Appendix B

Visual Impact Assessment (VIA)

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VISUAL IMPACT ASSESSMENT

Las Positas Road Multi-Use Path Project

(Minor Level VIA)

California Department of Transportation

District 5-SB

PM 0.0 – 1.6 + one mile of Modoc Road

ATPL-5007(065)

[05-1500-0024]

June 2016

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Statement of Compliance: Produced in compliance with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements, as appropriate, to meet the level of analysis and documentation that has been determined necessary for this Project.

PURPOSE OF STUDY AND ASSESSMENT METHOD

The purpose of this minor level visual impact assessment (VIA) is to document potential visual impacts caused by the proposed Project and propose avoidance and minimization measures to lessen any detrimental impacts that are identified. Visual impacts are demonstrated by identifying visual resources in the Project area, measuring the amount of change that would occur as a result of the Project, and predicting how the affected public would respond to or perceive those changes. This VIA follows the guidance outlined in the publication *Guidelines for the Visual Impact Assessment of Highway Projects* published by the Federal Highway Administration (FHWA) in January 2015.

I. PROJECT DESCRIPTION

The City proposes to construct a 2.6 mile-long Class I separated multi-use pathway for bicyclists, runners, and pedestrians along Las Positas and Modoc roads which would be aligned adjacent to the Hidden Valley and Campanil Heights neighborhoods and the Las Positas and Arroyo Burro creeks (Figure 1). The Project includes construction of the multi-use path as well as development of safe road crossings, barriers from roadway edges, railings near steep grades, retaining walls, and safety barriers. For a detailed discussion of the proposed project, refer to Appendix A.

II. PROJECT LOCATION AND SETTING

The Project location and setting provides the context for determining the type of changes to the existing visual environment. The Project is located in the western portion of the City of Santa Barbara adjacent to Las Positas Road and Modoc Road, along approximately 1 mile of Modoc Road and approximately 1.6 miles of Las Positas Road (Figure 2). The Project is located in Central California, within the Las Positas Valley on the coastal plain between the Santa Ynez Mountains and the Pacific Ocean. The coastal plain landscape is characterized by gentle slopes stepping gradually up toward the foothills, crossed and interrupted occasionally by streams and steep slopes which create diverse and varied topography with locally steeper slopes and highly visible stream channels. The immediate landscape in the Project vicinity is characterized by suburban residential neighborhoods interspersed within a matrix of hilly open space areas. Open space is characterized by steep creek banks surrounded by dense oak riparian forest and willow riparian thickets within a mosaic of oak woodland, eucalyptus woodland, ornamental landscaping, nonnative grassland, and coastal sage scrub/chaparral. Wetlands are located along creek corridors and along road-cuts where cut slopes expose perennial springs.

The land use within the Project corridor, defined as the area that is visible from and adjacent to the roadway right-of-way, is primarily suburban residential and views are limited by the topographic position of Las Positas Road in the base of a canyon. The Project corridor does; however,

include areas of park and open space above the roadways in Elings Park and the Veronica Meadows neighborhood. No portion of the Project is within a designated State Scenic Highway; however, the segment of the Project along Las Positas Road provides scenic views of the Santa Ynez Mountains while traveling north.

III. VISUAL RESOURCES AND RESOURCE CHANGE

Visual resources of the Project setting are defined and identified below by assessing visual character and visual quality in the Project corridor. Resource change is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the Project corridor before and after the construction and operation of the proposed Project.

VIEW OF SANTA YNEZ MOUNTAINS LOOKING NORTH ALONG LAS POSITAS ROAD.

The visual character of the existing corridor is predominantly composed of rolling topography and naturally vegetated land, with the major Santa Barbara landform of the coastal range mountains visible from the Project site inland to the north. The presence of this mountain open space area contributes greatly to the character of Santa Barbara. Low-density residential development and parks/open space area have helped to preserve the natural landscape immediately surrounding the Project site. The visual character of the proposed Project would be highly compatible with the existing visual character of the corridor. The form and line of the Project would be mostly compatible with the existing visual character of the corridor, as the Project would be a paved path constructed immediately adjacent or parallel to the existing paved roadway. The texture and color, or picturesque features that lend an interesting aesthetic quality, to the Project would also be compatible with the existing visual character of the corridor, as the Project would include similar plantings and would not substantially alter the existing topography or vegetation. The Project would be an extension of the existing roadway, but incorporate enhanced color and texture in the form of plantings and re-vegetated areas, therefore improving the existing visual character of the roadway and corridor.

The visual quality of the existing corridor would be altered slightly by the Project, which would widen the area of paved surface by 12 feet or less in most locations to accommodate the multi-use path, and alter the visual quality only slightly as it would primarily expand on existing roadway

features. The Project does include three new retaining walls that would be visible from the roadway and multi-use path; however, the walls would be less than 5-feet tall and the area in front of them would be re-vegetated. Therefore, soon after construction the walls would begin to blend into the vegetated background. Additionally, the retaining walls would be constructed with natural earth toned materials so as to blend in with the surrounding landscape. The visual quality of the existing corridor is moderate due to the presence of scattered home and major roadways bisecting natural habitat. This quality is enhanced by the relatively large area of natural open space with scattered residences and mature trees opening a view to distant mountains. These features possess a high level of intactness by maintaining the visual integrity of the natural and man-built landscape and a moderate level of unity given the landscape as a whole is primarily open space but is also a major transportation corridor. The landscape has a level of vividness due to the stunning vistas that are presented as the viewer drops down Las Positas Road towards the ocean, through a relatively undisturbed open space corridor with vegetation buffers shielding the view of adjacent residences.

The Project would encroach into limited existing vegetated areas, including a sliver of coastal scrub/chaparral habitat previously occupied by a now-defunct 9-hole golf course, a corridor of coast live oak trees beside the channelized portion of las Positas Creek, and disturbed eucalyptus forest at the intersection of Las Positas Road and Modoc Road, all of which are regularly disturbed either by roadway maintenance or regular pedestrian use/vagrancy. The path would remove up to 24 non-native palms in the coastal scrub area along Las Positas Road, 5 palms along Modoc Road, 1 Oleander, 1 Silk Oak, 2 Ash, and 1 Rosewood along Modoc Road, approximately 26 coast live oaks along Las Positas Creek, and up to 24 eucalyptus trees along Las Positas and Modoc roads, especially at their intersection. Although the removal of trees will change the visual quality of the existing corridor, particularly along the channelized portion of Las Positas Creek, the quality and character of vegetation planted in place of removed trees will be healthier and more appropriate for the native landscape The Project will contribute new vegetation and trees beside the multi-use path and in graded areas, therefore enhancing the visual quality of the existing roadway and corridor and minimizing the visual effects of the Project.

Resource change will be low. Visual resource change is the sum of the change in visual character and change in visual quality. As the Project is compatible with the visual character of the existing landscape, and the Project will only incrementally change the visual quality of the existing resources, the visual resource change will be low.

IV. VIEWERS AND VIEWER RESPONSE

Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, the type of viewer activity, the duration of their view, the speed at which the viewer moves, and the position of the viewer. Neighbors with views to the Project and Las Positas Road

and roadway users who view the proposed Project from Las Positas Road will not be affected by the Project. Viewer sensitivity is defined as both the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view.

The City of Santa Barbara's General Plan includes objectives and policies to preserve, enhance, and maintain the City's character by conserving and providing significant open and natural landforms through and around the community. Observation of the Project site is primarily from the roads adjacent to and in the vicinity of the Project, which provide windshield views for passing motorists and cyclists who live in the area or are traveling to the beach, Elings Park, or to Cliff Drive. These views are brief, due to the fast speeds of motorists traveling along Las Positas Road. In addition, the view of the Project area is limited to a small number of nearby residential homes and some trail users on the west-facing hillside of Elings Park. Most of these residences are already visually screened by backyard fences and landscaping from views of the Project site. The Project will have an incremental change on the visual resources that make up the view.

VIEW WEST FROM LAS POSITAS ROAD OF RESIDENCES ACROSS LAS POSITAS CREEK THAT WOULD HAVE LIMITED VIEWS OF THE PROJECT SITE.

The multi-use path would not dramatically change the exposure for residents, as most are already shielded by high fences and private gates from the visual effects of the road and therefore the Project site. A small number of the surrounding residents have direct foreground to mid-ground views; however, these views are limited depending on their location and their distance from the Project site, and they often have obstructed views of the Project site due to trees and topography. Motorists would typically have a high awareness of the Project, but are considered to have a low sensitivity to change due to typically short-duration foreground views of the Project and the continuity of the proposed Project with the existing roadway corridor.

The viewer response to Project changes is the sum of viewer exposure and viewer sensitivity to the Project. With moderate changes to the existing visual quality and character and no anticipated impact on distant scenic views, viewer sensitivity is anticipated to be low. Viewer exposure is also anticipated to be low, as vehicular viewers would experience short-duration foreground views of

the proposed Project, both during and after construction, and a relatively small amount of residential viewers would experience direct foreground and mid-ground views, and even then, already have obstructed views of the Project site from existing vegetation. With these considerations, it is anticipated that the average response of all viewer groups will be low.

V. VISUAL IMPACT

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. Short-term impacts would occur from construction activities associated with clearing, grubbing, excavating, and constructing the multi-use path, in addition to the use of bright-colored sensitive resource avoidance fencing. During construction of the proposed multi-use path, the presence of heavy equipment, materials staging, erosion control mechanisms, and general construction operations would cumulatively increase visual clutter in foreground views of the Project site. While this condition constitutes a noticeable change in visual quality and character throughout the Project area, the contributing factors are dynamic in nature, temporary in duration, and would be removed or restored to preconstruction condition within 9 months for any given Project segment. For these reasons, short-term construction-related visual impacts are anticipated to be low and no long-term construction related impacts are anticipated. As such, no additional measures would be implemented for the use, staging, and storage of construction equipment and materials.

Long-term visual impacts would occur due to the use and operation of the multi-use path, which would be available to pedestrians, equestrians, and cyclists (no motorized vehicles). Because the Project site is located within a topographically complex area, and winds through a coastal canyon corridor, the Project would be screened from view, in most cases, by topography, vegetation, and the general development pattern of the area. The relative scale of the Project site as it relates to the entirety of the viewshed should be considered synonymous with viewing the Project from a background distance. The Project would constitute a noticeable change to the existing visual setting of the corridor immediately following implementation; however, the incorporation of the proposed planting and restoration design would enhance existing visual quality, and mitigate the removal of any trees within a few years. Although two retaining walls would alter the existing topography and character along the south end of the east side of Las Positas Road adjacent to Elings Park, these walls would be designed to include muted earth tone colors to blend into the natural setting of the hillside, and incorporate revegetation following installation. There are also many locations in which the multi-use path would be shaded by mature overhanging vegetation, especially where it cuts through the undisturbed area near the intersection of Las Positas Road and Modoc Road (see Photo 2 in Appendix B). Although the Project would include lighting at intersections and mid-block crossings that would contribute light and glare impacts, Modoc Road and Las Positas Road already include glare-producing signs and lighting, and the Project would not constitute a substantial increase to these impacts. Additionally, all lighting fixtures would be shielded and directed downward to limit lighting impacts in their immediate vicinity. Although the

Project would introduce a new multi-use path next to an existing roadway, the path would not considerably alter the horizontal line of the road due to the merging of the Project with the existing roadway in sections. The vertical profile of the Project would include landscape fixtures that would not stand out as independent or memorable features, but rather would integrate into the existing landscape. In addition, the design of the multi-use path would be approved by the City of Santa Barbara to ensure that it is consistent with the City's General Plan. As outlined above, the Project would introduce a low to moderate change to moderate existing visual quality and have low viewer response. For these reasons, a low visual impact is anticipated from construction and operation of the Project.

VI. AVOIDANCE AND MINIMIZATION MEASURES

The Project would not result in significant long-term aesthetic impacts; therefore, no avoidance and minimization measures are proposed. No measures would be implemented for the long-term use, staging, and storage of construction equipment and materials since the construction timeframe is anticipated to be temporary, variable, and short-term. Although not identified as mitigation measures, the following Project design elements will minimize the change in visual quality and character caused by soil erosion onto existing roadways, exposure of bare soil, and removal of vegetation resulting from short-term construction activities:

- Appropriate best management practices (BMPs) would be incorporated into the Project design and construction schedule to minimize soil erosion due to wind and water. These measures would be implemented and maintained during construction, as necessary. These measures include:
    - Construction equipment would be stored at designated staging areas at the end of each work period. Concentrated runoff would be diverted around equipment, vehicle, and materials storage areas, and diversion of concentrated runoff would be accomplished through shallow earthen swales and straw bale reinforcement.
    - The amount of construction materials stored on site would be minimized. Soil materials stock piled at the site would be covered with plastic sheeting at the end of each workday until permanently protected with rock ballast materials.
    - The Project would adhere to measures included in the City's "Control of Runoff into Storm Drains and Watercourses" as attached to the construction contract, including storage of materials would occur in a manner that limits exposure to precipitation and delivery/removal of materials would occur at pre-designated sites.
    - Pallets or secondary containment areas for chemicals, drums, or bagged materials would be provided. Should material spills occur, materials and/or contaminants would be cleaned from the Project site and recycled or disposed of to the satisfaction of the Regional Water Quality Control Board (RWQCB).

    - Waste dumpsters would be covered with plastic sheeting at the end of each work-day and during storm events. All sheeting shall be carefully secured to withstand weather conditions.
    - On-site personnel would be trained/instructed in spill prevention practices, and provide spill containment materials near all storage areas. All contractors are responsible for familiarizing their personnel with the information contained in the Stormwater Pollution Prevention Plan (SWPPP).
    - Wastes would be separated and recycled or disposed in compliance with regulations.
    - Earth fill and disturbed ground surfaces would be watered as necessary to minimize wind-blown dust.
- At the conclusion of construction, areas of bare soil will be restored according to the conceptual landscape plan to minimize erosion and begin landscape restoration. The final selection of plant material will be directed by the City of Santa Barbara, and will be consistent with the existing landscape character of the community.
- Existing vegetation within the impact area will be preserved as feasible.
- Proposed pedestrian safety lighting fixtures at new Jerry Harwin Parkway traffic signal and at all mid-block crossings on Modoc will be shielded and directed downward.
- Retaining walls and concrete barriers would incorporate coloring and texturing features to minimize short- and long-term visual impacts and graffiti.

VII. CONCLUSIONS

Although construction of the proposed multi-use path would temporarily alter the scenic quality of the immediate area by introducing construction equipment and bright-colored sensitive resource avoidance fencing, it would occur temporarily and not unduly or detrimentally affect views of the location. Although operation of the proposed multi-use path would introduce new users to the area and alter the visual setting, it would enhance visual quality by incorporating planting and restoration design, and much of the path would be screened from view by topography, vegetation, and development. As a result, changes in visual quality and character due to construction and operation of the proposed Project are considered to be low.

Appendix A. Detailed Project Description

CITY OF SANTA BARBARA

COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

PROJECT DESCRIPTION

PROJECT: LAS POSITAS MULTI-USE PATH PROJECT

Application Number: MST 2014-00055

~~November 17, 2016~~January 30, 2017

Project Location

The Project site extends for approximately 2.6 miles along the southwestern portion of the City. The general Project boundaries would begin at the southwest side of the intersection of Modoc Road and Calle De Los Amigos, extend southeast on the southern side of Modoc Road for approximately one mile towards the intersection of Modoc Road and Las Positas Road, and then veer south for approximately 1.6 miles along the western side of Las Positas Road, ending at the intersection of Las Positas Road and Cliff Drive.

Property Characteristics

The Project site is located along side and within existing roadways and the right-of-way (ROW) of Modoc Road and Las Positas Road. Modoc Road and Las Positas Road are two lane roads with left turn channelization at intersections that carry approximately 6,490 to 17,620 average daily vehicle trips at posted speeds of 35 to 55 miles per hour (mph). Pedestrian pathways or sidewalks are lacking along much of the Project reach along these roadways; however, Class II bike lanes exist along Modoc Road and required road shoulders are located on Las Positas Road, which are intended for upgrading to Class II bike lanes under the next programmed slurry seal (refer to Table 1-1 and Section 11, *Transportation* for additional details). The east-west Modoc Road segment of the Project is generally located on level or gently sloping terrain. The north-south Las Positas Road portion of the Project gradually descends a broad coastal valley closely paralleling the existing roadway and Las Positas and Arroyo Burro Creeks. The gently sloping valley supports several residential neighborhoods, as well as three parks and open space areas on neighboring properties.

Table 1-1. Existing Characteristics of Project Area Roadways

Street Name	Approximate Road Width	General Characteristics	Bike Facilities	Pedestrian Facilities
Modoc Road	Approximately 55' of paved width; intermittent curbs	Two lane road with turn lanes at intersections; limited areas developed with curbs	7'-wide painted Class II bike lanes along each travel lane	Generally lacking sidewalks; intermittent near existing neighborhoods
Las Positas Road	Up to 80' wide at major intersections; 38' wide along narrow segments	Two lane road with turn channelization at intersections; limited areas developed with curbs	Five- to Eight-foot road shoulder. ~~7'-wide painted Class II bike lanes along each travel lane~~	Sidewalks generally absent; limited natural surface walkways. There is limited sidewalk to east side of Las Positas between Meadows Lane and Modoc Road.

Existing public transportation in the Project vicinity is served by two bus lines operated by the Santa Barbara Metropolitan Transit District (MTD), Route 5 and Route 2540. There are six bus stops along the 2.6-mile long Project reach, as discussed within Section 11, *Transportation/Circulation*.

A majority of the proposed Project would be located within or immediately adjacent to developed roadways and heavily disturbed adjacent areas within the existing ROW. However, the proposed Project would be developed in

close proximity to existing recreational areas, such as Veronica Meadows, Elings Park, Douglas Family Preserve, and Arroyo Burro Beach and Park.

Assessor's Parcels

The Project site is located entirely within ROW controlled by the City and runs adjacent to at least 292 parcels in the southwestern portion of the City. These parcels support the following uses: the City's municipal golf course, senior care residences, utility water company, churches and rectory, single-story retail stores, two- to four-unit residential complexes, single family residences, parks, parking lots, condominiums and community apartment complexes, and vacant lands.

Land Use Designations and Zoning

City General Plan land use designations regulate and guide the type of development that may occur within City boundaries. There is a range of land use designations and allowable development densities within and adjacent to the Project site, as follows:

- Suburban Medium Density Residential (max 12 dwelling units (du)/acre);
- Suburban Low Density Residential (max 5 du/acre);
- Hillside Low Density Residential (max 3 du/acre);
- Suburban Low Density Residential (max 3 du/acre);
- Parks/Open Space; and
- Creeks

City zoning adjacent to the Project site includes residential zones A-1 (One Family Residence Zone), E-1 (One Family Residence Zone), and E-3 (One-Family Residence Zone), which allow single family residences, and R-2 (Two Family Residence Zone), which allow two family residences (e.g., duplex). Zones include Planned Unit Development-2.5, which allows planned unit development, Parks and Recreation (PR)/Special District Zone 3 – Coastal Zone (S-D-3), which designates parks and recreation or Coastal Zone areas, and non-residential zone PR, which indicates exclusively parks and recreation. The County of Santa Barbara additionally owns Unincorporated Urban Area land immediately west of the Project site, containing land uses and residential densities for Residential Ranchette (10 units per acre), for 1 unit per acre, and 12.3 units per acre, in addition to an Educational Facility.

Approximately 2,300 linear feet, or 0.44 miles, of the 2.6 mile path at the southernmost reaches of the Project site along Las Positas Road extend into the appealable and non-appealable jurisdiction of the California Coastal Zone (see Figure 2). This portion of the path requires a Coastal Development Permit from the Planning Commission. Since a small portion of the path is located within the appealable jurisdiction of the California Coastal Zone, the Coastal Development Permit is appealable to the California Coastal Commission. Additionally, an Environmentally Sensitive Habitat Area (ESHA) is present along Arroyo Burro Creek.

Surrounding Land Uses and Setting

The Project site is bordered by a range of land uses. Generally, Modoc Road runs adjacent to residential and commercial uses, as well as the Municipal Golf Course to the north (across U.S. 101), and residential uses to the south. The northern half of the Project site along Las Positas Road runs adjacent to residential uses to the west and east. The southern half of the Project site along Las Positas Road is adjacent to Elings Park to the west and east, Douglas Family Preserve to the south, and residential uses to the west.

Project Description

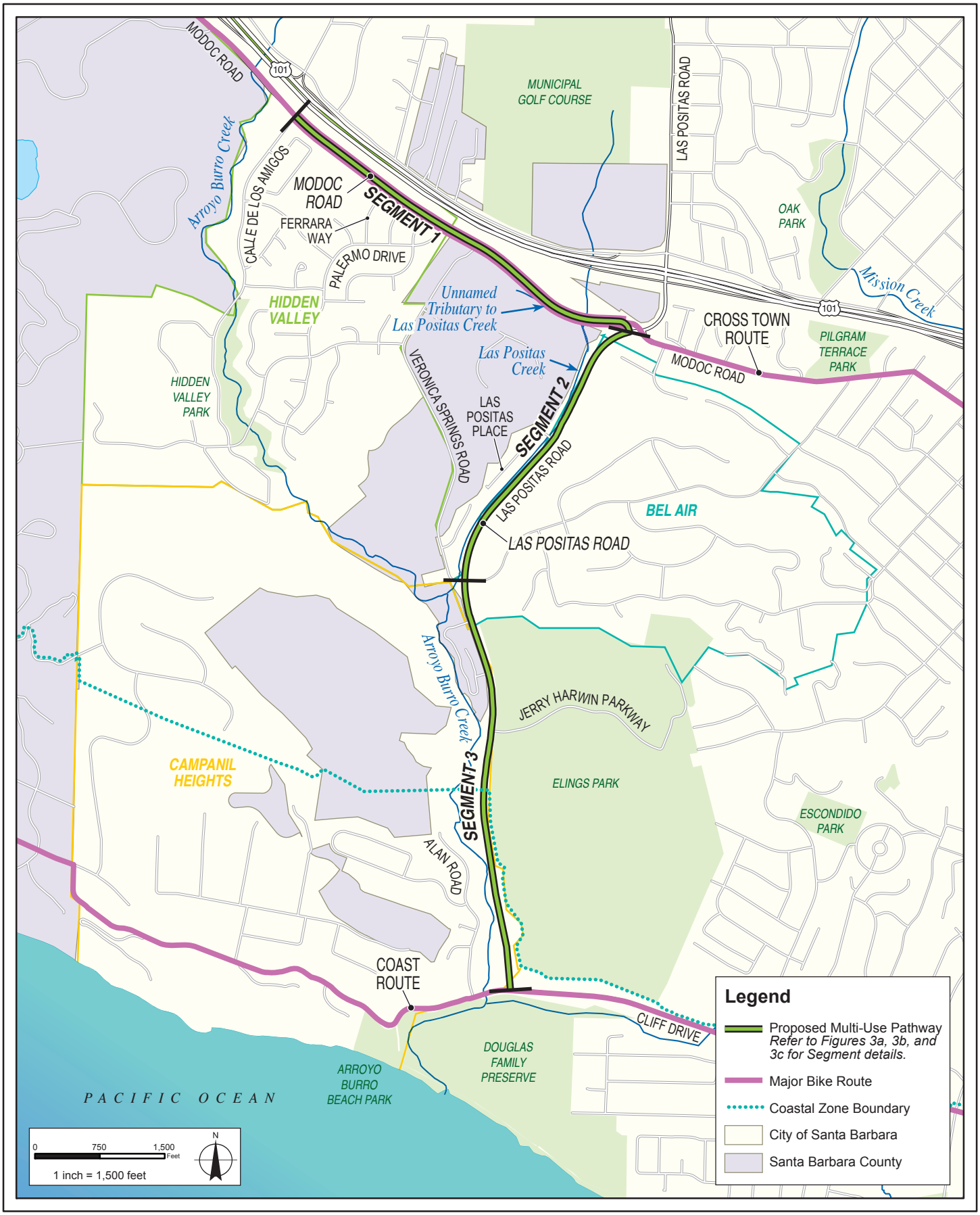
Project Overview – 2.6 miles total	
Length on Modoc Road	0.9 mile
Length on Las Positas Road	1.5 miles
Proposed Improvements: 1 new traffic signal 11 street crossings 2 mid-block pedestrian street crossings 10 private driveway crossings ~~5~~7 retaining walls 2780 feet of concrete safety barriers	

Project Overview: The City of Santa Barbara (City) proposes to construct a Class I separated multi-use pathway (multi-use path) for bicyclists, runners, and pedestrians along 2.6 miles of Las Positas Road and Modoc Road in the southwestern portion of the City. The purpose of the Project is to develop a safe, multi-modal, regional multi-use path for all ages and abilities connecting to the City's Crosstown and Coastal Bike Routes, the neighborhoods adjacent to the path, schools, commercial services, and regional parks/coastal access points, including Veronica Meadows, Elings Park, Arroyo Burro Beach Park, and the Douglas Family Preserve. The Project is located in an area of the City planned for alternative transportation improvements, creek restoration, and expanded public open space and recreation. Project was identified by the City's Six-Year Capital Improvement Program Fiscal Year 2014-2019 and Bicycle Master Plan and Pedestrian Master Plan, as well as by the Santa Barbara County Association of Governments (SBCAG) 2040 Regional Transportation Plan and Sustainable Communities Strategy Plan and Final EIR (SBCAG 2013). The community has also expressed a strong desire for the City to move forward with the Project to improve safety and access for pedestrians and cyclist, including commuters using these modes of transportation, as well as increase recreational opportunities within the popular yet high speed corridors of Las Positas and Modoc Roads. The initial Project design and permitting stage is funded primarily by the Active Transportation Program (ATP), which is administered by the California Department of Transportation (Caltrans).

Project Components: The proposed multi-use path would extend along the south side of Modoc for 1 mile from Calle De Los Amigos to Las Positas Road and then continue south along the west side of Las Positas Road for approximately 1.6 miles to Cliff Drive (see Figure 1). The proposed multi-use path would run adjacent to and connect existing neighborhoods of Hidden Valley, Campanil Heights, and Bel Air, as well as adjacent County unincorporated areas. Design of the multi-use path would comply with Chapter 1000, *Bicycle Transportation Design*, of the Caltrans Highway Design Manual for a Class I bike path and American Association of State Highway and Transportation Officials (AASHTO) design standards (see Figure 2).

The multi-use path would extend for 1 mile along the southern edge of Modoc Road from Calle De Los Amigos to Las Positas Road.

The multi-use path would extend for 1.6 miles along the western edge of Las Positas Road from Modoc Road to Cliff Drive.



amec foster wheeler

Project Site

FIGURE

2

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Vicinity Map
Las Positas Road Multi-Use Path Project
Santa Barbara, California

FIGURE
1

The Project is designed to be integrated with and tie into the existing Class II facilities along both Modoc Road and Las Positas Road, which would be maintained as roadway shoulders and on-road bike lanes to serve higher speed bike traffic. The Project would provide off-road access adjacent to these busy roadways for recreational and commuter bike traffic while permitting higher speed and sometimes larger groups of on-road cyclists the option to continue use of Modoc Road's Class II facilities and Las Positas Road's required road shoulders that are currently maintained along the entire alignment. In addition, families, walkers, runners, and less experienced cyclists would be provided a safer option separate from adjacent higher speed traffic. The proposed Project would be constructed and maintained by the City within existing ROW, including paved areas and disturbed road shoulder for the maximum extent possible along the proposed 2.6-mile-long reach. Maintenance may include periodic sweeping of the path, servicing of trash receptacles, and vegetation and pest management, which would be conducted in conformance with the City's Integrated Pest Management Plan and would include bi-annual shoulder plant trimming and hand labor, as necessary.

Key Project components are discussed below. A Project overview is provided then followed by detailed descriptions of each segment because Project design would vary and require somewhat different types of improvements along different segments. This approach would allow flexibility in construction phasing and timing.

Path Design

The Project would involve designation of a 16-foot wide multi-use path. The path would provide a 12-foot wide paved surface with two travel lanes and two 2-foot wide unimproved natural surface (but code compliant) shoulders. However, the width of the multi-use path would vary depending on constraints such as slope and available ROW. The surface of the multi-use path would be paved with an aggregate base overlain by asphalt. Portland cement concrete would be used at intersection corners and sidewalks. The multi-use path section would consist of 4-inch thick asphalt on 6-inch thick class II compacted roadbase on top of compacted native soil.

There are several segments of the path that would require decorative concrete barriers with railings between the roadway shoulder and the path edge. All safety barriers with railings proposed as part of the project would be up to 54 inches tall and a minimum of 42 inches tall. The multi-use path would be designed to avoid and protect existing habitat and land uses to the maximum extent possible, as described in more detail below.

Retaining Walls

~~Six~~Seven retaining walls are proposed to support the multi-use path, and would range from 100 to 1,400 feet long and 3 to 5 feet tall as described in more detail within the segment descriptions below. Retaining walls would be constructed with reinforced concrete and would serve to support the multi-use path in sections where it runs adjacent to sloped areas. Typical construction would include over-excavation of the slope using an excavator situated on the existing path to accommodate placement of retaining walls.

Grading and Drainage

All cut and fill required for the proposed retaining wall locations would be balanced onsite. The retaining wall on Modoc Road west of Palermo Road would involve approximately 40 cubic yards (cy) of cut. The retaining wall on Modoc Road east of Palermo Road would involve approximately 30 cy of fill. The retaining wall on Las Positas Road along Las Positas Creek would involve approximately 218 cy of cut. The retaining walls along the southern extent of Las Positas Road, including one on the west side at the existing Caltrans wall, and two on the

east side south of the wall, would each include approximately 48 cy of cut. The retaining wall on Las Positas Road at Meadows Lane would include approximately 24 cy of cut.

The Project would construct approximately 196,984 square feet (sf) of new impervious area. The surface of the multi-use path would be graded to match existing grades as much as possible to minimize the extent of grading and maintain existing drainage patterns. Two existing culverts carrying storm water runoff currently outflow into the unpaved pullout area at the Las Positas Road/Modoc Road intersection and convey water from the east into a westward-oriented ephemeral storm water channel. Drainage improvements and new culverts are proposed at this location as follows: the channel would be modified to branch into two channels that flow along the north and south sides of the proposed path surface. Two new 18" culverts are planned in the southeast corner of the Las Positas Road/Modoc Road intersection to re-route the existing storm water channel under the path and prevent water collection on the path surface. To meet the City's Tier 3 Storm Water requirements, the multi-use path surface would be graded to drain to the adjacent shoulder, which would be constructed out of permeable aggregate to retain and infiltrate all runoff.

There are several existing down-drains and concrete ditches along the west side of Las Positas Road, between Las Positas Place and Veronica Springs Road, that would be maintained as concrete ditches and conveyed under the multi-use path within culverts. Some existing culverts may need to be relocated or extended, but would not be re-sized. Where Modoc Road crosses Las Positas Creek, the existing AC Dike on the south side of road forms a weir crest and the road is overtopped during high flows. The multi-use path would be constructed in this area at or below the elevation of the existing AC Dike so flood elevations would not be changed.

In total, the Project would create two new drainage structures, relocate four drainage structures, extend or replace seven drainage structures, retain in-place two drainage structures, and either retain in-place, extend, or replace 10 additional drainage structures. Per City standards, since 180 cubic feet (cf) of storage is required per 1,000 sf of new impervious surface, the Project would include 8,700 linear feet (lf) of infiltration trenches and 2.8 cf of storage per lf would be installed along the Project alignment; 373 lf along north Las Positas Road, 5,487 lf along west Modoc Road/west Las Positas Road, 554 lf along Las Positas Road from Stonecreek Road to Richelle Lane, and 430 lf along Las Positas Road from Richelle Lane to Jerry Harwin Parkway.

Pedestrian Crossings and Lighting

The Project would include two mid-block pedestrian crossings with accompanying lighting along Modoc Road, a new pedestrian crosswalk with lighting across the southbound turn lane at the intersection of Modoc Road and Las Positas Road connecting the pedestrian island in the center of the intersection to the multi-use path, and a new stop light and crosswalk at the Jerry Harwin Parkway intersection with accompanying lighting for pedestrians.

Realignment of Roadway Features (Existing Curb, Median, Striping, etc. Realignment)

Roadway features, such as curbs, medians, and roadway striping, would need to be moved or adjusted to accommodate installation of the multi-use path along one edge of the roadway. For instance, installation of the multi-use path along the western edge of the road extending south from the Modoc Road/Las Positas Road intersection would intrude into the existing roadway by approximately 18 feet (including multi-use path, shoulders, and concrete barrier). To accommodate this part of the multi-use path, the existing concrete curb and sidewalk along the eastern edge of the road would be adjusted at most 18 feet into the adjacent ROW area, as

indicated in Figure 3d, below. Similarly, the median along Las Positas Road at this location would be realigned to accommodate the realigned vehicle and Class II travel lanes within the center of the roadway.

Along the Project extent of each roadway, similar encroachment would occur in various locations that would result in necessary on-street realignment of existing roadway curbs, medians, and striping to accommodate the multi-use path. Pedestrian curb ramps and surrounding pavement at intersection corners would also be widened at major intersections (i.e. Jerry Harwin Parkway and Veronica Springs Road) to allow for accessible curb ramps with truncated domes, allowing visible and predictable crossing locations for cyclists and pedestrians to transition from the path to the roadway and back onto the path again.

Project Design Features Protecting Adjacent Habitat and Uses

The proposed Project has been designed to minimize tree and vegetation removal, encroachment into sensitive habitat, and disruption of sensitive uses to the maximum extent feasible by incorporating the following features.

- Wherever possible, the multi-use path would be constructed on existing paved roadway or on the disturbed road base on the roadway shoulders.
- Modoc Road and Las Positas Road would be restriped and shifted into the north and east sides of the roadway respectively, to create more space for the path to be constructed on existing paved roadway and disturbed areas.
- The multi-use path would be narrowed in places in order to keep as much of the path as possible within the existing paved roadway or disturbed areas so as to protect adjacent habitat areas and vegetation.
- The proposed Project has been designed to avoid intruding into adjacent riparian habitats of Las Positas Creek and Arroyo Burro Creek.

Re-Vegetation and Planting

Areas adjacent to the multi-use path, particularly at the Modoc Road/Las Positas Road intersection and alongside the proposed retaining walls may be temporarily disturbed or excavated during construction for installation of structures, relocation of utilities, or equipment access. All temporarily disturbed areas will be re-graded to approximate their pre-existing condition and re-vegetated with native plant species, as directed by a qualified restoration specialist and identified in the landscape design and restoration plan for the Project.

Segments:

The Project is divided into three segments that have independent utility and may be constructed simultaneously or independently, as described in detail below (see Figure 2).

Segment 1 – Modoc Road to Las Positas Road Intersection:

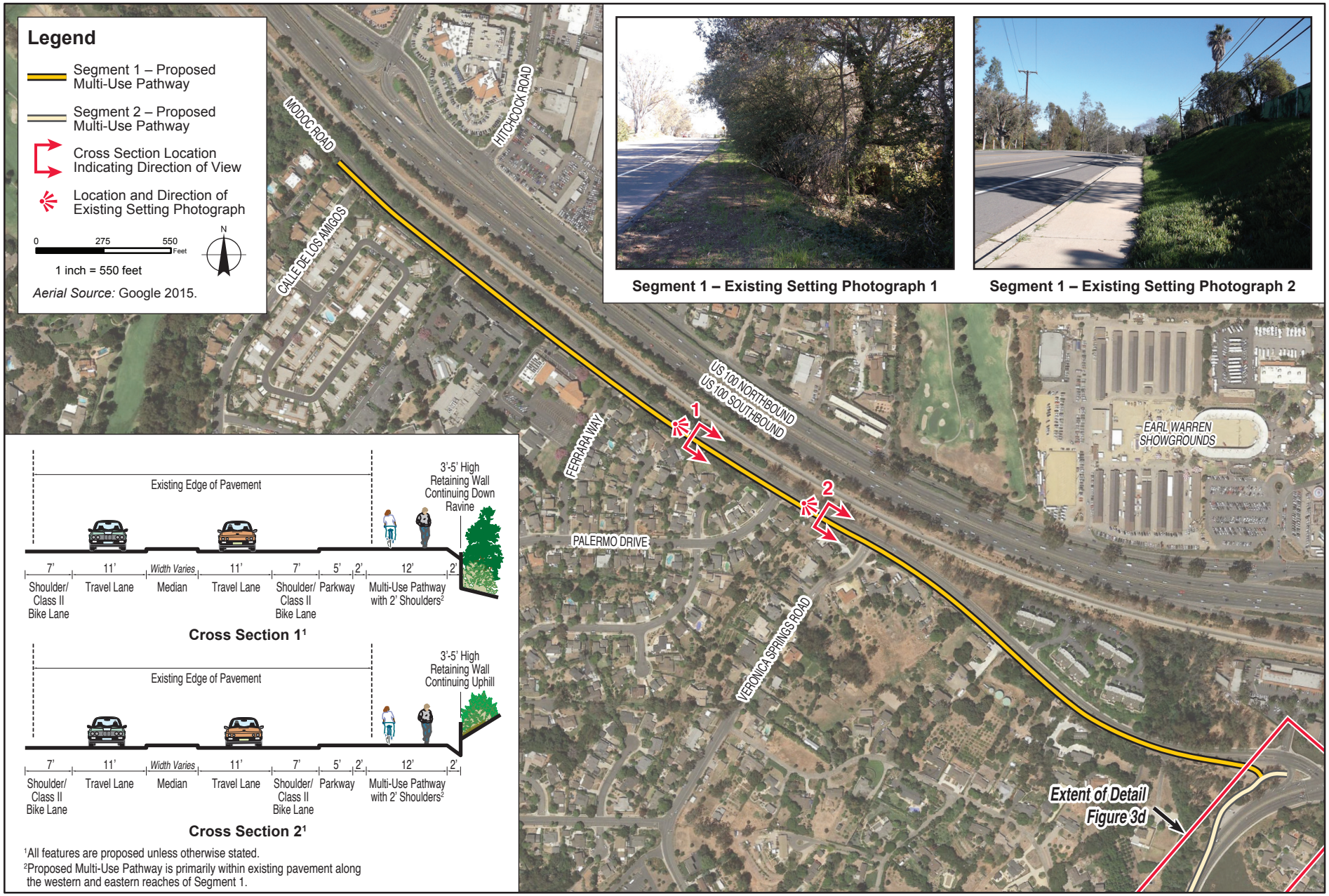
Segment 1 would extend for 1 mile southeast starting approximately 90 feet northwest of the intersection of Modoc Road and Calle De Los Amigos and would connect to the next segment at the intersection of Modoc Road and Las Positas Road (see Figure 3a). In the event that this segment is constructed first, it would also include improvement to the Modoc Road/Las Positas Road intersection. Segment 1 would be constructed along the southern edge of Modoc Road adjacent to the Vista Del Monte Retirement Community, Hidden Valley neighborhood, and other residences. In some places, up to 13 feet of the width of the path would be constructed within the existing paved roadway, and in other places, up to 21 feet of the width of the path would be constructed outside the existing paved roadway within the previously disturbed City ROW.

This segment would generally consist of a 12-foot wide paved path with two 2-foot wide unpaved shoulders. This segment would include 2 mid-block crossings, 6 stop sign controlled residential street crossings with marked

crosswalks, one pedestrian crosswalk at the intersection with Las Positas Road, 10 bright green striped pedestrian crossings across private driveways, and installation of striping and green pavement markings for six intersections. The green pavement markings heighten visibility and awareness between motorists, pedestrians, and bicyclists, and designates the continuation of the bicycle path to guide bicyclists through the conflict zone. These crossings would also include warning signage or mirrors at the foot of private driveways or other intersections. Street lighting would be incorporated into the mid-block and intersection crossings so drivers are able to see approaching pedestrians/bicyclists.

This segment would include two 180 to 200 foot-long retaining walls that are 3 to 5 feet tall along the south side of Modoc Road. One retaining wall would be constructed downslope of the multi-use path between Ferrera Way and Palermo Drive, extending below-grade to support the path where it borders an unnamed tributary to Las Positas Creek. The second retaining wall would be installed between Palermo Drive and Veronica Springs Road, extending above-grade to support the existing southerly slope. Along the entirety of this segment, a 7-foot wide Class II on-road striped bike path would provide further buffering as well as act as a shoulder for the roadway.

Segment 1 would include channel modifications to the existing ephemeral storm water channel to protect water quality and maintain path integrity. Segment 1 of the multi-use path would remain at grade through the existing dirt pullout and terminate at a signalized crossing on Modoc Road for the right turn-lane onto Las Positas Road.



Segment 1 – Existing Setting Photograph 1

Segment 1 – Existing Setting Photograph 2

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Segment 1 – Modoc Road Reach
Las Positas Road Multi-Use Path Project
Santa Barbara, California

FIGURE

3a

A proposed 180-200 foot long retaining wall of 3-5 feet in height would be installed along an intermittent drainage between Ferrera Way and Palermo Drive looking south along Modoc Road.

A proposed 180-200 foot long retaining wall of 3-5 feet in height would be installed along a slope between Palermo Drive and Veronica Springs Road looking south along Modoc Road.

Project construction within Segment 1 would require the relocation of a limited number of street lights and utility boxes, as well as the clearing and/or trimming of existing disturbed/landscaped vegetation, such as eucalyptus trees, palms, cypress, and ice plant mats.

Improvements within the Modoc Road/Las Positas Road intersection may be part of this segment, if Segment 1 is built first. Improvements to the intersection would focus on increasing safety and facilitating a connection between the multi-use path and the existing Crosstown Bike Route. New crosswalks would be developed within the existing median at the southeast corner of the intersection and provide crossings to the Class I bike lane and sidewalk on the north side of Modoc Road, as well as the road shoulder on the east side of Las Positas Road. The intersection signals would remain in their current position and roadway re-striping is not anticipated. Improved signalized crossings for pedestrians would be added to the intersection (see Figure 3d below).

Segment 2 – North End of Las Positas Road at Modoc Intersection to Veronica Springs Road Intersection:

Segment 2 includes improvements within the southern portion of the southwest corner of the Modoc Road/Las Positas Road intersection and construction of a 0.7-mile section of multi-use path extending from the path fork at the Modoc Road/Las Positas Road intersection south to Veronica Springs Road (see Figure 3b).

Along Segment 2, the proposed multi-use path would be constructed between and parallel to Las Positas Road and Las Positas Creek.

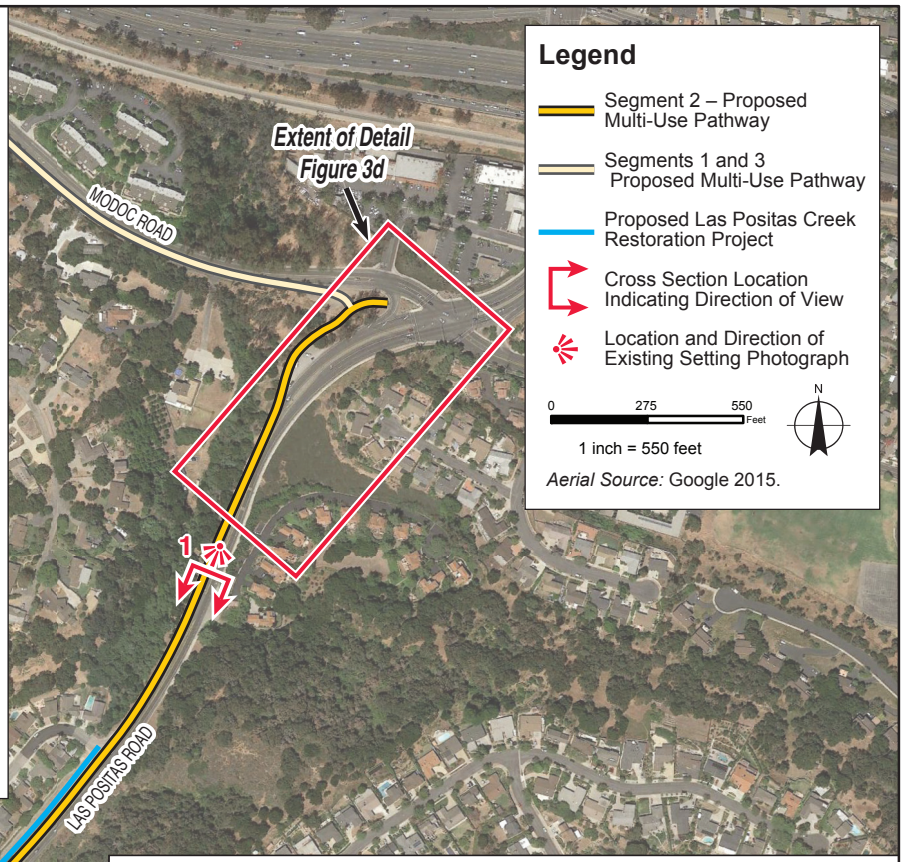
This segment would generally consist of a 12-foot wide paved path with 2-foot wide unpaved shoulders. This segment would include 2 stop sign controlled residential street crossings with marked crosswalks and green lane intersection conflict striping across 6 residential streets on both sides of Las Positas, including the Veronica Springs Road intersection. Along the entirety of this segment between the travel lane on Las Positas Road and the concrete barrier, a 7-foot wide Class II on-road striped bike lane would provide buffering as well as provide the required shoulder for the roadway.

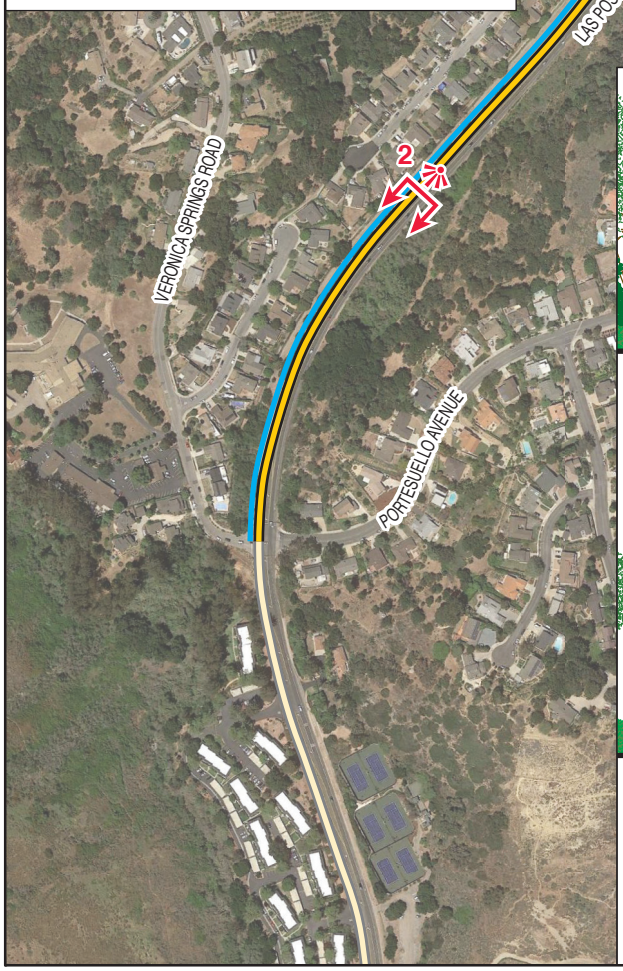
Travelling southeast, the multi-use path transitions to Segment 2 from Segment 1 where the path forks within the unpaved pullout area southwest of the existing Modoc Road/Las Positas Road intersection. Within the unpaved pullout area, the southern of two existing storm water culverts currently releases flow into an ephemeral channel that runs where the proposed multi-use path would be constructed. Segment 2 would include channel modifications (described above) to the existing ephemeral storm water channel to protect water quality and maintain path integrity (see Figure 3d).

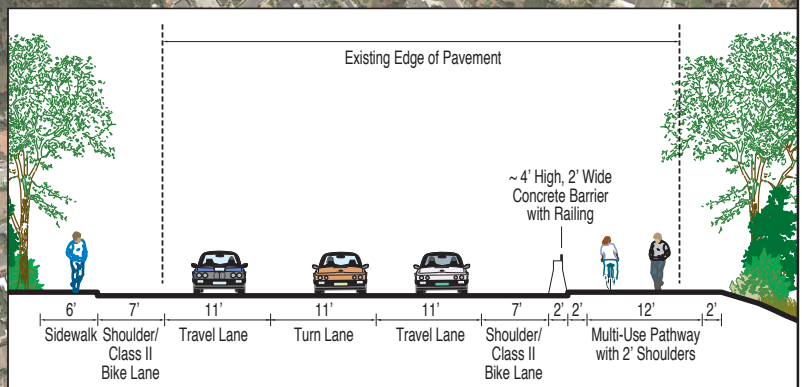
While one fork of the proposed path would direct pedestrian and bicycle traffic east to the Modoc Road/Las Positas Road intersection, the fork included in Segment 2 directs traffic south, slightly upslope, to meet and continue adjacent to Las Positas Road. The multi-use path then runs alongside Las Positas Road until the Las Positas Place intersection. A 120-foot long, 3- to 5-foot tall retaining wall would be constructed on the eastern, upslope side of Las Positas Road, 80 feet north of Meadows Lane. A 2-foot wide concrete safety barrier and safety railing would be constructed for approximately 1,160 feet to separate the multi-use path from the adjacent roadway of Las Positas Road. At the intersection at Las Positas Place, the existing stop-sign controlled intersection would be improved to include ADA curb ramps, cyclist crossing notifications, and crosswalk striping.

Segment 2 – Existing Setting Photograph 1

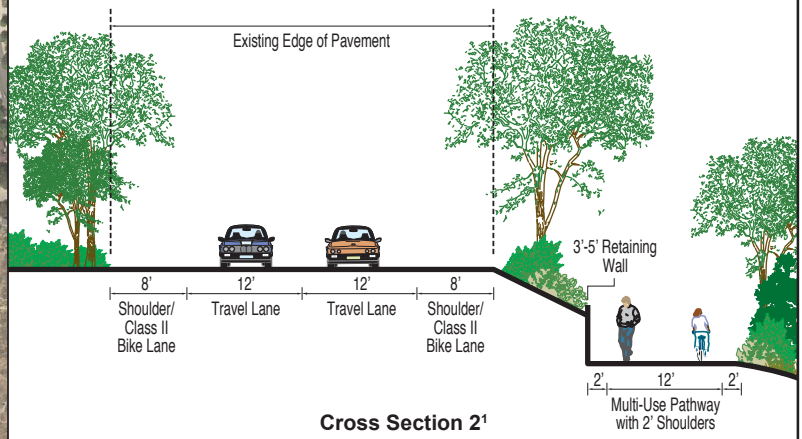
Segment 2 – Existing Setting Photograph 2







Cross Section 1[1]



Cross Section 2[1]

[1]All features are proposed unless otherwise stated.

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Segment 2 – North Las Positas Road Reach
Las Positas Road Multi-Use Path Project
Santa Barbara, California

FIGURE

3b

South of the intersection with Las Positas Place, the multi-use path would then descend slightly onto an existing maintenance road, and run for approximately 600 feet adjacent to the channelized portion of Las Positas Creek, following the foot of the western slope of Las Positas Road. A 1,400-foot long, 3- to 5-foot tall retaining wall would be constructed on the eastern, upslope side of the multi-use path. The wall would retain coast live oak trees (also called California live oaks) located upslope oaks between the proposed path and Las Positas Road. Development of the multi-use path along this portion of Segment 2 would include 26 coast live oak trees removed and 22 significantly impacted along Las Positas Road in order to situate the path outside of the future Las Positas Creek Restoration Project. The Las Positas Creek Restoration Project would also change the location of the 100-year floodplain so it shifts closer to the road and away from the adjacent single family homes. The proposed multi-use path would be located outside of the newly aligned 100-year floodplain.

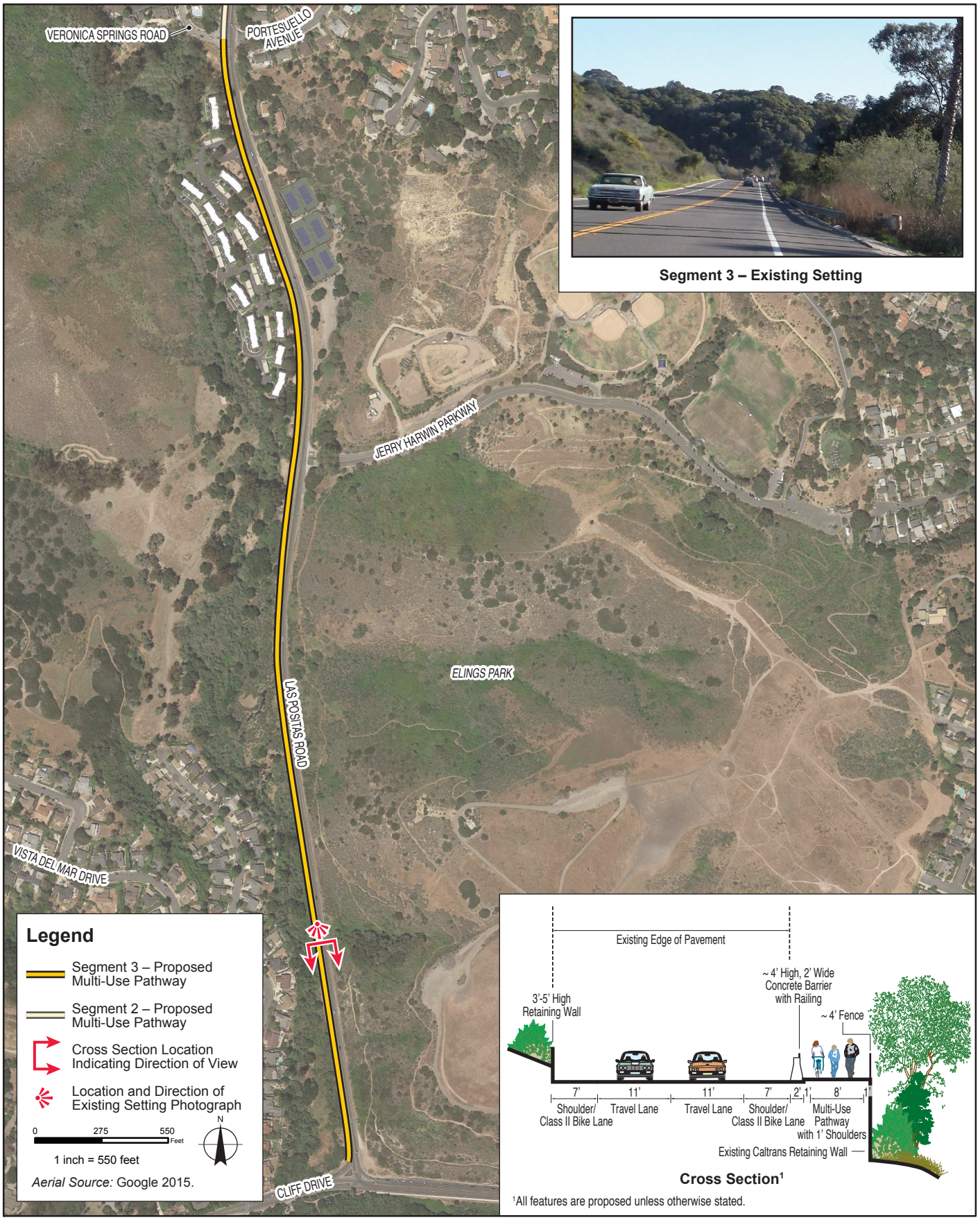
The proposed multi-use path would be developed adjacent to a line of mature oaks along Las Positas Road; planned creek restoration would require relocation of the path eastward into this line of oaks and the installation of a 100-foot long and 3-5 foot tall retaining wall, with removal of 26 coast live oak trees and significantly impacting 22.

The multi-use path would then veer slightly east to run alongside Las Positas Road for approximately 390 feet between the end of the concrete channelized portion of Las Positas Creek and the Veronica Springs Road intersection. This stretch of path would include a concrete safety barrier and railing 2 feet wide to separate the path from vehicular traffic on Las Positas Road.

Within Segment 2, the Las Positas roadway would be shifted 5 to 7 feet east in some places to accommodate the multi-use path. This would move the existing northbound and southbound Class II bike lanes east, and move the sidewalk on the east side of the road further east into disturbed and/or landscaped areas. Roadway widening in this location would require relocation of an existing water meter, a backflow device, and a fire hydrant on the east side of the roadway.

Segment 3 – Veronica Springs Road to Cliff Drive:

Segment 3 would extend for approximately 0.9 mile south along the west side of Las Positas Road from the Veronica Springs Road intersection to the intersection of Las Positas Road and Cliff Drive. The path would tie into the existing Class II bicycle facilities along Cliff Drive and provide connectivity to Arroyo Burro Beach County Park to the west and to the Douglas Family Reserve to the south (see Figure 2). The multi-use path would terminate at a stop sign controlled intersection at Cliff Drive (see Figure 3c). As a separate effort, this stop sign controlled intersection is proposed to be replaced with a roundabout, with construction estimated to be completed in 2017. A future crossing at Cliff Drive and Las Positas Road is being designed as part of the proposed roundabout intersection project and is not included in the design of this Project.



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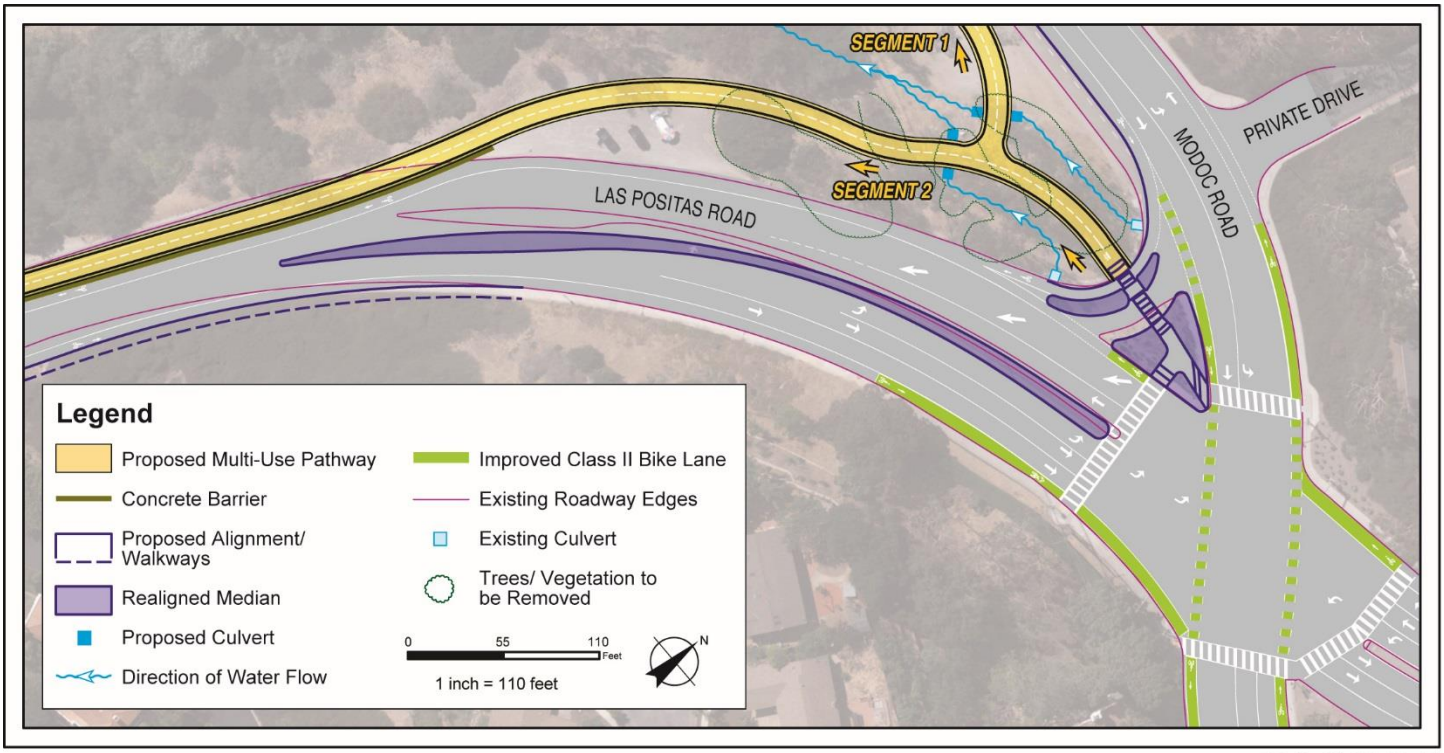
Segment 3 – South Las Positas Road Reach
Las Positas Road Multi-Use Path Project
Santa Barbara, California

FIGURE

3c



amec foster wheeler

Modoc Road/ Las Positas Intersection
Las Positas Road Multi-Use Path Project
Santa Barbara, California

FIGURE 3d

Segment 3 would generally consist of a 12-foot wide paved path with two 2-foot wide unpaved shoulders. This segment would include a new signalized intersection with pedestrian lighting and a crosswalk at Jerry Harwin Parkway. ~~A new bus stop would be installed at this intersection to improve public transit access to Elings Park.~~ In addition, green lane intersection conflict striping across 8 intersections crossings would also be added on both sides of Las Positas Road to increase cyclist visibility and safety. Along the entirety of this segment between the travel lane on Las Positas Road and the parkways/concrete barriers described below, a 7-foot wide Class II on-road striped bike path would provide buffering and the required shoulder for the roadway.

Segment 3 would require construction of 3 retaining walls. One retaining wall would be installed along the west side of Las Positas Road and two would be installed along the east side of Las Positas Road, south of the Jerry Harwin Parkway intersection and north of the Cliff Drive intersection. Both retaining walls along the east side of the roadway would be installed to support an easterly adjustment to the roadway alignment requiring cut into the steep, uphill slopes to Elings Park. These retaining walls would be approximately 300 feet long and 3 to 5 feet tall. The third wall would be constructed downslope/below the path where it is proposed to ascend out of coastal scrub north of the Arroyo Burro Creek floodplain and would be approximately 100-feet long and 3-5 feet tall.

At the Veronica Springs Road intersection, Las Positas Creek reaches its confluence with Arroyo Burro Creek and Arroyo Burro Creek turns to the west. The multi-use path alignment would run adjacent to Las Positas Road with the exception of a slight departure west near this creek confluence. The multi-use path would be separated from the roadway by a 2-foot wide and approximately 350-foot long concrete safety barrier and railing, ending at Stonecreek Road.

South of the Jerry Harwin intersection, the path would narrow to 10 feet (8-foot wide path with 1-foot wide paved shoulders) along 200 feet of an existing Caltrans retaining wall located 1,500 feet north of the Cliff Drive and Las

Positas intersection. This existing retaining wall would be modified by adding a safety railing to accommodate the multi-use path. One half of the existing retaining wall is scheduled to be repaired by Caltrans as part of a separate maintenance project prior to Project construction. The remaining half of the existing wall would remain as is. The proposed multi-use path would be constructed between the existing wall edge and the Las Positas Road edge with a safety barrier to separate the multi-use path users from the roadway.

Heading south from the Caltrans retaining wall, the multi-use path would descend downslope to the west, away from the existing roadway into existing previously disturbed ruderal/nonnative grassland and disturbed coastal sage scrub habitat, and continue for approximately 1,100 feet before merging again with the existing roadway, north of the Arroyo Burro floodplain. A 2-foot wide and approximately 880-foot long concrete barrier with safety railing would be constructed along the eastern side of the path alongside Las Positas Road and a safety fence would be constructed on the western side of the path for its extent along the road edge and adjacent to the riparian corridor of Arroyo Burro Creek. The final 400 feet of the multi-use path cuts away from the roadway once more into an existing weedy/ruderal area at the end of Segment 3.

Related Las Positas Creek Restoration Project:

Approximately 575 feet of the Project alignment between Las Positas Place and Veronica Springs Road overlaps with a major creek restoration and flood control project initiated by the City Parks and Recreation Department, Creeks Division.

Planned restoration of Las Positas Creek and development of the proposed multi-use path would occur along an existing gravel access road and impinge into an adjacent line of mature coast live oak trees.

The Las Positas Creek Restoration project would remove the concrete channel structure that conveys this section of Las Positas Creek and restore natural creek and hydrologic processes by enlarging the floodplain and planting riparian vegetation.

This restoration project would include creek restoration within existing flood control easements, but would extend eastward into the existing ROW of Las Positas Road. Excavation and grading would occur along the bank of Las Positas Creek adjacent to a section of the proposed multi-use path. The restoration plans include removing 30,000 sf of concrete lining from the creek channel, grading to establish shallower creek banks, planting the banks with native plant and tree species, and installing large sandstone boulders to protect the creek banks from erosion. Native trees such as alders, sycamores, and oaks would be planted to help stabilize creek banks, provide shade, and improve habitat value. Native wetland plants would also be planted to help improve water quality.

The Project would be coordinated with the Las Positas Creek Restoration project to ensure consistent designs, integration of the multi-use path and the restored creek environment, and minimization of construction overlap and disturbance. Due to limited available space to accommodate both creek restoration and the planned multi-use path and the required use of portions of available Las Positas Road ROW for creek restoration purposes, the proposed multi-use path would be constrained to impinge upon a line of mature coast live oak trees. The Las Positas Creek Restoration project would enlarge the floodplain through an easement and encroach into the City ROW, which would subsequently restrict the amount of ROW available to the multi-use path, pushing the Project

further east into the line of oak trees. Thus, accommodating both these projects could require removal of approximately 26 mature coast live oaks trees along this reach of approximately 575 feet.

Construction Process:

Construction Activities and Timing

Construction activities for completion of the Project would include grubbing, clearing, excavation, paving, fencing, installation of signage and roadway striping, regrading, and planting. The 3 Project segments have independent utility and would be constructed independently, either concurrently or at different times, depending upon the availability and timing of funding. Each segment is anticipated to require between 6 and 9 months to complete and would be developed to operate independently of the other two. For any single phase, the majority of the grading, grubbing, and ground work would be completed between October 15th and the end of February, to avoid the nesting season of migratory and native birds. The remaining construction would occur from February through July and include paving, fencing, constructing retaining walls, reseeding, planting, installing signage, and striping the roadway and multi-use path. Assuming maximum durations and independent phasing, it is anticipated that Project construction could take up to 2 years and 3 months. Construction would require the use of heavy equipment to grade a level surface for the multi-use path, as well as to haul equipment and materials. Project construction is anticipated to require use of the following pieces of equipment:

- Motor grader
- Landscape tractor with back box (for grading)
- Rubber tire roller (for compaction)
- Crawler excavator
- Bucket loader
- Hand tools (shovels, rakes, hand clippers)
- Dump truck
- Asphalt truck
- Concrete mixer

Staging

Construction would require key staging areas adjacent to or within the Las Positas Road and Modoc Road ROWs. Proposed staging areas make use of existing unpaved turn-outs and paved areas. Four potential staging areas have been identified in the following locations along Las Positas Road:

- South of Modoc Road on the west side of Las Positas Road in an existing unpaved pullout area (approximately 0.25 acres),
- At the southwest corner of the intersection with Las Positas Place (approximately 0.2 acres),

- At the southwest corner of the intersection with Veronica Springs (approximately 0.15 acres), and
- In the Las Positas Tennis Courts Parking Lot (approximately 0.3 acres, and would require prior Santa Barbara Parks and Recreation Department approval).

Clearing and Grubbing

The Project would require removal of vegetation, including primarily landscaping and ornamental trees, as well as deleterious materials and unsuitable soils from the Project footprint. As noted above, clearing would also include 26 native oak trees removed and 22 significantly impacted. Vegetation and organic material would be removed to a depth of approximately 6 inches in order to reach suitable native sub-base material beneath the proposed path alignment. Clearing and grubbing would extend laterally approximately one foot beyond the edge of the path in areas where cut and fill slopes are required. Additionally, some trees and shrubs overhanging the proposed path alignment may need to be pruned to allow equipment visibility and access during construction.

Utility Relocation

Along Modoc Road, there are several street lights and a limited number of utility poles that may require relocation for the proposed path. One utility box and a fire hydrant may need to be moved just south of the unpaved pullout area near the Modoc Road/Las Positas Road intersection.

Along Las Positas Road near Meadows Lane, several existing wet utilities, including backflow preventers, water meter boxes, and fire hydrants, would need to be relocated to accommodate shifting Las Positas Road to the eastward. Additionally, south of Veronica Springs Road several utility boxes and backflow devices would need to be relocated.

General Demolition

Existing sidewalk and asphalt removed as part of the Project would be demolished and properly handled and disposed of in accordance with Chapter 7.16, Garbage and Refuse Collection and Disposal, of the City's Municipal Code. Heavy equipment would be required to demolish and remove these features. Drainage features would be protected from contamination and all debris generated by the demolition would be removed from the site.

Right-of-Way

The Project would be constructed within existing City ROW. Temporary construction easements or right-of-entry agreements may be necessary from private properties for potential construction work.

Construction Best Management Practices (BMPs)

The following soil stabilization and sediment control BMPs shall be implemented such that sediment and other pollutants are contained on the Project site:

- Construction equipment would be stored within the designated staging areas at the end of each work period. Concentrated runoff would be diverted around equipment, vehicle, and materials storage areas, and diversion of concentrated runoff would be accomplished through shallow earthen swales and straw bale reinforcement.
- The amount of construction materials stored on site would be minimized. Soil materials stock piled at the site would be covered with plastic sheeting at the end of each workday until permanently protected with rock ballast materials.
- Delivery and removal of construction materials would occur at pre-designated sites and materials would

be stored in a manner that limits exposure to precipitation and controls storm-water runoff.

- The Project would adhere to measures included in the City's "Control of Runoff into Storm Drains and Watercourses" as attached to the construction contract. The discharge or creation of potential discharge, of any soil material including concrete, cement, silts, clay, sand, or any other materials to the waters of the State is prohibited.
- Pallets or secondary containment areas for chemicals, drums, or bagged materials would be provided. Should material spills occur, materials and/or contaminants would be cleaned from the Project site and recycled or disposed of to the satisfaction of the Regional Water Quality Control Board (RWQCB).
- Waste dumpsters would be covered with plastic sheeting at the end of each workday and during storm events. All sheeting shall be carefully secured to withstand weather conditions.
- On-site personnel would be trained/instructed in spill prevention practices, and provide spill containment materials near all storage areas. All contractors are responsible for familiarizing their personnel with the information contained in the Storm Water Pollution Prevention Plan (SWPPP).
- Wastes would be separated and recycled or disposed in compliance with regulations.
- Earth fill and disturbed ground surfaces would be watered as necessary to minimize wind-blown dust.

The following waste management and materials pollution control BMPs would also be implemented to minimize the potential for releases or spills of pollutants during the operation of construction equipment:

- All construction equipment would be maintained to prevent oil or fluid leaks.
- Drip pans or other secondary containment measures would be used beneath vehicles during storage.
- All equipment and vehicles would be regularly inspected for fluid leaks.
- Wastes (e.g., grease, oil or oil filters, antifreeze, cleaning solutions, batteries, and hydraulic or transmission fluid) would be placed in proper containers, stored in a designated storage areas, and ultimately recycled.
- Vehicles and equipment would be fueled and washed offsite.
- Spill prevention and control practices would be implemented throughout construction activities. Workers would be trained in techniques to reduce the chance for spills, contain and clean up spills, and properly dispose of spill materials for the potential pollutants that are relevant to each contractor or subcontractor activity. Cleanup materials shall be readily available to the employees of each contractor or subcontractor for immediate response should a spill occur on-site.

Following the completion of Project construction, materials storage areas shall be cleared of all construction-related debris.

Required Discretionary Actions:

The Project requires approval of a Coastal Development Permit (CDP) by the City Planning Commission (decision appealable to the City Council, and to the California Coastal Commission) for the 0.44 mile portion of the Project that is located in the California Coastal Zone.

The Project also requires Planning Commission adoption of the MND for the entire Project under CEQA, and Caltrans acts as the lead agency for NEPA review.

Other Public Agency Approvals Required:

The Project requires approval of grading and construction permits from the City Community Development Department, and permit for improvements in City ROW from the City Department of Public Works. The Project also requires a Section 404 permit from the U.S. Army Corps for fill placed in regulated waters of the U.S.; Water Quality Certification from the RWQCB for fill placed in Waters of the State; and a Lake and Streambed Alteration Agreement for impacts to riparian and creek habitat.

Appendix B. Photographs

PHOTO 1: LOOKING SOUTHEAST ALONG MODOC ROAD AT THE INTERSECTION WITH CALLE DE LOS AMIGOS.

PHOTO 2: LOOKING SOUTHEAST ALONG MODOC ROAD NEAR THE INTERSECTION WITH LAS POSITAS ROAD.

PHOTO 3: LOOKING SOUTH ALONG LAS POSITAS ROAD AT THE INTERSECTION WITH LAS POSITAS PLACE.

Photo 4: LOOKING SOUTH ALONG LAS POSITAS ROAD NEAR THE INTERSECTION WITH VERONICA SPRINGS ROAD.