



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: February 7, 2008
AGENDA DATE: February 14, 2008
PROJECT ADDRESS: 225 Chapala Street (MST2007-00642/CDP2008-00001)
 Railroad line culvert installation.
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Jan Hubbell, AICP, Senior Planner *JH*
 Michael Berman, Project Planner *MB*

I. PROJECT DESCRIPTION

The project consists of construction of a 6 foot deep, 36 foot wide, and 90 foot long, concrete double-box culvert beneath the two railroad lines at the western end of the Railroad Depot platform within the prior right-of-way for Chapala Street. The culvert sections would be constructed off-site. Staging and returning surface features to their existing conditions would take up to two months. Installation of the culvert would occur over one 24-hour period in order to minimize impacts on railroad operations. The culvert area would be excavated during the day and placement of the prefabricated concrete sections of the culvert would occur using a large crane placed north of the culvert and railroad cars to bring the precast sections to the site. This culvert is a component of the oxbow bypass that is part of the approved Lower Mission Creek Flood Control Project (LMCFCP).

II. REQUIRED APPLICATIONS

The discretionary application required for this project is a Coastal Development Permit (CDP2008-00001) to allow the proposed development in the Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.44.060).

III. RECOMMENDATION

The proposed project conforms to the City's Zoning and Building Ordinances and policies of the General Plan/Local Coastal Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section IV of this report, and subject to the conditions of approval in Exhibit A.

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant: City Public Works/ Santa Barbara County Flood Control and Water Conservation District	Property Owner: Santa Barbara Redevelopment Agency
Parcel Number: 033-010-011, 033-010-013, 033-010-014, 033-042-014, 033-042-017, and 033-041-012	Lot Area: 2.66 acres
General Plan: Commercial	Zoning: Commercial/Coastal Overlay (C-2/S-D-3)
Existing Use: Railroad	Topography: Generally flat
Adjacent Land Uses: North – Railroad Depot/Park/Freeway East – Railroad Depot/Lodging South – Residential West – Railroad Depot/Freeway	

The proposed project would meet the requirements of the C-2/S-D-3 Zone.

V. ISSUES

A. DESIGN REVIEW

The culvert itself would be buried and not visible, the railroad platform and parking lot improvements that would be removed were installed in 1997, and the site would be restored to the existing condition. No external alterations would occur at the project site. Therefore, no further design review would be required and the Railroad Depot, an important historic resource, would not be impacted.

B. COMPLIANCE WITH THE GENERAL PLAN/LOCAL COASTAL PLAN

General Plan Policy

Land Use Element

The applicable policy requires the City to provide adequate public services and facilities. Since the proposed project is part of a larger project designed to improve drainage and reduce flooding in the Mission Creek area, the project would contribute towards drainage improvements that would ultimately provide improved public drainage facilities. Therefore, the project is consistent with applicable policies in the Land Use Element of the General Plan.

Conservation Element

Conservation Element Policy requires the City to protect and enhance the scenic character of the City. The proposed project would return the area to its original appearance and since it will be a buried culvert, the drainage facility would not be visible from the ground surface.

The project would comply with the policy requiring maintenance of air quality above Federal and State ambient air quality standards because it would not generate any emissions during operations and because standard conditions of approval that require minimizing construction emissions would be applied to this relatively small construction project..

The project would protect ecological and water resources by ensuring that no hazardous materials are allowed to contaminate Mission Creek and area soils, making the project consistent with these related policies.

Local Coastal Plan

Neighborhoods

The project site is within the Appealable Jurisdiction of the Coastal Zone. The proposed culvert installation would occur on the boundary between the Santa Barbara City College to Chapala Street and the Chapala Street to Santa Barbara Street neighborhoods of the Local Coastal Plan (LCP). The Railroad Depot is identified as a component of the Chapala Street to Santa Barbara Street neighborhood of the LCP. Since the project would complete a component of an approved flood control system improvement designed to reduce existing flooding (thereby reducing flood damage and improving property values), and would not alter the land use category or introduce a new land use to the area, it would be consistent with the LCP.

Local Coastal Plan Policy/Coastal Act Regulations

LCP policy 6.11 and section 30236 of the Coastal Act require channelizations to incorporate the best mitigation measures feasible, and be limited to flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development. The proposed project has been designed to incorporate the best feasible mitigation measures available and the project is a part of the LMCFCP that is designed to protect the public from flooding thus protecting public safety. Therefore, the project is consistent with this policy.

LCP policy 6.11-C and section 30232 of the Coastal Act require construction of structures in the vicinity of streams or creeks to include an emergency response and cleanup plan to address accidental releases of toxic materials. The applicant is required to prepare and implement this plan, making the project consistent with this policy.

LCP policy 11.15 encourages provision for pedestrian movement and safety. The project would not change pedestrian movement during operations. However, during construction, the project would temporarily limit access to members of the public to the project area and construction would introduce safety concerns. The project would temporarily fence off and reroute pedestrians around the construction area to protect public safety, ensuring consistency with this policy.

Sections 30210 and 30211 of the Coastal Act require provision of public access, especially to the ocean. The project would temporarily preclude pedestrian access to the construction area for approximately two months and would provide a route for pedestrians around the affected area. The project site closure is not an impediment to access to the sea. Since access loss

would be temporary and the project would not even temporarily preclude access to the ocean, as alternative routes are available, the project would be consistent with these policies.

Section 30251 of the Coastal Act requires consideration and protection of the scenic and visual qualities of coastal areas. Since the culvert would not itself be visible after construction and the site would be returned to its original appearance at the end of construction, the project is consistent with this provision of the Coastal Act.

Section 30254 of the Coastal Act requires public works facilities shall be designed to accommodate needs generated by development. The culvert would bring the LMFCP one step closer to completion, with the intent of improving stream capacity and reducing flooding and would, therefore, be consistent with this policy.

C. ENVIRONMENTAL REVIEW

The Final Lower Mission Creek Flood Control Project Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was certified by the Planning Commission on June 28, 2001. The certified Final EIS/EIR included an environmental analysis of the impacts of the construction and operation of the proposed overflow culvert. Since an EIR is being relied upon for the environmental review for the project, environmental findings must be made (CEQA Guidelines Section 15091) and a Mitigation Monitoring and Reporting Program (MMRP) adopted that includes the measures designed to reduce any environmental effect.

The Final EIS/EIR for the larger project identified significant unavoidable adverse impacts for short-term aesthetics, cultural resources, and short-term traffic. The construction of the culvert would result in impacts in the areas of cultural resources, construction noise, and short-term traffic that could rise to the level of significant impact. However, these impacts would be reduced to less than significant levels by applicable mitigation measures required in the EIS/EIR and provided in the attached MMRP.

Several of the impacts identified as significant mitigable and unavoidable in the Final EIS/EIR are not applicable to this project because the culvert is not within Mission Creek itself or is in a geographical area that is not associated with the impact identified. These impacts include those to tidewater goby, steelhead, land use, specific identified cultural resources, and creek bank aesthetics and vegetation. No mitigation measures required in the EIS/EIR that address these impacts would be applicable to or required for the culvert. Exhibit D provides additional information regarding project impacts and mitigation measures.

VI. FINDINGS

The Planning Commission finds the following:

A. ENVIRONMENTAL FINDINGS

1. The final EIR has been completed in compliance with CEQA.
2. The Planning Commission has read and considered the Lower Mission Creek Flood Control Project Feasibility Study and Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

3. The final EIR reflects the lead agency's independent judgment and analysis.
4. Although the Lower Mission Creek Flood Control Project EIS/EIR identifies significant unavoidable cultural resource, aesthetic, and traffic impacts, these unavoidable impacts are not associated with the proposed culvert construction.
5. Changes and/or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the following significant effects identified in the EIS/EIR: geology impacts, water and air quality impacts, biological resources impacts, land use impacts, socioeconomic impacts, aesthetic impacts, recreation impacts, hazardous, toxic and radioactive waste impacts, and safety impacts, summarized as follows:
 - a. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared prior to construction and implemented that would minimize less than significant impacts related to water erosion and equipment related leaks that could reduce water quality associated with this component of the Lower Mission Creek Flood Control Project.
 - b. Construction and maintenance-related air quality impacts from fugitive dust will be mitigated to less than significance by watering the construction and maintenance areas daily, covering material transported in trucks, limiting vehicle speeds and ceasing grading and earth movement when wind speeds exceed 20 mph.
 - c. Construction-related noise impacts will be mitigated and maintenance-related noise impacts will be mitigated to less than significance by following the City of Santa Barbara Noise Ordinance, prohibiting construction between 7:00 PM and 7:00 AM, prohibiting heavy equipment operation before 8:00 AM and after 7:00 PM, prohibiting all construction on Sundays and holidays and requiring truck traffic to follow designated routes. Note that the project, as defined, would include one night of construction provided that the neighbors are notified. Since this overnight construction would only occur over one night, neighbors would be notified in advance, and the area is already subject to nighttime noise from existing railroad traffic the impact5 of construction noise would not be significant.
 - d. Construction-related hazardous, toxic and radioactive waste impacts will be mitigated to less than significance by requiring the preparation and implementation of a SWPPP, and requiring testing of soils prior to construction. Based on the tests, a plan for reducing contamination to acceptable levels shall be prepared and implemented in coordination with the Regional Water Quality Control Board and the Santa Barbara County Department of Environmental Health Services.
 - e. Construction-related traffic and parking impacts will be mitigated and safety impacts mitigated to less than significance by requiring a truck

routing plan to be prepared and implemented which includes avoidance of impacted intersections and peak traffic hours and reduction of conflicts between trucks and other traffic through the provision of a traffic control monitor and noticing of residents and businesses. In addition, a construction parking plan will be required. A construction traffic and pedestrian plan for temporary routing of traffic during construction has been prepared and provides continued access during construction. Temporary alternative parking would be provided for the Railroad Depot parking area closed during construction.

- f. Construction-related cultural resource impacts will be mitigated to less than significance for all archaeological resources by archaeological monitoring of any potential sites and, if resources are found, stopping work in the area, determining their significance and, if significant, developing and carrying out an appropriate mitigation plan, subject to approval by the Historic Landmarks Commission and the Environmental Analyst.
- g. Construction related recreational impacts would not be substantially related to the railroad culvert component of the Lower Mission Creek Flood Control project because the project would occur at the Railroad Depot and would not directly impact any recreational facilities, including the adjacent Moreton Bay Fig Tree Park.
- h. Project related construction related aesthetic impacts would not cause, by themselves, a significant visual impact because the construction area would occur in a limited area and would be temporary, lasting up to two months. Also, the Depot would be returned to its original condition after construction.
- i. Socioeconomic impacts would not be related to the railroad culvert component of the Lower Mission Creek Flood Control project because the project would occur at the Railroad Depot and no property acquisition would occur due to this component of the larger Lower Mission Creek Flood Control project.
- j. Public safety impacts would be minimized and less than significant because mitigation requires that construction traffic control officers be present to divert traffic.

B. COASTAL DEVELOPMENT PERMIT (SBMC §28.44.150)

- 1. The project is consistent with the policies of the California Coastal Act.
- 2. The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code.

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3. The project is consistent with the Chapter 3 (commencing with Section 30200) Policies of the Coastal Act regarding public access and public recreation.

Exhibits:

- A. Conditions of Approval
- B. Site Plan
- C. Applicant's letter, dated December 21, 2007
- D. Applicable General Plan/Local Coastal Plan Policies
- E. Mitigation Monitoring and Reporting Program (MMRP)

PLANNING COMMISSION CONDITIONS OF APPROVAL

225 CHAPALA STREET
COASTAL DEVELOPMENT PERMIT
FEBRUARY 14, 2008

In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:

Project Description: The project would construct a 6 foot deep, double celled, 36 foot wide, and 90 foot long, concrete box culvert beneath the two railroad lines at the western end of the Railroad Depot platform within the prior right-of-way for Chapala Street. This culvert is a component of the oxbow bypass that is part of the Lower Mission Creek Flood Control Project.

Approved Development. The development of the Real Property approved by the Planning Commission on February 14, 2008 is limited to construction of a 6 foot deep, double celled, 36 foot wide, and 90 foot long, concrete box culvert beneath the two railroad lines at the western end of the Railroad Depot platform within the prior right-of-way for Chapala Street and the improvements shown on the plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

A. **Community Development Requirements.** The following shall be finalized prior to commencement of construction:

1. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a copy of the notice to the Planning Division.
2. **Traffic Control Plan.** A traffic control plan shall be submitted, as specified in the City of Santa Barbara Traffic Control Guidelines. Traffic Control Plans are subject to approval by the Transportation Manager.
3. **Monitoring Contract.** Submit to the Planning Division a contract with an archaeologist from the most current City Qualified Archaeologists List for monitoring during all ground-disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching vegetation or paving removal and ground clearance. The contract shall be subject to the review and approval of the Planning Division.

The archaeologist's monitoring contract shall include the following provisions: If cultural resources are encountered or suspected, work shall be halted or redirected by the archaeologist immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash

representative from the most current City Qualified Barbareño Chumash Site Monitors List, preparation of further site studies and/or mitigation.

If the discovery consists of possible human remains, the Owner shall contact the Santa Barbara County Coroner immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. The Owner shall retain a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, the Owner shall retain a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

B. Construction Implementation Requirements. All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction.

1. **Demolition/Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. Indicate on the plans the location of a container of sufficient size to handle the materials, subject to review and approval by the City Solid Waste Specialist, for collection of demolition/construction materials. A minimum of 90% of demolition and construction materials shall be recycled or reused. Evidence shall be submitted at each inspection to show that recycling and/or reuse goals are being met.
2. **Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The purpose of this condition is to help reduce truck traffic on adjacent streets and roadways.
3. **Construction Related Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Public Works Director.
4. **Haul Routes.** The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Public Works Director.
5. **Traffic Control Plan.** All elements of the approved Traffic Control Plan shall be carried out by the Contractor.
6. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Saturday before 7:00 a.m. and after 8:00 p.m., and all day on Sundays and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day	January 1st*
Martin Luther King's Birthday	3rd Monday in January
Presidents' Day	3rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday. In addition, heavy equipment operation is prohibited before 8:00 a.m. or after 7:00 p.m. on any work day unless otherwise permitted according to the exception described in the following paragraph.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number. Subject to notification of the neighbors the project would be permitted to conduct 24-hour construction for one night provided neighbors are notified in advance about the construction.

7. **Construction Parking/Storage/Staging.** Construction parking and storage shall be provided as follows:
 - a. During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined in subparagraph b. below.
 - b. Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a Public Works permit in restricted parking zones. No more than three (3) individual parking permits without extensions may be issued for the life of the project.
 - c. Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.
8. **Water Sprinkling During Grading.** During site grading and transportation of fill materials, regular water sprinkling shall occur on-site, using reclaimed water whenever

the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied on-site to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement on-site damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

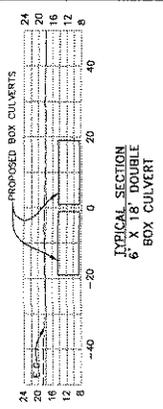
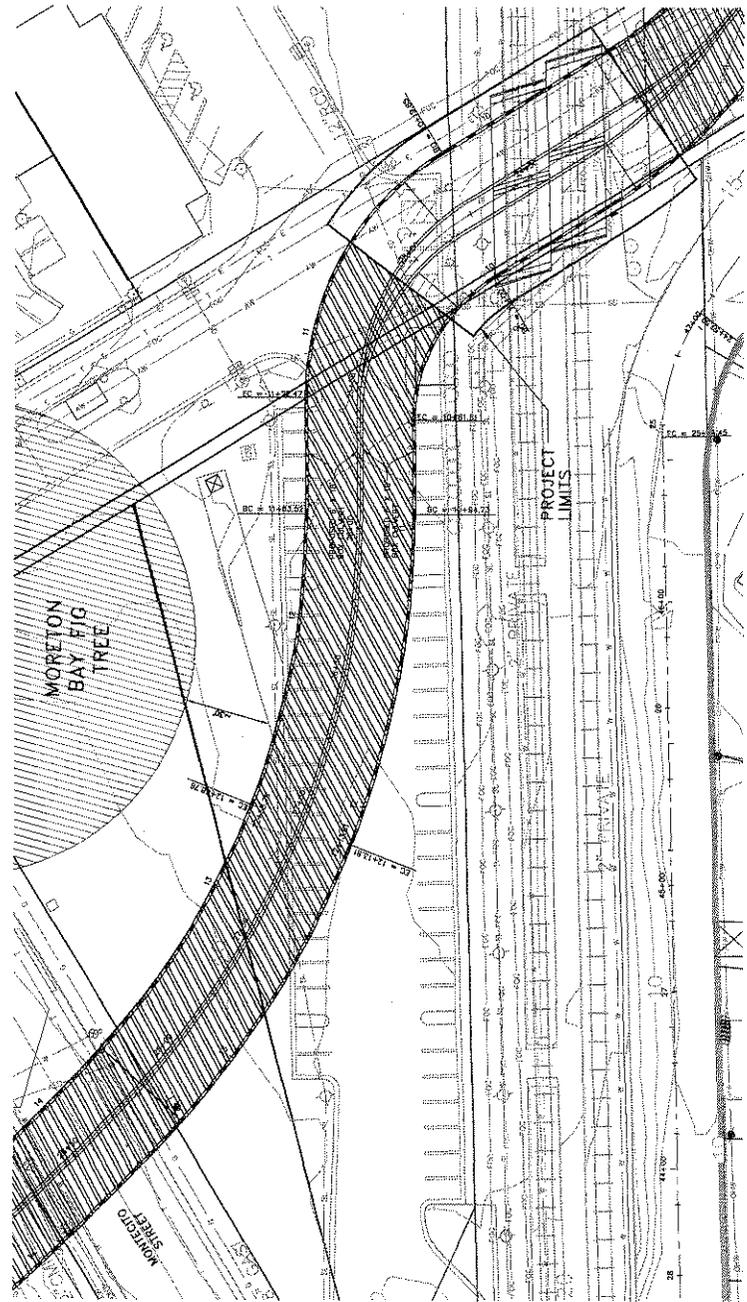
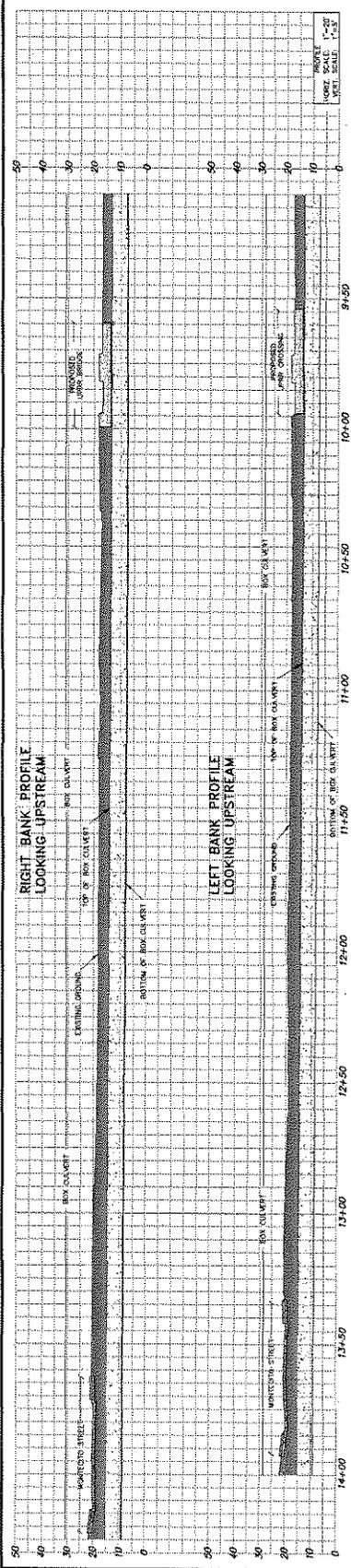
9. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector.
10. **Gravel Pads.** Gravel pads shall be installed at all access points to the project site to prevent tracking of mud on to public roads.
11. **Street Sweeping.** The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.
12. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division. The applicant shall provide a Storm Water Pollution Prevention Plan (SWPPP) that includes measures necessary to minimize release of hazardous materials and to address any releases that accidentally occur. Measures shall include fueling away from the creek, cleaning up spills as soon as possible, and properly maintaining equipment. Measures to address accidental release of hazardous materials such as training workers on how to clean up leaks and providing the materials to clean up accidental releases.
13. **Construction Contact Sign.** Prior to commencement of construction, signage shall be posted at the points of entry to the site that list the contractor(s) name, contractor(s) telephone number(s), work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height.
14. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
15. **Graffiti Abatement Required.** Owner and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed within 24 hours of notice by the Building and Safety Division may result in a Stop Work order being issued, or may be removed by the City, at the Owner's expense, as provided in SBMC Chapter 9.66.

16. **Archaeological Monitoring Report.** A final report on the results of the archaeological monitoring shall be submitted to the Planning Division within 180 days of completion of the monitoring or prior to the issuance of the Final Inspection, whichever is earlier.
- C. **Prior to Final Inspection.** Prior to Final Inspection, the Owner of the Real Property shall complete the following:
1. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, roadways, etc.) subject to the review and approval of the Public Works Department per SBMC §22.60.090. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
 2. **Prior condition.** The project site must be returned to its original condition. Project must not negatively impact the Train Depot building and its status on the National Register of Historic Places.
- D. **After Final Inspection.** After Final Inspection, the Owner of the Real Property shall complete the following:
1. **Archaeological Monitoring Report.** A final report on the results of the archaeological monitoring shall be submitted to the Planning Division within 180 days of completion of the monitoring or prior to Final Inspection whichever occurs first.
- E. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant/Owner shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of the City Council denial of the appeal and approval of the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant/Owner fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City's sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorney fees, expenses, and costs of that independent defense.

A. TIME FOR COMMENCEMENT OF APPROVED DEVELOPMENT. The time for commencement of the approved development shall be two years from the date of the final action upon the application, unless a different time is specified in the conditions of approval for the coastal development permit.

B. EXTENSIONS. Prior to the time that commencement of development must occur under the terms of the coastal development permit or Subsection A, the applicant may apply to the Community Development Director for an extension of time not to exceed an additional one-year period. Such an extension of time may be granted no more than three (3) times, and under no circumstances shall the time for commencement of development be more than five (5) years after the date of the final action on the application. Extensions of time may be granted by the Community Development Director upon findings that the development continues to be in conformance with the certified Local Coastal Program, that the applicant demonstrated due diligence to implement and complete the proposed development as substantiated by competent evidence in the record, and that there are no changed circumstances that may affect the consistency of the development with the certified Local Coastal Program, the General Plan and applicable City ordinances, resolutions and other laws.



FUTURE PHASE

DATUM: NAVD83 (1991.35)

NAVD88



PLAN AND PROFILE
LOWER MISSION CREEK
FROM MONTECLO STREET
TO SOUTH OF RAILROAD RIGHT-OF-WAY
CITY OF SANTA BARBARA, CA

LOWER MISSION CREEK
BOX CULVERT AT
UPRR TRACK CROSSING

DESIGN: PERKINS & SMITH
PROJECT ENGINEER: [Name]
CHECKED: [Name]

NO.	DATE	REVISION

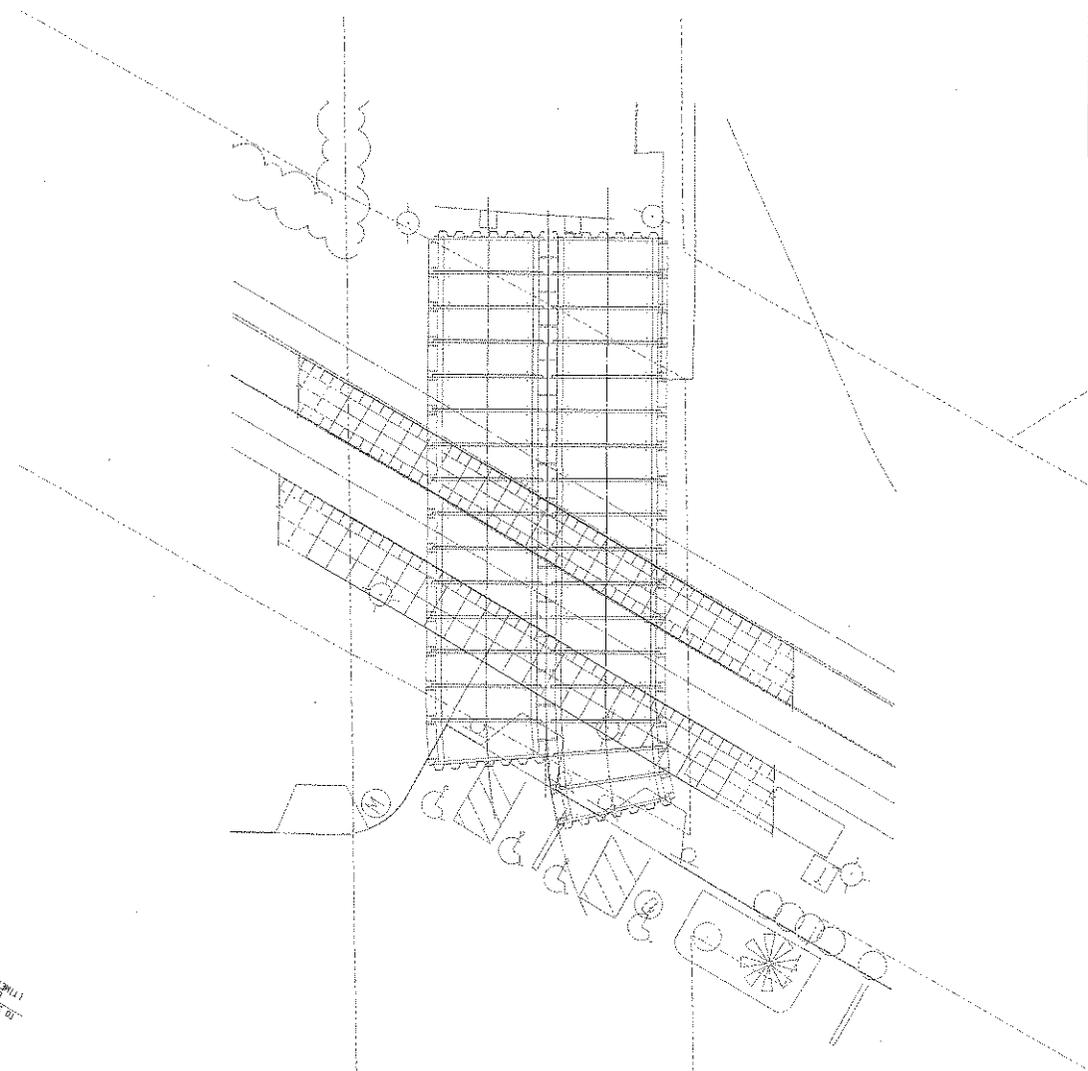


EXHIBIT B

TO NORTH SANTA BARBARA & LINDSEY AVENUE



TO NORTH SANTA BARBARA & LINDSEY AVENUE

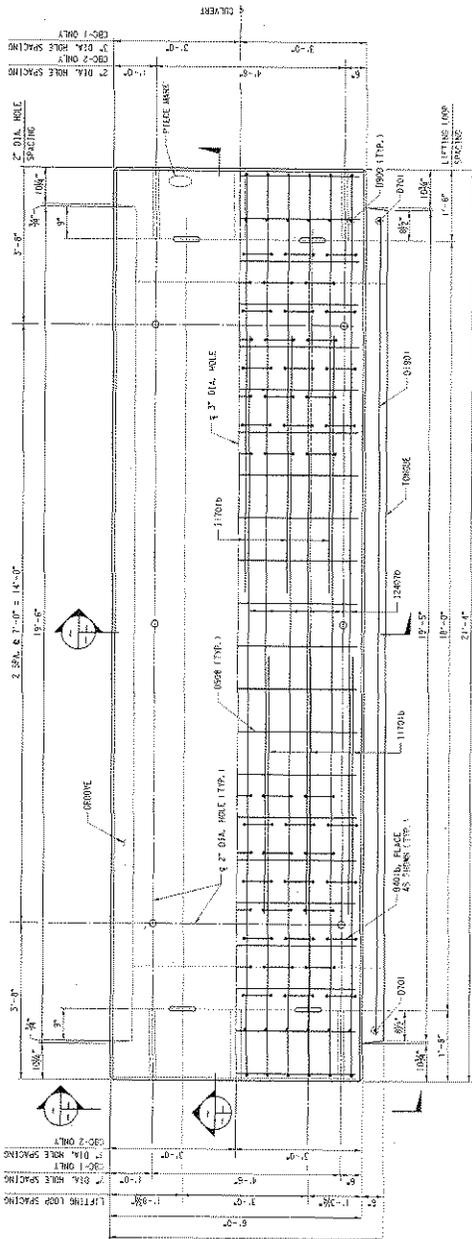


 HDR Engineering, Inc.		 UNION PACIFIC RAILROAD	
Office of A/P Engineering Design		4001 W. BROADWAY, SUITE 1000	
1000 R STREET, N.W.		WASHINGTON, D.C. 20004	
PHONE: (301) 424-1000		FAX: (301) 424-1001	
PROJECT NO.		SHEET NO.	
DRAWING NO.		DATE	
SCALE		SHEET NO. 1 OF 1	
DATE		C.E. NUMBER	

APPROVED FOR
UNION PACIFIC RAILROAD CO.
BY
HDR ENGINEERING, INC.
FORAM, INC.
BY
DATE

PRELIMINARY
NOT FOR CONSTRUCTION DATE: 01/29/08

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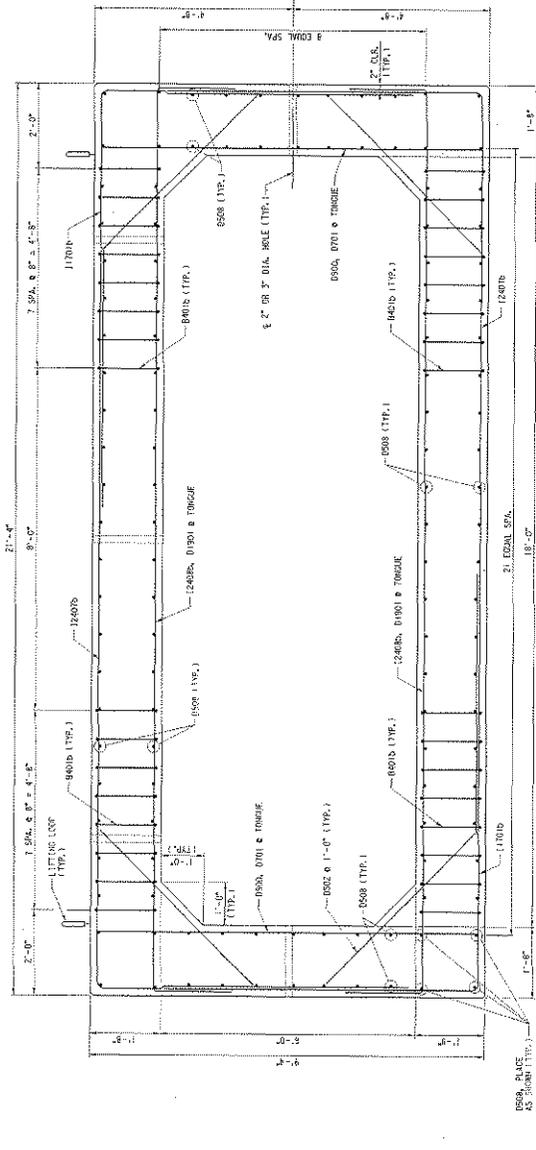


PLAN - PRECAST CONCRETE BOX CULVERT CBC-1 AND CBC-2
SCALE: 3/8" = 1'-0"

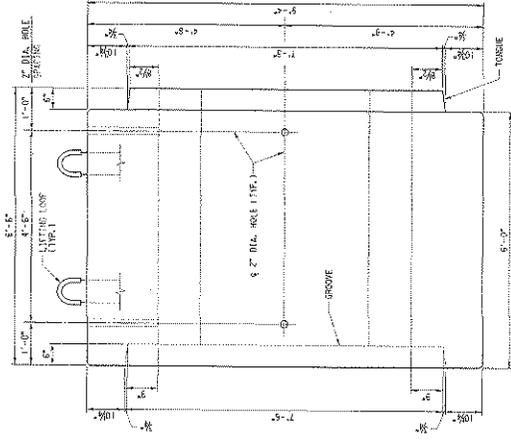
- NOTES:
1. REINFORCEMENT SHALL BE AS SHOWN.
 2. PRECAST CONCRETE BOX CULVERT CBC-1 AND CBC-2 ARE IDENTICAL EXCEPT FOR SIDE WALL HOLE LOCATIONS.

SECTION
SCALE: 3/8" = 1'-0"

- NOTES:
1. SEE SHEET CBC-1 SHOWING DETAILS FOR CBC-1.

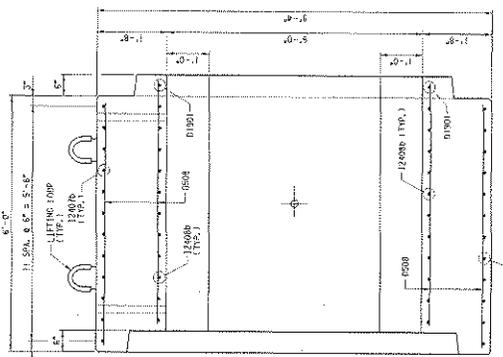


SECTION
SCALE: 3/8" = 1'-0"



SECTION
SCALE: 3/8" = 1'-0"

- NOTES:
1. SEE SHEET CBC-1 SHOWING DETAILS FOR CBC-1.



SECTION
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- NOTES:
1. SEE SHEET CBC-1 SHOWING DETAILS FOR CBC-1.

- NOTES:
1. PRECAST CONCRETE BOX CULVERT CBC-1 AND CBC-2 ARE IDENTICAL EXCEPT FOR SIDE WALL HOLE LOCATIONS.
 2. SEE SHEET CBC-1.

HDR HDR Engineering, Inc.
UNION PACIFIC RAILROAD
Office of AVP Engineering Design

STATE OF CALIFORNIA
DIVISION OF HIGHWAYS

2 - 18" x 6" CBC

PRECAST CONCRETE BOX CULVERT CBC-1 AND CBC-2 DETAILS

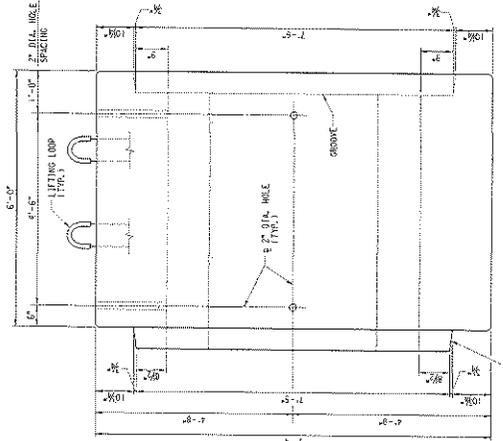
DATE: 01/29/08

BY: JEFFREY X. YEE

SHEET NO. 1 OF 1

PRELIMINARY
NOT FOR CONSTRUCTION DATE: 01/29/08

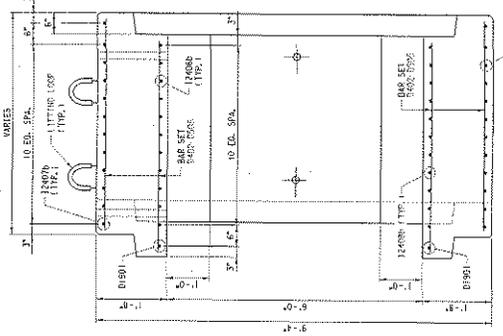
APPROVED FOR:
UNION PACIFIC RAILROAD CO.
HDR ENGINEERING, INC.
15000, 15000
BY: JEFFREY X. YEE



NOTE:
SEE SHEET FOR BAR 4 SHOWN.

PRELIMINARY
NOT FOR CONSTRUCTION DATE: 01/29/08

SECTION 3'-0" x 1'-0"
SCALE: 3/4" = 1'-0"



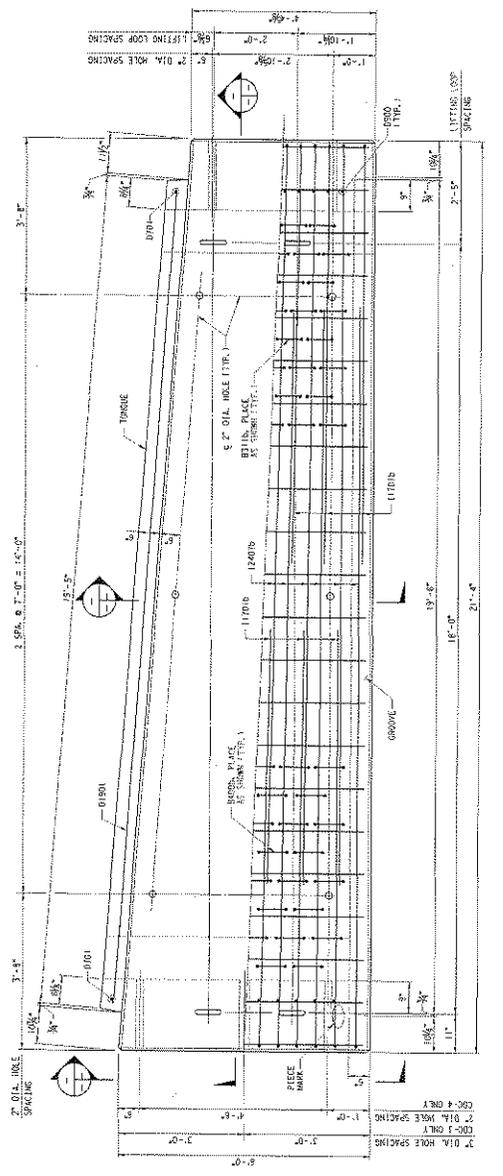
APPROVED FOR
UNION PACIFIC RAILROAD CO.
RFP ENGINEERING, INC.
(OMAHA, NE)
BY: ORIGINAL DESIGNER
JEFFREY W. YELIC
DATE: _____

HR RFP Engineering, Inc.
UNION PACIFIC RAILROAD
Office of AVP Engineering Design
1000 WEST 10TH AVENUE
DENVER, COLORADO 80202

PROJECT: PRECAST CONCRETE BOX CULVERT CBC-3 AND CBC-4 DETAILS
SHEET NO. 4 OF 4
DATE: 01/29/08

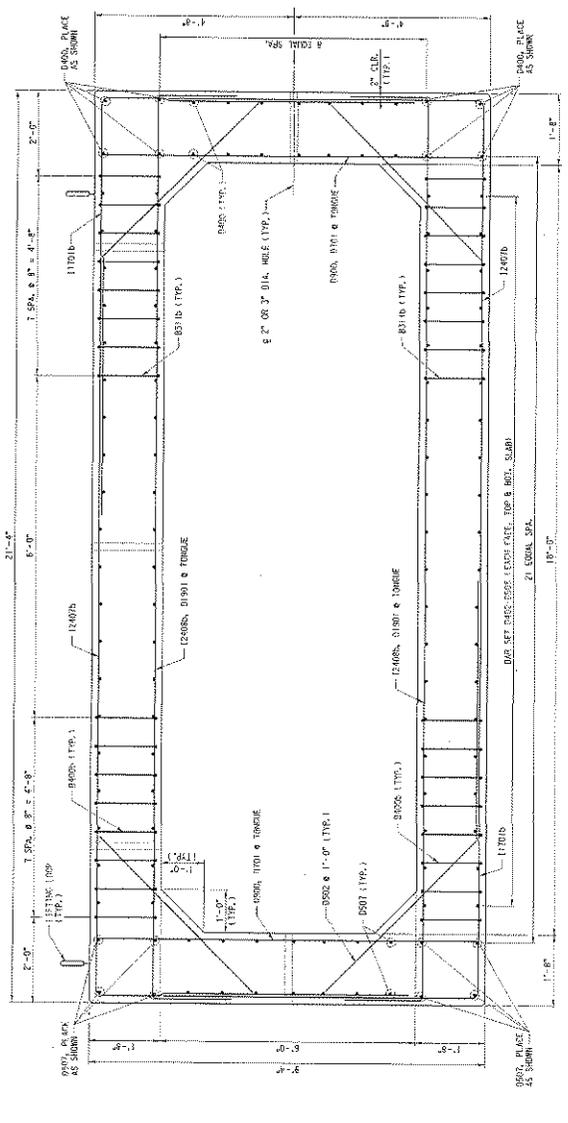
NOTES:

- FOR PRECAST CONCRETE UNITS AND MATERIALS, REFER TO THE PRECAST CONCRETE MANUAL, 2007 EDITION.
- SEE SHEET FOR BAR 4 SHOWN.



NOTES:
1. FOR PRECAST CONCRETE UNITS AND MATERIALS, REFER TO THE PRECAST CONCRETE MANUAL, 2007 EDITION.
- SEE SHEET FOR BAR 4 SHOWN.

PLAN - PRECAST CONCRETE BOX CULVERT CBC-3 AND CBC-4
SCALE: 3/4" = 1'-0"



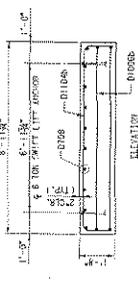
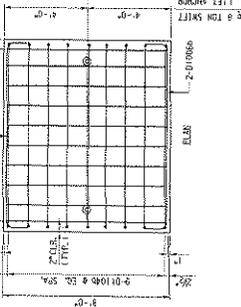
SECTION 3'-0" x 1'-0"
SCALE: 3/4" = 1'-0"

NOTE:
SEE SHEET FOR BAR 4 SHOWN.

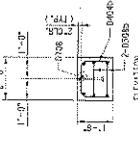
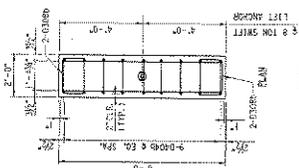
REINFORCING SCHEDULE

REQ'D PER PLATFORM	BAR	SIZE	LENGTH	SUPE
PP-1	PP-2			
4	0.000	#5	3'-0"	
9	0.000	#5	4'-0"	
3	0.000	#5	7'-0"	
4	0.000	#5	10'-0"	
9	0.000	#5	17'-0"	

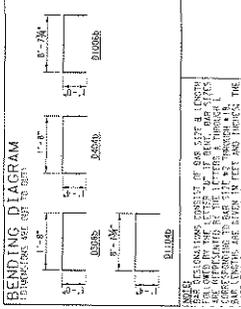
EST. WT. OF REINFORCING STEEL = 7.10.



PRECAST CONCRETE PLATFORM PP-2
SCALE: 1/8" = 1'-0"



PRECAST CONCRETE PLATFORM PP-1
SCALE: 1/8" = 1'-0"



REINFORCING SHALL BE AS SHOWN IN THE BENDING DIAGRAM. ALL REINFORCING SHALL BE PLACED IN THE MIDDLE OF THE PLATFORM. THE REINFORCING SHALL BE PLACED IN THE MIDDLE OF THE PLATFORM. THE REINFORCING SHALL BE PLACED IN THE MIDDLE OF THE PLATFORM.

HDR HDR Engineering, Inc.
UNION PACIFIC RAILROAD
 Office of AVP Engineering Design
 1000 WEST 10TH AVENUE, SUITE 1000, DENVER, CO 80202
 2 - 18" x 6" CBC
 SHEET NO. 9 OF 9
 DATE: 01/23/08

APPROVED FOR
 UNION PACIFIC RAILROAD CO.
 HDR ENGINEERING, INC.
 DENVER, CO
 BY: CHRISTINA SIMON, P.E.
 DATE: 01/23/08

PRELIMINARY
 NOT FOR CONSTRUCTION
 DATE: 01/23/08





City of Santa Barbara
Public Works Department

Memorandum

DATE: December 21, 2007
TO: Michael Berman, Environmental Analyst
FROM: Thomas Conti, Project Engineer
SUBJECT: Lower Mission Creek RR Box Culvert

The City of Santa Barbara Public Works Department proposes to install a box culvert on the westerly side of the Railroad Depot along the old Chapala Street right of way. This memorandum is a request for review of the subject project which is in compliance with the Final EIS/EIR for Lower Mission Creek as approved. At this time the public works department is requesting a Coastal Development Permit (CDP) associated with construction of the project.

Attached you will find the appropriate paperwork associated with this project; however, if you have any questions, please feel free to contact me at 564-5383.

Attachments:

1. Master Application
2. Environmental Review/Planning Services Budget Account Number Request Form
3. Project Description
4. Plan Sheet, showing construction area
5. Construction phasing plan
6. Coastal Development Permit application

cc: (w/out attachments)

Pat Kelly, Assistant Director of PW/City Engineer
John Ewasiuk, Principal Civil Engineer
David Stubchaer, Supervising Civil Engineer
Jan Hubbell, Senior Planner

RECEIVED
DEC 21 2007

CITY OF SANTA BARBARA
PLANNING DIVISION

Applicable General Plan Policy, Local Coastal Plan Policy and Coastal Zone Regulations for the Railroad Culvert Installation Project

General Plan Policy

Conservation Element

Goals

Sites of significant archaeological, historic, or architectural resources will be preserved and protected wherever feasible in order that historic and prehistoric resources will be preserved.

Protect and enhance the scenic character of the City.

Maintain air quality above Federal and State ambient air quality standards.

Reduce dependence upon the automobile.

Enhance and preserve the City's critical ecological resources in order to provide a high-quality environment necessary to sustain the City's ecosystem.

Ensure that human habitation of the City's floodplains does not adversely affect public health, safety, and welfare.

To maintain existing and protect future potential water resources of the City of Santa Barbara.

Land Use Element

Goal

Provide adequate public services and facilities to all the residents of the community.

Local Coastal Plan Policy

Policy 6.11 Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) Necessary water supply projects; (2) Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or; (3) Developments where the primary function is the improvement of fish and wildlife habitat.

Policy 6.11-C When highway bridges or other structures are replaced or renovated in the vicinity of streams or creeks, an emergency response and cleanup plan shall be prepared by the applicant to address accidental releases of toxic materials.

Policy 11.15 Pedestrian movement and safety should be encouraged and provided for throughout the area.

Coastal Regulations

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Applicable General Plan Policy, Local Coastal Plan Policy and Coastal Zone Regulations for the Railroad Culvert Installation Project

30211. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30232. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

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, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

RAILROAD CULVERT PROJECT (225 CHAPALA STREET) (MST2007-000642/CDP2008-00001)

MITIGATION MONITORING AND REPORTING PROGRAM

PURPOSE

The purpose of the Railroad Culvert Project Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all applicable mitigation measures identified in the Lower Mission Creek Flood Control Project Environmental Impact Statement/Environmental Impact Report to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by the applicant, consultants and representatives. The MMRP program shall apply to all of the actions occurring under the Permit for the Railroad Culvert Project.

I. RESPONSIBILITIES AND DUTIES

A qualified representative from the applicant, approved by the City Planning Division and paid for by the applicant shall be designated as the Project Environmental Coordinator (PEC) for each department. The PECs shall be responsible for assuring full compliance with the provisions of this mitigation monitoring and reporting program to the City for actions undertaken under the Railroad Culvert Project. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in this program.

It is the responsibility of the applicant to comply with all mitigation measures listed in the attached MMRP matrix table. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the responsible department. Staff and/or contractors hired to do work under the Railroad Culvert Project shall provide a schedule of activities for review and approval of the PEC. The staff or contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The respective PEC, staff, and contractor shall meet on a weekly basis in order to assess compliance and review future activities anticipated under the construction of the Railroad Culvert Project.

A PRE-IMPLEMENTATION BRIEFING

The PECs shall prepare a pre-implementation briefing report. The report shall include a list of all mitigation measures and a plot plan delineating all sensitive areas to be avoided. This report shall be provided to all personnel performing work under this permit.

The pre-implementation briefing shall be conducted by the PEC. The briefing shall be attended by the PECs, supervisors of staff working on the project, necessary consultants, Planning Division Case Planner, and all contractors and subcontractors associated with the project. Additional pre-construction briefings shall be conducted when changes in the PEC, staff working on the project, and a change in contractor occurs.

This MMRP shall be presented to those in attendance at the meeting. The briefing presentation shall include project background, the purpose of the MMRP,

duties and responsibilities of each participant, communication procedures, monitoring procedures, filling out of the mitigation monitoring matrix and summary reports, and duties and responsibilities of the PEC, staff, contractors, and project consultants.

It shall be emphasized at this briefing that the PECs and project consultants have the authority to stop construction and redirect construction equipment in order to comply with all mitigation measures.

II. IMPLEMENTATION PROCEDURES

A. REPORTING PROCEDURES

The PEC for the applicant shall utilize the MMRP Matrix Table, as the basis for daily monitoring of activities approved as a part of the project. As long as no compliance with mitigation measure issues is identified on the completed matrix table, the MMRP forms shall be kept on file. If the PEC identifies non-compliance or other problems with mitigation measure issues, the completed forms shall be forwarded to the Planning Division. In addition, monthly summary reports and annual summary reports on the mitigation monitoring program shall be submitted to the Planning Division by the PEC.

A. MMRP MATRIX

The following MMRP Matrix Table provides each mitigation measure, identifies the responsible party, and allows the monitor to indicate the date monitoring occurred, whether the mitigation measure has been implemented, and comments on activities, if necessary.

The MMRP Matrix Table is intended to be used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The Matrix Table shall be used as a compliance checklist to aid in compliance verification and monitoring requirements for all activities conducted under the Railroad Culvert Project, whenever activities authorized under this permit are conducted. A copy of the MMRP matrix table shall be kept in the project file by the applicant as verification that compliance with all mitigation measures has occurred.

**RAILROAD CULVERT PROJECT (MST2007-000642/CDP2008-00001)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION		
		Date	Accomplished?	Comments
<p>No discharge/leaks or spills of fuels, solvents or lubricants in the creek bed. A Storm Water Pollution Prevention Plan (SWPP) shall be required prior to project construction and implemented.</p> <p>Construction:</p> <ul style="list-style-type: none"> ➤ Water the excavation site, storage piles and unpaved roads twice each day of construction - once in the morning and at the end of the construction day; cover material transported in haul trucks. These conditions are applicable for construction and future maintenance. ➤ Limit vehicle speeds to 15 mph maximums within the construction site and maintenance areas (construction and future maintenance). ➤ Cease grading and earth movement when wind speeds exceed 20 mph, or as confirmed by SBCAPCD during construction and future maintenance activities. <p>Future Maintenance: Same as construction.</p>				
<p>Construction and future maintenance:</p> <ul style="list-style-type: none"> ➤ Follow noise ordinance of the City of Santa Barbara. The project area is located within densely populated area; therefore, no loading or unloading of equipment or material shall be performed between 7:00 p.m. and 7:00 a.m., nor shall there be any heavy equipment operation prior to 8:00 a.m. and after 7:00 p.m. Monday through Saturday. No Sunday or holiday operation. ➤ One night of construction shall be permitted provided advanced notice is provided to neighbors. <p>Truck traffic shall be on designated truck routes established in coordination with the City of Santa Barbara.</p> <ul style="list-style-type: none"> ➤ Equipment shall be in proper condition; no gasoline or oil change shall occur in the creek bed. Prior to construction, samples of creek sediments will be analyzed to determine contamination. Plan will be developed in coordination with the regulatory agencies (RWQCB, County Department of Environmental Health Services). <p>If sufficient information is available, a work plan shall be developed to determine characterization of the plume and impact to the shallow groundwater and sediment testing.</p>				

**RAILROAD CULVERT PROJECT (MST2007-000642/CDP2008-00001)
 MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION		
		Date	Accomplished?	Comments
Appropriate detours and traffic control officers would be provided to direct traffic. Alternative routes shall be coordinated with the City of Santa Barbara.				
During construction, traffic control officers would be provided to divert traffic to minimize accidents.				

Document2

PROCEDURES FOR THE SITE
SPECIFIC CONTROL OF RUNOFF
INTO STORM DRAINS AND
WATERCOURSES



PROCEDURES FOR THE SITE SPECIFIC CONTROL OF RUNOFF INTO STORM DRAINS AND WATERCOURSES

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A. INTRODUCTION

Storm water runoff and other water discharges from construction sites contribute to our ocean and creeks being polluted. Preventing these pollutants from entering the storm water system is vital to clean creeks and open beaches. The City of Santa Barbara Municipal Code Title 16 prohibits the discharge of any pollutants into the storm water system. The following procedures are intended to implement Title 16 on all construction projects.

B. STANDARD SPECIFICATIONS

The work covered by this specification section, Procedures for the Control of Runoff Into Storm Drains and Watercourses, shall be performed in accordance with the Standard Specifications for Public Works Construction (2003 edition) of the Southern California Chapter American Public Works Association; with the Caltrans Best Management Practices (BMP's) Manual; and with the Caltrans Standard Specifications (current edition), where referenced herein.

In case of conflict between the other references cited above and this specification section, Procedures for the Control of Runoff Into Storm Drains and Watercourses, this specification section shall control.

Copies of the Caltrans Best Management Practices (BMP's) Manual may be obtained by contacting the California Department of Transportation Publications Unit, 1900 Royal Oaks Drive, Sacramento, CA 95815-3800. Telephone (916) 445-3520, fax (916) 324-8997, or by logging onto the Caltrans web site at <http://www.dot.ca.gov/hq/construc/stormwater.html>.

Prior to construction, the contractor and lead foreman will be required to meet with the City's Water Resources Specialist, to discuss implementation of this program for the project. Please allow two hours for this meeting.

C. STREET SWEEPING AND VACUUMING

Definition and Purpose

Practices to remove tracked sediment to prevent the sediment from entering a storm drain or watercourse.

Appropriate Applications

These practices are implemented anywhere sediment is tracked from the project site onto public or private paved roads, typically at points of egress.

Standards and Specifications

- a. Do not use kick brooms or sweeper attachments.
- b. Visible sediment tracking shall be swept and vacuumed on a daily basis.
- c. Do not sweep up any unknown substance or any object that may be
- d. potentially hazardous
- e. Adjust brooms frequently; maximize efficiency of sweeping operations.
- f. After storm drain protection measures are implemented, and sweeping is finished, the street may be washed down.

D. SANDBAG BARRIERS

Definition and Purpose

A sandbag barrier is a temporary linear sediment barrier consisting of stacked sandbags, designed to intercept and slow the flow of sediment-laden sheet flow runoff. Sandbag barriers allow sediment to settle from runoff before water leaves the construction site. Straw wattles or fiber rolls can also be used for this purpose. Sandbags can also be used where flows are moderately concentrated, such as ditches, swales, and storm drain inlets.

Appropriate Applications

- a. Around stockpiles.
- b. To divert or direct flow or create a temporary sediment basin.
- c. Along the perimeter of vehicle and equipment fueling and maintenance areas or chemical storage areas.
- d. To capture and detain non-storm water flows until proper cleaning operations occur.
- e. To temporarily close or continue broken, damaged or incomplete curbs.
- f. To prevent sediment from washing on to roads

Standards and Specifications

Sandbag Material: Sandbag shall be woven polypropylene, polyethylene or polyamide fabric, minimum unit weight 135 g/m² (four ounces per square yard), mullen burst strength exceeding 2,070 kPa (300 psi) in conformance with the requirements in ASTM designation D3786, and ultraviolet stability exceeding 70% in conformance with the requirements in ASTM designation D4355. Use of burlap is acceptable for short term use. (less than 2 weeks)

Sandbag Size: Each sand-filled bag shall have a length of 450 mm (18 in), width of 300 mm (12 in), thickness of 75 mm (3 in), and mass of approximately 15 kg (33 lb.). Bag dimensions are nominal, and may vary based on locally available materials. Alternative bag sizes shall be submitted to the Engineer for approval prior to deployment.

Fill Material: All sandbag fill material shall be non-cohesive, Class I or Class 2 permeable material free from clay and deleterious material, conforming to the provisions in Section 68-1.025 "Permeable Material," of the Caltrans Standard Specifications. The requirements for the Durability Index and Sand Equivalent do not apply. Fill material is subject to approval by the Engineer.

Maintenance and Inspection

- a. Contractor shall inspect sandbag barriers before and after each use.
- b. Inspect sandbag barriers for sediment accumulations and remove sediments when accumulation reaches one-third the barrier height. Removed sediment shall be incorporated in the project at locations designated by the Engineer or disposed of in conformance with the Standard Specifications.
- c. Remove sandbags when no longer needed. Remove and dispose of sediment accumulation, clean, re-grade, and stabilize the area

E. STORM DRAIN INLET PROTECTION

Definition and Purpose

Devices used at storm drain inlets that are subject to runoff from construction activities to detain and/or to filter sediment-laden runoff to allow sediment to settle and/or to filter sediment prior to discharge of storm water into storm water drainage systems or watercourses.

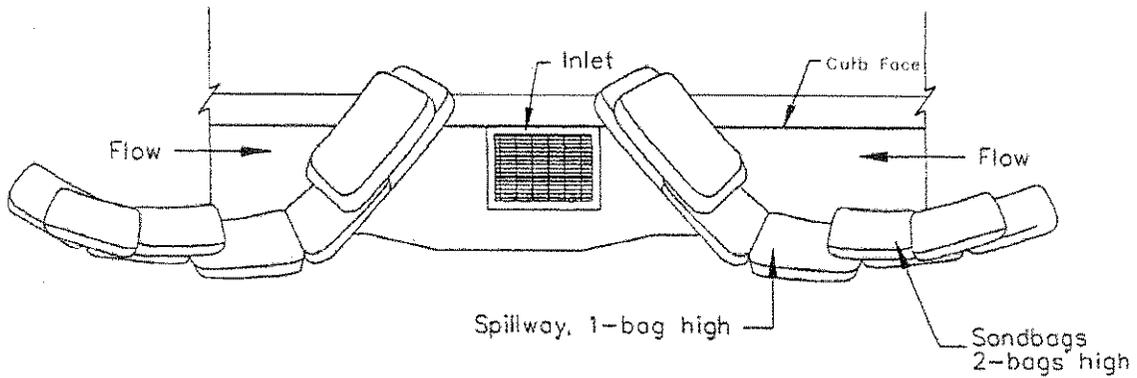
Appropriate Applications

- a. Where ponding will not encroach into highway traffic.
- b. Where sediment laden surface runoff has the potential to enter an inlet.
- c. Whenever street is washed down
- d. For dewatering purposes.

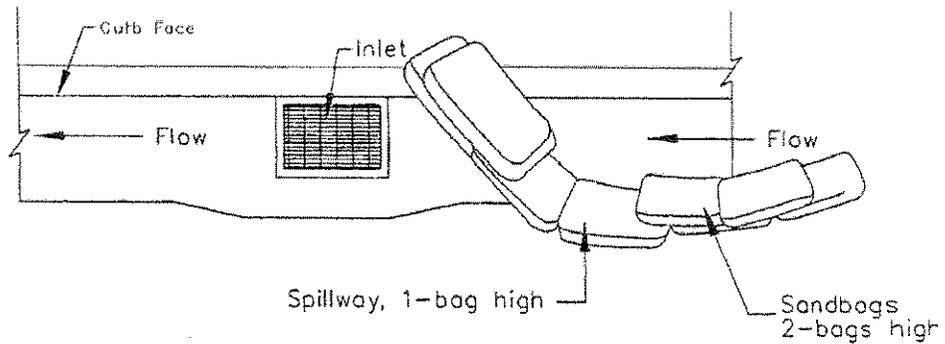
Standards and Specifications

- a. Identify existing and/or planned storm drain inlets that have the potential to receive sediment-laden surface runoff. If storm drain inlet protection is needed, use Type 3 D1 protection or other approved measures.
- b. **DI Protection Type 3 – Sandbag Barrier** – The sandbag barrier (Type 3) is illustrated on Page A-7. Flow from a severe storm shall not overtop the curb. In areas of high clay and silts, use filter fabric and gravel as additional filter media. Construct sandbags in accordance with “Sandbag Barrier”.
- c. Inspect bags for holes, gashes, and snags.
- d. Check sandbags for proper arrangement or displacement (per attached detail) Remove the sediment behind the barrier when it reaches one-third the height of the barrier. Removed sediment shall be incorporated in the project at locations designated by the RE or disposed of outside the highway right-of-way in conformance with the Standard Specifications.
- e. Remove all inlet protection devices when the inlet protection is no longer needed.
- f. Clean and/or re-grade area around the inlet as appropriate, and clean the inside of the storm drain inlet as it must be free of sediment and debris at the time of final inspection.

Storm Drain Inlet Protection; (continued)



TYPICAL PROTECTION FOR INLET ON SUMP



TYPICAL PROTECTION FOR INLET ON GRADE

NOTES:

1. Intended for short-term use.
2. Use to filter non-storm water flow.
3. Allow for proper maintenance and cleanup.
4. Bags must be removed after adjacent operation is completed.
5. Not applicable in areas with high silts and clays without filter fabric.
6. Silt or sediment must be removed and disposed of in accordance with the Standard Specifications after operations are completed. Washing into storm drains is prohibited.

F. STABILIZED CONSTRUCTION ENTRANCE/EXIT

I. Definition and Purpose

- a. A stabilized construction access is a defined point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles.

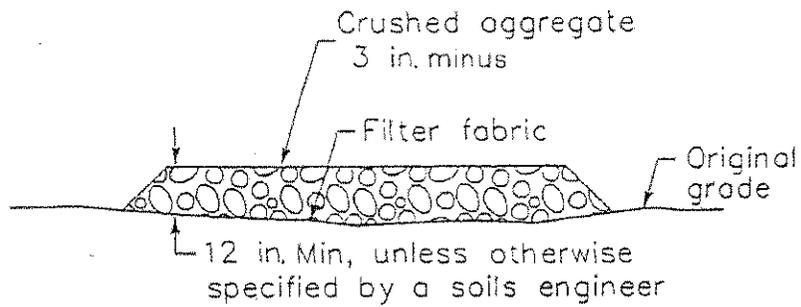
II. Appropriate Applications

- a. Use at construction sites where dirt or mud has the potential to be tracked onto public roads.
- b. Use at construction sites where dust is a problem during dry weather conditions.

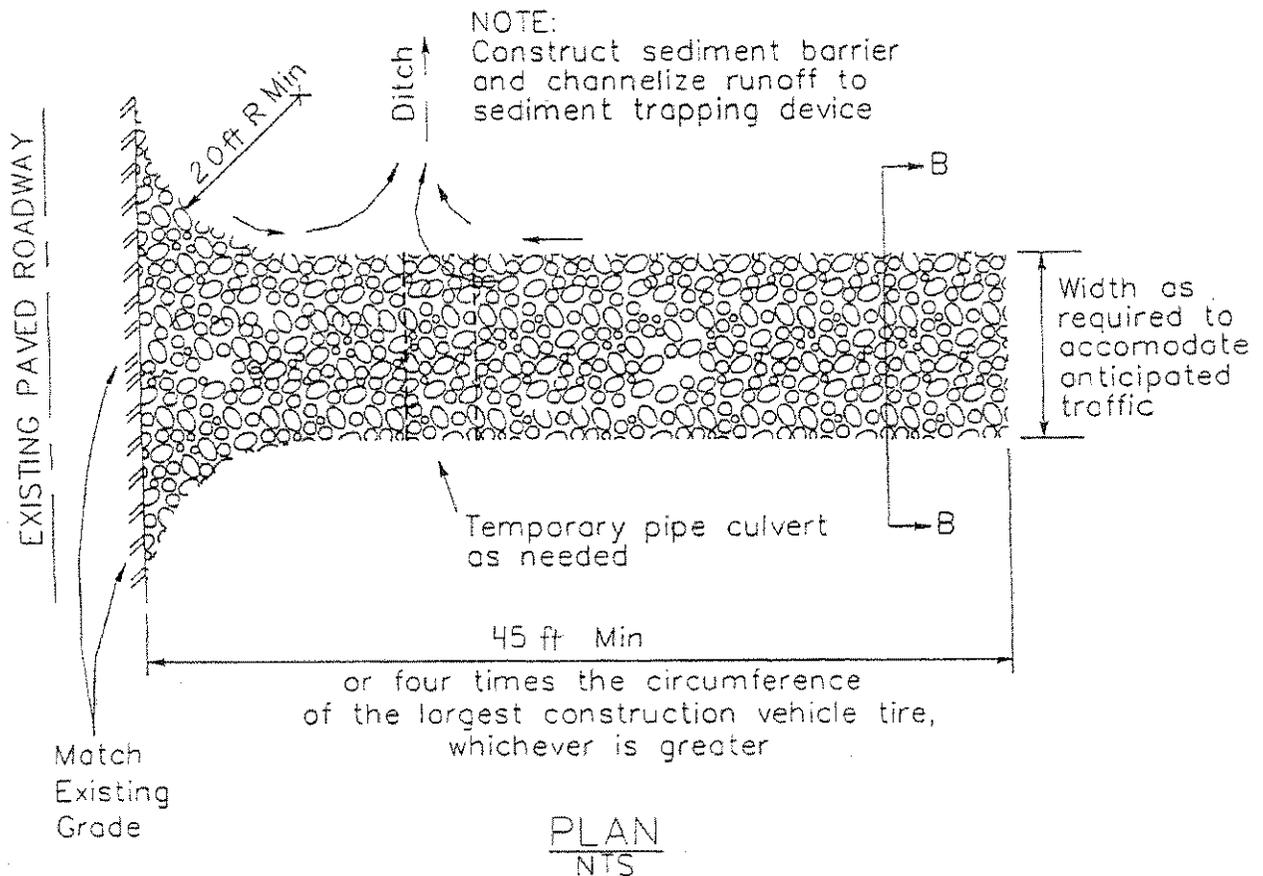
III. Standards and Specifications

- a. Limit the points of entrance/exit to the construction site.
- b. Limit speed of vehicles to control dust.
- c. Properly grade each construction entrance/exit to prevent runoff from leaving the construction site.
- d. Route runoff from stabilized entrances/exits through an approved sediment-trapping device before discharge.
- e. Select construction access stabilization (aggregate, asphaltic concrete, concrete) based on longevity, required performance, and site conditions. The use of asphalt concrete (AC) grindings for stabilized construction access/roadway is not allowed. Use Type I.
- f. If aggregate is selected, place crushed aggregate over geo-textile fabric to at least 300 mm (12 in) depth, or place aggregate to a depth recommended by a geotechnical soils engineer. A crushed aggregate of 75 mm (3 inch minus) shall be used, with the gradation percentage approved by the engineer.
- g. All employees, subcontractors, and suppliers shall be required to utilize the stabilized construction access.

Stabilized Construction Entrance/Exit (Type 1)



SECTION B-B
NTS



G. WATER CONSERVATION PRACTICES

I. Definition and Purpose

Water conservation practices are activities that use water during the construction of a project in a manner that avoids causing erosion and/or the transport of pollutants offsite.

II. Appropriate Applications

- a. Water conservation practices are implemented wherever water is used.
- b. Applies to all construction projects.

III. Standards and Specifications

- a. Keep water equipment in good working condition.
- b. Repair water leaks promptly.
- c. Do not use water or toxic agents to clean construction areas. Paved areas shall be swept and vacuumed.
- d. Direct non-contaminated construction water runoff to areas where it can soak into the ground.
- e. Apply water for dust control in accordance with the Caltrans Standard Specifications.

H. DEWATERING OPERATIONS

I. Definition and Purpose

Dewatering operations are practices that manage the discharge of pollutants from groundwater and accumulated precipitation dewatering operations. This section does not apply to work within watercourses, where other, more specific, rules apply.

II. Appropriate Applications

- a. Removal of uncontaminated groundwater.
- b. Removal of accumulated rainwater from work areas.

III. Standards and Specifications

- a. Contractor shall provide 48 hours notification to the Engineer of planned discharges.
- b. Discharges must comply with regional and watershed-specific discharge requirements.
- c. Ensure that dewatering discharges do not cause erosion at the discharge point.
- d. A filtration device may be substituted for a desilting basin or sediment trap if the Contractor can demonstrate, to the Engineer's satisfaction, that the filtration device provides equivalent or greater removal of suspended solids than the basin.
- e. Filter bags may be used for small-scale dewatering operations.

I. PAVING AND GRINDING OPERATIONS

I. Definition and Purpose

Procedures that minimize pollution of storm water runoff during paving operations, including new paving and preparation of existing paved surfaces for overlays.

II. Appropriate Applications

These procedures are implemented where paving, surfacing, resurfacing, or sawcutting, may pollute storm water runoff or discharge to the storm drain system or watercourses.

III. Standards and Specifications

- a. Substances used to coat asphalt transport trucks and asphalt spreading equipment shall not contain soap and shall be non-foaming and non-toxic.
- b. Place drip pans or absorbent materials under paving equipment while not in use, to catch and/or contain drips and leaks. See also "Liquid Waste Management".
- c. When paving involves asphaltic concrete (AC), the following steps shall be implemented to prevent the discharge of grinding residue, uncompacted or loose AC, tack coats, equipment cleaners, or unrelated paving materials.
 - i. Do not wash sand or gravel from new asphalt into storm drains, streets, and creeks. Sweeping or other means of removal from the site shall be utilized.
 - ii. AC grindings, pieces, or chunks used in embankments or shoulder backing must not be allowed to enter any storm drains or watercourses.
 - iii. Collect and remove all broken asphalt and recycle when practical; otherwise, dispose in accordance with the Caltrans Standard Specification 7-1.13.
 - iv. Any AC chunks and pieces used in embankments must be placed above the water table and covered by at least 0.3m (1 ft) of material.
 - v. Use only non-toxic substances to coat asphalt transport trucks and asphalt spreading equipment.
- d. Drainage inlet structures and manholes shall be covered with filter fabric or tape during application of seal coat, tack coat, slurry seal, and/or fog seal.
- e. Seal coat, tack coat, slurry seal, or fog seal shall not be applied if rainfall is predicted to occur during the application or curing period.
- f. Clean asphalt coated equipment off-site. When cleaning dry, hardened asphalt from equipment, manage hardened asphalt debris as described in "Solid Waste Management". Any cleaning on site shall follow the section of this specification "Vehicle and Equipment Cleaning".
- g. Do not wash sweepings from exposed aggregate concrete into a storm drain system. Collect and return to aggregate base stockpile, or dispose of properly.
- h. Allow aggregate rinse to settle. Then, either allow rinse water to dry in a temporary pit as described in "Concrete Waste Management", or pump the water to the sanitary sewer if allowed by the local wastewater authority.

- i. Do not allow saw-cut Portland Concrete Cement (PCC or AC) slurry to enter storm drains or watercourses. Residue from grinding operations shall be picked up by means of a vacuum attachment to the grinding machine, shall not be allowed to flow across the pavement, and shall not be left on the surface of the pavement. See also the sections of this specification "Concrete Waste Management", and "Liquid Waste Management".
- j. When approved by the Engineer, stockpile material removed from roadways shall be kept away from drain inlets, drainage ditches, and watercourses.
- k. Do not transfer or load bituminous material near drain inlets, the storm water drainage system or watercourses.

J. ILLICIT CONNECTION/ILLEGAL DISCHARGES

I. Definition and Purpose

Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents to the Engineer.

II. Appropriate Applications

Illicit connection/illegal discharge detection and reporting is applicable anytime an illicit discharge is discovered or illegally dumped material is found on the construction site.

III. Standards and Specifications

- a. Contractor shall inspect the site before beginning the job for evidence of illicit connections or illegal dumping or discharges, and shall promptly notify the Project Engineer of such conditions.
- b. Contractor shall inspect the site regularly during project execution for evidence of illicit connections or illegal dumping or discharges.
- c. Contractor shall observe site perimeter for evidence or potential of illicitly discharged or illegally dumped material that may enter the job site.
- d. Contractor shall inspect the site regularly during the project for pungent odors coming from the drainage systems.
- e. Contractor shall inspect the site regularly for discoloration or oily substances in the water or stains and residues detained within ditches, channels or drain boxes.
- f. Contractor shall inspect the site regularly for abnormal water flow during the dry weather season.
- g. Contractor shall inspect the site regularly for unusual flows in subdrain systems used for dewatering.
- h. Contractor shall inspect the site regularly for excessive sediment deposits, particularly adjacent to or near active off-site construction projects.

K. POTABLE WATER/IRRIGATION

I. Definition and Purpose

Potable Water/Irrigation consists of practices and procedures to reduce the possibility for the discharge of potential pollutants generated during discharges from irrigation water lines, landscape irrigation, lawn or garden watering, planned and unplanned discharges from potable water sources, water line flushing, and hydrant flushing.

II. Appropriate Applications

Implement this Policy whenever the above activities or discharges occur at or enter a construction site.

III. Standards and Specifications

- a. Where possible, direct water from off-site sources around or through a construction site in a way that minimizes contact with the construction site.
- b. Shut off the water source to broken lines, sprinklers, or valves as soon as possible to prevent excess water flow.
- c. Protect downstream storm water drainage systems and watercourses from water pumped or bailed from trenches excavated to repair water lines using storm drain inlet protection measures.
- d. Inspect irrigated areas within the construction limits for excess watering. Adjust watering times and schedules to ensure that the appropriate amount of water is being used and to minimize runoff.
- e. Repair broken water lines as soon as possible or as directed by the Engineer.

L. VEHICLE EQUIPMENT AND CLEANING

I. Definition and Purpose

Procedures and practices used to minimize or eliminate the discharge of pollutants from vehicle and equipment cleaning operations to storm drain system or to watercourses.

II. Appropriate Applications

These procedures are applied on all construction sites where vehicle and equipment cleaning is performed.

III. Standards and Specifications

- a. On-site vehicle and equipment washing is prohibited.
- b. Cleaning of vehicles and equipment with soap, solvents or steam shall not occur on the project site unless the Engineer has been notified in advance and the resulting wastes are fully contained and disposed of outside the street right-of-way in conformance with the provisions in Section 7-1.13 of the Caltrans Standard Specifications. Resulting wastes shall not be discharged or buried within the street right-of-way.
- c. Vehicle and equipment wash water shall be contained for percolation or evaporative drying away from storm drain inlets or watercourses and shall not be discharged within the street right-of-way.
- d. All vehicles/equipment that regularly enter and leave the construction site must be cleaned off-site.

- e. When vehicle/equipment washing/cleaning must occur on-site, and the operation cannot be located within a structure or building equipped with appropriate disposal facilities, the outside cleaning area shall have the following characteristics:
 - i. Located away from storm drain inlets, drainage facilities, or watercourses.
 - ii. Paved with concrete or asphalt and bermed to contain wash waters and to prevent run-on and runoff.
 - iii. Configured with a sump to allow collection and disposal of wash water.
 - iv. Wash waters shall not be discharged to storm drains or watercourses.

M. VEHICLE AND EQUIPMENT FUELING

I. Definition and Purpose

Procedures and practices to minimize or eliminate the discharge of fuel spills and leaks into the storm drain system or to watercourses.

II. Appropriate Applications

These procedures are applied on all construction sites where vehicle and equipment fueling takes place.

III. Standards and Specifications

- a. On-site vehicle and equipment fueling shall only be used where it's impractical to send vehicles and equipment off-site for fueling.
- b. When fueling must occur on-site, the contractor shall select and designate an area to be used, subject to approval of the Engineer.
- c. Equipment being fueled shall never be left unattended.
- d. Absorbent spill clean-up materials and spill kits shall be available in fueling areas and on fueling trucks and shall be disposed of properly after use. The contractor shall notify the personnel performing fueling of the location of cleanup materials and spill kits.
- e. Drip pans or absorbent pads shall be used during vehicle and equipment fueling, unless the fueling is performed over an impermeable surface in a dedicated fueling area.
- f. Dedicated fueling areas shall be protected from storm water run-on and runoff, and shall be located at least 15 m (50') from downstream drainage facilities and watercourses. Fueling must be performed on level-grade areas.
- g. Nozzles used in vehicle and equipment fueling shall be equipped with an automatic shut-off to control drips. Fueling operations shall not be left unattended.
- h. Protect fueling areas with berms and/or dikes to prevent run-on, runoff, and to contain spills.
- i. Use vapor recovery nozzles to help control drips as well as air pollution where required by Air Pollution Control District (APCD).
- j. Fuel tanks shall not be "topped off."
- k. Vehicles and equipment shall be inspected by the contractor on each day of use for leaks. Leaks

shall be repaired immediately or problem vehicles or equipment shall be removed from the project site.

- l. Absorbent materials shall be used on small spills instead of hosing down or burying techniques.
- m. Mobile fueling of construction equipment throughout the site shall be minimized. Whenever practical, equipment shall be transported to the designated fueling area.

N. VEHICLE AND EQUIPMENT MAINTENANCE

I. Definition and Purpose

Procedures and practices to minimize or eliminate the discharge of pollutants to the storm drain system or to watercourses from vehicle and equipment maintenance procedures.

II. Appropriate Applications

These procedures are applied on all construction projects where an on-site yard area is necessary for storage and maintenance of heavy equipment and vehicles.

III. Standards and Specifications

- a. Drip pans or absorbent pads shall be used during vehicle and equipment maintenance work that involves fluids, unless the maintenance work is performed over an impermeable surface in a dedicated maintenance area.
- b. All fueling trucks and fueling areas are required to have spill kits and/or use other spill protection devices. Contractor instruct all personnel involved in fueling operations in proper use of spill kits and related devices.
- c. Dedicated maintenance areas shall be protected from storm water run-on and runoff, and shall be located at least 15 m (50') from downstream drainage facilities and watercourses.
- d. Absorbent spill clean-up materials shall be available in maintenance areas and shall be disposed of properly after use. Substances used to coat asphalt transport trucks and asphalt spreading equipment shall be non-toxic. Drainage inlet structures and manholes shall be covered with filter fabric when seal coat, tack coat, slurry seal, or fog seal is applied to adjacent surfaces.
- e. Use off-site maintenance facilities.
- f. Properly dispose of used oils, fluids, lubricants and spill cleanup materials.
- g. Do not dump fuels and lubricants onto the ground.
- h. Do not place used oil in a dumpster or pour into a storm drain or watercourse.
- i. Properly dispose of or recycle used batteries.
- j. Do not bury used tires.
- k. Repair leaks of fluids and oil immediately.
- l. Provide spill containment dikes or secondary containment around stored oil and chemical drums.
- m. Vehicles and equipment shall be inspected on each day of use. Leaks shall be repaired immediately or the problem vehicle(s) or equipment shall be removed from the project site.
- n. Inspect equipment for damaged hoses and leaky gaskets routinely. Repair or replace as needed.

O. STOCKPILE MAINTENANCE

I. Definition and Purpose

Procedures and practices to reduce or eliminate pollution of storm water from stockpiles of soil, and paving materials such as Portland cement concrete (PCC) rubble, asphalt concrete (AC), asphalt concrete rubble, aggregate base, aggregate sub-base or pre-mixed aggregate and asphalt binder (also called "cold mix" asphalt).

II. Appropriate Applications

Implemented in all projects that stockpile soil and paving materials.

III. Standards and Specifications

- a. Protection of stockpiles is a year-round requirement.
- b. Locate stockpiles away from concentrated flows of storm water, drainage courses, and inlets.
- c. Protect all stockpiles from silt run-off by using a temporary perimeter sediment barrier such as silt fences, sandbag barriers, or straw wattles(fiber rolls).
- d. During the rainy season, soil stockpiles shall be covered or protected with soil stabilization measures and a temporary perimeter sediment barrier at all times.
- e. During the non-rainy season, soil stockpiles shall be either covered or protected with a temporary perimeter sediment barrier prior to the onset of precipitation.
- f. Stockpiles of Portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, or aggregate sub-base shall be either covered or protected with a temporary perimeter sediment barrier prior to the onset of precipitation.
- g. Stockpiles of "cold mix" shall be placed on and covered with plastic or comparable material prior to the onset of precipitation.

P. SPILL PREVENTION AND CONTROL

I. Definition and Purpose

These are procedures and practices implemented to prevent and control spills in a manner that minimizes or prevents the discharge of spilled material to the drainage system or watercourses.

II. Appropriate Application

This Policy applies to all construction projects. Spill control procedures are implemented anytime chemicals and/or hazardous substances are stored. Substances may include, but are not limited to:

- a. Fuels
- b. Lubricants
- c. Other petroleum distillates

III. Standards and Specifications

- a. To the extent that it doesn't compromise clean up activities, spills shall be covered and protected from storm water run-on during rainfall.
- b. Spills shall not be buried or washed with water.
- c. Water used for cleaning and decontamination shall not be allowed to enter storm drains or watercourses and shall be collected and disposed of in accordance with "Liquid Waste Management".
- d. Water overflow or minor water spillage shall be contained and shall not be allowed to discharge into drainage facilities or watercourses.

IV. Clean up and Storage Procedures

- a. Minor spills typically involve small quantities of oil, gasoline, paint, etc. which can be controlled by the first responder at the discovery of the spill.
- b. Use absorbent materials on small spills. Do not hose down or bury.
- c. Semi-significant spills still can be controlled by the first responder along with the aid of the other personnel such as laborers and the foreman, etc. This response may require the cessation of all other activities.
- d. Clean up spills immediately.
- e. If the spill occurs on paved or impermeable surfaces, clean up using "dry" methods (absorbent materials, cat litter and/or rags). Contain the spill by encircling with absorbent materials and do not let the spill spread widely.
- f. If the spill occurs in dirt areas, immediately contain the spill by constructing an earthen dike. Dig up and properly dispose of contaminated soil.
- g. If the spill occurs during rain, cover spill with tarps or other material to prevent contaminating runoff.
- h. Materials for spill prevention shall be on site for use when needed.
- i. Construction supervisors and workers shall be instructed to be alert for indications of equipment-related contamination such as stains and odors. Construction supervisors and workers shall be instructed to respond immediately with appropriate actions as detailed in the spill prevention and remediation plan if indications of equipment-related contaminations are noted. Construction equipment shall only be operated within dewatered areas adjacent to the creek.

Q. SOLID WASTE MANAGEMENT

I. Definition and Purpose

These are procedures and practices to minimize or eliminate the discharge of pollutants to the drainage system or to watercourses as a result of the creation, stockpiling, and removal of construction site wastes.

II. Appropriate Applications

- a. Solid wastes include but are not limited to:

Construction wastes including brick, mortar, timber, steel and metal scraps, pipe and electrical cuttings, non-hazardous equipment parts, Styrofoam and other materials used to transport and package construction materials.

- i. Highway planting wastes, including vegetative material, plant containers, and packaging materials.
- ii. Litter, including food containers, beverage cans, coffee cups, paper bags, plastic wrappers, and smoking materials, including litter generated by the public.

III. Standards and Specifications

- a. Littering on the project site shall be prohibited.
- b. To prevent clogging of the storm drainage system, litter and debris removal from drainage grates, trash racks, and ditch lines shall be performed weekly.
- c. Trash receptacles shall be provided in the Contractor's yard, field trailer areas, and at locations where workers congregate for lunch and break periods.
- d. Litter from work areas within the construction limits of the project site shall be collected and placed in water tight dumpsters at least weekly regardless of whether the litter was generated by the Contractor, the public, or others. Collected litter and debris shall not be placed in or next to drain inlets, storm water drainage systems or watercourses.
- e. Storm water run-on shall be prevented from contacting stored solid waste through the use of berms, dikes, or other temporary diversion structures or through the use of measures to elevate waste from site surfaces.
- f. Solid waste storage areas shall be located at least 15 m (50') from drainage facilities and watercourses and shall not be located in areas prone to flooding or ponding.
- g. Dumpster washout on the project site is not allowed.
- h. Toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids, pesticides, additives, curing compounds) shall not be disposed of in dumpsters.

R. CONCRETE WASTE MANAGEMENT

I. Definition and Purpose

These are procedures and practices that are implemented to minimize or eliminate the discharge of concrete waste materials to the storm drain system or to watercourses.

II. Appropriate Applications

- a. Concrete waste management practices are implemented on construction projects where concrete is used as a construction material or where concrete dust and debris result from demolition activities.
- b. Where slurries containing Portland cement concrete (PCC) or asphalt concrete (AC) are generated, such as from sawcutting, coring, grinding, grooving, and hydro-concrete demolition.
- c. Where concrete trucks and other concrete-coated equipment are washed on site, when approved by the Engineer. See also Vehicle and Equipment Cleaning.
- d. Where mortar-mixing stations exist.

III. Standards and Specifications

- a. PCC and AC waste shall not be allowed to enter storm drains or watercourses.
- b. PCC and AC waste shall be collected and disposed of outside the highway right-of-way in conformance with section 7-1.13 of the Caltrans Standard Specifications or placed in a temporary concrete washout facility.
- c. Below grade concrete washout facilities are typical. Above grade facilities are used if excavation is not practical.
- d. Do not allow slurry residue from wet coring or saw-cutting AC or PCC to enter storm drains or receiving waters by:
 - i. Placing temporary berms or sandbags around coring or saw-cutting locations to capture and contain slurry runoff.
 - ii. Placing straw bales, straw wattles(fiber rolls), sandbags, or gravel dams around inlets to prevent slurry from entering storm drains.
- e. Vacuum slurry residue and dispose.
- f. Temporary concrete washout facilities shall be located a minimum of 15 m (50 ft) from storm drain inlets, open drainage facilities, and watercourses, unless determined unfeasible by the engineer. Each facility shall be located away from construction traffic or access areas to prevent disturbance or tracking.
- g. Temporary concrete washout facilities shall be constructed above grade or below grade at the option of the Contractor. Temporary concrete washout facilities shall be constructed and maintained in sufficient quantity and size to contain all liquid and concrete waste generated by washout operations.
- h. Temporary washout facilities shall have a temporary pit or bermed areas of sufficient volume to completely contain all liquid and waste concrete materials generated during washout procedures.
- i. Perform washout of concrete trucks in designated areas only.
- j. Once concrete wastes are washed into the designated area and allowed to harden, the concrete shall be broken up, removed, and disposed of per "Solid Waste Management".
- k. Temporary concrete washout facilities shall be constructed as shown on the plans, with a recommended minimum length and minimum width of 3 m (10'), but with sufficient quantity and volume to contain all liquid and concrete waste generated by washout operations. The length and width of a facility may be increased, at the Contractor's expense, upon approval of the engineer.
- l. Existing facilities must be cleaned, or new facilities must be constructed and ready for use once the washout is 75% full.

S. SANITARY/SEPTIC WASTE MANAGEMENT

I. Definition and Purpose

Procedures and practices to minimize or eliminate the discharge of construction site sanitary/septic waste materials to the storm drain system or to watercourses.

II. Appropriate Applications

Sanitary/septic waste management practices are implemented on all construction sites that use temporary or portable sanitary/septic waste systems.

III. Standards and Specifications

- a. Temporary sanitary facilities shall be located away from drainage facilities, watercourses, and from traffic circulation. When subjected to high winds or risk of high winds, as determined by the Engineer, temporary sanitary facilities shall be secured to prevent overturning.
- b. Wastewater shall not be discharged or buried within the street right-of-way.
- c. Ensure that sanitary/septic facilities are maintained in good working order by a licensed service.
- d. Use only reputable, licensed sanitary/septic waste haulers.

T. LIQUID WASTE MANAGEMENT

I. Definition and Purpose

Procedures and practices to prevent discharge of pollutants to the storm drain system or to watercourses as a result of the creation, collection, and disposal of non-hazardous liquid wastes.

II. Appropriate Applications

Liquid waste management is applicable to construction projects that generate any of the following non-hazardous liquid wastes.

- a. Drilling slurries and drilling fluids.
- b. Grease-free and oil-free wastewater and rinse water.
- c. Dredgings.
- d. Other non-storm water liquid discharges not permitted by separate permits.

III. Standards and Specifications

- a. Drilling residue and drilling fluids shall not be allowed to enter storm drains and watercourses and shall be disposed of outside the street right-of-way as approved by the engineer.
- b. Liquid wastes generated as part of an operational procedure, such as water-laden dredged material and drilling mud, shall be contained and not allowed to flow into drainage channels or receiving waters prior to treatment.
- c. Contain liquid wastes in a controlled area, such a holding pit, sediment basin, or portable tank.
- d. Containment devices must be structurally sound and leak free.
- e. Do not locate containment areas or devices where accidental release of the contained liquid can threaten health or safety, or discharge to water bodies, channels, ground water, or storm drains.
- f. Capture all liquid wastes running off a surface that has the potential to affect the storm drainage system, such as wash water and rinse water from cleaning walls or pavement.
- g. Do not allow liquid wastes to flow or discharge uncontrolled. Use temporary dikes or berms to intercept flows and direct them to a containment area for capture.
- h. If the liquid waste is sediment laden, use a sediment trap for capturing and treating the liquid waste stream, or capture in a containment device and allow sediment to settle.
- i. If necessary, further treat liquid wastes prior to disposal. Treatment may include, though is not limited to, sedimentation, filtration, and chemical neutralization.