road. The project area is currently bounded by frontage roads and homes/businesses to the north and south of Highway 101, as well as the railroad ROW to the south.

The project would include replacement of existing roadway pavement surface with 40-year long-life concrete pavement on existing lanes and ramps within the project limits. Following several years of public input, one of the goals developed for the project was to ensure all improvements would be constructed entirely within Caltrans ROW. Work would be completed in the shoulder and median areas along the existing Highway 101 corridor. The project would also add non-standard shoulder widths for improved vehicle recovery; address sight distance on the mainline and ramps; and make upgrades to drainage, signage, lighting, and barriers.

Project construction would include the removal of approximately 157 non-native trees, 136 oak trees, 25 specimen trees, and 17 native trees. The project proposes to plant 449 trees, which includes 250 36" box oak trees, and 140 additional native trees as mitigation. Timing of the landscaping improvements, including replacement trees, would follow the construction of the mainline improvements. The project proposes approximately 86,500 cubic yards (CY) of cut, 1,900 CY of fill, and the total haul volume is approximately 84,600 CY.

Overhead signs will be installed along the highway corridor to facilitate wayfinding. The overhead signs could include single or double signs on a post base. Typical post height is approximately 20 feet and typical signage height is approximately 8 feet, for a total of 28 feet.

Construction activities would be supported by existing Construction Support Sites (CSS) including a concrete batch plant that was approved for use in Segments 4B and 4C. The CSS is proposed to be used throughout construction of Segment 4D from approximately Spring 2023 to Fall 2026 and is subject to the approvals by the Santa Barbara County Air Pollution Control District. The concrete

batch plant allows for the manufacturing of concrete for the construction and rehabilitation of the paved lanes and structures to be built as part of the Highway 101 Project. The batch plant site includes a portable “wet mix” batch plant with equipment designed to form concrete, including water, air, admixtures, sand, aggregate, and cement. Sand and aggregate used for concrete production at the site is provided by the Gardner Ranch and Bee Rock facilities. Sand and aggregate is stockpiled using a drive over conveyor drop. The transfer of materials within the site is completed with a 243 horse power wheeled front loader with a Tier 4 final diesel engine. The front loader is permitted to operate up to 1,000 hours per year. Surface water is directed to the southwest corner of the site using a v-ditch along the southern and eastern boundaries of the site to capture, slow, and direct water toward a manageable discharge point. The batch plant is permitted to operate up to 12 hours per day and produce up to 220 cubic yards per hour, 2,500 cubic yards per day, or 50,000 cubic yards per year. All other staging locations are within the Caltrans ROW.

Phasing: In order to streamline construction and reduce ramp closures, Segment 4D improvements are divided into two components, San Ysidro to Olive Mill, and Sheffield to San Ysidro, as described in detail below:

Phase 1: Segment 4D: San Ysidro to Olive Mill

This segment is located between PM 9.9 to the south and PM 10.6 to the north, from approximately 0.1-mile south of the San Ysidro Road Overcrossing to the County/City of Santa Barbara line at the Olive Mill Road Overcrossing. This segment will include approximately 41,700 CY of cut and 350 CY of fill and includes the following project elements:

- Installation of a median barrier at a maximum height of 42 inches. The concrete median barrier will be approximately 1,917 ft. long and will include approximately 989 ft. of metal guard rail.
- Installation of guardrails and concrete barriers at a maximum height of 42 inches on the outside shoulders and ramps, on the Olive Mill Road southbound on-ramp Overcrossing, and on the San Ysidro Road Overcrossing.
- Installation of vinyl clad chain-link fencing to delineate Caltrans ROW and provide access control.
- Installation of a retaining wall on the south side of Highway 101. The retaining wall is proposed to be approximately 371 feet long and range from 3 to 8 ft. in height.
- Installation of a retaining wall on the north side of Highway 101 at San Ysidro Road. The retaining wall is proposed to be approximately 113 feet long and range from 10 to 30 feet high.
- Installation of a retaining wall on the north side of Highway 101 between San Ysidro Road and Olive Mill Road. The retaining wall is proposed to be approximately 602 feet long and ranges between 4 feet to 8 feet high.
- Construction of a 12 foot wide auxiliary lane in both the northbound and southbound direction, between San Ysidro Road and Olive Mill Road interchanges.

- The structural sections of the San Ysidro Road and Olive Mill Road interchange ramps will be rehabilitated, and ramp profiles will be updated to improve vertical stopping sight distance.

Existing drainage patterns will be retained to the extent feasible and existing pipe outfalls will remain in place. The project includes new drainage inlets and culverts along the Highway 101 mainline. Runoff will be contained by new drainage inlets along the inside shoulder and barrier. New inlets and pipe systems are also proposed in the outside shoulder to capture runoff before cross-slope transition. Roadside gutters, including high side gutters, will be lined to avoid potential erosion from concentrated runoff.

In this segment, a transverse overhead electrical distribution line, a pole and guy wire near the San Ysidro Creek Crossing and a longitudinal overhead electrical line along North Jameson Lane may require new, taller utility poles to meet the overhead clearance requirement. Southern California Gas has two transverse crossings that are in conflict with the proposed lowered grades and may need to be relocated. The Montecito Water District transverse line will be abandoned. The Montecito Sanitary District transverse line will be relocated to a nearby location.

Phase 2: Segment 4D: Sheffield to San Ysidro

This segment is located between PM 9.2 to the south and PM 9.9 to the north, from 0.2 mile north of the Sheffield Avenue Undercrossing to 0.1 miles south of the San Ysidro Road Overcrossing. This segment is expected to include 44,800 CY of cut and 1,550 CY of fill and will include the following project elements:

- Installation of a concrete barrier and double thrie beam barrier at a maximum height of 42 inches in the median. The double thrie beam barrier would be constructed in locations where it is required to allow for proper drainage.
- Installation of guard rails and concrete barriers at a maximum height of 42 inches on the outside shoulders and ramps. In one location, a 45-inch-high concrete barrier would be installed at the Posilipo Lane south-bound on-ramp. The barrier would be 152 feet long.
- The structural sections of the Posilipo Lane southbound on-ramp would be reconstructed and concrete curbs/gutters would be replaced.
- The existing sound wall along the south side of Highway 101 between approximately San Ysidro Creek and Posilipo Lane would be retained.
- Installation of vinyl clad chain-link fencing to delineate Caltrans ROW and provide access control.
- Installation of one retaining wall between southbound Highway 101 and South Jameson Road near the Miramar Hotel. The retaining wall is proposed to be approximately 337 feet long and ranges between 5 to 12.5 feet high.
- Replacement of a bridge over Romero Creek. The creek has a natural channel with concrete walls which would remain unchanged, the replacement slab bridge will be longer to accommodate a wider channel in anticipation of increased capacity.

- Replacement of a bridge over San Ysidro Creek. The creek has a natural channel with concrete walls, which would remain unchanged; the replacement slab bridge would be longer to accommodate a wider channel in anticipation of increased capacity.
- Replacement of a new bridge over Oak Creek. The creek has a natural channel with concrete walls which would remain unchanged; the replacement slab bridge would be longer to accommodate a wider channel in anticipation of increased capacity.
- The profile of Highway 101 would be corrected just west of Oak Creek to provide improved stopping sight distance.

Existing drainage patterns will be retained to the extent feasible and pipe outfalls and creeks will remain in place. Runoff from off-site areas will drain to the same inlets and culverts. Runoff will be contained by a number of drainage inlets along the inside shoulder to capture runoff before cross-slope transitions. Roadside gutters, including high side gutters, will be lined to avoid potential erosion from concentrated runoff.

The project also includes one Cox Communication transverse crossing that may require relocation based on the overhead clearance requirements. The Montecito Sanitary District owns two utility lines east of Oak Creek bridge that will be relocated to the Oak Creek bridge crossing. The Montecito Water District owns two transverse crossings within this segment that will need to be relocated to a nearby location. Two utility poles owned by Southern California Edison near San Ysidro Creek and Oak Creek will be relocated farther from the highway to accommodate the widening. SoCal Gas has two transverse crossings that will be relocated to a nearby location.

5.0 PROJECT ANALYSIS

5.1 Environmental Review

Environmental review for the proposed project was completed by Caltrans, the lead agency under CEQA, as follows:

- **2014 EIR:** An EIR for the South Coast HOV Lanes project, including segment 4D, was certified on August 26, 2014. The 2014 EIR found significant (Class I) impacts as a result of both project-specific and cumulative Visual Resource impacts. The 2014 EIR identified significant but mitigable (Class II) impacts in the areas of Biological Resources, Cultural Resources, Noise, Paleontology, and Water Quality.
- **2017 Revised EIR:** In response to litigation of the 2014 EIR, a Revised EIR was prepared and certified on October 27, 2017. In addition to the impacts identified in the 2014 EIR, the 2017 Revised EIR identified significant (Class I) impacts as a result of both project specific and cumulative traffic impacts.
- **2018 EIR Addendum:** An EIR Addendum, approved June 1, 2018, was prepared by Caltrans to address minor changes to the project and to the affected environment.

- **2020 EIR Addendum:** An EIR Addendum, approved on May 3, 2020, was prepared to include the rehabilitation of the Highway 101's mainline and ramps within Segments 4D and 4E.
- **2021 EIR Addendum:** An EIR Addendum, approved on May 5, 2021, was prepared to include the use of a construction support site within the existing Caltrans right-of-way.
- **2022 EIR Addendum/Revalidation:** An EIR Revalidation Addendum was approved in February 2022 to remove the soundwalls from the project description.

As a part of the Environmental Review Package, mitigation measures were applied to reduce Class II impacts to less than significant and to reduce Class I impacts to the maximum extent feasible. For Class I impacts, Caltrans adopted a Statement of Overriding Considerations (Attachment C-8). The EIRs and Addenda mentioned above are included as Attachment C-2 through C-7.

5.2 Comprehensive Plan Consistency

REQUIREMENT	DISCUSSION
ADEQUATE SERVICES	
<p>Land Use Element Development Policy 4: <i>Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.</i></p> <p>Land Use Development Policy 5: <i>Within designated urban areas, new development other than that for agricultural purposes shall be serviced by the appropriate public sewer and water district or an existing mutual water company, if such service is available.</i></p>	<p>Consistent. The proposed project is consistent with policy requirements that adequate services be available for proposed development. Water to support landscaping associated with the project will be provided by the Montecito Water District via existing water meters. In some locations, water trucks will be used in the establishment of vegetation and for dust control. No sewer services are required. The project area is serviced by the Montecito Fire Protection District. Police services are provided by the Santa Barbara County Sheriff and the California Highway Patrol.</p>

Coastal Land Use Plan Policy 2-6: Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project...

AESTHETICS/VISUAL RESOURCES

Coastal Act Policy 30251: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, and to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Coastal Land Use Plan Policy 4-4: In areas designated as urban on the land use plan maps and in designated rural neighborhoods, new structures shall be in conformance with the scale and character of the existing community. Clustered developed, varied circulation patterns, and diverse housing types shall be encouraged.

MCP Policy VIS-M-1.1: Development shall be subordinate to the natural open space characteristics of the mountains.

MCP Policy VIS-M-1.3: Development of property should minimize impacts to open space views as seen from public roads and viewpoints.

Consistent: The proposed project is consistent with applicable visual resource policies as development is designed to protect public views to the maximum extent feasible and is compatible with the character of the surrounding area.

The project consists of widening an existing freeway by adding a HOV lane in both the northbound and southbound directions with no expansion of the right-of-way. The project was designed to limit the alteration of the natural landforms by staying within the existing right-of-way.

The project is designed to be compatible with the character of the surrounding area and with the other segments of the highway 101 widening project. The existing freeway is located in an urban transport corridor that is heavily disturbed. The proposed project will not impact views to the ocean or other scenic coastal areas as no new walls are proposed that will block scenic view-sheds.

The overall visual impact of the project will be an increase in the urban character of the highway corridor by adding a new highway lane in both the northbound and southbound

	<p>directions, reduced landscaping including the removal of mature trees, and elimination of landscaping within the existing median barrier.</p> <p>The project was designed to limit the alteration of natural landforms and be visually compatible with the character of the surrounding area and with the other Highway 101 segments. The project elements including barriers, guardrails, and design elements of bridges are designed with colors, materials, and texture appropriate to the community character. Vinyl-clad chain link fencing will be screened by vines and new landscaping materials in many locations.</p> <p>Highway widening would minimize the need for alteration of natural landforms because the widening will occur within the existing Caltrans right-of-way, immediately adjacent to the existing highway both towards the center median or on the exterior of the existing travel lanes.</p> <p>The project will include the removal of both native and specimen trees, including oak trees. The project proposes to plant 250 oak trees and 140 native trees to mitigate for impacts from the project. The trees will be of various sizes and species, including large-sized oak trees of 36" box to provide a mature plant palette.</p> <p>Proposed highway signage will match the existing green and white signage and will be located so as to avoid impacts to existing views. New signage is consistent with the signage throughout the Highway 101 corridor and compatible with existing highway signage.</p> <p>Design elements for the project have been refined in close coordination with the Montecito Board of Architecture Review. Refinements included additional landscaping and refinement of the landscaping plant</p>
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	<p>palette within the project area to ensure replacement to the maximum extent feasible of the diverse and mature landscaping along the existing corridor, and to ensure the long-term success of plant materials. The applicant also agreed to a 5-year maintenance and monitoring period to ensure plant establishment.</p> <p>The project was reviewed by the MBAR on three occasions (minutes provided as Attachment D) and was asked to go to the Planning Commission for review and approval before coming back to the MBAR for Preliminary/Final approval. Condition of Approval #6 requires final approval of the project at MBAR prior to issuance of the Coastal Development Permit.</p>
BIOLOGICAL RESOURCES	
Trees	
<p><i>Coastal Land Use Plan Policy 9-35:</i> Oak trees, because they are particularly sensitive to environmental conditions, shall be protected. All land use activities, including cultivated agriculture and grazing, should be carried out in such a manner as to avoid damage to native oak trees. Regeneration of oak trees on grazing lands should be encouraged.</p> <p><i>Montecito Community Plan Policy BIO-M-1.15:</i> To the maximum extent feasible, specimen trees shall be preserved. Specimen trees are defined for the purposes of this policy as mature trees that are healthy and structurally sound and have grown into the natural stature particular to the species. Native or non-native trees that have unusual scenic or aesthetic quality, have important historic value, or are unique due to species type of location shall be preserved to the maximum extent feasible.</p>	<p>Consistent: The project is consistent with the applicable tree protection policies as the project is designed to preserve and protect trees where feasible. Trees that are proposed for removal will be replaced at an increased ratio throughout the Highway 101 corridor, ensuring more trees will be planted than will be removed, and compliance with a Tree Protection and Replacement Plan is required. The project will result in the removal of a total of 335 trees, including 136 oaks, and 25 specimen trees. By limiting the project to the existing right-of-way, the project is designed to preserve existing trees to the maximum extent feasible given technical engineering requirements. The project proposes to plant 449 replacement trees of various species and sizes including large, mature 36" box oak trees.</p> <p>Conditions of Approval #7 – 9 require the preparation of a Tree Protection and</p>

<p>Montecito Community Plan Development Standard BIO-M-1.15.1: <i>All existing specimen trees shall be protected from damage or removal by development to the maximum extent feasible.</i></p> <p>Montecito Community Plan Policy BIO-M-1.16: <i>All existing native trees regardless of size that have biological value shall be preserved to the maximum extent feasible.</i></p> <p>Montecito Community Plan Policy BIO-1.17: <i>Oak trees, because they are particularly sensitive to environmental conditions, shall be protected to the maximum extent feasible. All land use activities, including agriculture shall be carried out in such a manner as to avoid damage to native oak trees. Regeneration of oak trees shall be encouraged.</i></p>	<p>Replacement Plan, which specifies the minimum replacement ratios and sizes for oaks and other native trees as well as protective measures for trees to remain in place. Protection measures include, but are not limited to, tree protection fencing, signage, and monitoring of certain activities by an arborist or biologist.</p>
Riparian Areas	
<p>Land Use Element Streams & Creeks Policy 1: <i>All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.</i></p> <p>Montecito Community Plan Policy BIO-M-1.6: <i>Riparian vegetation shall be protected as part of a stream or creek buffer. Where riparian vegetation has previously been removed, (except for channel cleaning necessary for free-flowing conditions as determined by the County Flood Control District) the buffer shall allow the reestablishment of riparian vegetation to its prior extent to the greatest degree possible. Restoration of degraded riparian areas to their former state shall be encouraged.</i></p>	<p>Consistent: The project is consistent with applicable riparian habitat and stream protection policies as riparian and stream impacts are mitigated and minimized to the greatest degree possible, and impacted areas will be restored and enhanced. The project requires work within and adjacent to riparian areas based on the location of the highway and the creeks that flow underneath it. By confining the project to the existing right-of-way, disturbance to riparian habitat is minimized to the extent feasible. The only permanent structures proposed within the stream corridors are the replacement bridges at Oak Creek, Romero Creek, and San Ysidro Creek.</p> <p>Within segment 4D, the project will result in temporary impacts to riparian habitat as a result of the improvements to the Romero Creek, Oak Creek, and San Ysidro Creek bridges.</p>

<p>Montecito Community Plan Policy BIO-M-1.8: <i>The minimum buffer strip for development near streams and creeks in Rural Areas shall be presumptively 100 feet from top of bank and for streams in Urban Areas, 50 feet. These minimum buffers may be adjusted upward or downward on a case-by-case basis but shall not preclude reasonable development of a parcel. The buffer shall be established based on an investigation of the following factors and after consultation with the Department of Fish and Game and Regional Water Quality Board in order to protect the biological productivity and water quality of streams:</i></p> <ol style="list-style-type: none"> <i>1. Soil type and stability of stream corridors;</i> <i>2. How surface water filters into the ground;</i> <i>3. Slope of the land on either side of the stream;</i> <i>4. Location of the 100 year flood plain boundary; and</i> <i>5. Consistency with adopted plans, particularly Biological/Habitat policies.</i> <p><i>The buffer area shall be indicated on all grading plans. All ground disturbance and vegetation removal shall be prohibited in the buffer area.</i></p>	<p>Use of a longer span bridge, resulting in a wider channel at these three bridge locations will increase filtration capacity. The bridges will be bulk-headed to reduce the channel size until improvements are made upstream and downstream of the creeks. There will be no permanent impacts to riparian habitat. A total of 0.091 acres of temporary impacts to the streambed and 0.082 acres of temporary impacts to riparian habitat will occur due to the bridge work that is required. Temporary impacts will be restored onsite at a 1:1 ratio. Restoration will include hydroseeding with native seed, planting of native plants and trees, and removal of non-native species. In addition, protective fencing will be installed to prevent impacts to other Environmentally Sensitive Habitat nearby. Further mitigation details are provided in the August 2021 Mitigation and Monitoring Plan (Attachment J).</p> <p>In addition to restoration and enhancement of impacted riparian areas, mitigation, minimization and avoidance measures are specified within the Biological Resource section of the 2014 EIR and include limitations on the timing of work within creek channels, the use of protective fencing, and placement of stockpile and construction staging at least 100 feet from all waterways, wetlands, and riparian areas. These measures, combined with the restoration and enhancement activities, will ensure the project is consistent with these policies.</p>
Additional ESH Policies	
<p>Coastal Land Use Plan Policy 9-1: <i>Prior to the issuance of a development permit, all projects on parcels shown on the land use plan and/or resource maps with a Habitat Area overlay designation or within 250 feet of such designation or projects affecting an</i></p>	<p>Consistent: The project is consistent with applicable ESH policies because the project plans show the location of habitat potentially affected by the project, and the proposed Mitigation and Monitoring Plan prepared by Caltrans for segment 4D (Attachment J)</p>

environmentally sensitive habitat area shall be found to be in conformity with the applicable habitat protection policies of the land use plan. All development plans, grading plans, etc., shall show the precise location of the habitat(s) potentially affected by the proposed project. Projects which could adversely impact an environmentally sensitive habitat area may be subject to a site inspection by a qualified biologist to be selected jointly by the County and the applicant.

Montecito Community Plan Policy BIO-M-1.2:

The following biological resources and habitats shall be identified as environmentally sensitive and shall be protected and preserved to the extent feasible through the Environmentally Sensitive Habitat (ESH) overlay: Riparian woodland corridors.

Montecito Community Plan Policy BIO-M-1.3:

Environmentally Sensitive Habitat (ESH) areas within the Montecito Planning Area shall be protected, and where appropriate, enhanced.

Montecito Community Plan Development Standard BIO-M-1.3.3:

Landscaping which includes invasive species shall be prohibited in or near Environmentally Sensitive Habitat areas. The California Native Plant Society publishes a list of invasive species to which the applicant may refer. Landscaping in ESH areas shall include compatible native species.

Montecito Community Plan Development Standard BIO-M-1.14.4:

Where sensitive or valuable biological resources exist within or border a project site, a County approved biologist or other experienced individual acceptable to the County may be required to monitor construction within/bordering the resource area as determined necessary by P&D.

requires annual monitoring and adaptive management of restoration areas.

ESH areas will be protected by limitations on the timing of work within creek channels, the use of ESH fencing, and placement of stockpile and construction staging at least 100 feet from all waterways, wetlands, and riparian areas. Riparian ESH areas will be protected and enhanced due to the restoration of impacted vegetation and removal of non-native/invasive species. The proposed landscaping within and adjacent to ESH areas uses appropriate native and non-invasive species. Caltrans Mitigation and Monitoring Plans prepared for segment D (Attachment J) call for the restoration and enhancement of ESH habitat using native plant materials sourced from local seed stock when available.

In addition, the proposed widening of the Romero Creek, San Ysidro Creek, and Oak Creek bridges will accommodate an extra 0.13 acre, 0.11 acre, and 0.03 acre respectively of unlined creek bed once the bulkheads are removed from the bridge. The wider creek bank is a beneficial impact to the creek, which could result in additional habitat and a reduced speed of water flow as it travels downstream. In addition, the construction work window for working within the creek is limited to between June 1 and October 31 (low flow period) and work will comply with all measures listed in the NOAA Fisheries-issued Biological Opinion (see Appendix H and Appendix F of the 2014 EIR).

CULTURAL RESOURCES	
<p>Land Use Element Historical and Archaeological Sites Policy 2: <i>When developments are proposed for parcels where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such cultural sites if possible.</i></p> <p>Land Use Element Historical and Archeological Sites Policy 3: <i>When sufficient planning flexibility does not permit avoiding construction on archaeological or other types of cultural sites, adequate mitigation shall be required. Mitigation shall be designed in accordance with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission.</i></p> <p>Coastal Land Use Plan Policy 10-2: <i>When developments are proposed for parcels where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such cultural sites if possible.</i></p> <p>Coastal Land Use Plan Policy 10-3: <i>When sufficient planning flexibility does not permit avoiding construction on archaeological or other types of cultural sites, adequate mitigation shall be required. Mitigation shall be designed in accord with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission.</i></p> <p>Coastal Land Use Plan Policy 10-5: <i>Native Americans shall be consulted when development proposals are submitted which impact significant archaeological or cultural sites.</i></p> <p>Montecito Community Plan Policy CR-M-2.1: <i>Significant cultural, archaeological, and historic</i></p>	<p>Consistent: The project is consistent with applicable cultural resources policies as significant cultural sites will be avoided during construction, avoidance and protection measures will be put in place during construction, and Native American input was sought during the environmental review process.</p> <p>The project is located in an existing developed urban transportation corridor that is highly disturbed, and work will be kept within the existing Caltrans right-of-way. In addition, several documents were prepared by Caltrans in order to meet the lead agency requirements related to Cultural Resources, including, but not limited to, an Area of Potential Effects Map, Archaeological Survey Report (ASR), Supplemental ASR, and an Extended Phase I Report. Within the proximity of the 4D project area, the studies identified no prehistoric archaeological sites determined to be eligible for listing in the National Register of Historic Places.</p> <p>In the unlikely event that previously unidentified archaeological resources are encountered during construction, a Treatment and Data Recovery plan will be implemented as specified in the 2014 EIR. Also, in the unexpected event that human remains are uncovered during construction activities, Condition 10 of Attachment B-1 requires work to be stopped and an evaluation of site and consultation with the Most Likely Descendants as appropriate, consistent with the Coastal Land Use Plan policy 10-5.</p> <p>For the Highway 101 project as a whole (including segment 4D), Caltrans conducted a multi-year effort to obtain cultural resource input from Native American tribes, groups, and</p>

<p><i>resources in the Montecito area shall be protected and preserved to the extent feasible.</i></p>	<p>individuals. Consultation with interested Native American representatives included exchanging letters and telephone calls, sending copies of cultural resource reports and study summaries, holding meetings and field reviews, and ensuring that Native American monitors were present during field excavations. Native American representatives contacted individuals and groups identified by the Native American Heritage Commission, individuals identified by the Curator of Anthropology at the Santa Barbara Museum of Natural History and interested parties from the Barbareño and Samals (Santa Ynez) groups.</p>
<p>HILLSIDE AND WATERSHED PROTECTION</p>	
<p><i>Land Use Element Hillside and Watershed Protection Policy 1:</i> <i>Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.</i></p> <p><i>Land Use Element Hillside and Watershed Protection Policy 2:</i> <i>All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site, which are not, suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.</i></p> <p><i>Coastal Land Use Plan Policy 3-13:</i> <i>Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that</i></p>	<p>Consistent: The proposed project is consistent with applicable geologic policies as the project is designed to minimize the need for alteration of topography (thereby limiting grading quantities), minimizes the potential for geologic hazards, and incorporates Best Management Practices to treat runoff, control erosion, and facilitate groundwater recharge.</p> <p>Cut and fill associated with the proposed project will be minimized by the fact that the proposed project will occur within the existing Caltrans right-of-way, and will generally maintain the same road profile and grade as the existing highway. The project will not result in a major alteration to natural landforms, and incorporates slope design features and landscaping that soften the appearance of embankments and other sloped areas within the project footprint. In addition trees and vegetation that will be removed on slopes will be replaced.</p> <p>Liquefaction potential in the project area is high. Portions of the project area are located in areas where groundwater is at shallow depths,</p>

the development could be carried out with less alteration of the natural terrain.

Coastal Land Use Plan Policy 3-14: *All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soil, geologic, flood, erosion, or other hazards shall remain in open space.*

Coastal Land Use Plan Policy 3-17: *Temporary vegetation, seeding, mulching, or other suitable stabilization methods shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized immediately with planting of native grasses and shrubs, appropriate nonnative plants, or with accepted landscaping practices.*

Montecito Community Plan Policy GEO-M-1.2: *Grading from future ministerial and discretionary projects in Montecito shall be minimized to the extent feasible in order to prevent unsightly scars in the natural topography due to grading, and to minimize the potential for earth slippage, erosion, and other safety risks.*

or are underlain by unconsolidated or poorly consolidated alluvial soils, and there is a likelihood for strong ground-shaking due to nearby potentially active earthquakes. Caltrans standards and construction methods address liquefaction by engineering designs that address anticipated maximum displacement conditions and/or by providing deep foundations for bridge structures.

Newly constructed cut and fill slopes created as part of the project could increase the potential for erosion due to erodible materials underlying portions of the project. In order to address erosion concerns with slope grading, measures included as part of the 2014 EIR (Attachment C) require 1) that slope cuts and embankments be limited to slopes of 2 to 1 or flatter whenever feasible, 2) that top-of-cut ditches are used to minimize the potential for erosion by intercepting offsite drainage that would otherwise flow down the slope face, 3) that no cut slopes intercept large offsite areas draining towards the slopes and 4) that embankments are built of select material that meets Caltrans geotechnical unit specifications.

The project includes the preparation of a number of design elements and Best Management Practices (such as hydroseeding, native plant restoration, and compost incorporation) proposed to treat runoff, facilitate groundwater recharge and stabilize soils. In addition, as discussed in the water resources/flooding section, a Stormwater Control Plan was prepared for the project, and Condition 13 of Attachment B requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) with specific details regarding BMPs used to effectively treat stormwater runoff associated with temporary construction activities.

NOISE	
<p>Noise Element Policy 1: <i>In the planning of land use, 65dB Day-Night Average Sound Level should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in the project design.</i></p> <p>Montecito Community Plan Policy N-M-1.1.: <i>Noise-sensitive uses (i.e. residential and lodging facilities, educational facilities, public meeting places, and others specified in the Noise Element) shall be protected from significant noise impacts.</i></p> <p>Montecito Community Plan Development Standard N-M-1.12: <i>Significant noise impacts shall be avoided upon the development of new noise-sensitive land uses (as defined by the Noise Element) through the provision of sound shielding and/or adequate design which provides sufficient attenuation or through proper siting of structures to avoid areas of elevated ambient noise.</i></p>	<p>Consistent: The proposed project is consistent with applicable noise policies. The existing project area already exceeds 65 dBA, as shown on the Noise Element noise contour maps. The project includes noise-reducing components including application of a noise-attenuating pavement surface throughout the project limits. With the installation of the concrete paving, noise is expected to increase by a maximum of 3 dBA by 2040 when compared to the existing highway conditions. In addition, Caltrans proposes to coordinate with property owners impacted beyond Caltrans thresholds for “severe receptors” to provide acoustic treatment for structures. Condition 12 of Attachment B ensures that outreach to property owners is completed prior to Coastal Development Permit issuance and that funds for acoustical treatment are provided prior to project completion.</p> <p>Temporary construction activities have the potential to exceed the 65 dBA threshold. Measures to reduce potential impacts will be implemented which includes the limitations of trucks/equipment passing in close proximity to sensitive receptors, the use of mufflers, and development of a public outreach plan that keeps the public notified of the construction schedule and provides contacts for complaints. Condition 11 also requires shielding of noise-generating stationary construction equipment, which should further reduce temporary noise impacts from construction.</p>
TRANSPORTATION/CIRCULATION	
<p>Circulation Element Policy 1: <i>Projects contributing PHTs (peak hour trips) to intersections that operate at an Estimated Future Level of Service that is better than LOS C shall be found consistent with this section of</i></p>	<p>Consistent: The project is consistent with applicable transportation and circulation policies as it will result in an overall improvement to the Highway 101 operations. The project will add a northbound and</p>

<p><i>this Element unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B.</i></p> <p>Montecito Community Plan Policy CIRC-M-1.6: <i>The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Montecito Planning Area is “B”. Exceptions to this are:</i></p> <p><u>Roadways:</u></p> <ul style="list-style-type: none"> • East Valley Rd/Buena Vista to Sheffield, LOC C is acceptable. • Sycamore Canyon Road, LOC C is acceptable • Hot Springs Road/Sycamore Canyon to Coast Village, LOS D is acceptable. • Olive Mill Road/Coast Village to Channel Drive, LOS C is acceptable. • San Ysidro Road/E. Valley to North Jameson, LOC C is acceptable. • San Ysidro Road/ North to South Jameson, LOS D is acceptable. <p>Intersections:</p> <ul style="list-style-type: none"> • Hot Springs/East Valley, LOS C is acceptable. 	<p>southbound Highway 101 HOV (high occupancy vehicle) lane within segment 4D, which is part of the larger Highway 101 project extending from the City of Carpinteria to the City of Santa Barbara. The HOV lanes were designed to relieve Highway 101 traffic congestion by providing for and encouraging carpooling/bus use and by providing additional travel lanes.</p> <p>Currently, Highway 101 within the project limits operates with congested flow conditions during the weekday and weekend peak periods, typically for approximately two hours in each direction, which results in significant travel delays. Without improvements, congested conditions are expected to increase significantly by 2040.</p> <p>A number of studied intersections within the 4D project area are currently operating below the Level of Service (LOS) B criteria identified in the Montecito Community Plan, and are projected to degrade further by 2040. With the implementation of the project, the Sheffield and San Ysidro interchange will see an improvement to their LOS or will be unchanged by 2040 when compared to the no project conditions (2014 EIR, Traffic Section as amended in the 2017 Revised EIR). Implementation of the project will reduce highway traffic congestion and the intersection traffic congestion, consistent with the community plan policies.</p>
<p style="text-align: center;">WATER QUALITY</p>	
<p>Coastal Act Policy 30231: <i>The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes, appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other</i></p>	<p>Consistent: The proposed project is consistent with the applicable water resources/flooding policies as it incorporates Low Impact Development (LID) strategies into the project design, and includes temporary Best Management Practices (BMPs) to reduce stormwater erosion during construction.</p>

<p><i>means, minimizing adverse effects of waste water discharges, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</i></p> <p><i>Coastal Land Use Plan Policy 3-18: Provisions shall be made to conduct surface water to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development. Water runoff shall be retained on-site whenever possible to facilitate groundwater recharge.</i></p> <p><i>Coastal Land Use Plan Policy 3-19: Degradation of water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.</i></p>	<p>The project is located in an existing, developed, urban transportation corridor that is highly disturbed, and work will be kept within the existing Caltrans right-of-way. In addition, the project will result in an increase in impermeable surfaces and stormwater runoff due to the addition of a new travel lane in both the northbound and southbound directions of the Highway 101. The project is designed to reduce impacts to water quality and related biological resources to the maximum extent feasible.</p> <p>Early site design planning for the project emphasized LID strategies and prioritized the minimization of runoff through the incorporation of treatment techniques that preserve or closely mimic a natural or pre-developed hydrologic response. Some of the LID strategies incorporated into the project include slope rounding to facilitate plant establishment and minimize soil erosion, installation of outlet velocity protection to slow water runoff and filter sediments and nutrient loads, and restoring and establishing the riparian buffer planting around identified creeks. The project also includes removal of non-native plants and restoration with native species. Further details regarding biological restoration of riparian areas is discussed in the biological resources section above and in the Caltrans Mitigation and Monitoring Plan (Attachment F). In addition, the project will comply with Caltrans National Pollution Discharge Elimination System (NPDES) permit which regulates stormwater requirements for the state agency.</p>
FLOOD HAZARD	
<p><i>Land Use Element Flood Hazard Policy 1. All development, including construction,</i></p>	<p>Consistent: The project is consistent with applicable flood protection policies. The</p>

excavation, and grading, except for flood control projects and non-structural agricultural uses, shall be prohibited in the floodway unless off-setting improvements in accordance with federal regulations are provided. If the proposed development falls within the floodway fringe, development may be permitted, provided creek setback requirements are met and finished floor elevations are two feet above the projected 100-year flood elevation, and the other requirements regarding materials and utilities as specified in the Flood Plain Management Ordinance are in compliance.

Land Use Element Flood Hazard Policy 2. *Permitted development shall not cause or contribute to flood hazards or lead to expenditure of public funds for flood control works, i.e., dams, stream channelizations, etc.*

Land Use Element Flood Hazard Policy 3. *All development shall be reviewed in accordance with the requirements of County Code Chapter 15A-Floodplain Management and 15B-Development Along Watercourses.*

Montecito Community Plan Policy FD-M-2.1: *Development shall be designed to minimize the threat of on-site and downstream flood potential and to allow recharge of the groundwater basin to the maximum extent feasible.*

Montecito Community Plan Policy FD-M-2.2: *New development shall be located in a manner that minimizes the need for flood control measures.*

project will not cause or contribute to flood hazards, has been reviewed by County Flood Control staff for conformance with the requirements of County Code Chapter 15A- (Floodplain Management) and 15B- (Development Along Watercourses) and is designed to minimize the threat of on-site and downstream flooding as discussed in the Hydraulic Reports for each creek crossing. The project crosses over Montecito Creek, Romero Creek, San Ysidro Creek, and Oak Creek and portions of the project are located within the Flood Hazard Overlay. The project will widen the bridge at Romero Creek, San Ysidro Creek, and Oak Creek to allow for greater flow capacity, but each bridge will be bulk-headed until improvements are made upstream and downstream of the project site to ensure that the entire length of the creek can handle the additional capacity. The hydraulic analysis for Montecito Creek determined that under existing conditions, the creek accommodate a 100-year flow in compliance with existing standards.

The County of Santa Barbara Flood Control Division reviewed the proposed project in accordance with County Code Chapter 15A and 15B and issued a condition letter included as Condition 19 of Attachment B-1 that recommends that no aspect of the project be allowed to affect the current FEMA Effective Map, the new FEMA Flood Map Special Flood Hazard Area, or the current FEMA Recovery Map High Hazard Area. Flood Control reviewed the proposed project and determined that the proposed project meets their conditions.

The project will minimize the threat of flood potential because it adds additional capacity to the Romero Creek, San Ysidro Creek, and Oak Creek bridges to ensure that when future improvements are made to the creek channels,

	<p>the bridges can accommodate additional flow. In summary, the proposed project is in compliance with all applicable County Flood Control requirements, will not cause or contribute to flood hazards, and provides additional future flood capacity at area bridges in order to reduce future flood risk.</p>
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5.3 Zoning: Land Use and Development Code Compliance

5.3.1 Purpose and Intent (Article II, Section 35-93.1)

The project is located within the Transportation Corridor (TC) Zone District. Pursuant to Article II, Section 35-93.1, the purpose of this district is to preserve and protect established and proposed transportation corridors, to regulate land uses within and adjacent to such corridors, and to provide uniform TC development standards. The proposed project is consistent with the purpose of the district because it preserves and protects Highway 101 as a transportation corridor. Consistent with the development standards specified in Article II, Section 35-93.1, the proposed project implements a component of the congestion relief strategy identified in the 101 in Motion Plan prepared by Caltrans and SBCAG that will implement a multi-modal strategy to accommodate future travel demand while facilitating a modal shift to carpooling, transit, and passenger rail. The proposed project implements one portion of the 101 in Motion Plan by adding HOV (high occupancy vehicle/carpool) lanes within segment 4D of the larger Highway 101 project and encouraging carpooling/bus use.

5.3.2 Development Plans (Article II, Section 35-174)

All new development within the TC Zone District requires approval of a Final Development Plan and a Coastal Development Permit. Consistent with Article II Section 35-174.2.4, the Development Plan is heard by the Planning Commission. The County Planning Commission is the decision maker for this project consistent with Chapter 2 Article V Section 2-25.2(b)(3) of the Santa Barbara County Code. Consistent with Section 35-174.6.2 and Section 35-174.6.3, the Development Plan was reviewed by the Board of Architectural Review and the Subdivision and Development Review Committee. Consistent with Section 35-174.6.8, a Coastal Development Permit is being processed concurrently with the Development Plan

5.3.3 ESH Overlay District (Article II, Section 35-97.6)

The project meets all applicable ESH Overlay District development standards in Section 35-97.8 through Section 35-97.19 of the Article II Coastal Zoning Ordinance. Further mitigation details are provided in the August 2021 Caltrans Mitigation and Monitoring Plan (Attachment F). The plan includes planting methods and locations, site preparation, weed control, and monitoring criteria

and schedules. In addition, temporary impacts to wetlands will be minimized by the use of protective fencing and construction staging being located at least 100 feet away from all waterways and riparian areas, as specified in the Biological Resources Section of the 2014 EIR. Finally, water quality protection measures, as discussed in the water resource/flooding portion of Section 5.2 of the staff report, incorporated herein by reference, will ensure that there will not be a reduction in the biological productivity or water quality of the wetland areas due to runoff.

Consistent with the requirements of Section 35-97.19 (Development Standards for Stream Habitats), no permanent structures are proposed within the stream corridor with the exception of the replacement of existing bridges at Oak Creek, Romero Creek, and San Ysidro Creek. These bridges are proposed to be widened, thereby allowing widening of the creek channel and increasing the filtration capacity and lowering peak water velocities for riparian animal species. Impacts to riparian areas will be avoided to the maximum extent feasible. Where impacts cannot be avoided, they will be mitigated at a ratio of 1:1 for temporary impacts. Restoration will include hydroseeding, erosion control with native seed, planting of new container plants, and removal of non-native plants. Additional mitigation details are provided in the August 2021 Caltrans Mitigation and Monitoring Plans prepared for segment D (Attachment F). The plans include planting methods and locations, site preparation, weed control, and monitoring criteria and schedules. In addition to restoration and enhancement of impacted areas, mitigation, minimization, and avoidance measures are specified within the Biological Resources section of the 2014 EIR and include limitations on the timing of work within creek channels, the use of protective fencing, and placement of stockpile and construction staging at least 100 feet from all waterways and riparian areas. During construction activities, standard Caltrans temporary construction pollution prevention BMPs would be used to control potential discharges of pollutants to surface water. Pollutants such as chemicals, fuels, lubricants, and other harmful waste will not be discharged into or alongside coastal streams during construction. Condition 13 of Attachment B requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) with specific details regarding BMPs used to effectively treat stormwater runoff associated with construction activities.

5.3.4 Transportation Corridor Wetland Overlay (Article II Section 35-102H)

The project is located within the Transportation Corridor Wetland Overlay (TCWO) described under Article II Section 35-102H. The purpose of the TCWO is to provide specific standards of development for the Highway 101: Carpinteria to Santa Barbara project as well as other transportation and coastal access projects. The TCWO establishes specific standards related to wetland impacts and drainage and stormwater management.

- a. TCWO Wetland Restoration.** Article II Section 35-102.H.5.2 establishes specific requirements for wetland mitigation within the overlay. The proposed project meets this requirement as the project will have no impact on wetlands, and thus no mitigation for wetland impacts is needed.

- b. TCWO Stormwater Management.** Article II Section 35-102.H.5.2 establishes coastal water quality standards requiring emphasis on site design that incorporates Low Impact Development (LID) strategies, use of soil based and bioengineered BMP's infiltration BMPs designed in accordance with National Pollutant Discharge Elimination System (NPDES) permit regulations, use of locally collected plant materials where feasible, preparation and submittal of a post-construction stormwater plan, and BMP sizing designed according to the surface area draining to the BMPs.

Design pollution prevention BMPs in the form of LID and soil based vegetated conveyance features are incorporated into the project design to the maximum extent feasible. Early site design planning emphasized LID strategies and prioritized the minimization of runoff by incorporation of treatment techniques that preserve or closely mimic natural hydrologic response. These strategies include rounding of slopes throughout the project area to facilitate plant establishment and minimize soil erosion, designing the project landscaping meet the Model Water Efficiency Landscape Ordinance (MWELo) standards, installation of outlet velocity protection to slow water runoff and filter sediments and nutrient loads, and restoring and reestablishing riparian buffers.

6.0 APPEALS PROCEDURE

The action of the Planning Commission may be appealed to the Board of Supervisors within ten (10) calendar days of said action. For developments which are appealable to the Coastal Commission under Section 35-182.6, no appeal fee will be charged.

The action of the Board of Supervisors may be appealed to the Coastal Commission within ten (10) working days of receipt by the Coastal Commission of the County's notice of final action.

ATTACHMENTS

- A. Findings
- B. Conditions of Approval
 - B-1. Conditions of Approval for Case No. 21DVP-00000-00022 (including Departmental Condition Letters)
 - B-2. Conditions of Approval for Case No. 21CDP-00000-00076 (including Departmental Condition Letters)
- C. Environmental Documentation
 - C-1. EIR Summary Table
 - C-2. 2014 EIR
 - C-3. 2017 Revised EIR
 - C-4. 2018 Addendum
 - C-5. 2020 Addendum
 - C-6. 2021 Addendum

- C-7. 2022 Addendum
- C-8. EIR Statement of Overriding Considerations
- C-9. Mitigation, Monitoring and Reporting Plan
- D. MBAR Minutes
- E. Project Plans
- F. Habitat Mitigation and Monitoring Plan Segment 4D, August 2021
- G. Coastal Water Quality Summary Memo
- H. Tree Planting Plan
- I. Resolution to the County Planning Commission
- J. Response to Resolution of the Montecito Planning Commission

ATTACHMENT A: FINDINGS

1.0 CEQA FINDINGS

1.1 FINDINGS REGARDING PREVIOUS ENVIRONMENTAL DOCUMENT

An EIR was certified by Caltrans on August 26, 2014 (2014 EIR), a Revised EIR was certified by Caltrans on October 27, 2017 (2017 EIR), and Caltrans approved an EIR Addendum on June 1, 2018 (2018 Addendum), May 3, 2020 (2020 Addendum), May 5, 2021 (2021 Addendum), and in February 2022 (2022 Addendum). Together, these documents constitute the Environmental Review Package for the HWY 101 Widening project. The project was evaluated in the Environmental Review Package and mitigation measures were incorporated into the project by Caltrans as the lead agency. As a responsible agency under CEQA, the County is required to make specific written findings for each significant environmental effect identified in the EIR.

1.1.1 Environmental Effects Found to be Less than Significant

The Environmental Review Package identifies several issue areas for which impacts are considered less than significant. Those issue areas are as follows: consistency with local coastal plans, community character and cohesion, recreation, utilities/emergency services, hydrology/floodplains, hazards/hazardous materials, geology, air quality, and noise. A summary of the determination for the finding can be found in Chapter 3.2.1 of the EIR, no further findings are required for these subject areas.

1.1.2 Findings for Significant but Mitigated Effects

The following findings have been made for the significant environmental effects identified in the EIR related to cultural resources, paleontology, water quality/storm water runoff, and biological resources.

Impact: Cultural Resources

The project would have an adverse effect on the National Register-eligible Via Real Redeposited Midden. Studies showed that the national register-eligible portion of the site is located below the proposed project depth, however there is a remote possibility that the area could be impacted by the development.

Finding: Changes or alterations have been required in, or incorporated into, the project which will avoid or substantially lessen the significant environmental effect as identified in the EIR. (Section 15091(a)(1)).

Mitigation Measure: Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

1. In the unlikely event that archaeological resources are encountered during construction, Caltrans will implement the *Treatment and Data Recovery Plan* for the South Coast 101 HOV Lane Project which is included as Appendix D of the EIR.

Significance after Mitigation: With incorporation of this mitigation measure, significant environmental effects to cultural resources would be reduced to less than significant.

Impact: Paleontology

The project would have a potentially significant impact on paleontological resources from ground disturbing construction activities such as excavation, which has the potential to expose sensitive paleontological resources.

Finding: Changes or alterations have been required in, or incorporated into, the project which will avoid or substantially lessen the significant environmental effect as identified in the EIR. (Section 15091(a)(1)).

Mitigation Measure: Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

1. The mitigation measures include monitoring, salvaging of fossil specimens, and data recovery during construction excavation of the project.

Significance after Mitigation: With incorporation of this mitigation measure, significant environmental effects to paleontological resources would be reduced to less than significant.

Impact: Water Quality/Storm Water Runoff

The project would have a potentially significant impact to water quality and stormwater runoff by adding additional impervious surface to the project site through the installation of an additional freeway lane in both the northbound and southbound directions.

Finding: Changes or alterations have been required in, or incorporated into, the project which will avoid or substantially lessen the significant environmental effect as identified in the EIR. (Section 15091(a)(1)).

Mitigation Measures: Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

1. Riparian Shade Canopy – Revegetation along affected creeks would be designed to optimize shade canopy where feasible and not conflict with current flood control practices.
2. All existing vegetated locations to remain along the project limits would be evaluated for viability as biostrips and documented to quantify effectiveness of reductions of particulate runoff. In addition, the selected locations would be used

for constructing new biostrips and bioswales to intercept runoff. If subsurface conditions are appropriate, these same locations would be also used for infiltration purposes.

3. Bridges – For all creeks requiring replacement or widening of existing bridges, new bridges would be designed to maintain or reduce the existing water velocity under the bridge. The Romero, San Ysidro, and Oak Creek bridges would be designed to pass the 100-year flow, but would be blocked to match current capacities within the creek channel until the capacity upstream and downstream has been improved.
4. Hydrology – Storm water runoff from the highway would be managed to maintain sheet flow to adjacent grasslands and wetlands, to the maximum extent feasible. The concentration of storm water flow would be minimized where feasible. Dikes and the concrete lining of drainage swales would be eliminated if feasible after considering the necessary function of each facility.
5. Litter – During construction, litter on the highway would be removed periodically as part of regular maintenance procedures.
6. Riparian Corridors – The project will be designed to minimize impacts to riparian areas, preserve channel length, and preserve shade canopy. Where impacts to riparian areas are unavoidable, mitigation onsite or offsite will be proposed.
7. Wetlands – For wetlands that cannot be avoided, mitigation wetlands would be created onsite or offsite to ensure no net loss of wetlands.
8. Design Best Management Practices – Storm water best management practices would be selected and designed during the design phase of this project. Best management practices would be selected to minimize pollutant discharges to surface waters, minimize storm water discharge rates and volumes, and recharge groundwater. A formal storm water drainage plan would be developed after the project enters the design phase.
9. Invasive Plants – All invasive plants that could adversely affect water quality and associated beneficial uses would be removed from specific work areas within creek channels and prevented from spreading, to the extent feasible. Invasive vegetation may also be removed from restoration and mitigation areas.

Significance after Mitigation: With incorporation of these mitigation measures, the impact to Water Quality/Storm Water Runoff will be reduced to a less than significant level.

Impact: Biological Resources

The project would result in a potentially significant impact on natural communities, wetlands, and other waters of the United States, animal species, and threatened and endangered species.

Natural Communities (Riparian and Coast Live Oaks)

Riparian habitat occurs on the banks of San Ysidro Creek. Riparian vegetation in and next to creek channels is limited within the state right-of-way due to routine clearance by the Santa Barbara County Flood Control District's annual maintenance plan. The project also includes removal of coast live oak trees.

Finding: Changes or alterations have been required in, or incorporated into, the project which will avoid or substantially lessen the significant environmental effect as identified in the EIR. (Section 15091(a)(1)).

Mitigation Measure: Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

Riparian Community Mitigation Measures:

1. All work in riparian areas is confined to the Caltrans right-of-way and delineated temporary construction easements.
2. Prior to any ground-disturbing activities, environmentally sensitive area fencing would be installed around the drip line of the trees to be protected. Where feasible, fencing will be placed 5-ft. from the drip line of trees.
3. To avoid affecting nesting birds in riparian vegetation, no clearing activities will take place between February 15th and September 1. If tree removal is required during the nesting season, a qualified biologist will conduct a survey for active nests in trees to be removed.
4. Impacts to native riparian vegetation will be offset by replacement plantings within the project limits as follows: to avoid flooding, replanting plans for creek locations will be reviewed by Santa Barbara Flood Control to ensure that plantings will not impede flows within creek channels. The following ratios will be used: 3:1 for willows, 3:1 for coast live oaks or western sycamore greater than 6 inches in diameter at breast height. Monterey cypress and Monterey pine trees will be replaced in kind.
5. Disturbed areas that are not replanted with riparian trees or shrubs will be stabilized and seeded with native grasses and forbs (herbs). If replacement ratios cannot be met at these locations due to flood concerns, planting will occur at other appropriate locations within the state right-of-way. All riparian plantings will be monitored to ensure successful revegetation at six months after planting and then once a year for three years.

Coast Live Oaks Mitigation Measures

6. All existing trees and shrubs will be preserved to the greatest extent possible.
7. All oaks and other native trees greater than 6 inches in diameter at breast height to remain in the project vicinity will be delineated on design plans. Prior to any ground-disturbing activities, environmentally sensitive area fencing will be installed around the drip line of the trees to be protected. Where feasible, fencing will be placed at least 5 feet from the drip line.

8. To avoid affecting nesting birds that might use the landscaped portions of the right-of-way, tree removal should not occur between February 15 and September 1. If tree removal is required during the nesting season, a qualified biologist will do a focused survey for active bird nests. If any active migratory bird nests are found, 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.
9. Impacts to native oak trees greater than 6 inches in diameter at breast height will be offset by replacement plantings within the Highway 101 HOV Lane limits. Replacement plantings, in accordance with Santa Barbara County Draft Guidelines for Urban Oak Trees (2006), would be achieved using a 3:1 ratio for each tree removed. Although higher number are sometimes appropriate, the limited habitat value of the trees to be removed and the fact that all replacement trees will be maintained within Caltrans right-of-way make this an appropriate number for this project. Replacement plantings will be detailed in the Caltrans landscape architecture Landscape Planting Plan. Oak tree plantings will be monitored to ensure successful revegetation at six months and then once a year for three years. It is recommended that native tree and shrub species such as western sycamore, lemonade berry, toyon, laurel sumac, and coyote brush also be included as replacement plantings.

Significance after Mitigation: With incorporation of these mitigation measures, the impact to Natural Communities will be reduced to a less than significant level.

Wetlands and Other Waters

The project will result in 0 acres of permanent impacts to streambeds and 0.091 acres of temporary impacts from construction related activities including equipment access, excavation and grading for new development.

Finding: Changes or alterations have been required in, or incorporated into, the project which will avoid or substantially lessen the significant environmental effect as identified in the EIR. (Section 15091(a)(1)).

Mitigation Measure: Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

1. Human-made wetlands (roadside drainage features) will be replaced with more human-made wetlands. Sites chosen for mitigation will be within the project limits where feasible. New vegetated ditches that receive and filter highway runoff will replace the function of the vegetated roadside ditches that are considered coastal zone wetlands. Enough room will be available in the proposed right-of-way to replace most or all of the coastal zone wetland losses with vegetated ditches or bio-swales. Grasses and other low-growing vegetation will

- provide the greatest filtering capacity. Plantings should include native species such as horsetail, sedge, mugwort, marsh baccharis, and blackberry.
2. Offsite mitigation is proposed in the Carpinteria Salt Marsh if all mitigation cannot occur onsite.
 3. All human-made roadside drainage features delineated as “other waters” that are lost during construction will be replaced in-kind. Temporary impacts to other waters of the United States will be restored to reflect their preexisting state. Unlined channels will be stabilized according to the Caltrans National Pollution Discharge Elimination System Statewide Storm Water Permit. Caltrans will hydroseed roadside banks with native seed mix where practicable to benefit water quality by decreasing runoff and sedimentation into waterways.
 4. Areas of temporary impacts to creeks will be re-graded, as needed, to reflect their preexisting state. All partially modified creek channels are within the active floodplain and will quickly reestablish with natural vegetation. Vegetation in these creeks, however, remain subject to maintenance by Santa Barbara County Flood Control. Native vegetation will be planted on creek banks above other waters of the United States where replanting does not conflict with flood control practices.
 5. Work in creek channels will occur between May 1 and October 31, unless creek channels dry earlier than May 1. At San Ysidro Creek, work will be limited to June 1 through October 31 to avoid impacts to migrating steelhead trout or tidewater goby.
 6. Construction equipment, stockpiles, etc., will be located in upland locations that are at least 100 feet away from all waterways, wetlands, and riparian areas.

Significance after Mitigation: With incorporation of these mitigation measures, the impact to Wetland and Other Waters will be reduced to a less than significant level.

Animal Species

The project has the potential to impact animal species including migratory bird species and other animals not protected by the state or federal Endangered Species Act.

Finding: Changes or alterations have been required in, or incorporated into, the project which will avoid or substantially lessen the significant environmental effect as identified in the EIR. (Section 15091(a)(1)).

Mitigation Measure: Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

1. To avoid impacts to nesting birds, tree removal would occur between September 1 and February 15. If tree removal is required during the nesting season, a qualified biologist would conduct a focused survey for active bird nests in the trees to be removed. If any active migratory bird nests are found, Caltrans would 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 would not be removed until the young have fledged and nesting is complete.

2. The Caltrans Standard Specifications for Bird Protection would be included with the project's contract.

Significance after Mitigation: With incorporation of these mitigation measures, the impact to Animal Species will be reduced to a less than significant level.

Threatened and Endangered Species

Steelhead trout have the potential to be affected by this project. The bridge replacement at San Ysidro Creek is located in an area designated as critical habitat for steelhead trout. Temporary impacts could occur during water diversions and de-watering during project construction. In addition, the longer spans of the bridge could result in increased shading of the creek which could lower the water temperature. This is a beneficial impact for this species which prefers cooler temperatures.

Finding: Changes or alterations have been required in, or incorporated into, the project which will avoid or substantially lessen the significant environmental effect as identified in the EIR. (Section 15091(a)(1)).

Mitigation Measure: Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

1. Temporarily affected portions of critical habitat are expected to recover to pre-project conditions using detailed grading plans, riparian area replanting, and other minimization measures. Longer bridge spans would result in wider unlined channels and lower velocities at peak flows in the future, once the downstream facilities have been upgraded.
2. All work activities within or adjacent to critical creek habitat will take place only during the low-flow period between June 1 and October 31. This will avoid affecting migrating steelhead trout, unless creek channels dry earlier than June 1.
3. Preconstruction educational meetings that discuss steelhead trout and other sensitive species would be required for the construction personnel that work in the creeks.
4. Water diversions would be required at Romero Creek. San Ysidro Creek is typically dry at the state highway crossing by May 1 each year and remains dry until November. If water is flowing at San Ysidro Creek between June 1 and October 31, a water diversions will be required.
5. Only qualified personnel authorized under a Biological Opinion shall participate in activities associated with the capture, handling, relocation, and monitoring of steelhead trout. The names and credentials of personnel who are designated to conduct these activities shall be supplied to the National Oceanic and

Atmospheric Administration for its review and approval at least 15 days prior to the onset of these activities.

6. Prior to construction activities, the project area will be surveyed for the presence of special-status species, including steelhead trout. Additional surveys will be conducted upstream and downstream from the area of direct impact to identify appropriate habitat for temporary fish relocation. Fish barriers will be installed temporarily, and individuals inside the area of direct impact will be relocated within the creek by a Service-approved fish biologist, as authorized under a Biological Opinion.
7. No work will be performed in a wetted stream channel. A water diversion will be installed at the beginning of the construction window (June 1 or thereafter) and prior to any work in the creek. It will remain in place until October 31 or when construction in the creek is finished for the season. The water in the creek will be diverted using a pipe during construction activities. If the water is to be pumped around work sites, pump intakes will be completely screened with wire mesh not larger than 0.08 inch to prevent steelhead trout from entering the pump system.
8. During the de-watering effort, if present, steelhead trout shall be removed prior to draining the site. After barriers are constructed, steelhead trout shall be captured, transported in buckets, and released in the most appropriate habitat immediately adjacent to the de-watered area. Handling time for steelhead trout shall be minimal.
9. Upon completion of construction activities each year, flow barriers shall be removed in a manner that allows flow to resume with the least disturbance to the substrate.
10. All disturbance to potential steelhead trout habitat, including riparian vegetation and jurisdictional waters, shall be minimized with the use of environmentally sensitive area fencing, and all soil exposed as a result of project constriction shall be revegetated using native-plant hydroseeding or live planting methods.
11. If the stream substrate is altered, the substrate shall be graded or otherwise returned to preconstruction conditions or better after the work is completed.
12. Any heavy equipment used in or near the creek channel shall be removed from the channel at the end of each workday.
13. All material and debris related to bridge demolition and construction shall be removed from the creek channel bed and riparian zone as soon as possible and prior to November 1.

Significance after Mitigation: With incorporation of these mitigation measures, the impact to Threatened and Endangered Species will be reduced to a less than significant level.

1.2 Finding for Significant and Unavoidable Effects

Public Resources Code 21081 and 21081.5, and CEQA Guidelines Section 15093, require that the County balance the economic, legal, social, technological, or other benefit of a

proposed project against its unavoidable environmental effects when determining to approve a project. In approving a project that would result in one of more significant environmental effects, the County must find, with respect to each significant effect, that specific economic, legal, social, technological, or other considerations make infeasible mitigation or alternatives identified in the EIR. The County must also find that specific economic, legal, social, technological, or other benefits of the project outweigh the unavoidable adverse environmental effect, and that the adverse effects may therefore be considered “acceptable.”

A significant and unavoidable effect related to Aesthetics/Visual Impacts and Traffic/Transportation and Bicycle Facilities was identified for the project. The following findings and the statement of overriding considerations in Section 1.3.5 outlines the specific reasons to support the County’s approval of the project.

Impact: Aesthetics/Visual Impacts

Aesthetics/Visual impacts resulting from the individual project and cumulatively with past and future projects: Substantial visual changes would occur throughout this ten-mile corridor due to the loss of vegetation, increased paving, and construction of recommended soundwalls. There are several major projects that were either recently constructed, currently being constructed, or planned for construction that will all contribute to an increase in the visual scale of the highway corridor and its urban character. Although each of these project would individually minimize and/or mitigate visual impacts, the cumulative visual effect of those projects combined with the South Coast 101 HOV Lanes project would be substantial.

Finding:

The County finds that specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Mitigation Measures:

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a MMRP that is to be adopted concurrently with these findings.

1. All soundwalls shall include aesthetic treatment such as texture and/or color to blend with the community character.
2. All proposed concrete barriers shall include aesthetic treatment such as texture and/or color appropriate for the setting.
3. Drainage structures visible from public areas shall be designed to visually blend in with the setting as much as possible.
4. Changes to existing bridge structures shall reflect the visual character of the existing structures in terms of materials, color, style, and the existing human scale of the area.

5. Open-style bridge railing shall be used on all new or modified bridge structures, except at locations where solid barriers are needed to provide added noise attenuation.
6. If new traffic management system elements such as radar, cameras, and other equipment are added to the project, all visible components shall be located in the least obtrusive locations possible and colored to reduce visibility.
7. Aesthetic treatments and design such as textured surfaces, architectural relief, and color application shall be incorporated into all new bridge structures.
8. Any new signage would be located so that it minimizes view blockage of the Pacific Ocean to the greatest extent feasible, considering the necessary function of the sign.
9. All new lighting shall minimize excess light and glare by careful placement of the poles, height and position of luminaires, and the use of shielded lenses where feasible.
10. All areas where existing ramps and other paved surfaces are removed and where new landscaping is proposed shall be made suitable for planting.
11. Existing trees and shrubs shall be preserved to the greatest extent possible.
12. Existing healthy palm trees that would be affected by the project shall be transplanted to other areas within the project where feasible. Planting shall be included with all soundwalls to the greatest extent possible.
13. Planting shall be included with all retaining walls to the greatest extent possible.
14. New landscaping shall minimize view blockage of the Pacific Ocean.
15. Plants with the potential of becoming skyline trees would be used as much as possible without blocking views of the Pacific Ocean.
16. The landscaping plan shall include historically successful plant species throughout the corridor.
17. All aesthetic planting shall use larger-container-size plant material where appropriate. Trees shall be planted, at minimum, from 15-gallon containers.
18. All permanent storm water treatment measures would be designed to visually fit with the ornamental or natural landscaped roadsides to the greatest extent feasible considering their intended function. Swales, ditches and basins should appear as natural as possible. Built structures would be architecturally treated, colored or hidden from view with planting.

Significance after Mitigation:

The County finds that the above mitigation measures to reduce impacts associated with Aesthetics/Visual Impacts are feasible and are adopted. However, these measures would not fully mitigate these impacts.

The mitigation measures would reduce the project's visual impact as seen from U.S. 101 and the surrounding communities. The intent of the mitigation measures is to mitigate the urbanizing effect of the project caused mainly by the additional highway lanes, reduction of highway landscaping, and construction of soundwalls. The minimization and

mitigation measures, combined with proposed project features such as replacement landscaping and aesthetic treatments to walls, would lessen the adverse visual change to the corridor. However, because of the alteration of scale, increase of hard surface, and loss of vegetative character, substantial adverse visual impacts would remain.

The only project alternative that would have avoided significant visual impacts was the “no project” alternative, which would have achieved none of the project goals and benefits, and is therefore infeasible under CEQA Section 21081(a)(3). As specified in the Statement of Overriding Considerations (Section 1.3.4 below) the project benefits outweigh the project’s significant effects on the environment, including visual effects, and therefore are on balance acceptable.

Impact: Traffic and Transportation/Pedestrian Bicycle Facilities

The project will have a significant impact on traffic and transportation/pedestrian bicycle facilities because it would contribute to a substantial increase in traffic delay at certain intersections over time even though the project itself will improve overall congestion relief along the mainline freeway.

Finding:

The County finds that specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Mitigation Measures:

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a MMRP that is to be adopted concurrently with these findings.

1. To reduce the significant impact to intersections, Caltrans shall provide improvements or provide a compensatory contribution to the appropriate local jurisdiction to improve traffic conditions to No-Build conditions or better at impacted intersections. In order to address the substantial delays that would occur at particular intersections by either opening day or 2040, a cooperative agreement or other binding agreement would need to be in place with each applicable local jurisdiction prior to initiating construction of HOV elements in that vicinity or local jurisdiction. The improvements that address substantial delays occurring by opening day need to be constructed prior to completion of phased construction within the applicable local jurisdiction.
2. Southbound Off-ramp and San Ysidro/Eucalyptus Lane. Prior to starting project construction within the County of Santa Barbara, Caltrans shall make all reasonable efforts to enter into a cooperative agreement or other binding agreement with the County of Santa Barbara setting forth a schedule and responsibilities for the funding and construction of improvements at the San Ysidro Interchange identified in Option 1 and/or Option 2 below. The

improvements identified in the agreement shall ensure levels of service at the intersection do not exceed 2040 No-Build conditions at the intersection as set for in the South Coastal 101 HOV Lanes Project Draft Revised EIR and supporting technical studies. Although the delay impacts will not occur until 2040, Caltrans intends to ensure improvements will be in place by the time the HOV features are constructed in the vicinity of this intersection.

Option 1: Install 4-way stop control at intersection #37.

Option 2: Install 4-way stop control at Southbound off-ramp and San Ysidro/Eucalyptus Lane intersection with single-lane roundabout at the Northbound ramp/N. Jameson/ San Ysidro intersection.

Significance after Mitigation:

The County finds that the above mitigation measures to reduce impacts associated with traffic and transportation or pedestrian facilities are feasible and are adopted. However, these mitigation measures may not fully mitigate these impacts at particular study intersections to a less than-significant level.

The mitigation measures would reduce the projects impacts on intersection traffic in the sounding area at certain intersections by funding improvements to those intersections to reduce traffic impacts. The only project alternative that would have ensured avoidance of a potential significant impact to intersection traffic is the “no project” alternative, which would have achieved none of the project goals and benefits, and is therefore infeasible under CEQA Section 21081(a)(3). Since some of the intersections are in the local jurisdiction, there is a possibility that the local jurisdiction will be unable to successfully complete the recommended mitigation which makes it difficult to ensure that the impacts will be reduced to a less than significant level.

1.3 CONSIDERATION OF THE EIR AS A RESPONSIBLE AGENCY PURSUANT TO CEQA GUIDELINES SECTION 15096 AND FINDING THAT A PREVIOUS ENVIRONMENTAL DOCUMENT CAN BE USED WHERE THE COUNTY IS A RESPONSIBLE AGENCY RELYING ON AN EIR PREPARED AND ADOPTED BY THE LEAD AGENCY (per CEQA Section 15162)

- 1.3.1** An EIR was certified by Caltrans on August 26, 2014 (2014 EIR), a Revised EIR was certified by Caltrans on October 27, 2017 (2017 EIR), and Caltrans approved an EIR Addendum on June 1, 2018 (2018 Addendum), May 3, 2020 (2020 Addendum), May 5, 2021 (2021 Addendum), and in February 2022 (2022 Addendum). The project was evaluated in the Environmental Review Package and mitigation measures were incorporated into the project by Caltrans as the lead agency. CEQA Section 15162 provides that when an EIR has been certified for a project or a ND adopted for a project,

no subsequent EIR or ND shall be prepared unless the County determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant, environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The Planning Commission finds and accepts that the Environmental Review Package (the 2014 EIR, 2017 Revised EIR, 2018 Addendum, 2020 Addendum, 2021 Addendum, and 2022 Addendum) constitutes a complete, accurate, adequate and good faith effort at full disclosure under CEQA. The Planning Commission further finds and accepts that the environmental review has been completed in compliance with CEQA. Section 15162 of the State CEQA Guidelines is found to be applicable to the effects of the project, Case No. 21DVP-00000-00022, 21CDP-00000-00076, within the scope of the County's jurisdiction. Subsequent to certification of the environmental review by Caltrans, no changes are proposed in the project, no substantial changes have occurred with respect to the circumstances under which the project is undertaken, and no new information of substantial importance is available. Therefore, pursuant to CEQA Section 15162, no subsequent EIR or ND need be prepared and the previous environmental review for the project may be used to fulfill the environmental review requirements for this project. In addition, the Planning Commission finds that no feasible alternative or feasible

mitigation measures within the County's powers would substantially lessen or avoid any significant effect the project would have on the environment.

1.3.2 FULL DISCLOSURE

The Planning Commission finds and accepts that the Environmental Review Package constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA. The Planning Commission further finds and accepts that the environmental review has been completed in compliance with CEQA.

1.3.3 LOCATION OF DOCUMENTS

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Secretary of the Planning Commission of the Planning and Development Department located at 123 East Anapamu Street, Santa Barbara, CA 93101. All documents associated with this project may be reviewed online at www.sbcountyplanning.org.

1.3.4 STATEMENT OF OVERRIDING CONSIDERATIONS:

Environmental review for the proposed project was completed by Caltrans, the lead agency under CEQA. The Environmental Review Package for the proposed project include an EIR certified by Caltrans on August 26, 2014 (2014 EIR), a Revised EIR certified by Caltrans on October 27, 2017 (2017 EIR), a EIR Addendum approved by Caltrans on June 1, 2018 (2018 Addendum), a EIR Addendum approved by Caltrans on May 3, 2020 (2020 Addendum), an EIR Addendum approved by Caltrans on May 5, 2021 (2021 Addendum), and an Addendum approved by Caltrans in February 2022 (2022 EIR Addendum). The 2014 EIR found significant unavoidable (Class I) impacts as a result of both project-specific and cumulative visual resource impacts. The 2017 Revised EIR identified significant unavoidable (Class I) impacts as a result of both project-specific and cumulative traffic impacts. The Planning Commission therefore makes the following Statement of Overriding Considerations which warrants approval of the project notwithstanding that all identified effects on the environment are not fully mitigated. With respect to each of the environmental effects of the project listed above, the Planning Commission finds that the stated overriding benefits of the project outweigh the significant effects on the environment and that there is no feasible way to lessen or avoid the significant effects. Pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15043, 15092, and 15093, the project's specific economic, social, legal, and other benefits outweigh the unavoidable adverse effects of the project and the adverse environmental effects of the project are considered acceptable.

Motorists on Highway 101 in the project area experience significant traffic congestion during the morning and afternoon peak travel periods. Motorists within the project area currently experience traffic congestion for two to four hours around the morning and afternoon peak travel periods (6-9 A.M. and 3-6 P.M.). By 2040, delays are expected to

increase to 10-11 hours each day. The proposed project will reduce congestion and delay (by at least 7,000 person-hours daily); provide capacity for future travel demand; reduce peak hour peak direction travel time on U.S. 101 in the project area for carpoolers and express bus riders by 25% or more on average; improve travel time on U.S. 101 within the project limits; provide for high occupancy vehicle (HOV) lane continuity on U.S. 101 in southern Santa Barbara County; and encourage a modal shift to transit and carpooling. The chosen project alternative will maximize opportunities for retaining and enhancing high-value resources including outside landscaping. Additionally, the selected configuration will best address traffic circulation and safety in the project limits as well as satisfy the needs of motorists and residents in the vicinity.

- 1.3.5 ENVIRONMENTAL REPORTING AND MONITORING PROGRAM:** Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d) require the County to adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to avoid or substantially lessen significant effects on the environment. The Caltrans Environmental Commitments Record (Attachment C-8) together with the approved project description and conditions of approval (Attachment B) including Condition 23, which requires the preparation of a Final Mitigation Compliance, Monitoring, and Reporting Plan (MMRP), with their corresponding permit monitoring requirements, are hereby adopted as the reporting and monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

2.0 ADMINISTRATIVE FINDINGS

2.1 DEVELOPMENT PLAN FINDINGS

- A. Findings required for all Preliminary and Final Development Plans.** In compliance with Section 35-174.7.1 of the Article II Coastal Zoning Ordinance, prior to the approval or conditional approval of an application for a Preliminary or Final Development Plan the decision-maker shall first make all of the following findings:

- 1. That the site for the project is adequate in size, shape, location, and physical characteristics to accommodate the density and level of development proposed.**

The County Planning Commission finds that the site is adequate in size, shape, location, and physical characteristics to accommodate the density and level of development proposed. The project is located within the Caltrans right-of-way and involves expansion inward toward the highway median or outward from the existing lanes towards the edge of the right-of-way. These areas are adequate in size, shape, location, and physical characteristics to support the project. The project is designed to provide increased roadway capacity and reduce peak hour travel time in order to accommodate existing and future traffic associated with the density and level of land use within Santa Barbara County.

2. That adverse impacts are mitigated to the maximum extent feasible.

The County Planning Commission finds that adverse impacts are mitigated to the maximum extent feasible as discussed in the environmental review package for the proposed project (including the 2014 EIR, 2017 Revised EIR, 2018 Addendum, 2020 Addendum, 2021 Addendum, and 2022 Addendum). Environmental review for the project was completed by Caltrans, the lead agency under CEQA. An EIR for the South Coast HOV Lanes project, including segment 4D was certified on August 26, 2014. The 2014 EIR found significant (Class I) impacts are a result of both project-specific and cumulative Visual Resource impacts. The 2014 EIR identified significant but mitigable (Class II) impacts in the areas of Biological Resources, Cultural Resource, Noise, Paleontology, and Water Quality. A Revised EIR was prepared and certified on October 27, 2017. In addition to the impacts identified in the 2014 EIR, the 2017 Revised EIR identified significant (Class I) impacts as a result of both project-specific and cumulative traffic impacts. An EIR Addendum, approved on June 1, 2018, was prepared by Caltrans to address minor changes to the project and to the affected environment. Another EIR Addendum, approved on May 3, 2020, was prepared by Caltrans to include the rehabilitation of the Highway 101 mainline and ramps with construction of segment 4D. An EIR Addendum was approved on May 5, 2021, to include the use of a construction support site within the existing Caltrans right-of-way. The final EIR Addendum was approved in February 2022 to remove soundwalls from the project scope. The 2014 EIR, 2017 Revised EIR, 2018 Addendum, 2020 Addendum, 2021 Addendum, and 2022 Addendum are included as Attachments C-2 through C-7 to the staff report dated October 25, 2022 and incorporated herein by reference. As part of the Environmental Review Package, mitigation measures were applied to reduce Class II impacts to less than significant and to reduce Class I impacts to the maximum extent feasible. For Class I impacts, Caltrans adopted a Statement of Overriding Considerations (Attachment C-8). The Caltrans Mitigation, Monitoring and Reporting Plan (Attachment C-9), together with the approved project description and conditions of approval (Attachment B), with their corresponding permit monitoring requirements, provide the reporting and monitoring program for the project. In addition to the mitigation measures, additional conditions of approval have been added to ensure the project complies with the applicable County policies, as discussed in Section 5.2 of the staff report dated October 25, 2022, and incorporated herein by reference. These conditions, including Condition 6 (Board of Architectural Review), 7 (tree protection), 10 (cultural resource protection), 11 (noise shielding), of Attachment B-1 will further ensure that adverse impacts are reduced to the maximum extent feasible.

3. That streets and highways are adequate and properly designed to carry the type and quantity of traffic generated by the proposed use.

The County Planning Commission finds that streets and highways are adequate and properly designed to carry the type and quantity of traffic generated by the proposed use. The project is designed to provide roadway capacity and to reduce peak hour travel time in order to accommodate existing and projected future traffic associated with motorists traveling along Highway 101 within the project area. Motorists on Highway 101 through the project limits experience traffic congestion during the morning and afternoon peak travel periods. By 2040, peak travel periods are expected to increase to 10-11 hours each day. The project will reduce congestion and delay; provide capacity for future travel demand; reduce peak hour travel time on U.S. 101 in the project area for carpoolers and express bus riders; and improve travel time on U.S. 101 within the project limits. The project is designed to provide an overall improvement to highway operations and includes resurfacing of the roadway with long-life, noise attenuating surface material to reduce long-term maintenance needs. The Construction Impacts portion of the Environmental Review Package (Attachment C-2 to C-7) specifies avoidance, minimization, and mitigation measures to address potential impacts associated with temporary road closures, and requires the preparation of a Traffic Management Plan in order to manage traffic, circulation, and access during construction of the project.

- 4. That there are adequate public services, including but not limited to fire protection, water supply, sewage disposal, and police protection to serve the project.**

The County Planning Commission finds that there are adequate services to serve the project. Water to support landscaping associated with the project will be provided by the Montecito Water District. In some locations, a water truck will be used to establish vegetation and for dust control. The project area is served by the Montecito Fire Protection District. Police services are provided by the Santa Barbara County Sheriff and the California Highway Patrol. Caltrans will provide traffic control services and coordinate with the California Highway Patrol and emergency service providers during construction to ensure construction zone safety.

- 5. That the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding area.**

The County Planning Commission finds that the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding area. The project is designed to provide roadway capacity and to reduce peak hour travel time in order to accommodate existing and projected future traffic associated with motorists traveling along Highway 101, thereby ultimately improving travel conditions and supporting the general welfare and convenience of the community. The project

includes installation of noise-attenuating pavement in order to reduce noise levels associated with highway traffic, thereby reducing the amount of noise generated from the project. In addition, severe receptors will receive payments to be used for home improvements to reduce the impact of the freeway noise. The Construction Impacts portion of the Environmental Review package, including the 2014 EIR (Attachment C of the staff report dated October 25, 2022) specifies avoidance, minimization, and mitigation measures to address potential impacts associated with temporary construction impacts, including a Traffic Management Plan, dust control measures, noise minimization measures (such as limits on construction hours adjacent to sensitive receptors and sound control devices for construction equipment), and the use of low-vibration construction methods. These measures help to minimize short term construction impacts to the area and to preserve the health, safety, and comfort of the area. The project is also compatible with the surrounding area as it is located within a Transportation Corridor zone that has historically been used as a Highway. In addition, the design characteristics of the barriers, bridges, and guardrails designed with colors, textures, and materials are appropriate for the community and consistent with the design elements of other portions of the Highway 101 corridor. In addition, new landscaping is proposed that will help screen the proposed chain-link fencing and improve the aesthetics on the side of the highway and the project includes the planting of 449 trees of various sizes, including mature 36-inch box oaks. Also, the project is consistent with the Transportation Corridor Zone District, Coastal Land Use Plan and Montecito Community Plan as described in Section 5.2 and 5.3 of the staff report dated October 25, 2022 and incorporated herein by reference.

- 6. That the project is in conformance with 1) the Comprehensive Plan, including the Coastal Land Use Plan, and 2) with the applicable provisions of this Article II and/or the project falls with the limited exception allowed under Section 35-161.7**

The County Planning Commission finds that the project is in conformance with the Comprehensive Plan, including the Coastal Land Use Plan, and with the applicable provisions of Article II. As discussed in Section 5.2 and 5.3 of the staff report dated October 25, 2022, and incorporated herein by reference, the project is consistent with all applicable policies of the County Comprehensive Plan, Coastal Land Use Plan, and Montecito Community Plan. The project is also consistent with the requirements of the Article II Coastal Zoning Ordinance and does not fall within the limited exceptions allowed under Section 35-161.7.

- 7. That in designated rural areas the use is compatible with and subordinate to the scenic, agricultural and rural character of the area.**

The County Planning Commission finds that the project is located within the urban area and thus this finding is not applicable.

- 8. That the project will not conflict with any easements required for public access through, or public use of a portion of the property.**

The County Planning Commission finds that the project will not conflict with any easements required for public access through, or public use of a portion of the property. The project will occur within the Caltrans right-of-way area and will not conflict with any easements required for public access through or public use of the property. During temporary construction related closures, detour routes will be provided.

B. Additional findings required for sites within the Montecito Community Plan area.

- 1. All Preliminary and Final Development Plans. In compliance with Section 35-215 of the Article II Coastal Zoning Ordinance, prior to the approval or conditional approval of an application for a Preliminary or Final Development Plan on sites within the Montecito Community Plan area the decision-maker shall first make all of the following findings:**

- a. That the project meets all the applicable development standards included in the Montecito Community Plan of the Coastal Land Use Plan.**

The County Planning Commission finds that, as discussed in Section 5.2 of the staff report dated October 25, 2022, and incorporated herein by reference, and in Finding 2.1.A.6 above, the project meets all the applicable development standards in the Montecito Community Plan of the Coastal Land Use Plan.

- b. That the development will not adversely impact recreational facilities and uses.**

The County Planning Commission finds that the development will comply with the public access and recreation policies of the Article II Coastal Zoning Ordinance and the Comprehensive Plan including the Coastal Land Use Plan, and the Montecito Community Plan. Specifically, the project will not interfere with the public's right to access to the beach, and no elements of the project will block access to the coastline. During all temporary construction-related closures, detour routes will be provided.

2.2 COASTAL DEVELOPMENT PERMIT FINDINGS

- A. Findings required for all Coastal Development Permits. In compliance with Section 35-60.5 of the Article II Coastal Zoning Ordinance, prior to issuance of a Coastal Development Permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and/or the applicant, that**

adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development.

The County Planning Commission finds that, as discussed in Section 5.2 of the staff report dated October 25, 2022, and incorporated herein by reference, adequate public services, including but not limited to fire protection, water supply, and police protection are available to serve the project. As discussed in Findings 2.1.A.3 above, the streets and highways are adequate to carry the type and quantity of traffic generated by the proposed use.

- B. Findings required for Coastal Development Permit applications subject to Section 35-169.4.3 for development that may not be appealed to the Coastal Commission. In compliance with Section 35-169.5.3 of the Article II Coastal Zoning Ordinance, prior to the approval or conditional approval of an application for a Coastal Development subject to Section 35-169.4.3 for development that may not be appealed to the Coastal Commission the decision-maker shall first make all of the following findings:**

1. The proposed development conforms:

- a. To the applicable provisions of the Comprehensive Plan, including the Coastal Land Use Plan;**
- b. The applicable provisions of this Article or the project falls within the limited exceptions allowed in compliance with Section 161 (Nonconforming Use of Land, Buildings and Structures).**

The County Planning Commission finds that as discussed in Section 5.2 and 5.3 of the staff report dated October 25, 2022, and incorporated herein by reference, the project is consistent with all applicable policies of the County Comprehensive Plan, including the Coastal Land Use Plan and Montecito Community Plan, and with all the requirements of the Article II Coastal Zoning Ordinance. The project does not fall within the limited exceptions allowed under Section 35-161.7.

2. The proposed development is located on a legally created lot.

The County Planning Commission finds that the project is located on legally created property. The project is located within the Caltrans right-of-way area and not within an individual lot. Pursuant to Division 1, Chapter 1, Article 3 (Department of Transportation) of the Streets and Highways Code, “The department [of transportation] shall have full possession and control of all state highways and all property and rights in property acquired for state highway purposes. The department is authorized and directed to lay out and construct all state highways between the termini designed by law and on the locations as determined by the commission.”

- 3. The subject property and development on the property is in compliance with all laws, rules and regulations pertaining to zoning uses, subdivisions, setbacks and any other applicable provisions of this Article, and any applicable zoning violation enforcement fees and processing fees have been paid. This subsection shall not be interpreted to impose new requirements on legal nonconforming uses and structures in compliance with Division 10 (Nonconforming Structures and Uses).**

The County Planning Commission finds that, as discussed in Section 5.3 of the staff report dated October 25, 2022, and incorporated herein by reference, the project conforms to all applicable laws, rules, and regulations pertaining to the TC Zone. There are no current violations associated with the subject property.

- 4. The development will not significantly obstruct public views from any public road or from a public recreation area to, and along the coast.**

The County Planning Commission finds that development will not significantly obstruct public views from any public road or from a public recreation area to, and along the coast. The project is designed to be visually compatible with the character of the surrounding area. The design characteristics of the barriers, bridges, and guardrails designed with colors, textures, and materials are appropriate for the community and consistent with the design elements of other portions of the Highway 101 corridor. In addition, new landscaping is proposed that will help screen the proposed chain-link fencing and improve the aesthetics on the side of the highway and the project includes the planting of 449 trees of various sizes, including mature 36-inch box oaks.

- 5. The proposed development will be compatible with the established physical scale of the area.**

The County Planning Commission finds that the project is compatible with the established physical scale of the area. The established physical scale of the area is defined by the existing highway, center median barriers, and adjacent landscaping, including mature trees. The project will expand the highway use within the Caltrans right-of-way, thereby maintaining the established physical scale of the area. Landscaping along the road shoulders will be provided and enhanced where feasible. Removed trees and landscaping will be replaced within the Highway 101 corridor. The project includes the planting of 449 trees of various sizes and species, including 36-inch box oak trees. Design elements for the project have been refined in close coordination with the Montecito Board of Architectural Review (MBAR), and include community-appropriate color and texture, and design details for median barriers, underpasses, and bridges. The treatments are consistent with the other segments of the Highway 101 HOV project to provide continuity. Landscape refinements include adding additional landscaping along N. Jameson Lane and using a variety of sizes of

trees, shrubs, container plants, and vines to ensure a diverse landscape palette and ensure the long-term success of plant materials.

6. The development will comply with the public access and recreation policies of this Article and the Comprehensive Plan including the Coastal Land Use Plan.

The County Planning Commission finds that the development will comply with the public access and recreation policies of the Article II Coastal Zoning Ordinance and the Comprehensive Plan including the Coastal Land Use Plan, and the Montecito Community Plan. Specifically, the project will not interfere with the public's right to access to the beach, and no elements of the project will block access to the coastline. During all temporary construction-related closures, detour routes will be provided.

C. Additional finding required for sites zoned Environmentally Sensitive Habitat (ESH) Overlay. In compliance with Section 35-97.6 of the Article II Coastal Zoning Ordinance, prior to the issuance of a Coastal Development Permit for sites designated with the ESH Overlay District the decision-maker shall first find that the proposed development meets all applicable development standards in Section 35-97.8 through 97.19.

The County Planning Commission finds that the project will meet all applicable development standards in Section 35-97.9 through Section 35-97.19 of the Article II Coastal Zoning Ordinance as discussed in Section 5.3.3 of the staff report dated October 25, 2022, and incorporated herein by reference.

D. Additional findings required for sites within the Montecito Community Plan area.

1. In compliance with Section 35-215 of the Article II Coastal Zoning Ordinance, prior to approval or conditional approval of an application for a Coastal Development Permit on sites with the Montecito Community Plan area, the decision-maker shall first find for all development projects (as development is defined in the Coastal Land Use Plan) that the project meets all the applicable development standards included in the Montecito Community Plan of the Coastal Land Use Plan.

The County Planning Commission finds that, as discussed in Section 5.2 of the staff report dated October 25, 2022, and incorporated herein by reference, the project meets all the applicable development standards included in the Montecito Community Plan of the Coastal Land Use Plan.

2. In compliance with Section 35-215 of the Article II Coastal Zoning Ordinance, prior to the approval or conditional approval of an application for a Coastal Development Permit on sites within the Montecito Community Plan area the decision-maker shall first find for projects subject to discretionary review that the development will not adversely impact recreational facilities and uses.

The County Planning Commission finds that, as discussed in Finding 2.2.B.6 above, the project will not adversely impact recreational facilities and their uses because the project will not interfere with the public's right to access to the beach, no elements of the project will block access to the coastline, and during all temporary construction-related closures, detour routes will be provided.

ATTACHMENT B-1: DEVELOPMENT PLAN CONDITIONS OF APPROVAL

Project Description

- 1. Proj Des-01 Project Description:** This Development Plan is based upon and limited to compliance with the project description and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

The project is a proposal by the California Department of Transportation (Caltrans) and Santa Barbara County Association of Government (SBCAG) to improve Highway 101 by adding a part time, continuous access High Occupancy Vehicle (HOV) lane in both the northbound and southbound directions within the highway corridor. The project is located along approximately 1.4 miles of Highway 101, between Post Mile (PM) 9.2 and PM 10.6. Part-time continuous access means that the HOV lanes would be open to all vehicles during off-peak periods (part-time), and access to and from the HOV lane would be unrestricted (continuous access). The HOV lanes will operate during peak periods, between the hours of 6 a.m. to 9 a.m. and 3 p.m. and 6 p.m., Monday through Friday. Outside of these hours, the HOV lanes would be open to mixed-flow traffic.

All vehicular travel lanes are proposed to be 12 feet wide, with 10 foot mainline shoulders, and 8-foot ramp shoulders. The inside mainline shoulders would vary from 2 feet to 18 feet, depending upon the available right-of-way (ROW). The wider shoulders would also be varied to provide adequate sight distance through curves along Highway 101.

Interchanges within the project limits consist of the southbound Posilipso on-ramp, southbound San Ysidro off-ramp, northbound San Ysidro on and off-ramps, southbound Olive Mill Road on-ramp, and northbound Olive Mill Road off-ramp. The maximum distance between interchanges is 0.5 miles between San Ysidro Road and Olive Mill Road. The project area is currently bounded by frontage roads and homes/businesses to the north and south of Highway 101, as well as the railroad ROW to the south.

The project would include replacement of existing roadway pavement surface with 40-year long-life concrete pavement on existing lanes and ramps within the project limits. Following several years of public input, one of the goals developed for the project was to ensure all improvements would be constructed entirely within Caltrans ROW. Work would be completed in the shoulder and median areas along the existing Highway 101 corridor. The project would also add non-standard shoulder widths for improved vehicle recovery; address sight distance on the mainline and ramps; and make upgrades to drainage, signage, lighting, and barriers.

Project construction would include the removal of approximately 157 non-native trees, 136 oak trees, 25 specimen trees, and 17 native trees. The project proposes to plant 449 trees, which includes 250 36" box oak trees, and 140 additional native trees as mitigation. Timing

of the landscaping improvements, including replacement trees, would follow construction of the mainline improvements. The project proposes approximately 86,500 cubic yards (CY) of cut, 1,900 CY of fill, and the total haul volume is approximately 84,600 CY.

Overhead signs will be installed along the highway corridor to facilitate wayfindings. The overhead signs could include single or double signs on a post base. Typical post height is approximately 20 feet and typical signage height is approximately 8 feet, for a total height of 28 feet.

- 2. Proj Des-01 Project Description Part 2:** Construction activities would be supported by existing Construction Support Sites (CSS) including a concrete batch plant that was approved for use in Segments 4B and 4C. The CSS is proposed to be used throughout construction of Segment 4D from approximately Spring 2023 to Fall 2026 and is subject to the approvals by the Santa Barbara County Air Pollution Control District. The concrete batch plant allows for the manufacturing of concrete for the construction and rehabilitation of the paved lanes and structures to be built as part of the Highway 101 Project. The batch plant site includes a portable “wet mix” batch plant with equipment designed to form concrete, including water, air, admixtures, sand, aggregate, and cement. Sand and aggregate used for concrete production at the site is provided by the Gardner Ranch and Bee Rock facilities. Sand and aggregate is stockpiled using a drive over conveyor drop. The transfer of materials within the site is completed with a 243 horse power wheeled front loader with a Tier 4 final diesel engine. The front loader is permitted to operate up to 1,000 hours per year. Surface water is directed to the southwest corner of the site using a v-ditch along the southern and eastern boundaries of the site to capture, slow, and direct water toward a manageable discharge point. The batch plant is permitted to operate up to 12 hours per day and produce up to 220 cubic yards per hour, 2,500 cubic yards per day, or 50,000 cubic yards per year. All other staging locations are within the Caltrans ROW.

Phasing: In order to streamline construction and reduce ramp closures, Segment 4D improvements are divided into two components, Phase 1: San Ysidro to Olive Mill, and Phase 2: Sheffield to San Ysidro, as described in detail below:

Phase 1: San Ysidro to Olive Mill

This phase is located between PM 9.9 to the south and PM 10.6 to the north, from approximately 0.1-mile south of the San Ysidro Road Overcrossing to the County/City of Santa Barbara line at the Olive Mill Road Overcrossing. This phase is planned to be constructed concurrently with the Olive Mill Road and San Ysidro Road roundabout projects. This segment will include approximately 41,700 CY of cut and 350 CY of fill and includes the following project elements:

- Installation of a median barrier at a maximum height of 42 inches. The concrete median barrier will be approximately 1,917 ft. long and will include approximately 989 ft. of metal guard rail.
- Installation of guardrails and concrete barriers at a maximum height of 42 inches on the outside shoulders and ramps, on the Olive Mill Road southbound on-ramp Overcrossing, and on the San Ysidro Road Overcrossing.
- Installation of vinyl clad chain-link fencing to delineate Caltrans ROW and provide access control.
- Installation of a retaining wall on the south side of Highway 101. The retaining wall is proposed to be approximately 371 feet long and range from 3 to 8 ft. in height.
- Installation of a retaining wall on the north side of Highway 101 at San Ysidro Road. The retaining wall is proposed to be approximately 113 feet long and range from 10 to 30 feet high.
- Installation of a retaining wall on the north side of Highway 101 between San Ysidro Road and Olive Mill Road. The retaining wall is proposed to be approximately 602 feet long and ranges between 4 feet to 8 feet high.
- Construction of a 12 foot wide auxiliary lane in both the northbound and southbound direction, between San Ysidro Road and Olive Mill Road interchanges.
- The structural sections of the San Ysidro Road and Olive Mill Road interchange ramps will be rehabilitated, and ramp profiles will be updated to improve vertical stopping sight distance.

- 3. Proj Des-01 Project Description Part 3:** Existing drainage patterns will be retained to the extent feasible and existing pipe outfalls will remain in place. The project includes new drainage inlets and culverts along the Highway 101 mainline. Runoff will be contained by new drainage inlets along the inside shoulder and barrier. New inlets and pipe systems are also proposed in the outside shoulder to capture runoff before cross-slope transition. Roadside gutters, including high side gutters, will be lined to avoid potential erosion from concentrated runoff.

In this segment, a transverse overhead electrical distribution line, a pole and guy wire near the San Ysidro Creek Crossing and a longitudinal overhead electrical line along North Jameson Lane may require new, taller utility poles to meet the overhead clearance requirement. Southern California Gas has two transverse crossing that are in conflict with the proposed lowered grades and may need to be relocated. The Montecito Water District transverse line will be abandoned. The Montecito Sanitary District transverse line will be relocated to a nearby location.

Phase 2: Sheffield to San Ysidro

This segment is located between PM 9.2 to the south and PM 9.9 to the north, from 0.2 mile north of the Sheffield Avenue Undercrossing to 0.1 miles south of the San Ysidro Road

Overcrossing. This segment is expected to include 44,800 CY of cut and 1,550 CY of fill and will include the following project elements:

- Installation of a concrete barrier and double thrie beam barrier at a maximum height of 42 inches in the median. The double thrie beam barrier would be constructed in locations where it is required to allow for proper drainage.
- Installation of guard rails and concrete barriers at a maximum height of 42 inches on the outside shoulders and ramps. In one location, a 45-inch-high concrete barrier would be installed at the Posilipo Lane south-bound on-ramp. The barrier would be 152 feet long.
- The structural sections of the Posilipo Lane southbound on-ramp would be reconstructed and concrete curbs/gutters would be replaced.
- The existing sound wall along the south side of Highway 101 between approximately San Ysidro Creek and Posilipo Lane would be retained.
- Installation of vinyl clad chain-link fencing to delineate Caltrans ROW and provide access control.
- Installation of one retaining wall between southbound Highway 101 and South Jameson Road near the Miramar Hotel. The retaining wall is proposed to be approximately 337 feet long and ranges between 5 to 12.5 feet high.
- Replacement of a bridge over Romero Creek. The creek has a natural channel with concrete walls which would remain unchanged, the replacement slab bridge will be longer to accommodate a wider channel in anticipation of increased capacity.
- Replacement of a bridge over San Ysidro Creek. The creek has a natural channel with concrete walls, which would remain unchanged; the replacement slab bridge would be longer to accommodate a wider channel in anticipation of increased capacity.
- Replacement of a new bridge over Oak Creek. The creek has a natural channel with concrete walls which would remain unchanged; the replacement slab bridge would be longer to accommodate a wider channel in anticipation of increased capacity.
- The profile of Highway 101 would be corrected just west of Oak Creek to provide improved stopping sight distance.

Existing drainage patterns will be retained to the extent feasible and pipe outfalls and creeks will remain in place. Runoff from off-site areas will drain to the same inlets and culverts. Runoff will be contained by a number of drainage inlets along the inside shoulder to capture runoff before cross-slope transitions. Roadside gutters, including high side gutters, will be lined to avoid potential erosion from concentrated runoff.

- 4. Proj Des-01: Project Description Part 4:** The project also includes one Cox Communication transverse crossing that may require relocation based on the overhead clearance requirements. The Montecito Sanitary District owns two utility lines east of Oak Creek bridge that will be relocated to the Oak Creek bridge crossing. The Montecito Water District owns two transverse crossings within this segment that will need to be relocated to a nearby location. Two utility poles owned by Southern California Edison near San

Ysidro Creek and Oak Creek will be relocated farther from the highway to accommodate the widening. SoCal Gas has two transverse crossings that will be relocated to a nearby location.

Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County 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.

5. **Proj Des-02 Project Conformity:** The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of the 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 thereto. All plans (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

Conditions by Issue Area

6. **Aest-04 BAR Required:** The Owner/Applicant shall obtain Montecito Board of Architectural Review (MBAR) approval for project design. All project elements (e.g., design, scale, character, colors, materials, and landscaping shall be compatible with vicinity development.

TIMING: The Owner/Applicant shall submit architectural drawings of the project for review and shall obtain final BAR approval prior to issuance of the Zoning Clearance for the first phase of the project. Grading plans, if required, shall be submitted to P&D concurrent with or prior to BAR plan filing.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that the project has been built consistent with approved BAR design and landscape plans prior to project completion.

7. **Bio-01a Tree Protection Plan- Site Plan Component:** The Owner/Applicant shall submit a Tree Protection Plan (TPP) prepared by a P&D-approved arborist and/or biologist and designed to protect on-site trees. The plan shall include the following site plan components:
 1. The Owner/Applicant shall comply with and depict the following on the TPP exhibit and Grading and Building Plans.
 - a. No Grading shall take place within the dripline of trees unless otherwise approved by P&D staff.
 - b. Depict equipment storage (including construction materials, equipment, fill soil, or rocks) and construction staging and parking area during construction.

- c. Depict the type & location of protective fencing (See below) or other barriers to be in place to protect trees in protection areas during construction.

PLAN REQUIREMENTS: The Owner/Applicant shall: (1) Submit the TPP; (2) Include all applicable components in Tree Replacement Plan and Landscape and Irrigation Plans; (3) include as notes or depictions all plan components listed above, graphically depicting all those related to earth movement, construction, and temporarily and/or permanently installed protection measures.

TIMING: The Owner/Applicant shall comply with this measure prior to Zoning Clearance issuance for each phase of the project. Plan components shall be included on all plans prior to Zoning Clearance issuance. The Owner/Applicant shall install tree protection measures onsite prior to construction of each phase.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that trees identified for protection were not damaged or removed or if damage, or removal occurred, that correction is completed as required by the TPP prior to project completion.

8. Bio-01b Tree Protection Plan – Construction Component: The Owner / Applicant shall submit a Tree Protection Plan (TPP) prepared by a P&D-approved arborist and/or biologist and designed to protect onsite trees. The Owner/Applicant shall comply with and specific the following as notes on the TPP and on the plans.

- a. Fencing of all trees to be protected at least six feet outside the dripline with chain-link (or other material satisfactory to P&D) fencing at least 3 feet high, staked to prevent collapse, and with signs identifying the protection area placed in 15-ft. intervals on the fencing.
- b. Fencing/staking/signage shall be maintained throughout all grading and construction activities.
- c. All trees located within 25 ft. of structures shall be protected from stucco and/or paint during construction.
- d. No irrigation is permitted within 6 ft. of the dripline of any protected tree unless specifically authorized.
- e. The following shall be completed only by hand and under the direction of a P&D approved arborist/biologist.
 - a. Any trenching required within the dripline or sensitive root zone of any specimen.
 - b. Cleanly cutting any roots of one inch in diameter or greater, encountered during grading or construction.
 - c. Tree removal and trimming.
- f. Special equipment: If the use of hand tools is deemed infeasible by P&D, P&D may authorize work with rubber-tired construction equipment weighing five tons or less. If significant large rocks are present, or if spoil placement will impact surrounding trees, then a small excavator (i.e., 215 or small track hoe) may be used as determined by P&D staff and under the direction of a P&D approved biologist.
- g. Grading shall be designed to avoid ponding and ensure proper drainage within dripline of oak trees.

PLAN REQUIREMENTS: The Owner/Applicant shall: (1) submit the TPP; (2) Include all applicable components in Tree Replacement Plan and Landscape and Irrigation Plans; (3) include as notes or depiction all plan components listed above, graphically depicting all those related to earth movement, construction, and temporarily and/or permanently installed protection measures.

TIMING: The Owner/Applicant shall comply with this measure prior to Zoning Clearance issuance for each phase of the project. Plan components shall be included on all plans prior to the issuance of the Zoning Clearance for each phase. The Owner/Applicant shall install tree protection measures onsite prior to commencement of construction for each phase.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that trees identified for protection were not damaged or removed or, if damage or removal occurred, that correction is completed as required by the TPP prior to completion of construction.

9. Bio-02 Tree Replacement: The replacement trees shall be as follows:

- a. Each oak tree called out for removal in the project description shall be replaced with the proposed number in the project description. In the event that unexpected damage or removal occurs, the tree replacement shall have the following ratios where feasible: 10:1 for 1 to 5 gallon trees, 5:1 with 15 gallon trees, 3:1 with 24-inch box trees, and 2:1 with 36-inch box trees. A mix of tree sizes and ratios may be used. The final proposed size and quantity of replacement trees shall be reviewed and approved by P&D staff. The location of the replanting shall be shown on the plans. All other native trees shall be replaced at a minimum 1:1 ratio.
- b. Each specimen tree removed shall be replaced at a minimum 1:1 ratio with a minimum 15-gallon sized trees.
- c. Where feasible, species shall be from locally obtained plants and seed stock.
- d. The trees shall be gopher fenced with root protectors.
- e. The trees shall be irrigated with a low volume, water efficient, fully automatic remote irrigation system. Long-term maintenance efforts of the system will provide supplemental water as necessary to keep plants in a healthy and vigorous condition.
- f. Trees shall be watered during the five-year plant establishment period while reducing the water use each year. Once under the care of Caltrans maintenance control, the watering times will be further reduced each year so that the plants adapt to the natural rainfall and climatic conditions.
- g. If replacement trees cannot be accommodated on site, the Owner/Applicant shall submit a plan for P&D approval for replacement trees to be planted off-site.
- h. All new and replanted 1-gallon trees shall be protected from predation by wild and domestic animals by the use of foliage protectors.

PLAN REQUIREMENTS: Show planting location, size, quantities, species, methods of irrigation, and provide details for root and foliage protection.

TIMING: Plans shall be submitted prior to issuance of the Zoning Clearance for each phase of construction.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required components of the approved plan(s) are in place as required prior to project completion.

- 10. CulRes-09 Stop Work at Encounter:** The Owner/Applicant and/or their agents, representatives or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The Owner/Applicant shall immediately contact P&D staff, and retain a P&D approved archaeologist and Native American representative to evaluate the significance of the find in compliance with the provisions of the County Archaeological Guidelines and conduct appropriate mitigation funded by the Owner/Applicant. If human remains are found, the Most Likely Descendent shall be notified.

PLANS REQUIREMENTS: This condition shall be included in the Project Specifications for the contractor and shall be included in the Mitigation Monitoring and Reporting Plan,

MONITORING: P&D permit processing planner shall check the Project Specifications and MMRP prior to issuance of the Zoning Clearance for each phase of construction, and P&D compliance monitoring staff shall spot check in the field throughout grading and construction.

- 11. Noise-04 Equipment Shielding-Construction:** Stationary construction equipment that generates noise which exceeds 65 dBA at the property lines of sensitive receptors adjacent to the project shall be shielded with appropriate acoustic shielding to P&D's satisfaction.

PLAN REQUIREMENTS: The Owner/Applicant shall designate the equipment area with appropriate acoustic shielding on plans if applicable prior to issuance of Zoning Clearance for each phase of construction.

TIMING: Equipment and shielding shall be installed prior to use of noise generating stationary construction equipment and shall remain in the designated location during use of stationary construction equipment.

MONITORING: The Owner/Applicant shall demonstrate that the acoustic shielding is in place prior to commencement of the use of stationary construction equipment. P&D compliance staff shall perform site inspections throughout construction to ensure compliance.

- 12. Special Noise-01:** Caltrans shall coordinate with property owners identified as "severe receptors" in the 2014 Caltrans EIR, as amended by the 2017 Revised Caltrans EIR and 2018 Caltrans Addendum, to provide funding for acoustical treatment for severe receptor sites.

TIMING: Outreach to property owners shall be completed prior to issuance of Zoning Clearance for each phase. Funds for acoustical treatment shall be offered to property owners prior to project completion.

MONITORING: Caltrans shall submit proof to P&D staff that outreach to property owners was conducted and a draft agreement or refusal of the offer with the property owner has been reached regarding acoustical treatment and funding prior to Zoning Clearance issuance for each phase. Prior to completion of the project segment adjacent to the severe receptor, Caltrans shall submit proof to P&D Permit Compliance staff that funds for acoustical treatment were offered to effected property owners.

- 13. WatConv-07 SWPPP:** The Owner/Applicant shall submit proof of exemption or a copy of a Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board.

TIMING: Prior to Zoning Clearance issuance for each phase of construction, the Owner/Applicant shall submit proof of exemption or a copy of the Notice of Intent and shall provide a copy of the required Storm Water Pollution Prevention Plan (SWPPP) to P&D. The Owner/Applicant shall keep a copy of the SWPPP on the project site during grading and construction activities.

MONITORING: P&D permit processing planner shall review the documentation prior to Zoning Clearance issuance for each phase of construction. P&D compliance monitoring staff shall inspect during construction for compliance with the SWPPP.

County Rules and Regulations

- 14. Rules-02 Effective Date-Appealable to CCC:** This permit shall become effective upon the expiration of the applicable appeal period provided an appeal has not been filed. If an appeal has been filed, the planning permit shall not be deemed effective until final action by the review authority on the appeal, including action by the California Coastal Commission if the planning permit is appealed to the Coastal Commission. [Article II Section 35-169]
- 15. Rules-05 Acceptance of Conditions:** The Owner/Applicant's acceptance of this permit and/or commencement of use, construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the Owner/Applicant.
- 16. Rules-07 DP Conformance:** No permits for development, including grading, shall be issued except in conformance with an approved Final Development Plan. The size, shape, arrangement, use, and location of structures, walkways, parking areas, and landscapes areas shall be developed in conformity with the approved development plan.
- 17. Rules-14 Final DVP Expiration:** Final Development Plans shall expire ten years after the effective date unless substantial physical construction has been completed on the development or unless a time extension is approved in compliance with County rules and regulations.

18. Rules-18 CUP and DVP Revisions: The approval by the Planning Commission of a revised Development Plan shall automatically supersede any previously approved Development Plan upon the effective date of the revised permit.

19. Rules-29 Other Department Conditions: Compliance with Departmental/Division letter required as follows:

1. Air Pollution Control District Letter dated May 11, 2022
2. Flood Control Letter dated August 6, 2021

20. Rules-31 Mitigation Monitoring Required: The Owner/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, the Owner/Applicant shall:

- a. Contact P&D compliance staff as soon as possible after project approval to provide the name and phone number of the future contact person for the project and give estimated dates for future project activities.
- b. Sign a separate Agreement to Pay for compliance monitoring costs and remit a security deposit prior to Zoning Clearance issuance as authorized by ordinance and fee schedules. Compliance monitoring costs will be invoiced monthly and may include costs for P&D to hire and manage outside consultants when deemed necessary by P&D staff (e.g. non-compliance situations, special monitoring needed for sensitive areas including but not limited to biologists, archaeologists) to assess damage and/or ensure compliance. In such cases, the Owner/Applicant shall comply with P&D recommendations to bring the project into compliance. The decision of the Director of P&D shall be final in the event of a dispute. Monthly invoices shall be paid by the due date noted on the invoice;
- c. Contact P&D compliance staff at least two weeks prior to commencement of construction activities to schedule an on-site pre-construction meeting to be led by P&D compliance monitoring staff and attended by all parties deemed necessary by P&D, including the permit issuing planner, grading and/or building inspectors, other agency staff, and key construction personnel: contractors, sub-contractors, and contracted monitors among others.

21. Rules-33 Indemnity and Separation: The Owner/Applicant (Caltrans) agrees to indemnify, defend, and hold harmless Santa Barbara County and its officers, officials, employees, and agents (collectively "County") as follows:

- a. From any claim, action, or proceeding by third parties against the County or its agents, officers or employees to attack, set aside, void, or annul, in whole or in part, an approval of the Project Application by the County and any related development approvals or project conditions (hereinafter "Claim");
- b. From any and all sets, errors, or omissions of the Owner(s) and Applicant and their officers, employees, agents, and contractors related to the Project Application;

- c. Owner(s) and Applicant shall permit County, with County's unlimited discretion, to direct and control the County's defense of any Claim against the County. In the event of a disagreement between County and the Owner(s) or Applicant over litigation issues, County shall have the authority to control the County's litigation and make litigation decisions, including but not limited to, the manner in which the County's defense is conducted. Owner(s) and Applicant shall have the right to employ their own counsel and defense against any Claim on behalf of Owner(s) and Applicant as real parties in interest. The County may use County Counsel, outside counsel, and/or counsel common to the Owner(s) and Applicant (reasonably approved by the County), or elect to not participate in the defense of any Claim. Regardless of the form of the County's participation in the litigation, Owner(s) and Applicant remain bound by the obligation imposed by this Agreement.

22. Rules-37 Time Extension-All Projects: The Owner/Applicant may request a time extension prior to the expiration of the permit or entitlement for development. The review authority with jurisdiction over the project may, upon good cause shown, grant a time extension in compliance with County rules and regulations, which include reflecting changed circumstances and ensuring compliance with CEQA. If the Owner/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.

Other

23. EIR Compliance Mitigation and Monitoring: The project applicant and designees shall comply with all mitigation, minimization, and avoidance measure specified in the 2014 Caltrans EIR (as modified by the 2017 Revised EIR, 2018 Addendum, 2020 Addendum, 2021 Addendum, and 2022 Addendum). The applicant shall prepare a Final Mitigation Compliance, Monitoring, and Reporting Plan for all mitigation measures identified in the 2014 Caltrans EIR (as modified by the subsequent revisions and addendum mentioned above) that apply to segment 4D of the Highway 101 HOV project.

PLAN REQUIREMENTS: The Plan shall include, but not be limited to the following:

- a. Each of the projects mitigation measures.
- b. Timing and specific responsible party for implementation of each mitigation measure.
- c. Timing and party responsible for monitoring each mitigation measures and a list of monitors to be retained.
- d. Procedures, timing, and responsible party for reporting to P&D Permit Compliance staff on project mitigation compliance and monitoring.
- e. Specification of a qualified representative for the applicant to be designated as the coordinator responsible for ensuring full compliance with the provisions of the Plan. The designated coordinator shall have authority over all other monitors.

TIMING: The Plan shall be submitted to P&D staff for review and approval prior to Zoning Clearance issuance for the first phase of construction.

MONITORING: P&D staff will review the Mitigation Compliance, Monitoring, and Reporting Plan prior to issuance of the Zoning Clearance. P&D Permit Compliance staff will conduct intermittent field inspections and response to complaints.

24. Fire District Notification: The Traffic Management Plan required by the 2014 Caltrans EIR (as modified by subsequent revisions and addendums) shall include notification of closures of off-ramps and/or roads by phone and email to the Montecito Fire District. Notification to Montecito Fire Protection District shall be provided to: Montecito Fire District (805-969-7762); Aaron Briner abriner@montecitofire.com.

TIMING: The Traffic Management Plan shall be submitted to P&D staff prior to Zoning Clearance issuance for the first phase of construction. Notification closure shall be made to the fire districts a minimum of 72 hours in advance of closures and a log of notifications shall be maintained by Caltrans staff.

MONITORING: Caltrans staff shall copy P&D Permit Compliance staff on emails to the fire districts and shall provide a log of calls upon Permit Compliance staff request.

25. Road Encroachment Permit: The Owner/Applicant shall obtain a road encroachment permit from the Roads Division (Public Works) for any project elements that extend into the County right-of-way prior to issuance of Zoning Clearance for each phase.



air pollution control district
SANTA BARBARA COUNTY

May 11, 2022

Chris Schmuckal
Santa Barbara County
Planning and Development
123 E. Anapamu Street
Santa Barbara, CA 93101

Sent Via Email: cschmuckal@countyofsb.org

Re: Santa Barbara County Air Pollution Control District Suggested Conditions on Caltrans HWY 101 HOV Project – Segment 4D, 21DVP-00000-00022

Dear Chris Schmuckal:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of improvements within the Highway 101 corridor associated with Segment 4D of the Highway 101: Carpinteria to Santa Barbara Project (Highway 101 Project). Improvements in Segment 4D generally include the new high occupancy vehicle (HOV) lanes, new auxiliary lanes, pavement rehabilitation across all lanes, ramp improvements, vehicle barriers, retaining walls, fences, landscaping, and creek bridge replacements. The limits of the Highway 101 Project extend from Post Mile (PM) 1.4 in the City of Carpinteria, through an unincorporated portion of the County, to the City of Santa Barbara at PM 12.3. Segment 4D is located between PM 9.2 at Sheffield Avenue to the south and PM 10.6 at Olive Mill to the north. Segment 4D is expected to include a total cut volume of approximately 86,500 cubic yards (CY), a total fill volume of approximately 1,900 CY, and a total haul volume of approximately 84,600 CY. Construction activities would primarily be supported by an existing Construction Support Site (CSS), including a concrete batch plant, located adjacent to the southbound North Padaro Lane on-ramp in Caltrans' Right-of-Way. The CSS is proposed to be used throughout construction of Segment 4D, between approximately Spring 2023 and Fall 2026.

The proposed project is subject to the following **regulatory requirements** that should be included as conditions of approval in the applicable land use permit:

1. **Portable Diesel Generators:** All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months.
2. **Asphalt Paving:** Asphalt paving activities shall comply with District Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.
3. **Construction and Demolition Activities:** Construction/demolition activities are subject to District Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities*. This rule establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites, includes measures for minimizing fugitive dust from on-site activities, and from trucks moving on- and off-site. Please see www.ourair.org/wp-content/uploads/

[rule345.pdf](#). Activities subject to Rule 345 are also subject to Rule 302 (*Visible Emissions*) and Rule 303 (*Nuisance*).

4. **Asbestos:** The applicant is required to complete and submit an **Asbestos Demolition/Renovation Notification or an EXEMPTION** from Notification for Renovation and Demolition (District Form ENF-28 or District Form ENF-28e), which can be downloaded at www.ourair.org/compliance-forms for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed exemption or notification should be presented, mailed, or emailed to the District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. The applicant should visit www.ourair.org/asbestos to determine whether the project triggers asbestos notification requirements or whether the project qualifies for an exemption.
5. **Diesel Truck Idling:** At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:
 - Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.
 - Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).
 - See www.arb.ca.gov/noidle for more information.
6. **Contaminated Soil:** If contaminated soils are found at the project site, the District must be contacted to determine if Authority to Construct and/or Permit to Operate permits will be required. District permits are required for all soil vapor extraction activities. District permits are also required for the excavation ("dig-and-haul") of more than 1,000 cubic yards of contaminated soil.

In addition, the District recommends that the following **best practices** be considered for inclusion as conditions of approval, in the interest of reducing emissions of criteria air pollutants, toxic air contaminants, and dust:

1. **Fugitive Dust Control Measures:** To reduce the potential for violations of District Rule 345 (*Control of Fugitive Dust from Construction and Demolition Activities*), Rule 302 (*Visible Emissions*), and Rule 303 (*Nuisance*), standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the District prior to grading/building permit issuance.
2. **Diesel Particulate and NOx Emission Measures:** The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible. Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building

plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

3. **Use of Low Emission Equipment:** In order to minimize public exposure to air pollution, the District recommends the use of low emission equipment, including zero to near-zero emission technology, as feasible during project construction. This includes using the cleanest technologies available and providing the necessary infrastructure to support the zero-emission vehicles and equipment that will be operating onsite.

Lastly, the District has the following **advisory** regarding onsite equipment permitted through the District:

1. **Limitation of Equipment and Operations at Construction Support Site (CSS):** The proposed project will be supported by the CSS at South Padaro Lane. Equipment and operations associated with the CSS are subject to District permit requirements and prohibitory rules as specified in District Authority to Construct (ATC) permits 15552 and ATC 15729. Pursuant to District permit conditions, the concrete batch plant and diesel generator shall not be located within the South Coast 101 HOV Lanes Project corridor for more than six (6) years from initial operations. Initial operations commenced on September 22, 2021. Therefore, the operation of equipment included in these permits is prohibited beyond September 22, 2027.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 979-8337 or via email at BarhamC@sbcapcd.org.

Sincerely,



Carly Barham
Planning Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: David Harris, Manager, District Engineering Division [email only]
Charlotte Mountain, Air Quality Engineer, District Engineering Division [email only]
Planning Chron File



ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures should be required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

- During construction, use water trucks, sprinkler systems, or dust suppressants in all areas of vehicle movement to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. When using water, this includes wetting down areas as needed but at least once in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

PLAN REQUIREMENTS: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. **Timing:** Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



ATTACHMENT B
DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NO_x), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NO_x and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NO_x idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

The following measures are recommended:

- Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

PLAN REQUIREMENTS AND TIMING: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.



Santa Barbara County Public Works Department Water Resources Division

Flood Control • Water Agency • Project Clean Water
130 E. Victoria Street, Suite 200, Santa Barbara, CA 93101
PH (805) 568-3440 FAX (805) 568-3434
<http://cosb.countyofsb.org/pwd/pwwater.aspx?id=2956>

SCOTT D. MCGOLPIN
Director Public Works

THOMAS D. FAYRAM
Deputy Director Water Resources

August 6, 2021

Nicole Lieu, Planner
County of Santa Barbara, Planning & Development Department
123 E. Anapamu Street
Santa Barbara, CA 93101

**Re: 21DVP-00000-00022, 21CDP-00000-00076; Highway 101 Widening- Segment 4D
APN: Various; Montecito**

Dear Ms. Lieu:

This project is located in two Special Flood Hazard Areas (SFHA): the FEMA Recovery Map High Hazard Area and the FEMA Regulatory Floodplain.

The Public Works Department, Water Resources Division has the following conditions for the subject project which proposes improvements to Highway 101 between post mile 1.4 and post mile 12.3, including northbound and southbound high occupancy vehicle (HOV) lanes, new creek crossings, bridges, new medians, sound walls, and landscaping.

A. Flood Control & Water Conservation District

Upon reviewing the subject project, the District concludes that no mitigation measures have been proposed to offset the adverse SFHA-wide impacts of the proposed sound walls, barriers, and other obstructions.

The District recommends that no sound walls, barriers, structures, or any aspect of design be allowed which could affect the following areas: the current FEMA Effective Flood Mapping Special Flood Hazard Areas, the new FEMA Flood Mapping Special Flood Hazard Areas (if they are released prior to project construction), AND the Current FEMA Recovery Map High Hazard Area.

Furthermore, the project must cause no impediments to Santa Barbara Flood Control maintenance operations.

B. Project Clean Water

Caltrans is a regulated Permittee under a separate NPDES Permit, and the design of this project will be in accordance with the Central Coast Regional Water Quality Control Board's Post-Construction Requirements (Resolution No. R3-2013-0032). Further, we understand that any storm water facilities will be owned and maintained by Caltrans in perpetuity. As such, the

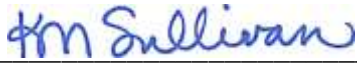
August 6, 2021

Page 2 of 2

County defers to Caltrans for implementation of the post-construction requirements; Project Clean Water has no conditions.

Sincerely,

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By: 

Karen Sullivan, P.E.
Development Review Engineer

Cc: Caltrans, c/o Joe Erwin, 50 Higuera Street, San Luis Obispo, CA 93401
GPA Consulting, c/o Erinn Silva, 305 South Kalorama Street, Suite B, Ventura, CA 93001
Fred Luna; SBCAG, 260 N. San Antonio Road, Santa Barbara, CA 93110

ATTACHMENT B-2: COASTAL DEVELOPMENT PERMIT CONDITIONS OF APPROVAL

Project Description

- 1. Proj Des-01 Project Description:** This Coastal Development Permit is based upon and limited to compliance with the project description and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

The project is a proposal by the California Department of Transportation (Caltrans) and Santa Barbara County Association of Government (SBCAG) to improve Highway 101 by adding a part time, continuous access High Occupancy Vehicle (HOV) lane in both the northbound and southbound directions within the highway corridor. The project is located along approximately 1.4 miles of Highway 101, between Post Mile (PM) 9.2 and PM 10.6. Part-time continuous access means that the HOV lanes would be open to all vehicles during off-peak periods (part-time), and access to and from the HOV lane would be unrestricted (continuous access). The HOV lanes will operate during peak periods, between the hours of 6 a.m. to 9 a.m. and 3 p.m. and 6 p.m., Monday through Friday. Outside of these hours, the HOV lanes would be open to mixed-flow traffic.

All vehicular travel lanes are proposed to be 12 feet wide, with 10 foot mainline shoulders, and 8-foot ramp shoulders. The inside mainline shoulders would vary from 2 feet to 18 feet, depending upon the available right-of-way (ROW). The wider shoulders would also be varied to provide adequate sight distance through curves along Highway 101.

Interchanges within the project limits consist of the southbound Posilipso on-ramp, southbound San Ysidro off-ramp, northbound San Ysidro on and off-ramps, southbound Olive Mill Road on-ramp, and northbound Olive Mill Road off-ramp. The maximum distance between interchanges is 0.5 miles between San Ysidro Road and Olive Mill Road. The project area is currently bounded by frontage roads and homes/businesses to the north and south of Highway 101, as well as the railroad ROW to the south.

The project would include replacement of existing roadway pavement surface with 40-year long-life concrete pavement on existing lanes and ramps within the project limits. Following several years of public input, one of the goals developed for the project was to ensure all improvements would be constructed entirely within Caltrans ROW. Work would be completed in the shoulder and median areas along the existing Highway 101 corridor. The project would also add non-standard shoulder widths for improved vehicle recovery; address sight distance on the mainline and ramps; and make upgrades to drainage, signage, lighting, and barriers.

Project construction would include the removal of approximately 157 non-native trees, 136 oak trees, 25 specimen trees, and 17 native trees. The project proposes to plant 449 trees,

which includes 250 36" box oak trees, and 140 additional native trees as mitigation. Timing of the landscaping improvements, including replacement trees, would follow construction of the mainline improvements. The project proposes approximately 86,500 cubic yards (CY) of cut, 1,900 CY of fill, and the total haul volume is approximately 84,600 CY.

Overhead signs will be installed along the highway corridor to facilitate wayfindings. The overhead signs could include single or double signs on a post base. Typical post height is approximately 20 feet and typical signage height is approximately 8 feet, for a total height of 28 feet.

- 2. Proj Des-01 Project Description Part 2:** Construction activities would be supported by existing Construction Support Sites (CSS) including a concrete batch plant that was approved for use in Segments 4B and 4C. The CSS is proposed to be used throughout construction of Segment 4D from approximately Spring 2023 to Fall 2026 and is subject to the approvals by the Santa Barbara County Air Pollution Control District. The concrete batch plant allows for the manufacturing of concrete for the construction and rehabilitation of the paved lanes and structures to be built as part of the Highway 101 Project. The batch plant site includes a portable "wet mix" batch plant with equipment designed to form concrete, including water, air, admixtures, sand, aggregate, and cement. Sand and aggregate used for concrete production at the site is provided by the Gardner Ranch and Bee Rock facilities. Sand and aggregate is stockpiled using a drive over conveyor drop. The transfer of materials within the site is completed with a 243 horse power wheeled front loader with a Tier 4 final diesel engine. The front loader is permitted to operate up to 1,000 hours per year. Surface water is directed to the southwest corner of the site using a v-ditch along the southern and eastern boundaries of the site to capture, slow, and direct water toward a manageable discharge point. The batch plant is permitted to operate up to 12 hours per day and produce up to 220 cubic yards per hour, 2,500 cubic yards per day, or 50,000 cubic yards per year. All other staging locations are within the Caltrans ROW.

Phasing: In order to streamline construction and reduce ramp closures, Segment 4D improvements are divided into two components, Phase 1: San Ysidro to Olive Mill, and Phase 2: Sheffield to San Ysidro, as described in detail below:

Phase 1: San Ysidro to Olive Mill

This phase is located between PM 9.9 to the south and PM 10.6 to the north, from approximately 0.1-mile south of the San Ysidro Road Overcrossing to the County/City of Santa Barbara line at the Olive Mill Road Overcrossing. This phase is planned to be constructed concurrently with the Olive Mill Road and San Ysidro Road roundabout projects. This segment will include approximately 41,700 CY of cut and 350 CY of fill and includes the following project elements:

- Installation of a median barrier at a maximum height of 42 inches. The concrete median barrier will be approximately 1,917 ft. long and will include approximately 989 ft. of metal guard rail.
- Installation of guardrails and concrete barriers at a maximum height of 42 inches on the outside shoulders and ramps, on the Olive Mill Road southbound on-ramp Overcrossing, and on the San Ysidro Road Overcrossing.
- Installation of vinyl clad chain-link fencing to delineate Caltrans ROW and provide access control.
- Installation of a retaining wall on the south side of Highway 101. The retaining wall is proposed to be approximately 371 feet long and range from 3 to 8 ft. in height.
- Installation of a retaining wall on the north side of Highway 101 at San Ysidro Road. The retaining wall is proposed to be approximately 113 feet long and range from 10 to 30 feet high.
- Installation of a retaining wall on the north side of Highway 101 between San Ysidro Road and Olive Mill Road. The retaining wall is proposed to be approximately 602 feet long and ranges between 4 feet to 8 feet high.
- Construction of a 12 foot wide auxiliary lane in both the northbound and southbound direction, between San Ysidro Road and Olive Mill Road interchanges.
- The structural sections of the San Ysidro Road and Olive Mill Road interchange ramps will be rehabilitated, and ramp profiles will be updated to improve vertical stopping sight distance.

- 3. Proj Des-01 Project Description Part 3:** Existing drainage patterns will be retained to the extent feasible and existing pipe outfalls will remain in place. The project includes new drainage inlets and culverts along the Highway 101 mainline. Runoff will be contained by new drainage inlets along the inside shoulder and barrier. New inlets and pipe systems are also proposed in the outside shoulder to capture runoff before cross-slope transition. Roadside gutters, including high side gutters, will be lined to avoid potential erosion from concentrated runoff.

In this segment, a transverse overhead electrical distribution line, a pole and guy wire near the San Ysidro Creek Crossing and a longitudinal overhead electrical line along North Jameson Lane may require new, taller utility poles to meet the overhead clearance requirement. Southern California Gas has two transverse crossing that are in conflict with the proposed lowered grades and may need to be relocated. The Montecito Water District transverse line will be abandoned. The Montecito Sanitary District transverse line will be relocated to a nearby location.

Phase 2: Sheffield to San Ysidro

This segment is located between PM 9.2 to the south and PM 9.9 to the north, from 0.2 mile north of the Sheffield Avenue Undercrossing to 0.1 miles south of the San Ysidro Road

Overcrossing. This segment is expected to include 44,800 CY of cut and 1,550 CY of fill and will include the following project elements:

- Installation of a concrete barrier and double thrie beam barrier at a maximum height of 42 inches in the median. The double thrie beam barrier would be constructed in locations where it is required to allow for proper drainage.
- Installation of guard rails and concrete barriers at a maximum height of 42 inches on the outside shoulders and ramps. In one location, a 45-inch-high concrete barrier would be installed at the Posilipo Lane south-bound on-ramp. The barrier would be 152 feet long.
- The structural sections of the Posilipo Lane southbound on-ramp would be reconstructed and concrete curbs/gutters would be replaced.
- The existing sound wall along the south side of Highway 101 between approximately San Ysidro Creek and Posilipo Lane would be retained.
- Installation of vinyl clad chain-link fencing to delineate Caltrans ROW and provide access control.
- Installation of one retaining wall between southbound Highway 101 and South Jameson Road near the Miramar Hotel. The retaining wall is proposed to be approximately 337 feet long and ranges between 5 to 12.5 feet high.
- Replacement of a bridge over Romero Creek. The creek has a natural channel with concrete walls which would remain unchanged, the replacement slab bridge will be longer to accommodate a wider channel in anticipation of increased capacity.
- Replacement of a bridge over San Ysidro Creek. The creek has a natural channel with concrete walls, which would remain unchanged; the replacement slab bridge would be longer to accommodate a wider channel in anticipation of increased capacity.
- Replacement of a new bridge over Oak Creek. The creek has a natural channel with concrete walls which would remain unchanged; the replacement slab bridge would be longer to accommodate a wider channel in anticipation of increased capacity.
- The profile of Highway 101 would be corrected just west of Oak Creek to provide improved stopping sight distance.

Existing drainage patterns will be retained to the extent feasible and pipe outfalls and creeks will remain in place. Runoff from off-site areas will drain to the same inlets and culverts. Runoff will be contained by a number of drainage inlets along the inside shoulder to capture runoff before cross-slope transitions. Roadside gutters, including high side gutters, will be lined to avoid potential erosion from concentrated runoff.

- 4. Proj Des-01: Project Description Part 4:** The project also includes one Cox Communication transverse crossing that may require relocation based on the overhead clearance requirements. The Montecito Sanitary District owns two utility lines east of Oak Creek bridge that will be relocated to the Oak Creek bridge crossing. The Montecito Water District owns two transverse crossings within this segment that will need to be relocated to a nearby location. Two utility poles owned by Southern California Edison near San

Ysidro Creek and Oak Creek will be relocated farther from the highway to accommodate the widening. SoCal Gas has two transverse crossings that will be relocated to a nearby location.

Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County 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.

5. **Proj Des-02 Project Conformity:** The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of the 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 thereto. All plans (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

Conditions by Issue Area

6. **Aest-04 BAR Required:** The Owner/Applicant shall obtain Montecito Board of Architectural Review (MBAR) approval for project design. All project elements (e.g., design, scale, character, colors, materials, and landscaping shall be compatible with vicinity development.

TIMING: The Owner/Applicant shall submit architectural drawings of the project for review and shall obtain final BAR approval prior to issuance of the Zoning Clearance for the first phase of the project. Grading plans, if required, shall be submitted to P&D concurrent with or prior to BAR plan filing.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that the project has been built consistent with approved BAR design and landscape plans prior to project completion.

7. **Bio-01a Tree Protection Plan- Site Plan Component:** The Owner/Applicant shall submit a Tree Protection Plan (TPP) prepared by a P&D-approved arborist and/or biologist and designed to protect on-site trees. The plan shall include the following site plan components:
 1. The Owner/Applicant shall comply with and depict the following on the TPP exhibit and Grading and Building Plans.
 - a. No Grading shall take place within the dripline of trees unless otherwise approved by P&D staff.
 - b. Depict equipment storage (including construction materials, equipment, fill soil, or rocks) and construction staging and parking area during construction.

- c. Depict the type & location of protective fencing (See below) or other barriers to be in place to protect trees in protection areas during construction.

PLAN REQUIREMENTS: The Owner/Applicant shall: (1) Submit the TPP; (2) Include all applicable components in Tree Replacement Plan and Landscape and Irrigation Plans; (3) include as notes or depictions all plan components listed above, graphically depicting all those related to earth movement, construction, and temporarily and/or permanently installed protection measures.

TIMING: The Owner/Applicant shall comply with this measure prior to Zoning Clearance issuance for each phase of the project. Plan components shall be included on all plans prior to Zoning Clearance issuance. The Owner/Applicant shall install tree protection measures onsite prior to construction of each phase.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that trees identified for protection were not damaged or removed or if damage, or removal occurred, that correction is completed as required by the TPP prior to project completion.

- 8. Bio-01b Tree Protection Plan – Construction Component:** The Owner / Applicant shall submit a Tree Protection Plan (TPP) prepared by a P&D-approved arborist and/or biologist and designed to protect onsite trees. The Owner/Applicant shall comply with and specific the following as notes on the TPP and on the plans.

- a. Fencing of all trees to be protected at least six feet outside the dripline with chain-link (or other material satisfactory to P&D) fencing at least 3 feet high, staked to prevent collapse, and with signs identifying the protection area placed in 15-ft. intervals on the fencing.
- b. Fencing/staking/signage shall be maintained throughout all grading and construction activities.
- c. All trees located within 25 ft. of structures shall be protected from stucco and/or paint during construction.
- d. No irrigation is permitted within 6 ft. of the dripline of any protected tree unless specifically authorized.
- e. The following shall be completed only by hand and under the direction of a P&D approved arborist/biologist.
 - a. Any trenching required within the dripline or sensitive root zone of any specimen.
 - b. Cleanly cutting any roots of one inch in diameter or greater, encountered during grading or construction.
 - c. Tree removal and trimming.
- f. Special equipment: If the use of hand tools is deemed infeasible by P&D, P&D may authorize work with rubber-tired construction equipment weighing five tons or less. If significant large rocks are present, or if spoil placement will impact surrounding trees, then a small excavator (i.e., 215 or small track hoe) may be used as determined by P&D staff and under the direction of a P&D approved biologist.
- g. Grading shall be designed to avoid ponding and ensure proper drainage within dripline of oak trees.

PLAN REQUIREMENTS: The Owner/Applicant shall: (1) submit the TPP; (2) Include all applicable components in Tree Replacement Plan and Landscape and Irrigation Plans; (3) include as notes or depiction all plan components listed above, graphically depicting all those related to earth movement, construction, and temporarily and/or permanently installed protection measures.

TIMING: The Owner/Applicant shall comply with this measure prior to Zoning Clearance issuance for each phase of the project. Plan components shall be included on all plans prior to the issuance of the Zoning Clearance for each phase. The Owner/Applicant shall install tree protection measures onsite prior to commencement of construction for each phase.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that trees identified for protection were not damaged or removed or, if damage or removal occurred, that correction is completed as required by the TPP prior to completion of construction.

9. Bio-02 Tree Replacement: The replacement trees shall be as follows:

- a. Each oak tree called out for removal in the project description shall be replaced with the proposed number in the project description. In the event that unexpected damage or removal occurs, the tree replacement shall have the following ratios where feasible: 10:1 for 1 to 5 gallon trees, 5:1 with 15 gallon trees, 3:1 with 24-inch box trees, and 2:1 with 36-inch box trees. A mix of tree sizes and ratios may be used. The final proposed size and quantity of replacement trees shall be reviewed and approved by P&D staff. The location of the replanting shall be shown on the plans. All other native trees shall be replaced at a minimum 1:1 ratio.
- b. Each specimen tree removed shall be replaced at a minimum 1:1 ratio with a minimum 15-gallon sized trees.
- c. Where feasible, species shall be from locally obtained plants and seed stock.
- d. The trees shall be gopher fenced with root protectors.
- e. The trees shall be irrigated with a low volume, water efficient, fully automatic remote irrigation system. Long-term maintenance efforts of the system will provide supplemental water as necessary to keep plants in a healthy and vigorous condition.
- f. Trees shall be watered during the five-year plant establishment period while reducing the water use each year. Once under the care of Caltrans maintenance control, the watering times will be further reduced each year so that the plants adapt to the natural rainfall and climatic conditions.
- g. If replacement trees cannot be accommodated on site, the Owner/Applicant shall submit a plan for P&D approval for replacement trees to be planted off-site.
- h. All new and replanted 1-gallon trees shall be protected from predation by wild and domestic animals by the use of foliage protectors.

PLAN REQUIREMENTS: Show planting location, size, quantities, species, methods of irrigation, and provide details for root and foliage protection.

TIMING: Plans shall be submitted prior to issuance of the Zoning Clearance for each phase of construction.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required components of the approved plan(s) are in place as required prior to project completion.

- 10. CulRes-09 Stop Work at Encounter:** The Owner/Applicant and/or their agents, representatives or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The Owner/Applicant shall immediately contact P&D staff, and retain a P&D approved archaeologist and Native American representative to evaluate the significance of the find in compliance with the provisions of the County Archaeological Guidelines and conduct appropriate mitigation funded by the Owner/Applicant. If human remains are found, the Most Likely Descendent shall be notified.

PLANS REQUIREMENTS: This condition shall be included in the Project Specifications for the contractor and shall be included in the Mitigation Monitoring and Reporting Plan,

MONITORING: P&D permit processing planner shall check the Project Specifications and MMRP prior to issuance of the Zoning Clearance for each phase of construction, and P&D compliance monitoring staff shall spot check in the field throughout grading and construction.

- 11. Noise-04 Equipment Shielding-Construction:** Stationary construction equipment that generates noise which exceeds 65 dBA at the property lines of sensitive receptors adjacent to the project shall be shielded with appropriate acoustic shielding to P&D's satisfaction.

PLAN REQUIREMENTS: The Owner/Applicant shall designate the equipment area with appropriate acoustic shielding on plans if applicable prior to issuance of Zoning Clearance for each phase of construction.

TIMING: Equipment and shielding shall be installed prior to use of noise generating stationary construction equipment and shall remain in the designated location during use of stationary construction equipment.

MONITORING: The Owner/Applicant shall demonstrate that the acoustic shielding is in place prior to commencement of the use of stationary construction equipment. P&D compliance staff shall perform site inspections throughout construction to ensure compliance.

- 12. Special Noise-01:** Caltrans shall coordinate with property owners identified as "severe receptors" in the 2014 Caltrans EIR, as amended by the 2017 Revised Caltrans EIR and 2018 Caltrans Addendum, to provide funding for acoustical treatment for severe receptor sites.

TIMING: Outreach to property owners shall be completed prior to issuance of Zoning Clearance for each phase. Funds for acoustical treatment shall be offered to property owners prior to project completion.

MONITORING: Caltrans shall submit proof to P&D staff that outreach to property owners was conducted and a draft agreement or refusal of the offer with the property owner has been reached regarding acoustical treatment and funding prior to Zoning Clearance issuance for each phase. Prior to completion of the project segment adjacent to the severe receptor, Caltrans shall submit proof to P&D Permit Compliance staff that funds for acoustical treatment were offered to effected property owners.

- 13. WatConv-07 SWPPP:** The Owner/Applicant shall submit proof of exemption or a copy of a Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board.

TIMING: Prior to Zoning Clearance issuance for each phase of construction, the Owner/Applicant shall submit proof of exemption or a copy of the Notice of Intent and shall provide a copy of the required Storm Water Pollution Prevention Plan (SWPPP) to P&D. The Owner/Applicant shall keep a copy of the SWPPP on the project site during grading and construction activities.

MONITORING: P&D permit processing planner shall review the documentation prior to Zoning Clearance issuance for each phase of construction. P&D compliance monitoring staff shall inspect during construction for compliance with the SWPPP.

County Rules and Regulations

- 14. Rules-02 Effective Date-Appealable to CCC:** This permit shall become effective upon the expiration of the applicable appeal period provided an appeal has not been filed. If an appeal has been filed, the planning permit shall not be deemed effective until final action by the review authority on the appeal, including action by the California Coastal Commission if the planning permit is appealed to the Coastal Commission. [Article II Section 35-169]

- 15. Rules-05 Acceptance of Conditions:** The Owner/Applicant's acceptance of this permit and/or commencement of use, construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the Owner/Applicant.

- 16. Rules-07 DP Conformance:** No permits for development, including grading, shall be issued except in conformance with an approved Final Development Plan. The size, shape, arrangement, use, and location of structures, walkways, parking areas, and landscapes areas shall be developed in conformity with the approved development plan.

- 17. Rules-11 CDP Expiration – With CUP or DVP:** The approval or conditional approval of a Coastal Development Permit shall be valid for one year from the date of decision-maker action. Prior to the expiration of the approval, the review authority who approved the Coastal Development Permit may extend the approval for one year if good cause is shown and the applicable findings for the approval required in compliance with Section 35-169.5

can still be made. Prior to the expiration of a time extension approved in compliance with Subsection a. above, the review authority who approved the time extension may approve two additional time extensions for two years each if good cause is shown and the applicable findings for the approval required in compliance with Section 35-169.5 can still be made. A Coastal Development Permit shall expire two years from the date of issuance if the use or structure for which the permit was issued has not been established or commenced in conformance with the effective permit. A Coastal Development Permit whose expiration date has been extended in compliance with the above will nevertheless expire at the earlier of: (1) the expiration of the most recent time extension or (2) the expiration of the associated Conditional Use Permit or Development Plan (as modified by any extension thereto).

18. Rules-23 Processing Fees Required. Prior to issuance of Coastal Development Permit, the Owner/Applicant shall pay all applicable P&D permit processing fees in full as required by County ordinances and resolutions.

19. Rules-29 Other Department Conditions: Compliance with Departmental/Division letter required as follows:

1. Air Pollution Control District Letter dated May 11, 2022
2. Flood Control Letter dated August 6, 2021

20. Rules-31 Mitigation Monitoring Required: The Owner/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, the Owner/Applicant shall:

- a. Contact P&D compliance staff as soon as possible after project approval to provide the name and phone number of the future contact person for the project and give estimated dates for future project activities.
- b. Sign a separate Agreement to Pay for compliance monitoring costs and remit a security deposit prior to Zoning Clearance issuance as authorized by ordinance and fee schedules. Compliance monitoring costs will be invoiced monthly and may include costs for P&D to hire and manage outside consultants when deemed necessary by P&D staff (e.g. non-compliance situations, special monitoring needed for sensitive areas including but not limited to biologists, archaeologists) to assess damage and/or ensure compliance. In such cases, the Owner/Applicant shall comply with P&D recommendations to bring the project into compliance. The decision of the Director of P&D shall be final in the event of a dispute. Monthly invoices shall be paid by the due date noted on the invoice;
- c. Contact P&D compliance staff at least two weeks prior to commencement of construction activities to schedule an on-site pre-construction meeting to be led by P&D compliance monitoring staff and attended by all parties deemed necessary by

P&D, including the permit issuing planner, grading and/or building inspectors, other agency staff, and key construction personnel: contractors, sub-contractors, and contracted monitors among others.

21. Rules-33 Indemnity and Separation: The Owner/Applicant (Caltrans) agrees to indemnify, defend, and hold harmless Santa Barbara County and its officers, officials, employees, and agents (collectively "County") as follows:

- a. From any claim, action, or proceeding by third parties against the County or its agents, officers or employees to attack, set aside, void, or annul, in whole or in part, an approval of the Project Application by the County and any related development approvals or project conditions (hereinafter "Claim");
- b. From any and all sets, errors, or omissions of the Owner(s) and Applicant and their officers, employees, agents, and contractors related to the Project Application;
- c. Owner(s) and Applicant shall permit County, with County's unlimited discretion, to direct and control the County's defense of any Claim against the County. In the event of a disagreement between County and the Owner(s) or Applicant over litigation issues, County shall have the authority to control the County's litigation and make litigation decisions, including but not limited to, the manner in which the County's defense is conducted. Owner(s) and Applicant shall have the right to employ their own counsel and defense against any Claim on behalf of Owner(s) and Applicant as real parties in interest. The County may use County Counsel, outside counsel, and/or counsel common to the Owner(s) and Applicant (reasonably approved by the County), or elect to not participate in the defense of any Claim. Regardless of the form of the County's participation in the litigation, Owner(s) and Applicant remain bound by the obligation imposed by this Agreement.

22. Rules-37 Time Extension-All Projects: The Owner/Applicant may request a time extension prior to the expiration of the permit or entitlement for development. The review authority with jurisdiction over the project may, upon good cause shown, grant a time extension in compliance with County rules and regulations, which include reflecting changed circumstances and ensuring compliance with CEQA. If the Owner/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.

Other

23. EIR Compliance Mitigation and Monitoring: The project applicant and designees shall comply with all mitigation, minimization, and avoidance measure specified in the 2014 Caltrans EIR (as modified by the 2017 Revised EIR, 2018 Addendum, 2020 Addendum, 2021 Addendum, and 2022 Addendum). The applicant shall prepare a Mitigation Compliance, Monitoring, and Reporting Plan for all mitigation measures identified in the

2014 Caltrans EIR (as modified by the subsequent revisions and addendum mentioned above) that apply to segment 4D of the Highway 101 HOV project.

PLAN REQUIREMENTS: The Plan shall include, but not be limited to the following:

- a. Each of the projects mitigation measures.
 - b. Timing and specific responsible party for implementation of each mitigation measure.
 - c. Timing and party responsible for monitoring each mitigation measures and a list of monitors to be retained.
 - d. Procedures, timing, and responsible party for reporting to P&D Permit Compliance staff on project mitigation compliance and monitoring.
 - e. Specification of a qualified representative for the applicant to be designated as the coordinator responsible for ensuring full compliance with the provisions of the Plan.
- The designated coordinator shall have authority over all other monitors.

TIMING: The Plan shall be submitted to P&D staff for review and approval prior to Zoning Clearance issuance for the first phase of construction.

MONITORING: P&D staff will review the Mitigation Compliance, Monitoring, and Reporting Plan prior to issuance of the Zoning Clearance. P&D Permit Compliance staff will conduct intermittent field inspections and response to complaints.

- 24. Fire District Notification:** The Traffic Management Plan required by the 2014 Caltrans EIR (as modified by subsequent revisions and addendums) shall include notification of closures of offramps and/or roads by phone and email to the Montecito Fire District. Notification to Montecito Fire Protection District shall be provided to: Montecito Fire District (805-969-7762); Aaron Briner abriner@montecitofire.com.

TIMING: The Traffic Management Plan shall be submitted to P&D staff prior to Zoning Clearance issuance. Notification closure shall be made to the fire districts a minimum of 72 hours in advance of closures and a log of notifications shall be maintained by Caltrans staff.

MONITORING: Caltrans staff shall copy P&D Permit Compliance staff on emails to the fire districts and shall provide a log of calls upon Permit Compliance staff request.

- 25. Road Encroachment Permit:** The Owner/Applicant shall obtain a road encroachment permit from the Roads Division (Public Works) for any project elements that extend into the County right-of-way prior to issuance of Zoning Clearance for each phase.

ATTACHMENTS C1-C9: ENVIRONMENTAL DOCUMENTS

Attachments C1-C9 can be found at the following link:

<https://cosantabarbara.box.com/s/ixbe9ip70a85p0ih5tgiz4837efjm300>

STANDARD AGENDA:**CONCEPTUAL REVIEW**

1. **21BAR-00000- 00127 Highway 101 Segment 4D**
 21DVP-00000-00022, 21CDP-00000-00076, 21ZCI-00000-00135 (Chris Schmuckal, Planner 568-3510)

Request of Erinn Silva, agent for Joe Erwin (Caltrans) to consider Case No. 21BAR-00000-00127 for **Conceptual Review of a Highway 101: Carpinteria to Santa Barbara Project, Segments 4D. The proposed project will require approximately 86,500 cubic yards of cut and approximately 1,900 cubic yards of fill.** The project is located on Highway 101 between post miles 9.2 and 10.6, 0.2 miles north of the Sheffield Drive undercrossing to the Olive Mill Overcrossing in Santa Barbara County, First Supervisorial District. (Appearance by Erinn Silva, Fred Luna, Christine Anderson, Zach Siviglia, Kristen Ayars, Joe Arnold, Dave Emerson)

Public comments:

1. Candice & Ted Buergey- Letter
2. Shelly Badat- Speaker & Letter
3. Louise & Bruce MacKenzie
4. Joanne Rapp- Letter
5. Penelope and Adam Bianchi- Letter

Comments:

1. Very nice presentation
2. Project moving in the right direction.
3. Provide information regarding landscaping proposed on the community side of the retaining, sound and barrier walls.
4. One member suggested that the retaining and sound walls be moved closer to the freeway.
5. One member suggested that the chain-link fence barriers to be restudied.
6. One member requested that the previously considered barrier/wall options be presented to the MBAR at the next meeting.

No action taken (Maphis absent). The project to return for further Conceptual review.

2. **21BAR-00000-00163 Platt New Single Family Dwelling 669 Picacho Lane**
 (No Planner Assigned) Ridgeline: Urban

Request of Alex Newman, agent, for the owners Picacho lane 669 Realty Trust, to consider Case No. 21BAR-00000-00163 for **conceptual review of a new two story single family dwelling, with the first floor being approximately 4,423 square feet, the second story being approximately 2,154 square feet, a guesthouse of approximately 797 square feet, a pool cabana of approximately 755 square feet and a wholly underground basement of approximately 2,858.** No structures currently exist on the parcel. The proposed project will require approximately 600 cubic yards of cut and approximately 2,050 cubic yards of fill. The property is a 2.10 acre parcel zoned 2-E-1 and shown as Assessor's Parcel Number 011-130-009, located at **669 Picacho Lane**, in the Montecito area, First Supervisorial District.(Appearance by William Hefner)

MBAR Comments:

1. Submit Land Use Permit application and obtain a planner.
2. Story poles to be erected and site visit required prior to next meeting. Story poles to be located along main ridge and cross ridge.

6. 22BAR-00000-00004 Jenkins Garage & Storage Room 237 San Ysidro Road
 (No Planner Assigned) Ridgeline: Urban

Request of William Gray architect for the owner, Sarah Jenkins, to consider Case No. 22BAR-00000-00004 for **conceptual review of a conversion of the existing attached garage of approximately 496 square feet, a new detached garage of approximately 461 square feet with an attached storage room of approximately 110 square feet.** The following structures currently exist on the parcel: a single family dwelling of approximately 3,393 square feet, an attached garage of approximately 496 square feet, a cabana of approximately 380 square feet and a garden room of approximately 164 square feet. The proposed project will require approximately < 50 cubic yards of cut and approximately <50 cubic yards of fill. The property is a 1.0 acre parcel zoned 2-E-1 and shown as Assessor's Parcel Number 009-430-005, located at **237 San Ysidro Road**, in the Montecito area, First Supervisorial District.

MBAR comments:

1. Restudy fenestration.
2. Restudy north elevation of gym.
3. Reduce size of motor court.

No action taken. Project to return for further Preliminary and Final approval.

7. 21BAR-00000- 00127 Highway 101 Segment 4D
 21DVP-00000-00022, 21CDP-00000-00076, 21ZCI-00000-00135 (Chris Schmuckal, Planner 568-3510)

Request of Erinn Silva, agent for Joe Erwin (Caltrans) to consider Case No. 21BAR-00000-00127 for **further conceptual review of a Highway 101: Carpinteria to Santa Barbara Project, Segments 4D. The proposed project will require approximately 86,500 cubic yards of cut and approximately 1,900 cubic yards of fill.** The project is located on Highway 101 between post miles 9.2 and 10.6, 0.2 miles north of the Sheffield Drive undercrossing to the Olive Mill Overcrossing in Santa Barbara County, First Supervisorial District. (Continued from 09/23/21)(Appearance by Errin Silva, Joe Erwin, Fred Luna, Joe Arnold, Zach Siviglia, Kristen Ayars, Christine Anderson)

Public comments:

1. Thomas D. Deardorff II (letter)

MBAR comments:

1. Restudy sound walls and other methods for reducing noise.
2. Increase landscaping, add more vertical growth elements
3. Several members expressed concerns regarding long-term maintenance of the landscaping.
4. One member requested that landscaping be added to the freeway side of the frontage road (North Jamison)

No action taken. Project will return in March to conceptually review the remaining segment of project.

8. 21BAR-00000-00129 Naumann New Two Story Single Family Dwelling 628 Orchard Avenue
 Carport, New Pool, and Landscaping
 21LUP-00000-00449 (Cassidy Walsh, Planner 568-3017) Ridgeline: Urban

Request of Nicholas Naumann and Kelsey Tanner, owners/architect, to consider Case No. 21BAR-00000-00129 for **further conceptual review of a new 2,012 SF single family dwelling, a 254 SF swimming pool, and 1,200 SF of landscaping. Grading will include 115 cubic yards of cut and 110 cubic yards of fill. A total of 8 avocado tree and 10 citrus trees are proposed for removal. No**

Westwick

8. **21BAR-00000- 00216** **New Two Story Single Family Dwelling & Pool** **259 Butterfly Lane**
 21LUP-00000-00529 (Dara Elkurdi, Planner 568-2082) Ridgeline: Urban

Request of Sophie Calvin, agent for the owners, John & Elizabeth Westwick, to consider Case No. 21BAR-00000-00216 for **further conceptual review of a new two story single family dwelling with the first floor being approximately 2,716 square feet, the second floor being approximately 1,156 square feet, an attached garage of approximately 473 square feet, a 164 sf garage deck, a 107 master bedroom deck, a 38 sf first floor seating alcove, and a new 40'x14' pool with associated pool equipment. The following structures currently exist on the parcel: a single family residence of approximately 1,412 sf and a detached garage, all to be demolished. Also included in the scope is new landscaping, site walls, and fencing.** The proposed project will require approximately 265 cubic yards of cut, 300 cubic yards of fill, and 35 cubic yards of import. The pool requires 120 cubic yards of excavation. The property is a 0.45 acre parcel zoned 2-E-1 and shown as Assessor's Parcel Number 009-103-013, located at **259 Butterfly Lane**, in the Montecito area, First Supervisorial District (Continued from 12/16/21)(Appearance by Sophie Calvin, Katie Klein, Mark Westwick)

Public Comments:

1. Marisa and Bryan Garber

MBAR Comments:

1. Second story not well integrated with existing structure, restudy design and layout.
2. MBAR expressed concerns regarding impacts to neighbor's privacy.
3. MBAR expressed concerns regarding amount of paving and outdoor living areas.
4. One member indicated that they could not support the amount of paving proposed in the rear yard, or the removal of two healthy trees.
5. MBAR concerned about the proximity of the structure to Butterfly Lane, which is inconsistent with the neighborhood.

No action taken. (Wolf absent). Project may return for further Conceptual review.

9. **21BAR-00000- 00127** **Highway 101 Segment 4D**
 21DVP-00000-00022, 21CDP-00000-00076, 21ZCI-00000-00135 (Chris Schmuckal, Planner 568-3510)

Request of Erinn Silva, agent for Joe Erwin (Caltrans) to consider Case No. 21BAR-00000-00127 for **further conceptual review of a Highway 101: Carpinteria to Santa Barbara Project, Segments 4D. The proposed project will require approximately 86,500 cubic yards of cut and approximately 1,900 cubic yards of fill.** The project is located on Highway 101 between post miles 9.2 and 10.6, 0.2 miles north of the Sheffield Drive undercrossing to the Olive Mill Overcrossing in Santa Barbara County, First Supervisorial District. (Continued from 09/23/21, 02/24/22)(Appearance by Fred Luna, Christie Anderson, Joe Erwin, Zach Siviglia)

Public Comments:

1. Scott Smigel
2. Kyle Forsyth

MBAR Comments:

1. One member appreciated the applicant's response to previous comments and the reduction in signage.
2. One member stated their belief that CalTrans has done the best job possible given the design constraints.
3. The majority of the MBAR found the design regrettable and unfortunate.

No action taken. (Wolf absent) The project to proceed through land use process and return for Preliminary approval when appropriate.

10.	21BAR-00000-00269	Harvester Two, LLC Addition	595 Picacho Lane
	22LUP-00000-00037	(Willow Brown, 568-2040)	Ridgeline: Urban

Request of Dale Perkarek, architect for the owners, Harvester Two, LLC, to consider Case No. 21BAR-00000-00269 for **further conceptual review of an addition to the existing single family dwelling of approximately 1,185 square feet, an addition of approximately 491 square feet to the existing guest house, and an addition of approximately 199 square feet to the existing cabana.** The following structures currently exist on the parcel: a two story single-family dwelling of approximately 6,849 square feet, a garage of approximately 684 square feet, a guesthouse of approximately 584 square feet, an office of approximately 361 square feet and a cabana of approximately 349 square feet. The proposed project will not require grading. The property is a 3.08 acre parcel zoned 2-E-1 and shown as Assessor's Parcel Number 011-180-020, located at **595 Picacho Lane**, in the Montecito area, First Supervisorial District. (Continued from 02/24/22) (Appearance by Dale Perkarek, Tom McCormack, Billy Lehman)

MBAR Comments:

1. Design acceptable.
2. Two members requested that the applicant restudy the siding.

No action taken. (Wolf absent). The project may return for Preliminary and Final approval on Consent.

PRELIMINARY APPROVAL

Profile Properties Trust New Single Family Dwelling, Guest House Cabana & Pool and Accessory Structures Guest House

(The project was previously noticed as S. Berkoff Trust New Single Family

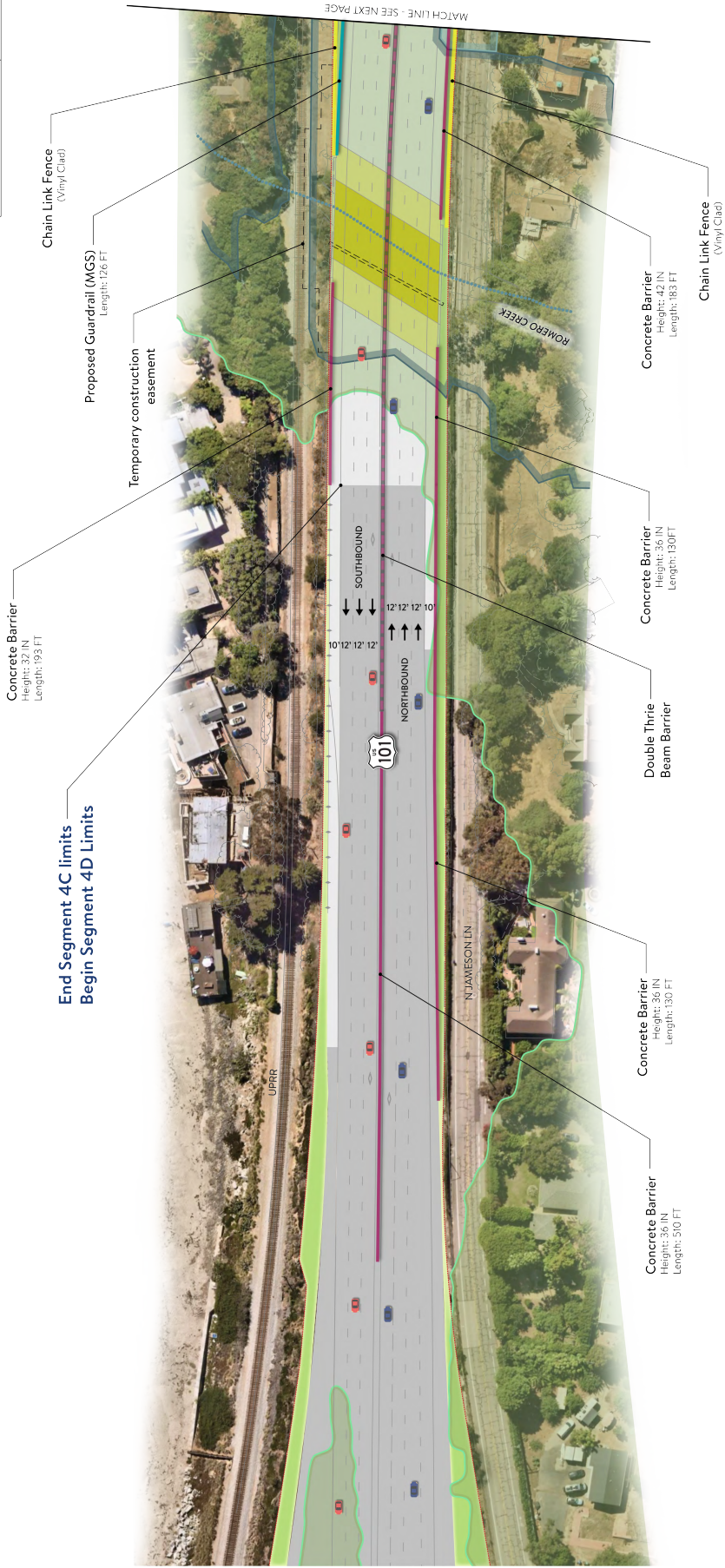
11.	21BAR-00000-00089 Dwelling, Cabana & Pool and Accessory Structures)	630 Hot Springs Road
	21LUP-00000-00511	(Paige Roosa, Planner 568-2081) Ridgeline: Urban

Request of, Robert Foley, agent for the owner, Profile Properties Trust, to consider Case No. 21BAR-00000-00089 for **preliminary and final approval** of the demolition of an existing 120 gross sq. ft. landscape building and 170 gross sq. ft. construction office and construction of a two-story, 16,357 gross sq. ft. single-family dwelling including a 4,200 gross sq. ft. basement and 800 gross sq. ft. attached garage, 800 gross sq. ft. guesthouse, 800 gross sq. ft. cabana, two detached garages totaling 1,200 gross sq. ft. and a 216 gross sq. ft. guardhouse. The proposed project also includes construction of an approximately 1,200 sq. ft. tennis court, 220 sq. ft. pool, 40 sq. ft. spa, and new entry gates, as well as the installation of approximately 271,000 sq. ft. of landscaping, exterior lighting, and 30,000 sq. ft. of impervious surfaces to accommodate a new driveway and access roads. Grading for the proposed project is estimated to include 2,000 cubic yards and cut and 2,000 cubic yards of fill (no export or import is proposed.) Four trees are proposed for removal, including three Coast Live Oak trees and one Eucalyptus tree. Four additional oak trees are anticipated to experience



SEGMENT 4D USER FRIENDLY LAYOUT PLANS

MARK THOMAS	SANTA BARBARA COUNTY
2121 ALTON PARKWAY	ASSOCIATION OF GOVERNMENTS
SUITE 210	SOUTH SAN ANTONIO ROAD
IRVINE, CA 92606	SANTA BARBARA, CA 93110



LEGEND

Proposed Fence

Proposed Retaining Wall

Proposed Concrete Barrier

Proposed Thrie Beam Barrier

Proposed Guardrail (MGS)

Cut Line

Fill Line

Creek Flowline

Floodplain

Floodway

Caltrans Right of Way

Proposed Structure

Contrasting Paving

Overhead Sign

Overhead Light

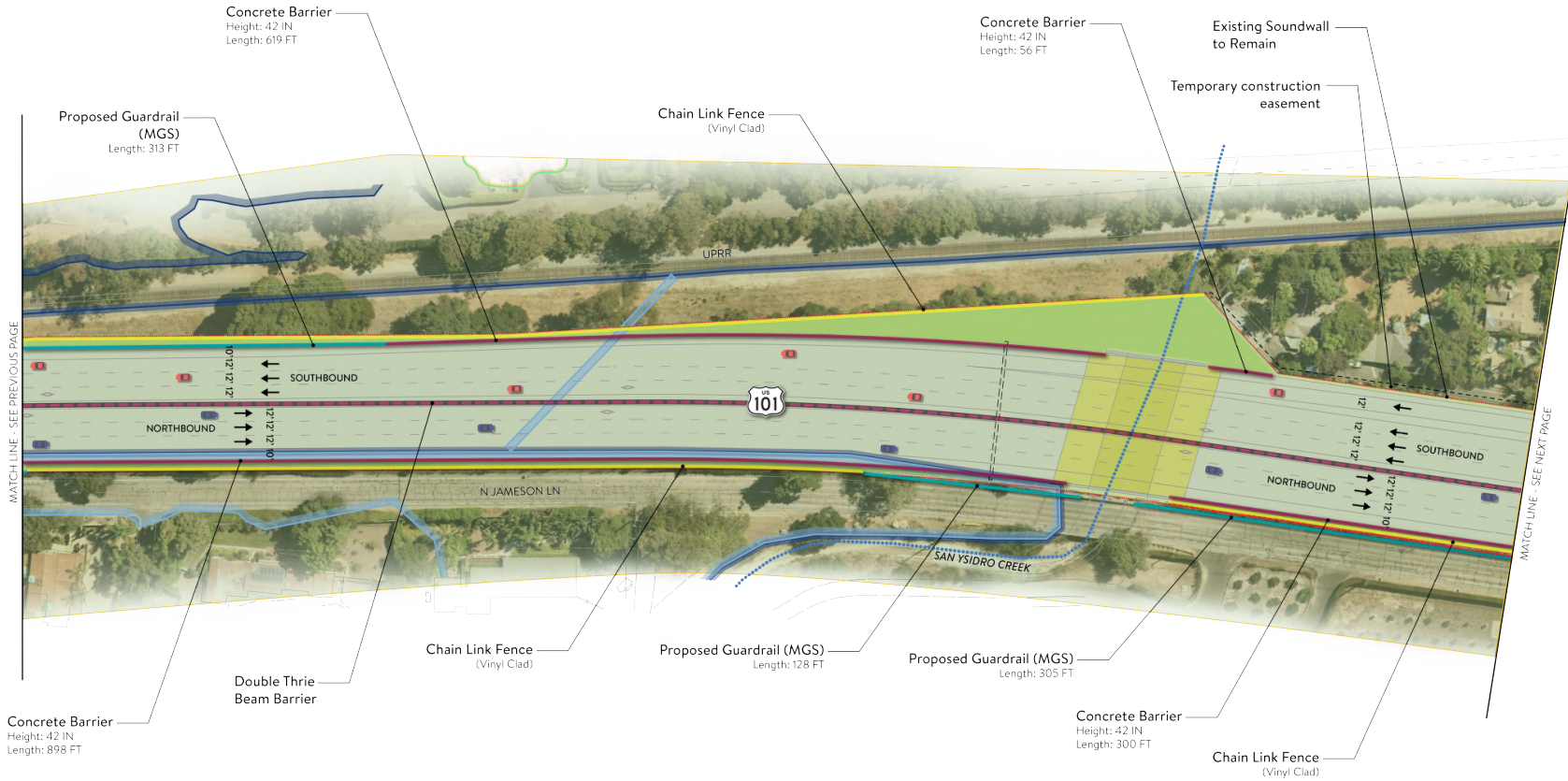
New Pavement


















Recovery Mapping

Inundation Limits



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	101	9.1/12.3		
SEGMENT 4D USER FRIENDLY LAYOUT PLANS					
MARK THOMAS 2121 ALTON PARKWAY SUITE 210 IRVINE, CA 92606			SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE 8 SANTA BARBARA, CA 93110		



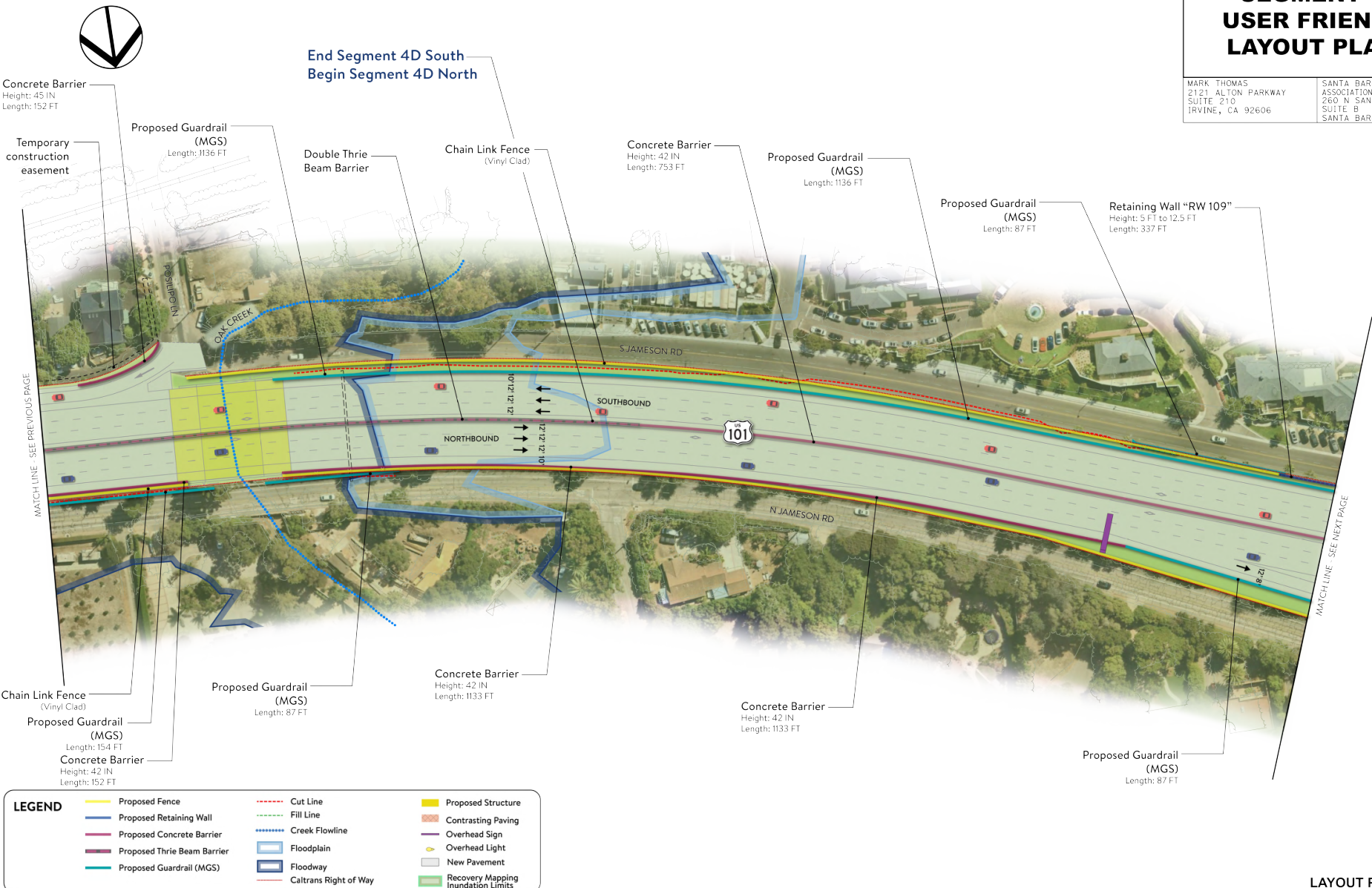
LEGEND					
	Proposed Fence		Cut Line		Proposed Structure
	Proposed Retaining Wall		Fill Line		Contrasting Paving
	Proposed Concrete Barrier		Creek Flowline		Overhead Sign
	Proposed Thrie Beam Barrier		Floodplain		Overhead Light
	Proposed Guardrail (MGS)		Floodway		New Pavement
			Caltrans Right of Way		Recovery Mapping Inundation Limits

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CALTRANS
CONSULTANT FUNCTIONAL SUPERVISOR
ZACHARY JAMES SIVIGLIA
CHECKED BY
ZACHARY SIVIGLIA
RACHEL USEDOM
DATE REVISOR
DATE REVISOR

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	101	9.1/12.3		

SEGMENT 4D USER FRIENDLY LAYOUT PLANS

MARK THOMAS 2121 ALTON PARKWAY SUITE 210 IRVINE, CA 92606	SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE 8 SANTA BARBARA, CA 93110
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CALTRANS
CONSULTANT: ZACHARY JAMES SIVIGLIA
DESIGNED BY: ZACHARY JAMES SIVIGLIA
CHECKED BY: ZACHARY JAMES SIVIGLIA
RACHEL USEDOM
REVISOR: ZACHARY JAMES SIVIGLIA
DATE: 7/2/2010

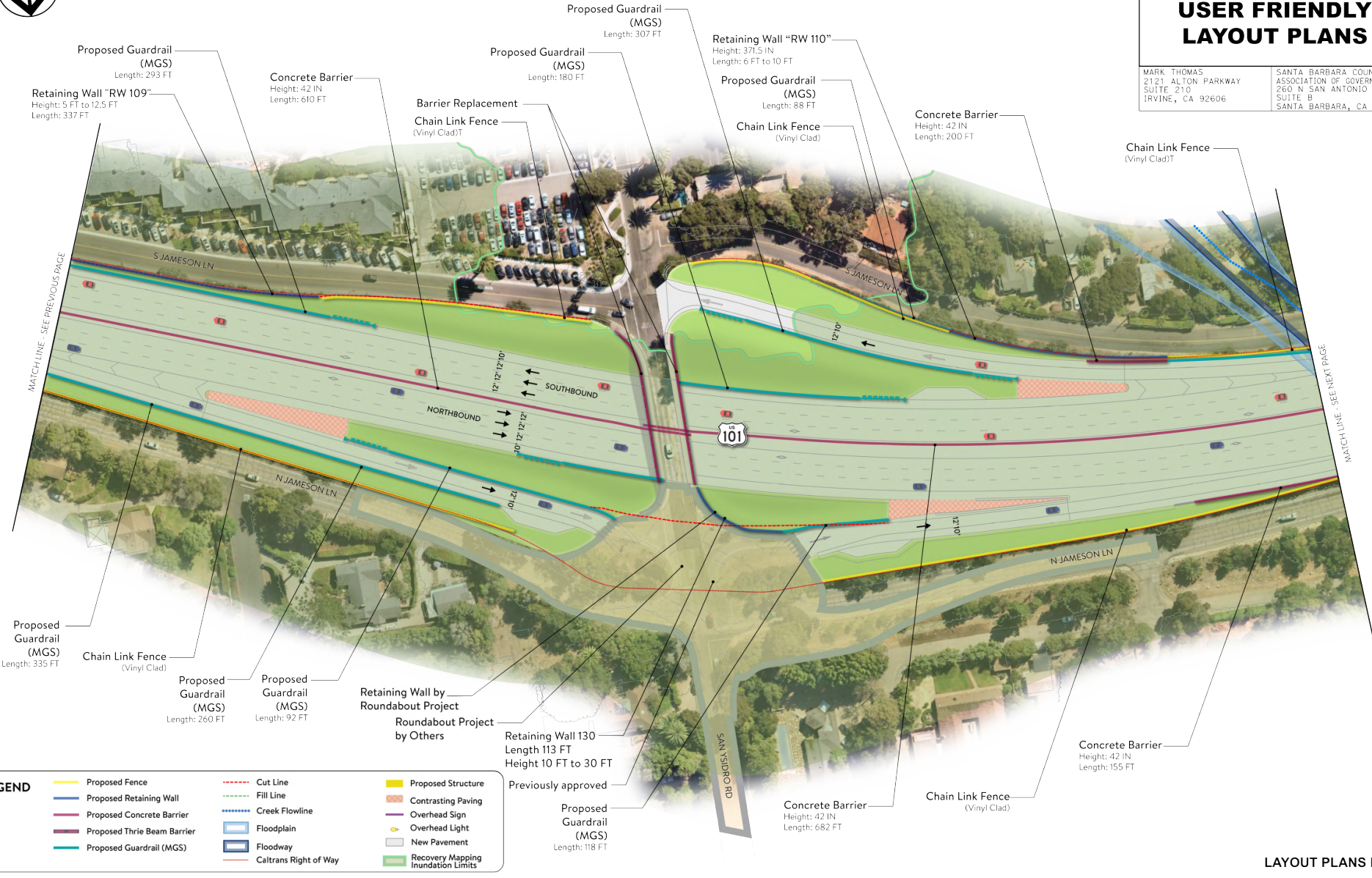


DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	101	9.1/12.3		

SEGMENT 4D USER FRIENDLY LAYOUT PLANS

MARK THOMAS
2121 ALTON PARKWAY
SUITE 210
IRVINE, CA 92606

SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE 8
SANTA BARBARA, CA 93110



LEGEND

Proposed Fence

Proposed Retaining Wall

Proposed Concrete Barrier

Proposed Thrie Beam Barrier

Proposed Guardrail (MGS)

Cut Line

Fill Line

Creek Flowline

Floodplain

Floodway

Caltrans Right of Way

Proposed Structure

Contrasting Paving

Overhead Sign

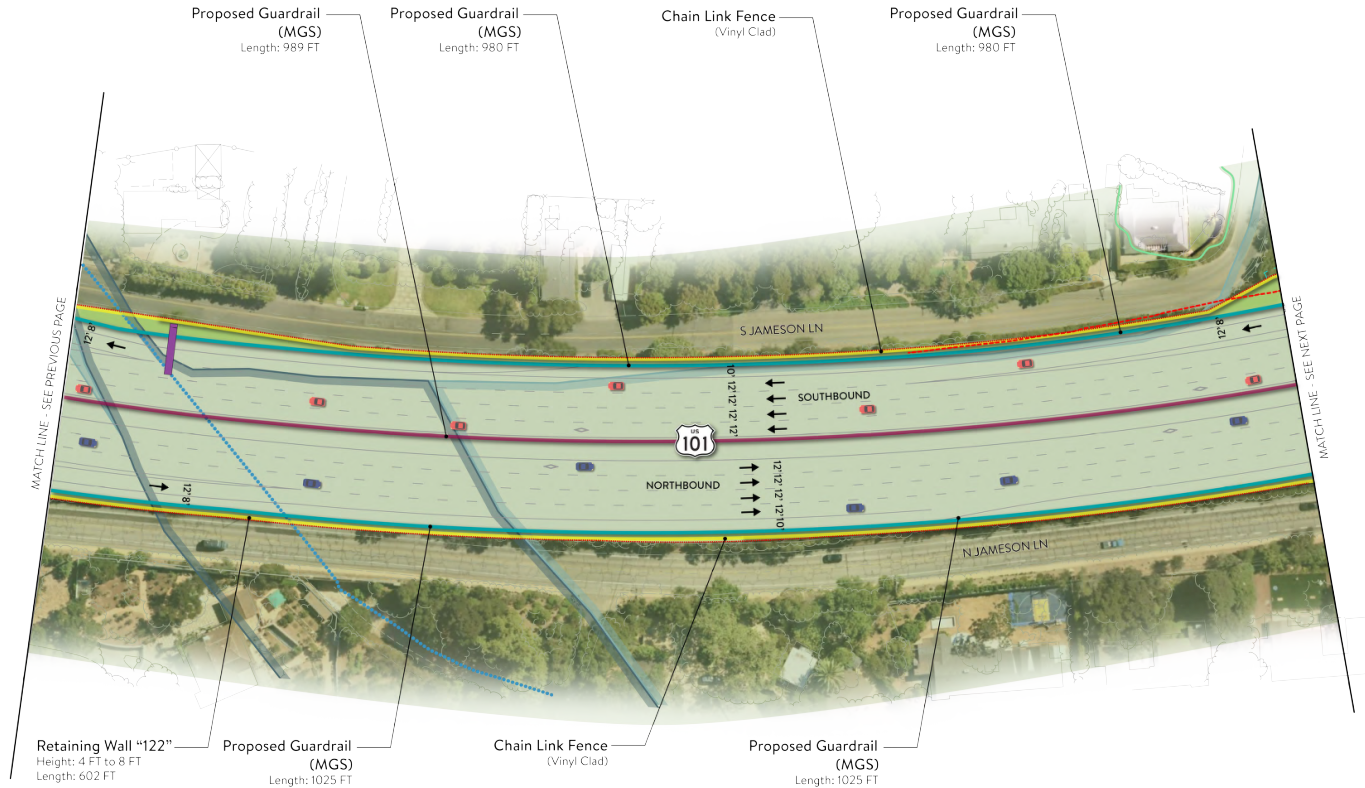
Overhead Light


















New Pavement

Recovery Mapping Inundation Limits



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	101	9.1/12.3		
SEGMENT 4D USER FRIENDLY LAYOUT PLANS					
MARK THOMAS 2121 ALTON PARKWAY SUITE 210 IRVINE, CA 92606			SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE 8 SANTA BARBARA, CA 93110		



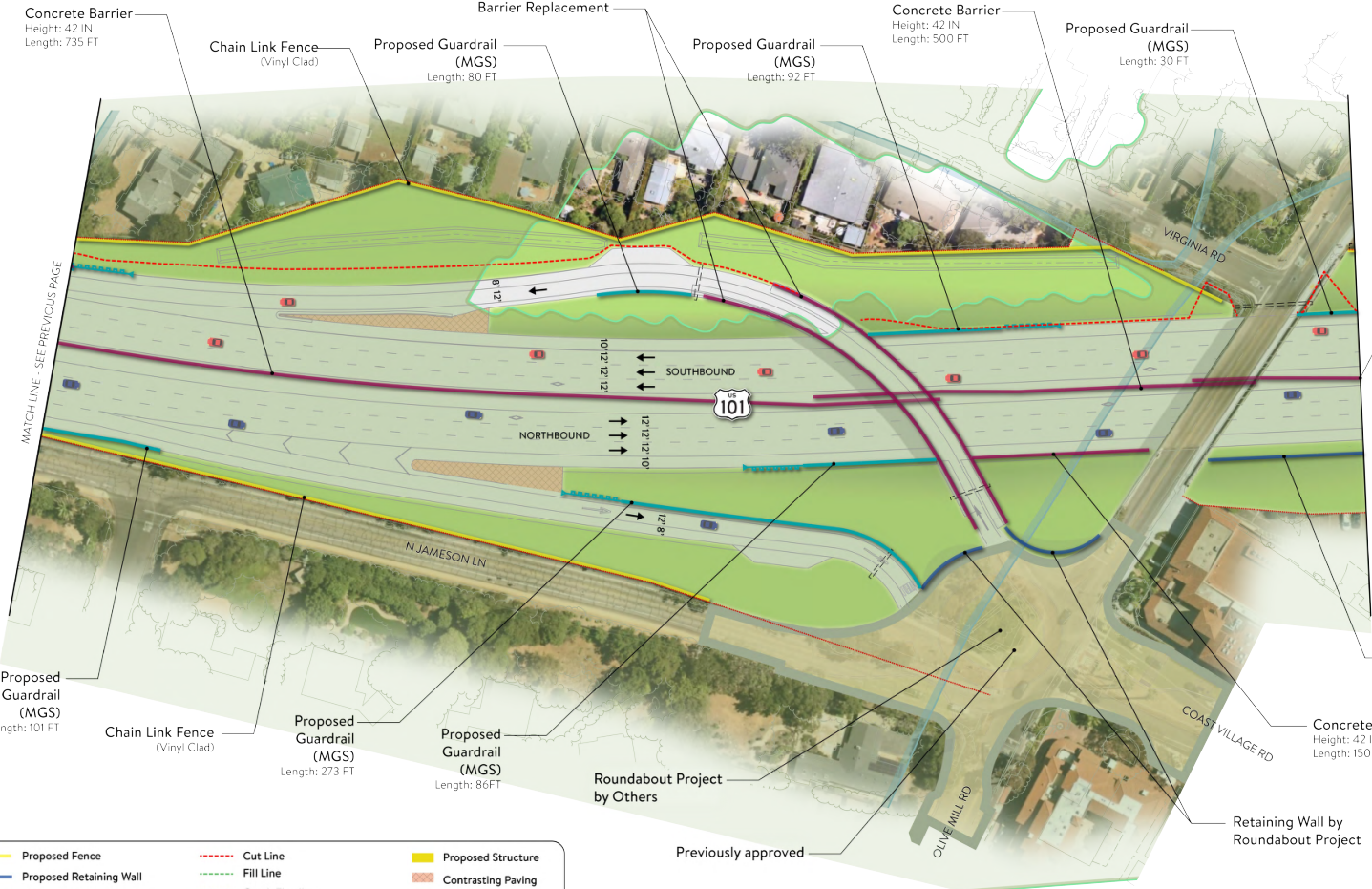
LEGEND					
	Proposed Fence		Cut Line		Proposed Structure
	Proposed Retaining Wall		Fill Line		Contrasting Paving
	Proposed Concrete Barrier		Creek Flowline		Overhead Sign
	Proposed Thrie Beam Barrier		Floodplain		Overhead Light
	Proposed Guardrail (MGS)		Floodway		New Pavement
			Caltrans Right of Way		Recovery Mapping Inundation Limits



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	101	9.1/12.3		

**SEGMENT 4D
USER FRIENDLY
LAYOUT PLANS**

MARK THOMAS 2121 ALTON PARKWAY SUITE 210 IRVINE, CA 92606	SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE B SANTA BARBARA, CA 93110
--	--



LEGEND

Proposed Fence

Proposed Retaining Wall

Proposed Concrete Barrier

Proposed Thrie Beam Barrier

Proposed Guardrail (MGS)

Cut Line

Fill Line

Creek Flowline

Floodplain

Floodway

Caltrans Right of Way

Proposed Structure

Contrasting Paving

Overhead Sign

Overhead Light

New Pavement

Recovery Mapping Inundation Limits

End Segment 4D
North Limits

Retaining Wall by
Segment 4E Project

Concrete Barrier
Height: 42 IN
Length: 150 FT

Retaining Wall by
Roundabout Project

Mitigation and Monitoring Plan

U.S. Highway 101: Carpinteria to Santa Barbara Project Segment 4D-Montecito

District 5- SB-101-9.2/10.6

E-FIS #05-1700-0083

EA: 05-0N704 / 05-1C824

August 2021



Mitigation and Monitoring Plan

Highway 101: Carpinteria to Santa Barbara Project
(Segment 4D-Montecito)

District 5- SB-101- 9.2/10.6

E-FIS #05-1700-0083

EA: 05-0N704 / 05-1C824

August 2021

Prepared by: Tori Escobar, Environmental Planner- Biologist
California Department of Transportation, District 5
50 Higuera Street, San Luis Obispo, CA 93401

Introduction

The Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) and Santa Barbara County Association of Governments (SBCAG) are proposing to add a single High Occupancy Vehicle (HOV) lane in both the northbound and southbound directions on Highway 101 in Santa Barbara County between postmile 1.4 and postmile 12.3 along with various improvements to interchanges, bridges, and ramps. This proposed Mitigation and Monitoring Plan (MMP) is for Segment 4D, a portion of the project within the County of Santa Barbara between postmiles 9.2 and 10.6 (1.4 miles). The project will result in temporary impacts to coastal streams at Romero, San Ysidro and Oak creek, and will temporarily impact riparian habitat at Romero and San Ysidro creeks. The MMP provides a strategy for mitigating impacts to coastal wetland resources and riparian habitat under the jurisdiction of the County of Santa Barbara.

Intermittent Creeks and Riparian Habitat

Three intermittent creeks occur within the limits of Segment 4D: Romero Creek, San Ysidro Creek, and Oak Creek. Intermittent creeks and riparian habitat that occur in the project area are shown in Attachment A: *Jurisdictional Features*. The Highway 101 bridges at these creeks will be replaced as part of the proposed project work. Riparian habitat that would be affected consists of western sycamore and coast live oak trees at San Ysidro Canyon Creek at the Highway 101 bridges.

Romero Creek

Romero Creek crosses under Route 101 at PM 9.34. Within the BSA the channel consists of a natural bottom drainage that conveys water beneath Highway 101. Channel substrate consists of cobble and boulders. Banks are vertical concrete walls from the county bridge inlet to the Railroad bridge outlet downstream of the highway. Romero is channelized in its lower reaches as it flows through the urban areas of Montecito. Romero Creek is within the geographical area known to be occupied by steelhead trout (*Onchorynus mykiss*; federally endangered) and has also been federally designated as critical habitat for this species. Caltrans has conducted formal Section 7 consultation with NOAA's National Marine Fisheries Service for steelhead trout. The project has obtained a Biological Opinion for steelhead trout and its critical habitat.

San Ysidro Creek

San Ysidro Creek is a moderately-sized drainage that crosses under Route 101 at PM 9.56. Within the BSA, the channel consists of vertical concrete banks and a natural bottom (primarily cobble) that conveys water beneath Highway 101 and drains to the Pacific west of Frenald Point. Upstream of the BSA, the creek is highly channelized with sack-crete walls. Downstream

of the highway bridge, unlined channel banks extend for approximately 300 feet to the UPRR bridge. The creek supports riparian habitat on the downstream portion of the channel. San Ysidro Creek is within the geographical area known to be occupied by steelhead trout (*Onchorynus mykiss*; federally endangered) and has also been federally designated as critical habitat for this species. Caltrans has conducted formal Section 7 consultation with NOAA's National Marine Fisheries Service for steelhead trout. The project has obtained a Biological Opinion for steelhead trout and its critical habitat.

Oak Creek

Oak Creek is a small drainage that crosses under Route 101 at PM 9.66. Within the BSA the channel consists of vertical concrete banks and a natural bottom (primarily cobble) that conveys water beneath Highway 101 and drains to the Pacific Ocean.

Impacts

Streambed and riparian impacts are shown in Attachment A and summarized in Tables 1 and 2.

Table 1. Impacts to Streambed between Postmiles 9.2 and 10.6

Creek Name	Permanent impact (acre)	Temporary impact (acre)
Romero Creek	0	0.021
San Ysidro Creek	0	0.053
Oak Creek	0	0.017
Total	0	0.091

Table 2. Impacts to Riparian Habitat between Postmiles 9.2 and 10.6

Creek Name	Permanent impact (acre)	Temporary impact (acre)
San Ysidro Creek	0.00	0.082
Total	0	0.082

Jurisdictional areas subject to temporary impacts will be restored to original or equivalent dimensions, and where appropriate, planted with native vegetation at a ratio of 1:1 (Table 3). Protective temporary fencing will be installed and maintained during construction to avoid impacts to all other jurisdictional areas.

Table 3. Proposed Mitigation for Temporary Impacts to Jurisdictional Areas

Natural Resource	Temporary Impacts	Mitigation Ratio for Temporary Impacts*	Proposed Mitigation for Temporary Impacts: onsite
	(acres)		(acres)
Streambed	0.091	1:1	0.091
Riparian habitat	0.082	1:1	0.082

Compensatory Mitigation

Compensatory mitigation for impacts to jurisdictional features will be achieved onsite. Mitigation locations are identified in the Planting Plan Sheets in Attachment B. A summary of the mitigation proposed is included below:

Streambed Impacts: Caltrans will restore areas of temporary impacts to an equal or better condition at a ratio of 1:1 ($0.091 \text{ acre} \times 1 = 0.091 \text{ acre}$) for a total of **0.091 acre** of mitigation. Temporary impacts from grading and dewatering will be restored in place,

Riparian Habitat Impacts: Caltrans will mitigate riparian habitat at a 1:1 restoration ratio for temporary impacts ($0.082 \text{ ac} \times 1 = 0.082 \text{ ac}$) for a total of **0.082 acres** of riparian restoration.

Mitigation Goals

The primary objective will be to restore temporarily disturbed streambed areas and re-establish riparian habitat at San Ysidro Creek. Onsite mitigation will be achieved through replacement and enhancement of riparian habitat at San Ysidro Creek within the state right of way. Plantings will include native species detailed on the attached Planting Plan Sheets (Attachment B). Plant establishment and maintenance activities are described below. In total, 0.082 acre of riparian vegetation will be restored following temporary impacts.

A secondary objective will be to reduce and control the presence and spread of non-native invasive plants. Invasive plants castor bean, cape ivy, and iceplant occur in the proposed work area and are listed on the California Invasive Plant Council's Invasive Plant Inventory. Invasive plants can crowd out native vegetation, damage wildlife habitat, degrade water supply, and increase the risk of damage from flooding. Stands of invasive plants will be removed from the work area and replaced with native species that will serve to stabilize site conditions and prevent re-establishment of invasive species. Creek banks will be re-planted with native riparian species, including arroyo willow, resulting in improved riparian habitat at San Ysidro

Creek. The proposed onsite mitigation will provide additional habitat for native wildlife, as well as water quality benefits resulting from improved habitat condition.

Planting Plan

Planting/Seeding and Erosion Control/Stabilization Techniques

- Plantings will include native riparian species detailed on the attached Planting Plan (see Attachment B). Native vegetation will be established via plug and container planting, and seeding using commercially produced seed. Revegetation techniques will include: Hydroseeding erosion control, including stabilization of all disturbed areas.
- Plug and container plants will be utilized adjacent to re-graded channels (refer to Attachment B). These plantings will be installed the first rainy season after channel grading is complete and maintained for one year with the road job.
- The follow-up planting project will be maintained for three additional years under the plant establishment period and monitored for a minimum of two additional years.

Best Management Practices

Invasive Non-Native Plant Removal

Three species of non-native plants listed as highly invasive by Cal-IPC occur at creeks in the project area: cape ivy, castor bean, and hottentot-fig iceplant. Invasive plants can crowd out native vegetation, damage wildlife habitat, degrade water supply and increase the risk of damage from wildfire and flooding (Cal-IPC 2018). Stands of invasive plants will be removed and replaced with native trees, shrubs and erosion control that will serve to stabilize site conditions and prevent re-establishment of invasive species.

Planting and Irrigation Installation Schedule

Onsite riparian areas will initially be seeded via hydroseed with a native riparian seed mix (refer to Attachment B). Post-construction, riparian areas will be planted with containers in the first year. In addition, a split-off planting project with an allotment for three years will aid in plant establishment.

Mitigation plantings will be irrigated with a combination of temporary irrigation systems. Low flow drip emitters will be used to direct water to each plant location, resulting in deep watering to conserve water and reducing weed growth.

To maximize irrigation efficiency and water savings a “Smart” irrigation controller will be installed. This will be an internet-based system that adjusts controller settings automatically based on actual daily evapotranspiration data. Plants will be watered during the three-year plant establishment period with reduced water use each year. Planting will likely be conducted in the spring and/or fall months either coinciding with or directly following irrigation installation.

Plant establishment/maintenance

The original contract will include a one-year plant establishment period where the contractor is required to ensure success of the planting seed mix and provide a minimum of 70% cover on all disturbed soils within wetland and riparian areas (note: this is not related to ultimate success criteria for the mitigation).

Subsequently, a separate follow up planting contract will involve installing mitigation plantings (along with temporary irrigation) with three years of plant establishment. This will ensure the continued viability of the natural resource once initial construction is complete. Plant establishment/maintenance will include watering, exotic species control and removal, and replacement of dead and dying plants. Throughout the plant establishment period, Caltrans will inspect the mitigation site. Trash and exotic species will be removed and replacement planting will occur on a regular basis as directed by the Resident Engineer. Maintenance will be conducted annually as needed.

Monitoring and Success Criteria

Performance standards/ success criteria

Caltrans will conduct annual monitoring for a 5-year period. Caltrans Biology staff will monitor the success of the planted jurisdictional areas through the following performance standards (Table 4). Mitigation success will be confirmed through achievement of the Year-5 performance standards.

Table 4. Mitigation Performance Standards

Monitoring Year	Number of emergent plugs and willows	Percent cover of riparian vegetation	Coast live oak and California sycamore trees	Invasive cover	Diversity
1	100% of plan quantity (may be met through contract warranty replacement)	Not applicable in Years 1-3	100% of plan quantity (may be met through contract warranty replacement)	No more than 25% cumulative cover of the following invasive species in any monitoring year (giant reed, iceplant, castor bean, cape ivy, and pampas grass)*	Successful establishment of at least 5 species
2					
3					
4	Not applicable after Year-3	50% cover	Minimum average survival of 80% of plan quantity		
5		70% cover	Minimum average survival of 70% of plan quantity		

*The proposed invasive species standard is based on existing non-native, invasive cover ranging from 25-100% in the vicinity of the project area.

** Sampling methodology is based on Bonham 1989 and Coulloudon et al. 1999

Monitoring schedule and methodology

Monitoring will be performed each year between June 1 and September 1. Percent cover of native and invasive vegetation will be estimated for each jurisdictional mitigation area (Bonham 1989, Coulloudon et al. 1999). Photo monitoring will also be established to track the mitigation progress of the site. Photo points will be established at locations throughout the mitigation site and a map prepared showing the photo point locations and viewing orientation. Photos will be taken annually at the photo point locations and included in annual monitoring reports to photo-document progress of preservation and enhancement at the mitigation site.

Annual monitoring reports

Annual post construction monitoring reports based on the above performance standards will be submitted to the County for a period of five years. The monitoring reports will include information such as planting plans, delineation maps, data forms, and photographs that assess site conditions quantitatively and qualitatively to determine whether the implemented mitigation has met the success criteria.

Adaptive management

Caltrans will be ultimately responsible for ensuring the site's viability. The mitigation site is designed to be self-sustaining once performance standards have been met to ensure long-term sustainability. Occasional weeding will be employed along with supplemental plantings (if necessary) if restoration acreage and native cover targets are not met.

Otherwise, active long-term management and maintenance is not anticipated to be needed to ensure long-term sustainability. However, if long-term management issues arise, the issue will be identified during annual monitoring to determine whether adaptive management strategies should be employed and Caltrans will initiate a subsequent project to rectify the situation, if necessary.

If performance standards are not met after the 5-year monitoring period, additional plantings, seeding, or exotic species control may be necessary. Caltrans would be responsible for implementing this work and any other unforeseen challenges. The actual monitoring results will be used to make adaptive management decisions. The following events may occur within the mitigation areas and may require action:

- **Flood:** Flood conditions may result in erosion, scour, and loss of vegetation, but would likely be temporary in nature. Riparian vegetation would be expected to mostly withstand flood conditions with some minor potential loss from scour. In case of catastrophic losses to the mitigation site because of flood, Caltrans will coordinate with the County, USACE, RWQCB, and CDFW to evaluate an appropriate response.
- **Drought:** If the mitigation area experiences severe enough drought, not all planted vegetation may survive. If necessary, during the 12-month plant establishment and maintenance period, supplemental irrigation will be provided plantings to keep them alive. Plants that do not survive will be replaced during this time. After plant establishment, dead plants will be quantified, and a new plant establishment effort may be initiated if success criteria have not been met. Some plants have roots that are viable even if the above-ground portion of the plant perishes, and therefore have the potential to re-sprout the following growing season. On-site seed collection and dispersal may be another option to regenerate plants on the site after a drought. If a severe enough drought causes massive plant die-off and the site cannot naturally be reseeded, a separate landscape project may be developed.
- **Exotic species infestation:** Eradicating all non-native vegetation is not a realistic goal, however once natives are established and regenerating, they compete well against non-natives. Exotic species "control" is the management goal and this will be best accomplished by establishing healthy native populations. During plant establishment, a rigorous exotic species control plan will involve both hoeing and hand-pulling.
- **Herbivore damage:** If it is determined that wildlife are damaging plants, either plant protection

barriers will be installed to protect the plants from browsing, or additional plantings will be installed.

- Public use: The on-site mitigation area would be relatively open throughout the duration of mitigation; however, the area is not easily accessible by recreationists. In lieu of fencing, signage will be placed to inform the public of the need to avoid sensitive mitigation areas.

Final Monitoring Report

In addition to annual reporting, a final monitoring report will be prepared by a Caltrans biologist at the completion of the five year mitigation monitoring period that evaluates whether the riparian mitigation area has achieved the goals and success criteria set forth in this mitigation plan.

References

Bonham, C.D. 1989. Measurements for Terrestrial Vegetation. Wiley & Sons, New York, NY.

Coulloudon, B., K. Eshelman, J. Gianola, N. Habich, L. Hughes, C. Johnson, M. Pellant, P. Podborny, A. Rasmussen, B. Robles, P. Shaver, J. Spehar, J. Willoughby. 1999. Sampling Vegetation Attributes. BLM Technical Reference 1734-4, Denver, CO.

Attachments

1. Attachment A: Jurisdictional Features
2. Attachment B: Planting Plan Sheets

Attachment A

Jurisdictional Features

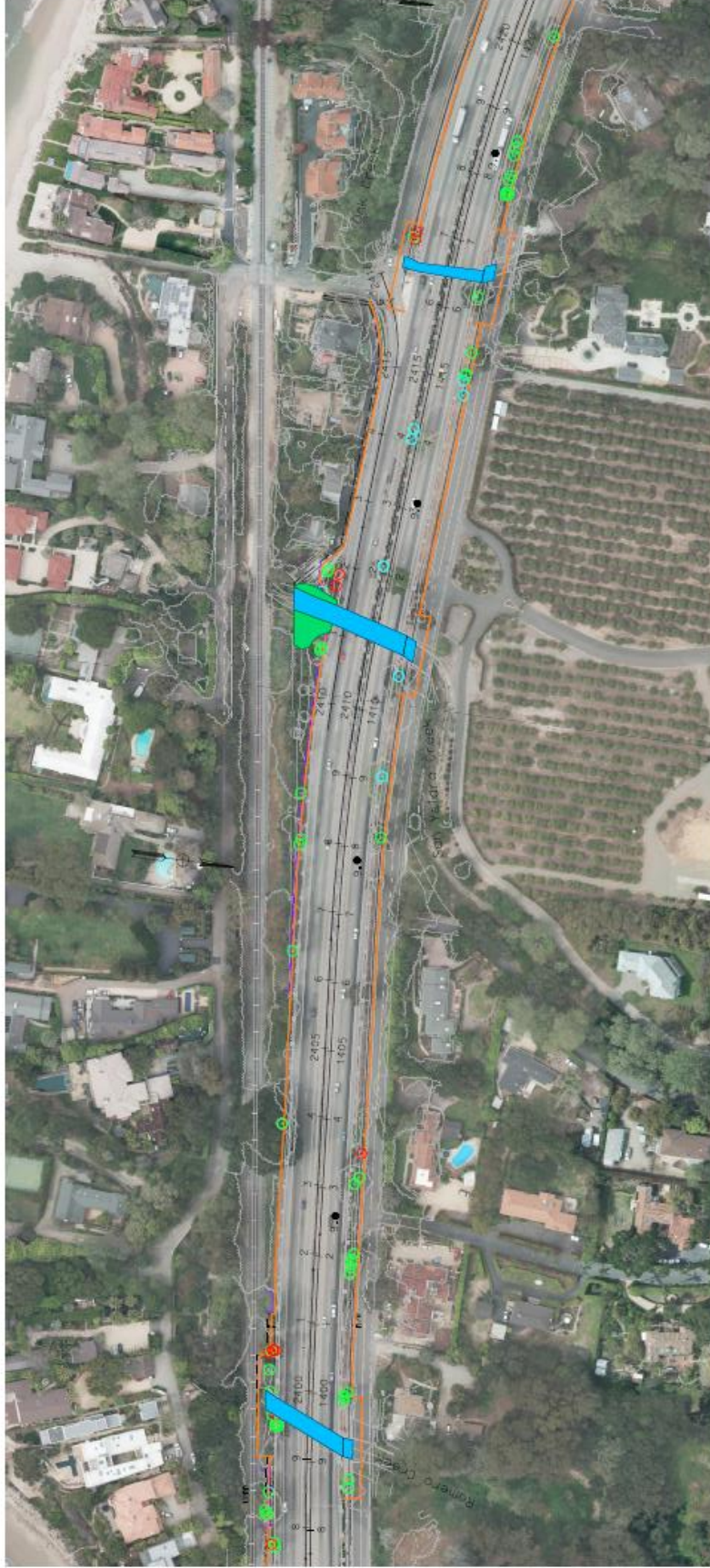
SHEET NO.	DATE	PROJECT	SCALE	TOTAL SHEETS
05	SB	101	9.1/12.3	

SEGMENT 4D JURISDICTIONAL AREAS

205 E. BUREAU, INC. 205 E. BUREAU, INC. SUITE 300 SANTA BARBARA, CA 93103	205 E. BUREAU, INC. 205 E. BUREAU, INC. SUITE 300 SANTA BARBARA, CA 93103
--	--

LEGEND

OTHER WATERS
RIPARIAN



JURISDICTIONAL AREAS SCALE: 1" = 75'

J-1

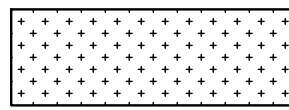
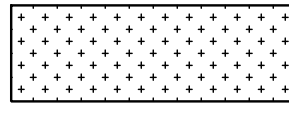
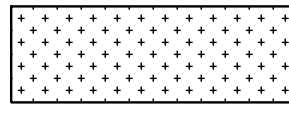
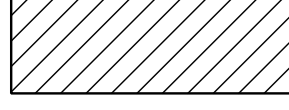

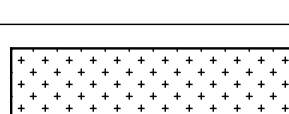
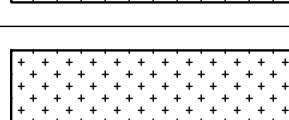
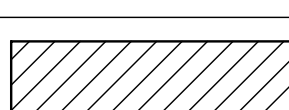
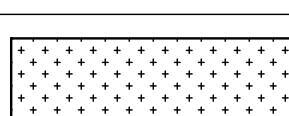
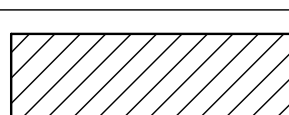

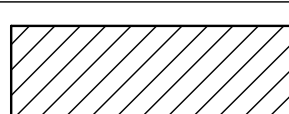


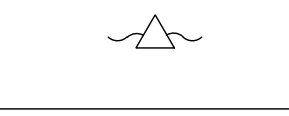

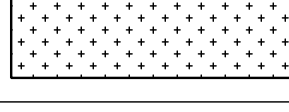
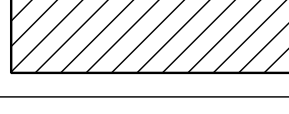

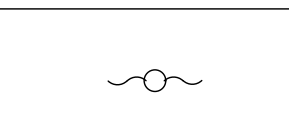
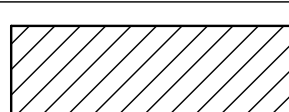

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	SHAWN M. KOWALEWSKI	CHECKED BY	DATE REVIEWED	REVIEWED BY
PROJECT NUMBER & PHASE	UNIT 0000	RELATIVE DEGREE SCALE	0 1 2 3	0 1 2 3	0 1 2 3
PROJECT NUMBER & PHASE	UNIT 0000	RELATIVE DEGREE SCALE	0 1 2 3	0 1 2 3	0 1 2 3

DATE PLOTTED: 04/17/2021
PLOTTER: HP
00-00-00

Attachment B

Planting Plan Sheets

See Attached

PLANT LEGEND																				
PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE		BASIN TYPE	WOOD MULCH	APPLICATION RATES		STAKING	ON CENTER SPACING	MINIMUM PLANTING DISTANCE FROM:						REMARKS	
					DIAMETER	DEPTH			SLOW- RELEASE FERTILIZER				ETW	EP	FENCE	WALL	PAVED DITCH	EARTH DITCH		
									PI+	(N) PI+ Estb										
								INCH												
A (No. 1)	1		ACACIA REDOLENS 'LOW BOY'	PROSTRATE ACACIA	13	10	I	1 CF	3.0 OZ	3.0 OZ				9	9	9	4	4	GROUNDCOVER	
	2		ARCTOSTAPHYLOS 'PACIFIC MIST'	PACIFIC MIST MANZANITA	13	10	I	1 CF	3.0 OZ	3.0 OZ				8	8	8	8	10	GROUNDCOVER	
	3		BACCHARIS PILULARIS 'PIGEON POINT'	DWARF COYOTE BUSH	13	10	I	1 CF	3.0 OZ	3.0 OZ				6	8	8	7	7	GROUNDCOVER	
	4		CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	13	10	I	1 CF	3.0 OZ	3.0 OZ									SHRUB	
	5		CAMPSIS RADICANS	TRUMPET VINE	13	10	III	1 CF	3.0 OZ	3.0 OZ	4						6	12	VINE	
	6		CAREX DIVULSA	BERKELEY SEDGE	13	10	I	1 CF	3.0 OZ	3.0 OZ									GRASS	
	7		CEANOTHUS CENTENNIAL	CENTENNIAL WILD LILAC	13	10	I	1 CF	3.0 OZ	3.0 OZ									GROUNDCOVER	
	8		CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	13	10	I	1 CF	3.0 OZ	3.0 OZ									GRASS	
	9		COTONEASTER DAMMERI 'LOWFAST'	BEARBERRY COTONEASTER	13	10	I	1 CF	3.0 OZ	3.0 OZ				6	7	7	5	5	GROUNDCOVER	
	10		DIPLACUS AURANTIACUS	STICKY MONKEYFLOWER	13	10	I	1 CF	3.0 OZ	3.0 OZ				6	6	6	6	8	SHRUB	
	11		ECHIUM CANDICANS	PRIDE OF MADEIRA	13	10	I	1 CF	3.0 OZ	3.0 OZ									SHRUB	
	12		ENCELIA CALIFORNICA 'PALEO YELLOW'	CALIFORNIA BUSH SUNFLOWER	13	10	III	1 CF	3.0 OZ	3.0 OZ	4						10	12	VINE	
	13		FICUS PUMILA	CREEPING FIG	13	10	III	1 CF	3.0 OZ	3.0 OZ	4						10	12	VINE	
	14		GELSEMIUM SEMPERVIRENS	CAROLINA JESSAMINE	13	10	III	1 CF	3.0 OZ	3.0 OZ	4						10	12	VINE	
	15		HYMENOLEPIS CRITHMIFOLIA	COULTER BUSH	13	10	I	1 CF	3.0 OZ	3.0 OZ				4	4	4	4	6	GRASS	
	16		JUNCUS PATENS	CALIFORNIA GREY RUSH	13	10	I	1 CF	3.0 OZ	3.0 OZ									GRASS	
	17		MUHLENBERGIA RIGENS	DEER GRASS	13	10	I	1 CF	3.0 OZ	3.0 OZ				4	4	4	4	6	GRASS	
	18		NERIUM OLEANDER 'MRS. ROEDING'	MRS. ROEDING OLEANDER	13	10	I	1 CF	3.0 OZ	3.0 OZ	4								SHRUB	
	19		PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	13	10	III	1 CF	3.0 OZ	3.0 OZ	4						4	15	VINE	
	20		PHLOMIS FRUTICOSA	JERUSALEM SAGE	13	10	I	1 CF	3.0 OZ	3.0 OZ									SHRUB	
	21		RHAMNUS CALIFORNICA 'EVE CASE'	EVE CASE COFFEEBERRY	13	10	I	1 CF	3.0 OZ	3.0 OZ				8	8	8	6	10	SHRUB	
	22		RHOICISSUS CAPENSIS	EVERGREEN GRAPE	13	10	I	1 CF	3.0 OZ	3.0 OZ									SHRUB	

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	9.1/12.3	1	590
LICENSED LANDSCAPE ARCHITECT					
PLANS APPROVAL DATE					
<div><div>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.</div><div><div>MARK THOMAS 2121 ALTON PARKWAY SUITE 210 IRVINE, CA 92606</div><div>SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE B SANTA BARBARA, CA 93110</div></div></div>					

LICENSED LANDSCAPE ARCHITECT

ERIK R. SMITH LICENSE

Signature

Renewal Date

Date

STATE OF CALIFORNIA

IRRIGATION AND PLANTING NOTES:

1. EACH PLANT WILL BE IRRIGATED WITH A FLOOD BUBBLER.

2. IRRIGATION WILL BE DESIGNED FOR HYDROZONES GROUPING SIMILAR WATER NEEDS TOGETHER.

3. IRRIGATION AND WATER USE WILL BE MANAGED BY CENTRALLY CONTROLLED IRRIGATION CONTROLLER TO CONSERVE WATER, REDUCE OPERATING COSTS, AND ENSURE LONG TERM FUNCTIONALITY.

4. EACH TREE WILL BE INSTALLED WITH A ROOT PROTECTOR.

5. THERE WILL BE THREE YEARS OF PLANT ESTABLISHMENT.

PLANTING LEGEND

PL-1

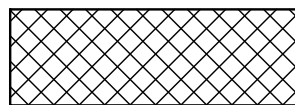
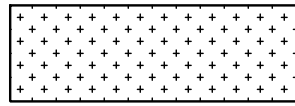
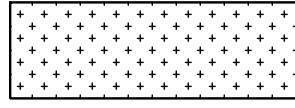
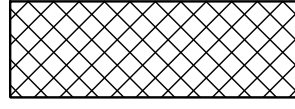

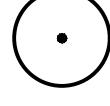
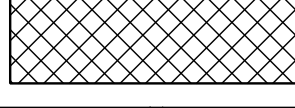


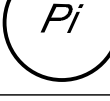
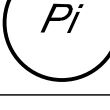


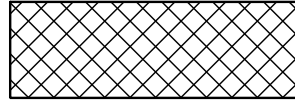
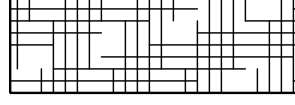
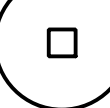

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x

x

x

x

PLANT LEGEND																			
PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE		BASIN TYPE	WOOD MULCH	APPLICATION RATES		STAKING	ON CENTER SPACING	MINIMUM PLANTING DISTANCE FROM:						REMARKS
					DIAMETER	DEPTH			SLOW- RELEASE FERTILIZER										
									BASIN	(N) PI+ Est+b			ETW	EP	FENCE	WALL	PAVED DITCH	EARTH DITCH	
								INCH											
	23		ROSMARINUS OFFICINALIS 'COLLINGWOOD INGRAM'	DWARF ROSEMARY	13	10	I	1 CF	3.0 OZ	3.0 OZ									SHRUB
	24		ROSMARINUS OFFICINALIS 'IRENE'	IRENE ROSEMARY	13	10	I	1 CF	3.0 OZ	3.0 OZ				2	6	2	6	8	GROUNDCOVER
	25		SALVIA 'BEE'S BLISS'	BEE'S BLISS SAGE	13	10	I	1 CF	3.0 OZ	3.0 OZ				8	6	4	6	8	GROUNDCOVER
	26		SALVIA CLEVELANDII 'WINIFRED GILMAN'	BLUE SAGE	13	10	I	1 CF	3.0 OZ	3.0 OZ									SHRUB
	27		TEUCRIUM FRUTICANS	BUSH GERMANDER	13	10	I	1 CF	3.0 OZ	3.0 OZ				6	4	4	4	4	SHRUB
	28		ARCTOSTAPHYLOS 'HOWARD MCMINN'	MCMINN MANZANITA	21	16	II	2.5 CF	6.0 OZ	2.5 OZ		-	30	6	6	6	6	8	TREE
B (No. 5)	29		CARPENTERIA CALIFORNICA 'ELIZABETH'	BUSH ANEMONE	13	10	II	2.5 CF	6.0 OZ	2.5 OZ				8	8	8	8	10	SHRUB
	30		CUPRESSUS MACROCARPA	MONTEREY CYPRESS	34	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	22	8	7	10	7	5	TREE
	31		HETEROMELES ARBUTIFOLIA	TOYON	13	10	II	2.5 CF	6.0 OZ	2.5 OZ	3			10	9	6	4	4	SHRUB
	32		PRUNUS CAROLINIANA	CAROLINA CHERRY LAUREL	21	16	II	2.5 CF	6.0 OZ	2.5 OZ		-	30		7.5	7.5	7.5	7.5	TREE
	33		PRUNUS ILICIFOLIA	CATALINA CHERRY	21	16	II	2.5 CF	6.0 OZ	2.5 OZ		-	30	-	7.5	7.5	7.5	7.5	TREE
	34		RHAMNUS ALATERNUS	ITALIAN BUCKTHORN	13	10	II	2.5 CF	6.0 OZ	2.5 OZ									SHRUB
	35		ROSA BANKSIAE	LADY BANKS' ROSE	13	10	I	1 CF	3.0 OZ	3.0 OZ		12		20	10	10	8	8	SHRUB
	36		ROMNEYA COULTERI	MATILIJA POPPY	13	10	II	2.5 CF	6.0 OZ	2.5 OZ				12	10	10	10	12	SHRUB
H (CUTTING)	37		SALIX LASIOLEPIS	ARROYO WILLOW	9	24	II	2.5 CF	6.0 OZ	2.5 OZ									TREE
K (24" BOX)	38		QUERCUS AGRIFOLIA	COAST LIVE OAK	48	36	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	22	-	8	8	5	5	TREE
	39		WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	36	24	II	2.5 CF	6.0 OZ	2.5 OZ		-	18		15	15	10	12	TREE

DistCOUNTYROUTEPOST MILESTOTAL PROJECTSHEET No.TOTAL SHEETS

05SB1019.1/12.32590

LICENSED LANDSCAPE ARCHITECTDATE

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.

MARK THOMAS
2121 ALTON PARKWAY
SUITE 210
IRVINE, CA 92606

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

LICENSED LANDSCAPE ARCHITECT




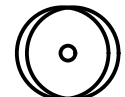





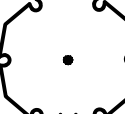


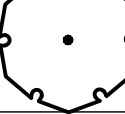

ERIK R. SMITH LICENSE

Signature

Renewal Date

Date

STATE OF CALIFORNIA

PLANT LEGEND																			
PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE		BASIN TYPE	WOOD MULCH	APPLICATION RATES		STAKING	ON CENTER SPACING	MINIMUM PLANTING DISTANCE FROM:						REMARKS
					DIAMETER	DEPTH			SLOW- RELEASE FERTILIZER				ETW	EP	FENCE	WALL	PAVED DITCH	EARTH DITCH	
									BASIN	(N) PI+ Estb									
					INCH	INCH		CF	oz	oz			ft+	ft+	ft+	ft+	ft+	ft+	
U (No. 15)	40		AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	13	10	I	1 CF	3.0 OZ	3.0 OZ									SHRUB
	41		ARBUTUS 'MARINA'	STRAWBERRY TREE	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	18	-	9	10	7	7	TREE
	42		ARCTOSTAPHYLOS GLAUCA	BIG-BERRIED MANZANITA	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	18	-	5	5	5	5	TREE
	43		CERCIS OCCIDENTALIS	WESTERN REDBUD	36	24	II	2.5 CF	6.0 OZ	2.5 OZ		-	18	-	6	6	6	6	TREE
	44		CUPRESSUS MACROCARPA	MONTEREY CYPRESS	34	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	22	8	7	10	7	5	TREE
	45		EUCALYPTUS TORQUATA	CORAL GUM	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-		-					TREE
	46		FEIJOA SELLOWIANA	PINAPPLE GUAVA	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-		-					TREE
	47		LOPHOSTEMON CONFERTUS	BRISBANE BOX	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-		-					TREE
	48		MELALEUCA QUINQUENERVIA	CAJEPUT TREE	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	30	-	15	15	15	17	TREE
	49		METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	30	-	15	15	15	17	TREE
	50		PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	40	-	20	20	10	12	TREE
	51		QUERCUS AGRIFOLIA	COAST LIVE OAK	48	36	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	22	-	8	8	5	5	TREE
	52		RHUS LANCEA	AFRICAN SUMAC	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-		20	15	15	15	17	TREE
	53		TRISTANIOPSIS LAURINA	WATER GUM	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	40	-	20	20	10	12	TREE

TREE MITIGATION

TO ACHIEVE MITIGATION RATIO FOR 57 REMOVED SPECIMEN TREES (>24" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
OAK	22	OAK	66	24" BOX
NON-NATIVE	60	NON-NATIVE	60	15 GAL
TO ACHIEVE MITIGATION RATIO OF 1:1 FOR 50 ASSUMED NATIVE TREES (<25" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
OAK	215	OAK, NATIVE	10, 205	15 GAL
NON-NATIVE	488	NON-NATIVE, NATIVE	20, 134	15 GAL

TO ACHIEVE MITIGATION RATIO FOR 237 REMOVED QUERCUS			
SIZE	QTY PROPOSED	RATIO	QTY MITIGATED
24" BOX	66	3:1	22
TOTAL:			22

PLANTING LEGEND &
TREE MITIGATION
PL -3

Dist

COUNTY

ROUTE

POST MILES TOTAL PROJECT

SHEET No.

TOTAL SHEETS

05

SB

101

9.1/12.3

3

590

LICENSED LANDSCAPE ARCHITECTDATE

PLANS APPROVAL DATE

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MARK THOMAS
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SUITE 210
IRVINE, CA 92606

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

LICENSED LANDSCAPE ARCHITECT

ERIK R. SMITH LICENSE #

Signature

Renewal Date

Date

STATE OF CALIFORNIA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR

ZACHARY JAMES SIVIGLIA

CALCULATED-DESIGNED BY

CHECKED BY

M. WOOD

E. SMITH

REVISED BY

DATE REVISED

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	9.1/12.3	4	590

LICENSED LANDSCAPE ARCHITECT

DATE

PLANS APPROVAL DATE

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SUITE B
SANTA BARBARA, CA 93110

LICENSED LANDSCAPE ARCHITECT

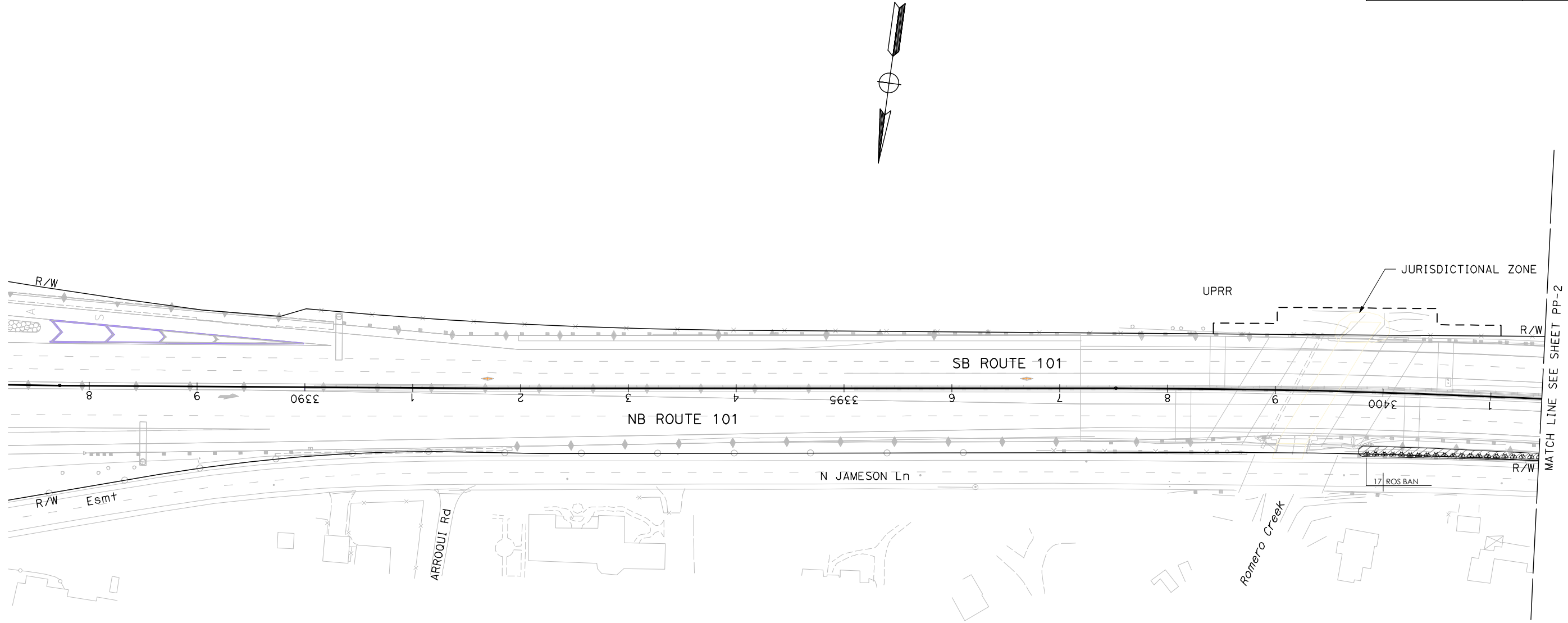
ERIK R. SMITH LICENSE

Signature

Renewal Date

Date

STATE OF CALIFORNIA



TREE MITIGATION

TO ACHIEVE MITIGATION RATIO OF 1:1 FOR 40 REMOVED TREES (>24" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
OAK	7	NATIVE	0	15 GAL
NON-OAK	33	NON-OAK	0	15 GAL

PLANTING CONCEPT PLANS
SCALE: 1" = 50'

PP-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR

ZACHARY JAMES SIVIGLIA

CALCULATED-DESIGNED BY

M. WOOD

CHECKED BY

E. SMITH

REVISED BY

DATE

REVISED

DATE

REVISED

DATE

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	9.1/12.3	5	590

LICENSED LANDSCAPE ARCHITECT

DATE

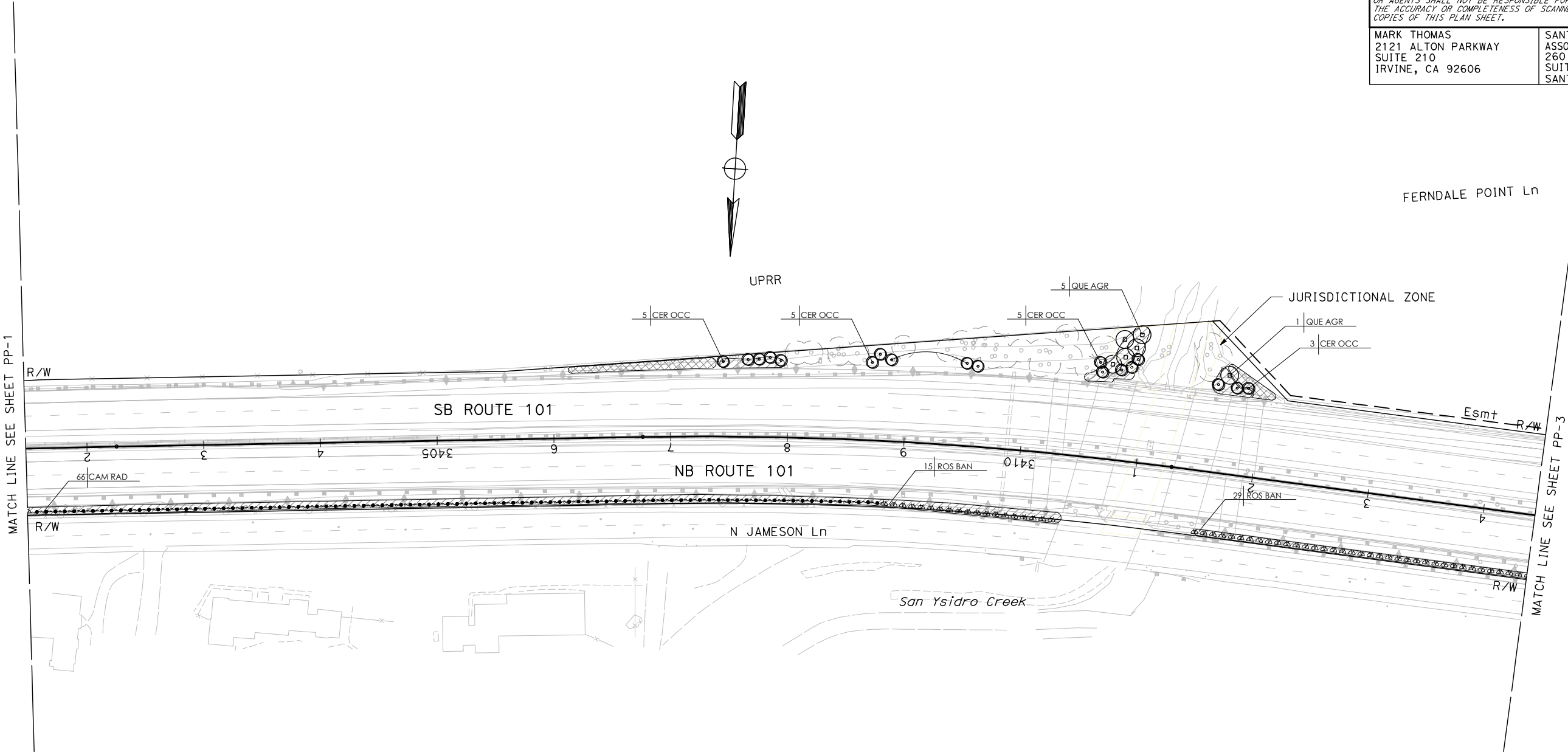
PLANS APPROVAL DATE

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.

MARK THOMAS
2121 ALTON PARKWAY
SUITE 210
IRVINE, CA 92606

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

LICENSED LANDSCAPE ARCHITECT
ERIK R. SMITH LICENSE
Signature
Renewal Date
Date
STATE OF CALIFORNIA




TREE MITIGATION

TO ACHIEVE MITIGATION RATIO OF 1:1 FOR 68 REMOVED TREES (>24" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
OAK	16	NATIVE	6	15 GAL
NON-OAK	52	NON-OAK	18	15 GAL

PLANTING CONCEPT PLANS
SCALE: 1" = 50'

PP-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION



CONSULTANT FUNCTIONAL SUPERVISOR

ZACHARY JAMES SIVIGLIA

CALCULATED-DESIGNED BY

M. WOOD

CHECKED BY

E. SMITH

REVISED BY

DATE REVISED

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	9.1/12.3	6	590

LICENSED LANDSCAPE ARCHITECT

DATE

PLANS APPROVAL DATE

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MARK THOMAS
2121 ALTON PARKWAY
SUITE 210
IRVINE, CA 92606

LICENSED LANDSCAPE ARCHITECT

ERIK R. SMITH LICENSE

Signature

Renewal Date

Date

STATE OF CALIFORNIA

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

TREE MITIGATION

TO ACHIEVE MITIGATION RATIO OF 1:1 FOR 49 REMOVED TREES (>24" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
OAK	9	NATIVE	0	15 GAL
NON-OAK	40	NON-OAK	16	15 GAL

PLANTING CONCEPT PLANS
SCALE: 1" = 50'

PP-3

BORDER LAST REVISED 7/2/2010

USERNAME => MWOOD
DGN FILE => SBCAG 4D_CDP_PP1-6.dwg

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE

0518000131

LAST REVISION DATE PLOTTED => 8/13/2021
00-00-00 TIME PLOTTED => 10:42 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR

ZACHARY JAMES SIVIGLIA

CALCULATED-DESIGNED BY

CHECKED BY

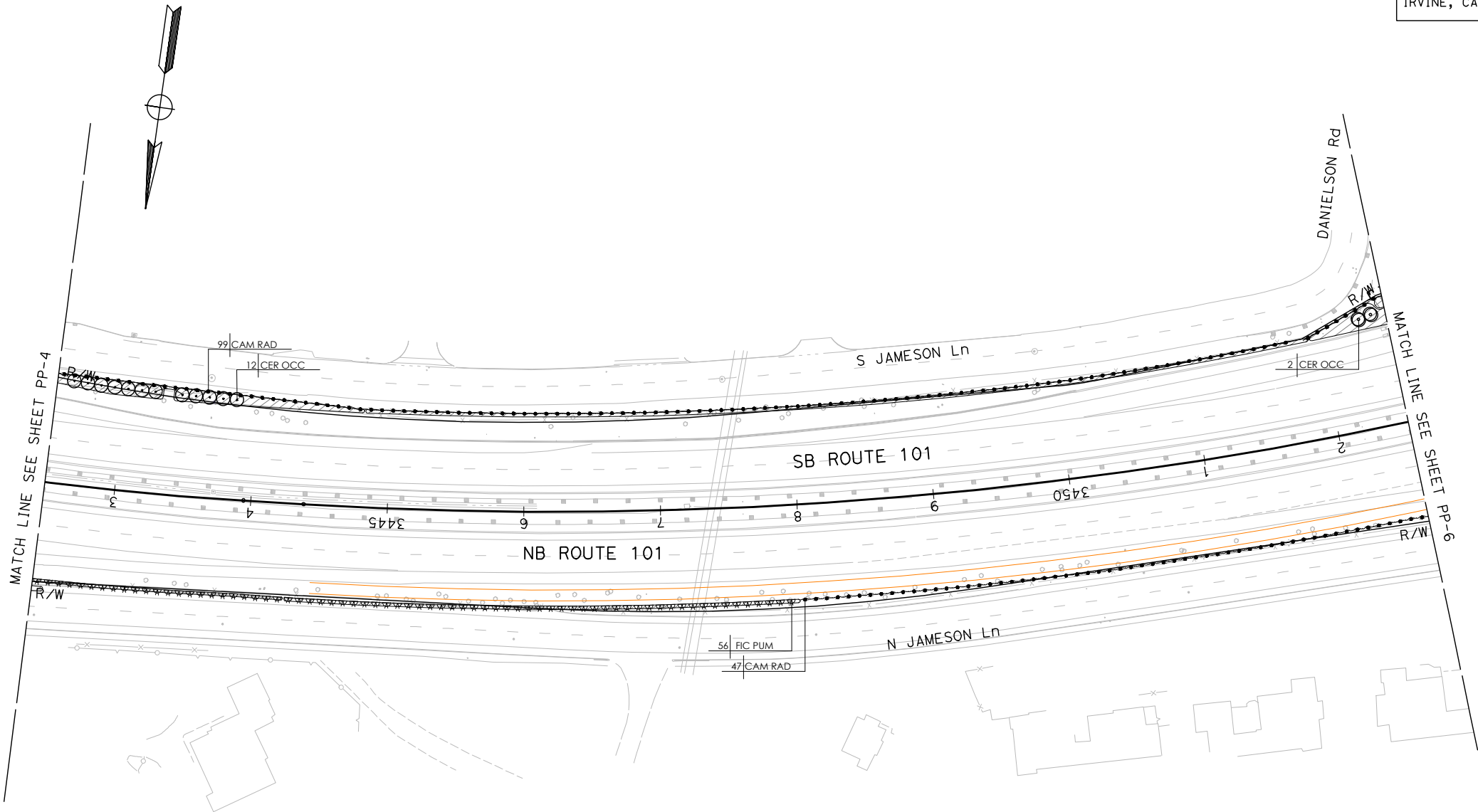
M. WOOD

E. SMITH

REVISED BY

DATE REVISED

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



TREE MITIGATION

TO ACHIEVE MITIGATION RATIO OF 1:1 FOR 79 REMOVED TREES (>24" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
OAK	51	NATIVE	0	15 GAL
NON-OAK	28	NON-OAK	14	15 GAL

PLANTING CONCEPT PLANS
SCALE: 1" = 50'

PP-5

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	9.1/12.3	8	590

LICENSED LANDSCAPE ARCHITECT

DATE

PLANS APPROVAL DATE

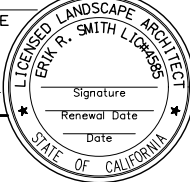
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MARK THOMAS
2121 ALTON PARKWAY
SUITE 210
IRVINE, CA 92606

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

Signature
Renewal Date
Date

ERIK R. SMITH LICENSED LANDSCAPE ARCHITECT
STATE OF CALIFORNIA

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	9.1/12.3	9	590
<div style="display: flex; justify-content: space-between; align-items: center;"> <div> <p>LICENSED LANDSCAPE ARCHITECT DATE _____</p> <p>PLANS APPROVAL DATE _____</p> <p><i>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.</i></p> </div> <div style="text-align: center;">  <p>Signature _____</p> <p>Renewal Date _____</p> <p>Date _____</p> </div> </div>					
<p>MARK THOMAS 2121 ALTON PARKWAY SUITE 210 IRVINE, CA 92606</p>			<p>SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE B SANTA BARBARA, CA 93110</p>		

LICENSED LANDSCAPE ARCHITECT DATE

PLANS APPROVAL DATE

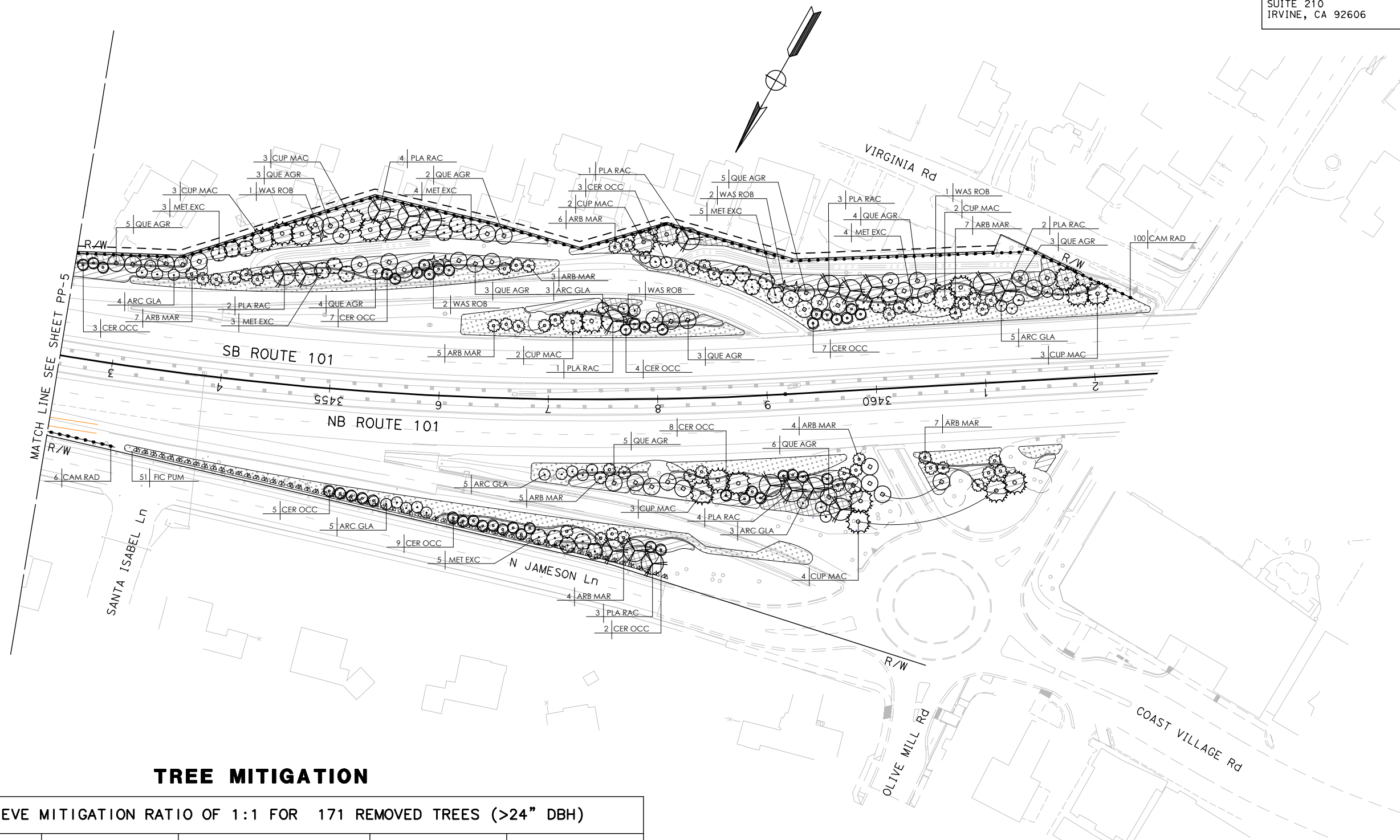
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MARK THOMAS
2121 ALTON PARKWAY
SUITE 210
IRVINE, CA 92606

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.



TREE MITIGATION

TO ACHIEVE MITIGATION RATIO OF 1:1 FOR 171 REMOVED TREES (>24" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
OAK	85	NATIVE	44	15 GAL
NON-OAK	86	NON-OAK	193	15 GAL

PLANTING CONCEPT PLANS

PP-6

I. INTRODUCTION

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 the related transportation network in Santa Barbara County (County). The proposed improvements required amendments to the County's Local Coastal Program (LCP).

In March 2019, the County completed processing an amendment to its LCP through the California Coastal Commission (CCC) based on policy conflicts resulting from the proposed implementation of these projects within the County. The LCP amendment consisted of revisions to the Coastal Land Use Plan and the Coastal Zoning Ordinance to allow for transportation projects along Highway 101 that include impacts to coastal wetlands. Specifically, Chapter 35 of the County's Coastal Zoning Ordinance was amended to include a Transportation Corridor Wetland Overlay (TCWO) District which provides specific standards of development for transportation projects included in the TCWO, including standards of development for drainage and stormwater management (Section 35-102G.5.2). This includes and applies to Segment D of the Highway 101 Project.

This summary has been prepared to identify how the project has been designed for consistency with drainage and stormwater management standards outlined under Section 35-102G.5.2 of the County's Coastal Zoning Ordinance.

II. MEETING DEVELOPMENT STANDARD 35-102G.5.2

- a. Early site design planning emphasized Low Impact Development (LID) strategies and shall prioritize the minimization of runoff in accordance with the site hydrology and geotechnical considerations.

Response

Early site design planning emphasized LID strategies and prioritized the minimization of runoff in accordance with the site hydrology and geotechnical considerations. This has been achieved through incorporation of treatment techniques that preserve or closely mimic natural or pre-developed hydrologic response and reduces the project's potential for increased erosion. The following LID strategies are being included in the project design:

- 1) Slope rounding will occur on slopes throughout the project area as specified in Caltrans standards, however it will be most notable in the vicinity of the interchanges. Slope rounding is an important technique at the tops and sides of cut areas and transitions to facilitate plant establishment and minimize soil erosion. Slope rounding is also an important element in achieving operational, environmental and visual functions.
- 2) Project landscaping is being designed consistent with the Model Water Efficiency Landscape Ordinance (MWELO) required by the Caltrans NPDES Permit, which promotes the efficient use of water resources. Plants have been selected appropriately according to their suitability to the climatic, geologic and topographical conditions of the site. Plant selection also emphasizes the use of native, drought-tolerant and water conserving plants.

- 3) Installation of outlet velocity protection to slow water runoff and filter sediments and nutrient loads, which will prevent scour and reduce erosion, is proposed at all outlets. This strategy will be implemented primarily at culvert outlets with potential for high velocity flows throughout the project limits.
 - 4) The project includes restoring and reestablishing riparian buffer planting around San Ysidro Creek, which will be beneficial for water quality. This includes approximately 2,605 sq. ft. of riparian mitigation proposed for Segment 4D (refer to Biological Restoration Plans). The replanted riparian vegetation will prevent erosion and act as a filter to remove pollutants from both overland stormwater flow and shallow groundwater flow.
- b. Earthen--(soil) based and/or bioengineered Best Management Practices (BMPs) may be located and maintained within the wetland buffer strip where there is no feasible alternative location available to locate the BMPs, and where they support wetland protection.

Response

No BMPs are proposed within the wetland buffer strip.

- c. Additional measures such as grading to create topographic depressions that capture and detain runoff, amending onsite soils to increase infiltration, and adding or replacing native plants in areas that receive runoff may be located and maintained within the wetland buffer strip where there is no feasible alternative location available to locate the BMPs and where they support wetland protection.

Response

Approximately 2,605 sq. ft. of riparian mitigation proposed for Segment 4D to mitigate temporary impacts at San Ysidro creek. No other measures are proposed within the wetland buffer strip.

- d. Infiltration BMPs have been designed to handle runoff in accordance with the National Pollutant Discharge Elimination System (NPDES) permit required for this project.

Response

No areas for infiltration BMPs are available. It is infeasible to separate the project's runoff from its existing impervious area because the project's linear development would require a very complex system of culverts to achieve this. The Project is still within compliance of the Caltrans NPDES Permit which requires TBMP's to the greatest extent feasible. Nonetheless, compost will be incorporated in replanting areas near San Ysidro and Olive Mill.

- e. BMPs shall be sized according to the surface area draining to the BMP(s). Where it is infeasible to separate the project's runoff from any existing impervious area, LID strategies shall be used to the maximum extent practicable to treat the entire

contributing area, which consists of the project and the existing untreated impervious area.

Response

No BMPs are feasible.

- f. Where site conditions make it infeasible to infiltrate or treat the stipulated minimum volume of runoff onsite, infiltration or treatment offsite within existing R/W can be substituted where it can be demonstrated that offsite infiltration or treatment will result in an equal or greater benefit to coastal water quality, consistent with the Central Coast Regional Water Quality Control Board NPDES requirements.

Response

Although site conditions make it infeasible to infiltrate or treat the NIS, the project is in compliance with the Caltrans NPDES Permit applicable to this project. Caltrans is a Phase I NPDES Permittee. The Caltrans NPDES Permit is issued by the SWRCB. The Central Coast RWQCB NPDES Permit requirements are not applicable to this project. In the PID phase it was apparent that 100% on-site treatment was infeasible. The project limits were extended south to the Bailard Avenue Interchange, where TBMPs have been constructed outside of the original project footprint, to maximize treatment.

- g. Stormwater measures shall use plant material that is collected locally, unless local plant stock is not reasonably available, and plant material information shall be submitted to the County for review and approval.

Response

No stormwater measures are included in segment 4D. However, the proposed landscape planting concepts submitted to the County included native species.

- h. A post-construction Stormwater Control Plan shall be submitted to the County and shall include maps, figures, supporting design calculations, and a narrative explaining the methods and approach proposed to protect or enhance coastal water quality. The plan shall include supporting information including but not limited to the infiltration and retention properties of the native or engineered BMP substrate, depth to groundwater, and the hydraulic design and pollutant treatment/removal capability of the proposed BMPs adequate to ensure that water quality will be protected to the maximum extent feasible.

Response















A post construction storm water control plan has been submitted to the County illustrating why BMPs are not feasible.

- i. Where site or project conditions constrain any of the minimum requirements or practices in subsections a. through h. above, the qualified professional shall document the nature and extent of the limitations and justify the alternative measures proposed to protect or enhance water quality.

Response

As stated previously in the responses provided for c and d, the project site conditions constrain the minimum requirements or practices. Therefore, a qualified professional has documented the nature and extent of limitations as well as the alternative measures proposed to protect or enhance water quality. The alternative measure proposed includes using permanent erosion control with a 2-4 inch compost blanket incorporated to a depth of 6 inches within the identified replanting areas.

Pete Riegelhuth, CPESC #5336
Caltrans District 5 NPDES Coordinator

PLANT LEGEND																				
PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE		BASIN TYPE	WOOD MULCH	APPLICATION RATES		STAKING	ON CENTER SPACING	MINIMUM PLANTING DISTANCE FROM:						REMARKS	
					DIAMETER	DEPTH			SLOW- RELEASE FERTILIZER				ETW	EP	FENCE	WALL	PAVED DITCH	EARTH DITCH		
									BASIN	Pit										(N) Pit Estb
					INCH	INCH		CF	OZ	OZ		ft	ft	ft	ft	ft	ft	ft		
	22		ROSMARINUS OFFICINALIS 'COLLINGWOOD INGRAM'	DWARF ROSEMARY	13	10	I	1 CF	3.0 OZ	3.0 OZ									SHRUB	
	23		ROSMARINUS OFFICINALIS 'IRENE'	IRENE ROSEMARY	13	10	I	1 CF	3.0 OZ	3.0 OZ				2	6	2	6	8	GROUND COVER	
	24		SALVIA 'BEE'S BLISS'	BEE'S BLISS SAGE	13	10	I	1 CF	3.0 OZ	3.0 OZ				8	6	4	6	8	GROUND COVER	
	25		SALVIA CLEVELANDII 'WINIFRED GILMAN'	BLUE SAGE	13	10	I	1 CF	3.0 OZ	3.0 OZ									SHRUB	
	26		TEUCRIUM FRUTICANS	BUSH GERMANDER	13	10	I	1 CF	3.0 OZ	3.0 OZ				6	4	4	4	4	SHRUB	
	27		ARCTOSTAPHYLOS 'HOWARD MCMINN'	MCMINN MANZANITA	21	16	II	2.5 CF	6.0 OZ	2.5 OZ		-	30	6	6	6	6	8	TREE	
B (No. 5)	28		CARPENTERIA CALIFORNICA 'ELIZABETH'	BUSH ANEMONE	13	10	II	2.5 CF	6.0 OZ	2.5 OZ				8	8	8	8	10	SHRUB	
	29		CUPRESSUS MACROCARPA	MONTEREY CYPRESS	34	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	22	8	7	10	7	5	TREE	
	30		HETEROMELES ARBUTIFOLIA	TOYON	13	10	II	2.5 CF	6.0 OZ	2.5 OZ	3			10	9	6	4	4	SHRUB	
	31		PRUNUS CAROLINIANA	CAROLINA CHERRY LAUREL	21	16	II	2.5 CF	6.0 OZ	2.5 OZ		-	30		7.5	7.5	7.5	7.5	TREE	
	32		PRUNUS ILICIFOLIA	CATALINA CHERRY	21	16	II	2.5 CF	6.0 OZ	2.5 OZ		-	30	-	7.5	7.5	7.5	7.5	TREE	
	33		RHAMNUS ALATERNUS	ITALIAN BUCKTHORN	13	10	II	2.5 CF	6.0 OZ	2.5 OZ									SHRUB	
	34		PYROSTEGIA VENUSTA	FLAME VINE	13	10	III	1 CF	3.0 OZ	3.0 OZ				20	10	10	8	8	VINE	
	35		ROMNEYA COULTERI	MATILJA POPPY	13	10	II	2.5 CF	6.0 OZ	2.5 OZ				12	10	10	10	12	SHRUB	
K (24" BOX)	36		WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	36	24	II	2.5 CF	6.0 OZ	2.5 OZ		-	18		15	15	10	12	TREE	
Z (36" BOX)	37		QUERCUS AGRIFOLIA	COAST LIVE OAK	48	36	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	22	-	8	8	5	5	TREE	

Dist

COUNTY

ROUTE

POST MILES TOTAL PROJECT

SHEET No.

TOTAL SHEETS

05

SB

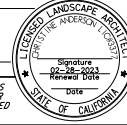
101

9.7/10.6

2

321

LICENSED LANDSCAPE ARCHITECT






PLANS APPROVAL DATE _____

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MARK THOMAS
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IRVINE, CA 92606

SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
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SUITE 8
SANTA BARBARA, CA 93110

PLANT LEGEND																				
PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	HOLE SIZE		BASIN TYPE	WOOD MULCH	APPLICATION RATES		STAKING	ON CENTER SPACING	MINIMUM PLANTING DISTANCE FROM:						REMARKS	
					DIAMETER	DEPTH			SLOW- RELEASE FERTILIZER				ETW	EP	FENCE	WALL	PAVED DITCH	EARTH DITCH		
									BASIN	Pit										(N) Pit Estb
					INCH	INCH		CF	OZ	OZ		ft	ft	ft	ft	ft	ft			
U (No. 15)	38		AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	13	10	I	1 CF	3.0 OZ	3.0 OZ								SHRUB		
	39		ARBUTUS 'MARINA'	STRAWBERRY TREE	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	18	-	9	10	7	7	SHRUB	
	40		ARCTOSTAPHYLOS GLAUCA	BIG-BERRIED MANZANITA	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	18	-	5	5	5	5	SHRUB	
	41		CERCIS OCCIDENTALIS	WESTERN REDBUD	36	24	II	2.5 CF	6.0 OZ	2.5 OZ		-	18	-	6	6	6	6	SHRUB	
	42		CUPRESSUS MACROCARPA	MONTEREY CYPRESS	34	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	22	8	7	10	7	5	TREE	
	43		EUCALYPTUS TORQUATA	CORAL GUM	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-		-					TREE	
	44		FEIJOA SELLOWIANA	PINAPPLE GUAVA	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-		-					TREE	
	45		LOPHOSTEMON CONFERTUS	BRISBANE BOX	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-		-					TREE	
	46		MELALEUCA QUINQUENERVIA	CAJEPUT TREE	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	30	-	15	15	15	17	TREE	
	47		METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	30	-	15	15	15	17	TREE	
	48		PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	40	-	20	20	10	12	TREE	
	49		QUERCUS AGRIFOLIA	COAST LIVE OAK	48	36	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	22	-	8	8	5	5	TREE	
	50		RHUS LANCEA	AFRICAN SUMAC	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-		20	15	15	15	17	TREE	
	51		TRISTANIOPSIS LAURINA	WATER GUM	36	24	II	2.5 CF	6.0 OZ	2.5 OZ	3	-	40	-	20	20	10	12	TREE	

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	9.7/10.6	3	321
LICENSED LANDSCAPE ARCHITECT					
PLANS APPROVAL DATE					
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MARK THOMAS 2121 ALTON PARKWAY SUITE 210 IRVINE, CA 92606			SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS 260 N SAN ANTONIO ROAD SUITE 8 SANTA BARBARA, CA 93110		

MITIGATION FOR REMOVED OAKS

MITIGATION FOR 136 REMOVED TREES (>6" DBH)			
SIZE	QTY PROPOSED (4D PROJECT)	QTY PROPOSED (4C PROJECT)	TOTAL QTY PROPOSED (4D+4C COMBINED)
36" BOX	129	121	250

MITIGATION FOR REMOVED SPECIMEN TREES

TO ACHIEVE MITIGATION RATIO OF 1:1 FOR 25 REMOVED TREES (>24" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
CYPRESS	4	CUPRESSUS MACROCARPA	5	5 GAL
PINE	1			
EUCALYPTUS	1	METROSIDEROS EXCELSA	1	15 GAL
OTHER	11	PLATANUS RACEMOSA	19	24" BOX
SYCAMORE	8			

MITIGATION FOR REMOVED ASSUMED NATIVES

TO ACHIEVE MITIGATION RATIO OF 1:1 FOR 17 REMOVED TREES (<24" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
CYPRESS	2	CUPRESSUS MACROCARPA	2	5 GAL
SYCAMORE	15	PLATANUS RACEMOSA	15	24" BOX

MITIGATION FOR NON-NATIVES

TO ACHIEVE MITIGATION RATIO OF 1:1 FOR 157 REMOVED TREES (<24" DBH)				
SPECIES REMOVED	QTY REMOVED	SPECIES PROPOSED	QTY PROPOSED	SIZE
CONIFER	1	CUPRESSUS MACROCARPA	1	5 GAL
EUCALYPTUS	25	METROSIDEROS EXCELSA	25	15 GAL
OTHER	98	ARBUTUS 'MARINA'	9	15 GAL
		CERCIS OCCIDENTALIS	89	15 GAL
PALM	33	METROSIDEROS EXCELSA	16	15 GAL
		WASHINGTONIA ROBUSTA	17	24" BOX

Dist

COUNTY

ROUTE

POST MILES
TOTAL PROJECT

SHEET
NO.

TOTAL
SHEETS

05

SB

101

9.7/10.6

4

321

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

Signature

02-28-2022

Renewal Date

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.

MARK THOMAS
2121 ALTON PARKWAY
SUITE 210
IRVINE, CA 92606

SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE 8
SANTA BARBARA, CA 93110

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

El-Caltans

CONSULTANT FUNCTIONAL SUPERVISOR
ZACHARY JAMES SIVIGLIA

CHECKED BY
CHRISTINE ANDERSON

DESIGNED BY
MIRANDA WOOD

REVISOR
DATE

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	9.7/10.6	5	321

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

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IRVINE, CA 92606

SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE 8
SANTA BARBARA, CA 93110

LICENSED LANDSCAPE ARCHITECT

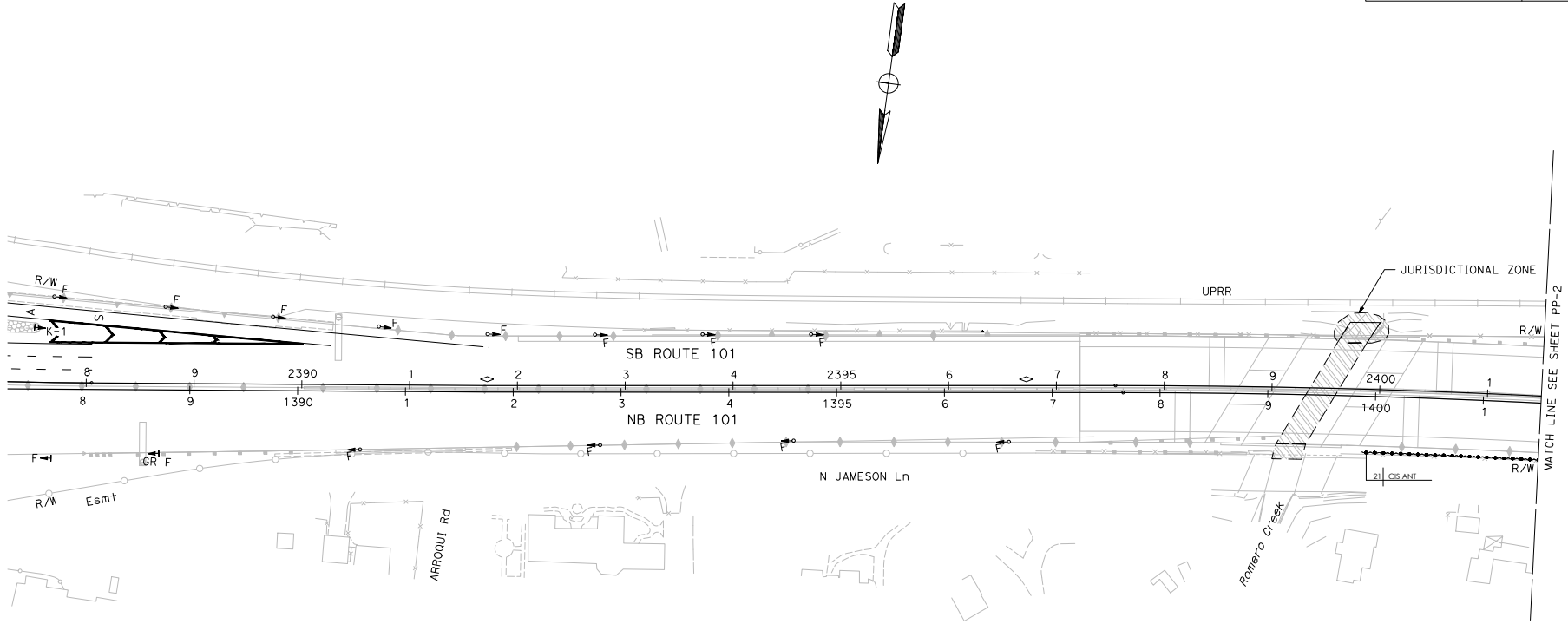
CHRISTINE ANDERSON

Signature

02-28-2022

Renewal Date

DATE OF CALIFORNIA



PLANTING CONCEPT PLANS
SCALE: 1" = 50'

PP-1

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

elcalttrans

CONSULTANT FUNCTIONAL SUPERVISOR

ZACHARY JAMES SIVIGLIA

CHECKED BY

CHRISTINE ANDERSON

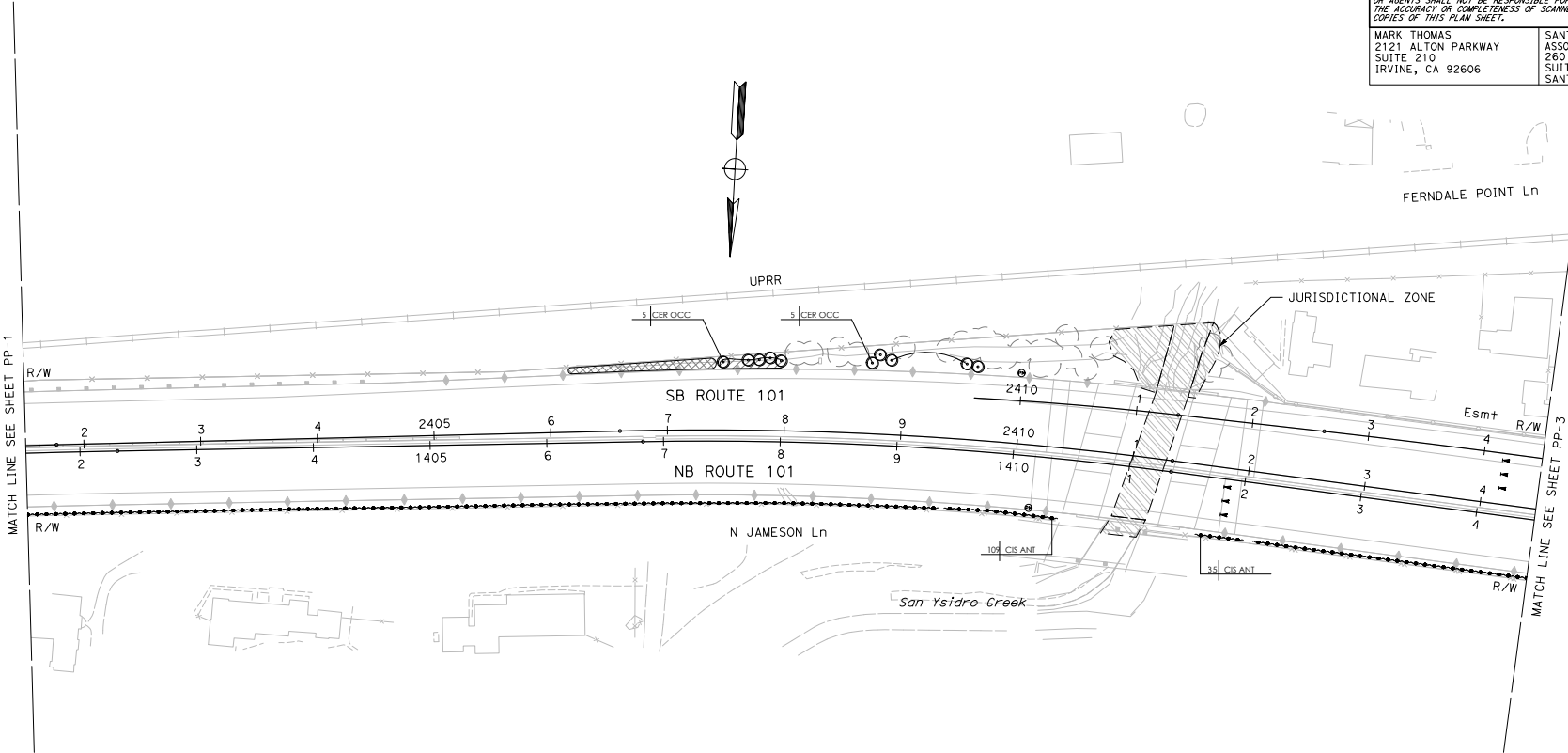
DESIGNED BY

MIRANDA WOOD

REVISOR

DATE

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	9.7/10.6	6	321

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

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SUITE 210
IRVINE, CA 92606

SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE 8
SANTA BARBARA, CA 93110

PROPOSED TREES

FOR MITIGATION RATIOS SEE SHEET PL-4		
SPECIES PROPOSED	QTY PROPOSED	SIZE
CERCIS OCCIDENTALIS	10	15 GAL

PLANTING CONCEPT PLANS
SCALE: 1" = 50'

LAST REVISED: 00-00-00 DATE PLOTTED => 10/14/2022 TIME PLOTTED => 9:51 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

El-Cultivos

CONSULTANT FUNCTIONAL SUPERVISOR
ZACHARY JAMES SIVIGLIA

CHECKED BY
CHRISTINE ANDERSON

DESIGNED BY
MIRANDA WOOD

REVISOR
DATE

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	9.7/10.6	7	321

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

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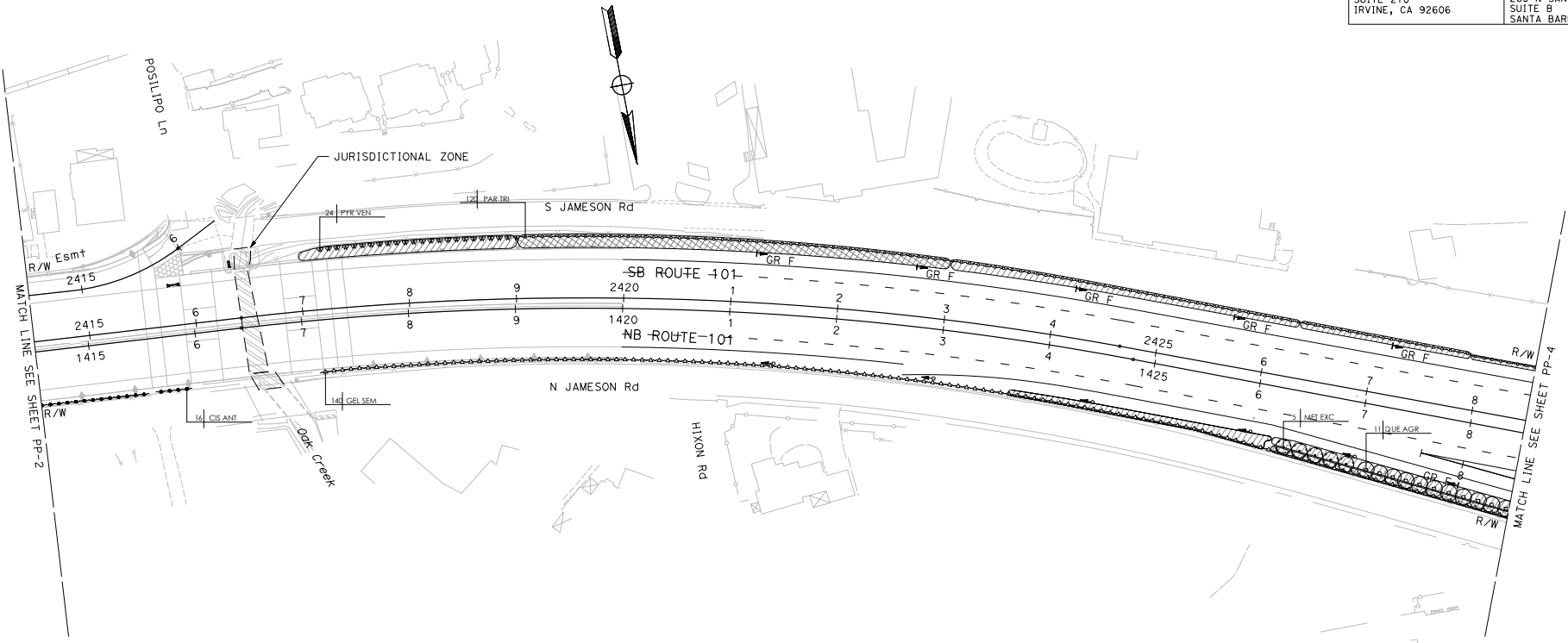
MARK THOMAS
2121 ALTON PARKWAY
SUITE 210
IRVINE, CA 92606

SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE 8
SANTA BARBARA, CA 93110

LICENSED LANDSCAPE ARCHITECT

Signature
02-28-2022
Date

STATE OF CALIFORNIA



PROPOSED TREES

FOR MITIGATION RATIOS SEE SHEET PL-4		
SPECIES PROPOSED	QTY PROPOSED	SIZE
METROSIDEROS EXCELSA	5	15 GAL
QUERCUS AGRIFOLIA	11	36" BOX

PLANTING CONCEPT PLANS
SCALE: 1" = 50'

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

LICENSED LANDSCAPE ARCHITECT



PLANS APPROVAL DATE

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SANTA BARBARA, CA 93110



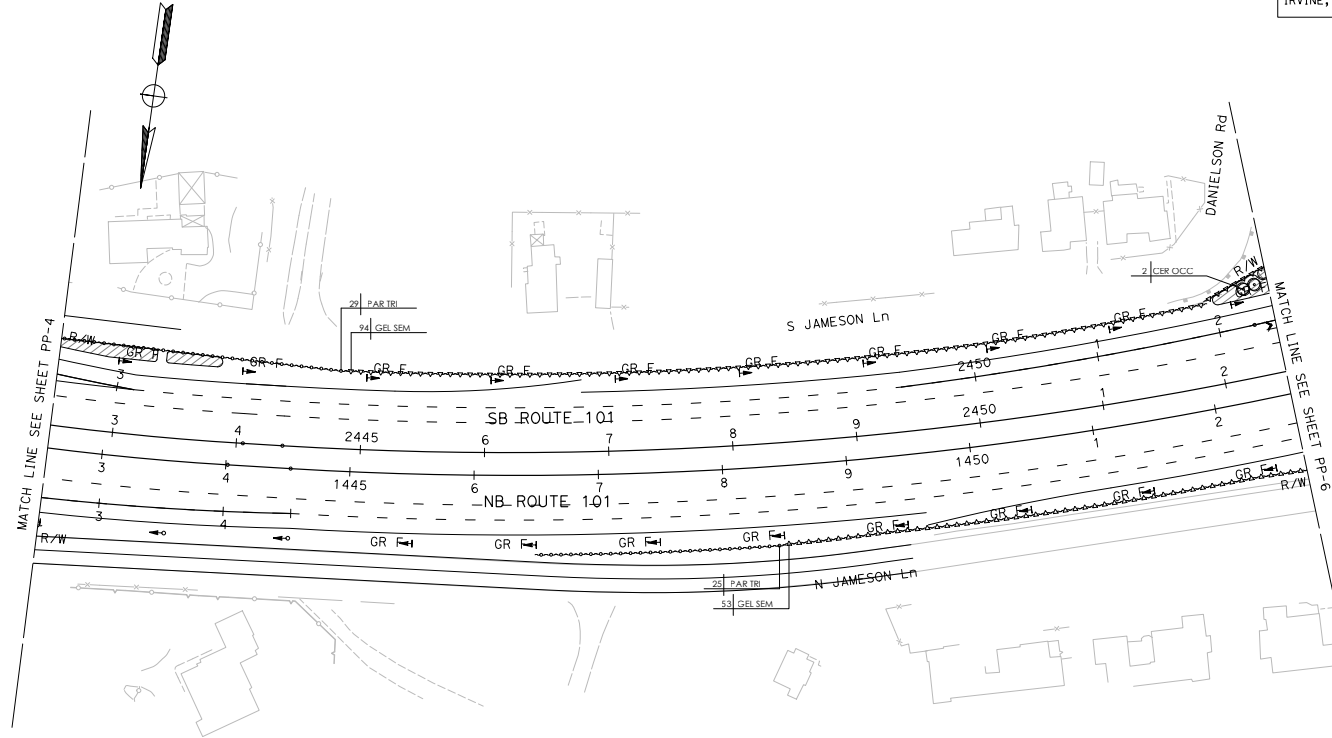
FOR MITIGATION RATIOS SEE SHEET PL-4		
SPECIES PROPOSED	QTY PROPOSED	SIZE
ARCTOSTAPHYLOS GLAUCA	23	15 GAL
CERCIS OCCIDENTALIS	73	15 GAL
CUPRESSUS MACROCARPA	18	15 GAL
METROSIDEROS EXCELSA	26	15 GAL
PLATANUS RACEMOSA	13	15 GAL
QUERCUS AGRIFOLIA	44	36" BOX
WASHINGTONIA ROBUSTA	8	24" BOX

SCALE: 1" = 50'

PP-4

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

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



SPECIES PROPOSED	QTY PROPOSED	SIZE
CERCIS OCCIDENTALIS	2	15 GAL

PP-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

elculttrans

CONSULTANT FUNCTIONAL SUPERVISOR

CHECKED BY

DESIGNED BY

REVISOR

DATE

REVISION

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

9.7/10.6

10

321

LICENSED LANDSCAPE ARCHITECT

PLANS APPROVAL DATE

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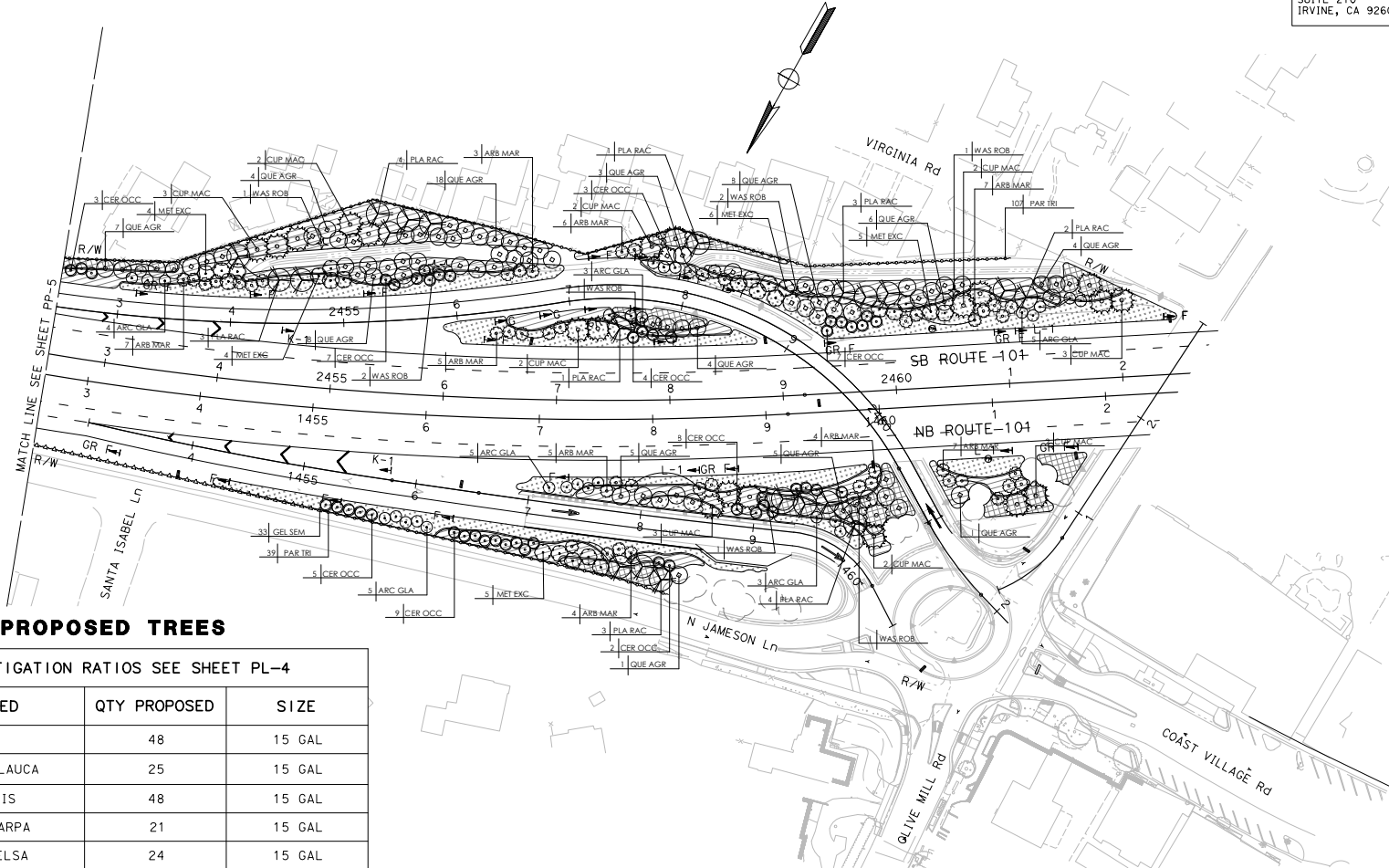
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SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
260 N SAN ANTONIO ROAD
SUITE 8
SANTA BARBARA, CA 93110

LICENSED LANDSCAPE ARCHITECT

Signature
02-28-2021
Renewal Date

DATE



PROPOSED TREES

FOR MITIGATION RATIOS SEE SHEET PL-4		
SPECIES PROPOSED	QTY PROPOSED	SIZE
ARBUTUS 'MARINA'	48	15 GAL
ARCTOSTAPHYLOS GLAUCA	25	15 GAL
CERCIS OCCIDENTALIS	48	15 GAL
CUPRESSUS MACROCARPA	21	15 GAL
METROSIDEROS EXCELSA	24	15 GAL
PLATANUS RACEMOSA	21	15 GAL
QUERCUS AGRIFOLIA	74	36" BOX
WASHINGTONIA ROBUSTA	9	24" BOX

PLANTING CONCEPT PLANS
SCALE: 1" = 50'

PP-6

LAST REVISED 10/14/2022
00-00-00 TIME PLOTTED => 9:52 AM

ATTACHMENT I

RESOLUTION OF THE MONTECITO PLANNING COMMISSION COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF PROVIDING A
RECOMMENDATION TO THE COUNTY
PLANNING COMMISSION REGARDING THE
PROPOSED PROJECT TO ADD A PART-TIME,
CONTINUOUS ACCESS HIGH OCCUPANCY
VEHICLE LANE TO HIGHWAY 101 IN THE
MONTECITO AREA, A PROPOSAL INVOLVING
COUNTYWIDE TRANSPORTATION

RESOLUTION NO.: 22 - 02

CASE NO.: 21DVP-00000-00022,
21CDP-00000-00076

WITH REFERENCE TO THE FOLLOWING:

- A. WHEREAS, pursuant to Santa Barbara County Code Section 2-25.2(b), the Montecito Planning Commission may provide recommendations to the County Planning Commission on proposals involving countywide transportation where such projects are within the County Planning Commission's jurisdiction; and
- B. WHEREAS, the California Department of Transportation (Caltrans) and Santa Barbara County Association of Government (SBCAG) have submitted an application to the County of Santa Barbara for a regional transportation project to improve Highway 101 in the Montecito area by adding a part time, continuous access High Occupancy Vehicle (HOV) lane in both the northbound and southbound directions within the highway corridor (Proposed Project); and
- C. WHEREAS, the Montecito Planning Commission held two public hearings, one on May 18, 2022 and one on June 29, 2022, at which the Commission conceptually reviewed the Proposed Project; and
- D. WHEREAS the Montecito Planning Commission held a public hearing on August 17, 2022, at which the Commission considered staff's recommendation on the Proposed Project.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.
2. Pursuant to Santa Barbara County Code Section 2-25.2(b), the Montecito Planning Commission recommends that the County Planning Commission approve the project subject to the following conditions:
 - a. *If the new watershed study (updated FEMA Effective Map which replaces the Recovery Map) allows for soundwalls Caltrans shall construct soundwalls which accommodate the passage of water.*

- b. Caltrans shall include the soundwalls in their funding request.*
 - c. The project shall be designed and constructed such that future soundwalls are accommodated.*
 - d. The Olive Mill roundabout shall be operational prior to construction of the HWY 101 4D project.*
 - e. Tree removal shall be minimized and on-site replanting shall be prioritized within Segment 4D.*
 - f. If the project does not include soundwalls as a part of HWY 101 Segment 4D, the portion of the retaining wall located near the Miramar Hotel that serves as a safety barrier shall be modified to be an open barrier.*
 - g. Reclaimed water shall be used for dust mitigation for highway construction.*
 - h. To the maximum extent feasible, landscaping shall be irrigated with reclaimed water.*
- 3. The Montecito Planning Commission recommends that the County Planning Commission consider the following comments:
 - a. The bridges should be constructed to ensure that the proposed bridges will not be a limiting factor that prevents soundwalls from being built in the future.*
- 4. A certified copy of this resolution shall be transmitted to the County Planning Commission.
- 5. The Chair of this Commission is hereby authorized and directed to sign and certify all documents and other materials in accordance with this Resolution necessary to show the above-mentioned action by the Montecito Planning Commission.

PASSED, APPROVED AND ADOPTED this 17st day of August, 2022 by the following vote:

AYES: Kupiec, Senauer, Miller, Pulice

NOES:

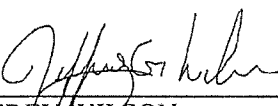
ABSTAIN:

ABSENT: Keller



RON PULICE, Chair
Montecito Planning Commission

ATTEST:



JEFFREY WILSON
Secretary to the Commission

Highway 101 Widening Segment 4D; 21DVP-00000-00022, 21CDP-00000-00076
Attachment I - Resolution
Page I-3

APPROVED AS TO FORM:

RACHEL VAN MULLEM
COUNTY COUNSEL

By 
Deputy County Counsel



September 12, 2022

Mr. Christopher Schmuckal
Planner
123 E. Anapamu Street
Santa Barbara, CA 93101
Santa Barbara County Planning & Development
via email: cschmuckal@countyofsb.org

**Re: Highway 101: Carpinteria to Santa Barbara, Segment 4D
Response to Resolution of the Montecito Planning Commission
21DVP-00000-00022 & 21CDP-00000-00076**

Dear Mr. Schmuckal:

Thank you for providing us with the Resolution regarding the recommendations of the Montecito Planning Commission from the hearing on August 17, 2022. We have reviewed the Resolution, and would like to provide the following comments under Item #2 of the Resolution as noted in the table below.

Article	Original Language	Requested Modifications	Comment
a.	If the new watershed study (updated FEMA effect Map) allows for soundwalls Caltrans shall construct soundwalls in the areas outside the Flood Hazard Overlay.	If the ongoing FEMA effort to update the current effective maps used to govern development in the 4D segment, and Santa Barbara County adopts the mapping and the results are that sound walls previously identified in the Coastal Development Permit application for Segment 4D are no longer located in the Special Flood Hazard Areas within Segment 4D, Caltrans shall construct soundwalls.	<p>There are a number of separate efforts both underway and planned by Santa Barbara County Flood Control which come into play into this recommendation. The 101 team believes the recommendation mixed separate independent efforts such as the FEMA remapping effort and the discussed watershed analysis within the Montecito area. Caltrans has already agreed to participate and partner with funding in a future watershed analysis study; however, this study is not specifically related to the governing of the soundwall implementation. Furthermore, the FEMA maps don't allow or disallow soundwalls, they result in limitations to construction within the Regulatory Floodway.</p> <p>The suggested modifications look to clarify the governing process that would allow implementation of sound walls. The 101 team has discussed with County Flood Control.</p>

Article	Original Language	Requested Modifications	Comment
			In addition, the 101 team believes it is appropriate to further clarify that the soundwalls could only be constructed by Caltrans if highway construction has not yet been completed.
b.	The project shall be designed and constructed such that future soundwalls are accommodated.		No comments
c.	The Olive Mill roundabout shall be operational prior to construction of the HWY 101 4D project.		No comments
d.	Tree removal shall be minimized and on-site replanting shall be prioritized.		No comments
e.	If the project does not include soundwalls as a part of HWY 101 Segment 4D, the safety barrier on top of the retaining wall along South Jameson Lane, between San Ysidro and the Rosewood Hotel shall be modified to an open barrier style to minimize sound reflectivity	If the project does not include soundwalls as a part of HWY 101 Segment 4D, the safety barrier on top of the retaining wall along South Jameson Lane, between San Ysidro and the Rosewood Hotel shall be modified to an open barrier style to minimize sound reflectivity	It appears the text updates that were suggested during the hearing and agreed upon did not get incorporated into this recommendation. The suggested modifications are the 101 team's understanding of what could be done to achieve desired result. We also clarified location of retaining wall.
f.	Reclaimed water shall be used for dust mitigation for highway construction. To the maximum extent feasible, landscaping shall be irrigated with reclaimed water.	To the maximum extent feasible, reclaimed water shall be used for dust mitigation for highway construction and irrigation for landscaping	Based on our experience during construction of Segments 4B and 4C, there is no recycled water available within the immediate area in the jurisdiction of the County for dust control. The nearest water source for recycled water is in the City of Santa Barbara. The City of Santa Barbara does not allow recycled water within their limits to be trucked outside of their jurisdiction and released; therefore, we would like to suggest revisions to the language under this recommendation. Caltrans currently captures non-potable water at the construction support site located adjacent to the Padaro Lane/Highway 101 south bound on-ramp; this support site will be used to support construction related to Segment 4D as well. Currently, any sheet flow and surface runoff resulting from water sprayed



Article	Original Language	Requested Modifications	Comment
			for dust control is collected in a sump tank (approximately 300 gallons) and pumped back into water trucks for re-use in dust control.

Please feel free to reach out to me if you have any questions. Thanks again for your time and consideration.

All the best,

A handwritten signature in blue ink that reads "Erinn Silva". The signature is written in a cursive style with a small dot above the "i" in "Silva".

Erinn Silva, Senior Associate Environmental Planner
GPA Consulting

cc: Fred Luna, SBCAG
Joe Erwin, Caltrans District 5
Walter Rubalcaba, Deputy Director, Santa Barbara County Flood Control District