

FINAL

ENVIRONMENTAL IMPACT REPORT

SANTA BARBARA COUNTY FLOOD CONTROL DISTRICT

RANDALL ROAD DEBRIS BASIN

SCH NO. 2019029104



Lead Agency:

Santa Barbara County Flood Control District
130 E. Victoria Street, Suite 200
Santa Barbara, California 93101
Mr. Andrew Raaf 805/568-3445

July 2020

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RANDALL ROAD DEBRIS BASIN**

SCH NO. 2019029104

Prepared for:

Santa Barbara County Flood Control District

130 E. Victoria Street, Suite 200

Santa Barbara, California 93101

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Project No. 1902-2132



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LIST OF ACRONYMS, SYMBOLS AND ABBREVIATIONS

AB	Assembly Bill
ADT	Average Daily Traffic (volume)
APN	Assessor's Parcel Number
BP	Before Present
CAA	Clean Air Act
CCAA	California Clean Air Act
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CARB	California Environmental Protection Agency Air Resources Board
CCC	California Coastal Commission
CCR	California Code of Regulations
CCRWQCB	Central Coast Regional Water Quality Control Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFC	Chlorinated Fluorocarbon
cfs	Cubic feet per second
CH ₄	Methane
CNDDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ E	Carbon dioxide, equivalent (greenhouse gases)
COMB	Cachuma Operation and Maintenance Board
Corps	U.S. Army Corps of Engineers
CRLF	California Red-Legged Frog
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dBA	Decibel: A - weighted



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LIST OF ACRONYMS, SYMBOLS AND ABBREVIATIONS

DOT	Department of Transportation (Federal)
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
ECAP	Energy and Climate Action Plan
EIR	Environmental Impact Report
ESH	Environmentally Sensitive Habitat
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GHG	Greenhouse Gases
GSA	Groundwater Sustainability Agency
GWP	Global Warming Potential
HFC	Hydrofluorocarbon
HOV	High Occupancy Lane
Hz	Hertz
IPCC	Intergovernmental Panel on Climate Change
Leq	Equivalent sound level
LOS	Level of Service
MPN	Most Probable Number (of bacterial colonies)
mPA	Micro-pascal
MTCO ₂ E	Metric Tons Carbon Dioxide Equivalent (greenhouse gases)
N ₂ O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NFPA	National Fire Protection Association
NMFS	National Marine Fisheries Service
NO	Nitric Oxide
NOP	Notice of Preparation
NO ₂	Nitrogen Dioxide
NO _x	Oxides of Nitrogen



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LIST OF ACRONYMS, SYMBOLS AND ABBREVIATIONS

NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OPR	Governor's Office of Planning and Research
O ₃	Ozone
OHWM	Ordinary High Water Mark
PERP	Portable Equipment Registration Program
PM	Particulate Matter
PM _{2.5}	Particulate Matter with an aerodynamic diameter of 2.5 microns or less
PM ₁₀	Particulate Matter with an aerodynamic diameter of 10 microns or less
PPV	Peak Particle Velocity
RCRA	Resource Conservation and Recovery Act
ROC	Reactive Organic Compounds
SARA	Superfund Amendments and Reauthorization
SB	Senate Bill
SBCAPCD	Santa Barbara County Air Pollution Control District
SCCAB	South Central Coast Air Basin
SF ₆	Sulfur hexafluoride
SIP	State Implementation Plan
SO ₂	Sulfur dioxide
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
V/C	Volume to Capacity Ratio



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1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE AND LEGAL AUTHORITY

The California Environmental Quality Act (CEQA) requires that local, regional, and State agencies and special purpose districts prepare an Environmental Impact Report (EIR) for any discretionary action that may have the potential to significantly affect the quality of the environment. As lead agency, the Santa Barbara County Flood Control District (District) has prepared this EIR for the proposed debris basin to comply with the provisions of CEQA.

In accordance with Section 15121 of the State CEQA Guidelines, the purpose of this EIR is to serve as an informational document that:

"...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project..."

1.2 LEAD AGENCY AND PROJECT PROPONENT

Santa Barbara County Flood Control District
130 E. Victoria Street, Suite 200
Santa Barbara, California 93101

Contact: Andrew Raaf (805/568-3440)

1.3 PROJECT PURPOSE

The purpose of the proposed project is to retain debris generated by storm flows in San Ysidro Creek which will minimize deposition of these materials in downstream areas and reduce the potential for flooding of adjacent lands.

1.4 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project" and that "the statement of objectives should include the underlying purpose of the project." The objectives of the project proponent facilitate development and evaluation of alternatives, and preparation of findings. The project objectives are as follows:

- Maximize coarse sediment and debris retention capacity to the extent feasible to address post-fire storm events in the watershed.
- Avoid change in land use, unless supported by affected property owners and the community.
- Facilitate steelhead passage in San Ysidro Creek to the extent feasible.
- Minimize debris basin maintenance requirements.



1.5 NOTICE OF PREPARATION

A NOP (see Appendix A) was prepared for the project and distributed to responsible and trustee agencies and interested members of the public and distributed to parcels within 1,000 feet of the project site, on February 14, 2019. The following eleven comment letters were received in response to the NOP (attached as Appendix B) and are summarized below. The scope of the Draft EIR was developed (in part) to address these concerns.

- **Santa Barbara County Air Pollution Control District (SBCAPCD).** SBCAPCD's March 4, 2019 NOP response letter requests the EIR address consistency with the Ozone Plan, identify air pollutant and greenhouse gas emissions increases, include recommended mitigation measures, include a mitigation monitoring and reporting plan that addresses enforcement of these measures, and implement asbestos reporting requirements for demolition or renovation of any structures.
- **Native American Heritage Commission (NAHC).** NAHC's March 6, 2019 NOP response letter discusses tribal consultation requirements and related issues listed in Sections 21080.3, 21082.3 and 21084.3 of the Public Resources Code, and provides recommendations for cultural resources assessments and provisions to be included in the mitigation monitoring and reporting program. Project-specific concerns or recommendations were not identified.
- **Christopher Ise (local resident).** Mr. Ise's March 7, 2019 NOP response letter questions why the existing debris basin further upstream on San Ysidro Creek is not proposed to be enlarged, how the proposed debris basin would protect his property and family, how his property value would be affected, and if the Mountain Drive bridge would be rebuilt.
- **Department of Water Resources (DWR).** DWR's March 7, 2019 NOP response letter identified dam safety requirements should the project include a dam higher than 25 feet with a water storage capacity of 15 acre-feet or more or six feet with a water storage capacity of 50 acre-feet or more. These requirements include submittal of construction plans, application and filing fee.
- **Cachuma Operation and Maintenance Board (COMB).** COMB's March 8, 2019 NOP response letter noted that the South Coast Conduit water pipeline is located within the site just north of East Valley Road, and work within the pipeline's Federal easement would require approval by COMB. COMB is also concerned about project-related changes in stream hydraulics that could affect the pipeline.
- **United States Fish and Wildlife Service (USFWS).** USFWS's March 11, 2019 NOP response letter expressed concern that the threatened California red-legged frog may occur in the project vicinity, and dry season impoundment of water may benefit introduced predators of this species. USFWS requested they be contacted to help provide conservation measures, should California red-legged frog be found or reported from the project site.



- **Montecito Association.** The Association's March 13, 2019 NOP response letter requested Government Code Section 65402 consistency be identified, design parameters and construction timelines be identified, the traffic analysis should address truck haul routes, the need for post-construction roadway repairs and address any traffic generation from public use of the debris basin. The Association also requested that beneficial effects be identified, the no project alternative analysis address restoration of housing and existing maintenance of debris basins, and any funding-related project delays be addressed in the CEQA process.
- **Lynn Jewett (local resident).** Ms. Jewett's March 14, 2019 NOP response letter notes she supports restoring the view corridor along East Valley Road and gating Randall Road, but had safety concerns about project parking on East Valley Road. She also expressed concern about the effect of the proposed project on the San Ysidro Creek streambed downstream of the project site below Glen Oaks Drive.
- **California Department of Transportation (Caltrans).** Caltrans' March 20, 2019 NOP response letter noted that an encroachment permit would be required for any work in the East Valley Road (State Route 192) right-of-way, and expressed concerns about the proposed project's effect on storm flow velocity, channel degradation and storm water surface elevations.
- **California Department of Fish and Wildlife (CDFW).** CDFW's March 21, 2019 NOP response letter requested impacts to northern California legless lizard, monarch butterfly, and southern steelhead be addressed in the EIR. The NOP response letter also requested a complete description of the project and alternatives, a lake and streambed alteration agreement be obtained, wetlands and watercourses be avoided, take of State-listed species be addressed, a biological baseline assessment should be completed, sensitive plants should be avoided, direct, indirect and cumulative impacts to biological resources be addressed, wildlife movement be addressed and the EIR should include mitigation measures such as habitat restoration, avoidance of nesting birds, and wildlife relocation during construction.
- **National Marine Fisheries Service (NMFS).** NMFS's April 10, 2019 NOP response letter expressed concern about steelhead passage through the proposed debris basin, and noted a 2014 Biological Opinion requiring removal/modification of the existing debris basin on San Ysidro Creek and the need for removal of the proposed debris basin when no longer deemed necessary to protect life and property. NMFS also requested the District meet with staff to determine if suitable fish passage can be designed and maintained. NMFS also requested the EIR provide sufficient information to determine if the proposed project is correctly designed and identify project effects on water depth and velocity for migrating steelhead. The letter also identified several project alternatives to be considered including debris flow nets, temporary trash or boulder racks, an off-channel debris basin and a temporary boulder trap.



1.6 PROJECT DESIGN WORKSHOP

Affected agencies and local residents were invited to a project design workshop on November 4, 2019 at the Board of Supervisors hearing room. Overall, workshop participants recognized the importance of the project and were supportive of the District's efforts.

1.7 EIR CONTENT

Based on initial project review and responses to the NOP, this EIR is focused on the following issue areas:

- Aesthetics/visual resources
- Air quality and greenhouse gas emissions.
- Biological resources.
- Cultural resources.
- Geologic processes.
- Water resources.
- Noise and vibration.
- Risk of upset/hazardous materials.
- Transportation/traffic.

The Alternatives section of this EIR (Section 6.0) is prepared in accordance with Section 15126.6 of the State CEQA Guidelines. CEQA also requires an EIR to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible including a brief explanation of the underlying reasons for that determination. This EIR also includes an analysis of No Project Alternative. The merits of the various alternatives that would meet most of the basic project objectives are discussed in Section 6.3. Section 6.4 also discusses alternatives considered but determined to be infeasible and identifies the "environmentally superior" alternative.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and recent court decisions. The State CEQA Guidelines provide the standard by which the adequacy of this EIR is based.

The Guidelines state:

"An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure." [emphasis added] (Section 15151).



The impacts are classified pursuant to the County's CEQA Guidelines and the Environmental Thresholds and Guidelines Manual (revised 2018) as follows:

Class I Impacts: Significant unavoidable adverse impacts for which the decision-maker must adopt a statement of overriding considerations.

Class II Impacts: Significant environmental impacts that can be feasibly mitigated or avoided for which the decision-maker must adopt findings and recommended mitigation measures.

Class III Impacts: Adverse impacts found not to be significant for which the decision-maker does not have to adopt findings under CEQA.

Class IV Impacts: Impacts beneficial to the environment.

1.8 RESPONSIBLE AND TRUSTEE AGENCIES

The State CEQA Guidelines define "lead", "responsible", and "trustee" agencies. The District, as a public agency, has the principal responsibility for approving the proposed project. Therefore, the District is the lead agency. Responsible agencies are non-Federal public agencies which have discretionary approval power over the project. Responsible agencies for the proposed project may include CDFW and the Regional Water Quality Control Board (Central Coast Region).

Trustee agencies refer to agencies having jurisdiction by law over the natural resources affected by a project. Based upon this definition, the CDFW, USFWS and NMFS, which have jurisdiction over biological and aquatic resources that may be impacted by the proposed project, are trustee agencies.

1.9 PROJECT DISCRETIONARY APPROVALS AND PERMITS

Project implementation will require the District to obtain permits and/or other forms of discretionary approvals from Federal, State and local agencies. These agencies include, but may not be limited to the following:

1.9.1 U.S. Army Corps of Engineers (Corps)

Corps Nationwide Permit 43 addresses discharges of dredged or fill material into non-tidal waters of the U.S. for the construction of storm water management facilities (including debris basins) but does not authorize work in perennial streams. Based on surface flow data collected at a stream gage in place from 1979 to 1983 approximately 0.6 miles upstream of the project site, the affected reach of San Ysidro Creek is perennial. District staff observations over the past 20 years and biological surveys in 2019-2020 also indicate San Ysidro Creek supports perennial flow. Therefore, it appears a Corps individual permit would be required to authorize debris basin construction and maintenance. Permitting activities would involve consultation between the Corps and NMFS concerning effects on the endangered Southern California Coast steelhead, and between the Corps and USFWS concerning possible adverse effects on the California red-legged frog.

1.9.2 California Department of Fish and Wildlife

Construction and operation of the proposed debris basin would require a lake or streambed alteration agreement.



1.9.3 Central Coast Regional Water Quality Control Board

Construction and operation of the proposed debris basin would require a water quality certification under Section 401 of the Clean Water Act, in coordination with Corps permitting.

1.10 MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to California Resources Code Section 21081.6, a Mitigation Monitoring and Reporting Program is required to ensure the implementation of mitigation measures necessary to reduce or eliminate identified significant impacts. The mitigation measures provided in this EIR provide sufficient detail regarding implementation (monitoring requirements, timing, responsible party, reporting and submittals) such that this requirement is met within the EIR and a stand-alone Mitigation Monitoring and Reporting document is not needed.

1.11 CERTIFICATION OF THE FINAL EIR

The Draft EIR was circulated for review by public agencies and interested members of the public from May 4 through June 19, 2020. The District has prepared responses to all comments received during the review period (see Section 9 of this Final EIR), including oral comments received at May 20, 2020 public hearing. This Final EIR is comprised of the Draft EIR (revised as needed to address comments) and responses to comments received during public circulation of the Draft EIR. Changes to the text of the Draft EIR are shown in underline (additions) and strike-out (deletions) mode.

At the time the project is approved, mandated CEQA Findings will be adopted. The District is the lead agency and has the responsibility of determining the adequacy of this EIR pursuant to CEQA.



2.0 SUMMARY

This section has been prepared in accordance with the Section 15123 of the State CEQA Guidelines and is divided into three components. The first summarizes the characteristics of the proposed project, the second identifies potential environmental impacts, mitigation measures and residual impacts and the third component is a summary and comparison of the alternatives considered.

2.1 PROJECT SYNOPSIS

2.1.1 Lead Agency

Santa Barbara County Flood Control District
130 E. Victoria Street, Suite 200
Santa Barbara, California 93101

Contact: Andrew Raaf (805/568-3445)

2.1.2 Project Location

The project site is approximately 9.2 acres in area and located in Santa Barbara County within the community of Montecito, specifically at the intersection of East Valley Road (State Route 192) and Randall Road (see Figure 3-1). The project site is located within the Central Urban Sub-area of the County's Montecito Planning Area and has a residential land use designation (SRR-0.5) and zoning (2-E-1). The project site is composed of the following parcels:

- APN 007-120-032 (1.00 acres)
- APN 007-120-033 (1.01 acres)
- APN 007-120-034 (1.00 acres)
- APN 007-120-035 (1.00 acres)
- APN 007-120-036 (0.96 acres)
- APN 007-120-101 (revised APN 007-120-052, 0.99 acres)
- APN 007-120-054 (1.19 acres).
- APN 007-120-103 (revised APN 007-120-060, 0.40 acres, District owned)
- APN 007-120-100 (revised APN 007-120-059, 0.98 acres)
- APN 007-120-090 (District easement over 0.66 acres)

The proposed easement on the western portion of APN 007-120-090 would facilitate construction and routine maintenance of the debris basin. The project site includes Randall Road, a private roadway. In addition, APN 007-181-010 (owned by the District) located south of East Valley Road may be used as a temporary construction office (with office trailer and parking) or for staging and storage of materials and equipment. A temporary construction easement may be required within the California Department of Transportation (Caltrans) right-of-way along East Valley Road.



2.1.3 Project Characteristics

The proposed project consists of the construction and long-term periodic maintenance of a new debris basin on San Ysidro Creek to capture sediment and debris transported from the watershed upstream of the project site. The design of the project provides an area for deposition of large sediment loads and woody debris during/following larger storm events while maintaining natural sediment transport during smaller storm events. The proposed debris basin design spans San Ysidro Creek, with most of the debris basin located west of the San Ysidro Creek channel and a smaller portion of the debris basin located east of the channel (see Figure 3-2). Post-construction habitat restoration is proposed as shown in Figure 3-3. Conceptual artistic renderings of the appearance of the proposed debris basin is provided as Figures 3-4 and 3-5.

The debris basin would be constructed as an “off channel” basin, meaning the basin would only receive flows and material (sediment and debris) once the designed channel capacity has been exceeded which correlates to the water surface elevation generated in a 5-year flow event. Water flows of equal or lesser intensity than a 5-year event would remain in the channel to facilitate fine sediment transport and migratory fish passage. Flows above a 5-year event would exceed the channel capacity and leave the channel and expand into the debris basin.

2.1.4 Project Components

2.1.4.1 Debris Basin

The proposed debris basin would encompass approximately eight acres in area, including the re-constructed channel, debris basin and access areas (see Figure 3-2). The debris basin would be formed primarily by excavating down through the existing grade to create a sunken catchment area for debris adjacent to San Ysidro Creek. The bottom surface of the debris basin would be approximately 3.2 acres in area, and five to 20 feet below existing grade elevations (forming a subgrade excavation). The debris basin bottom would be graded to slope towards the San Ysidro Creek channel at a 0.25 percent slope. The western, eastern and southern margins of the debris basin would be composed of side slopes with an approximately 2:1 slope (horizontal:vertical). The southern side slope would extend above grade forming a berm parallel to East Valley Road. Three access ramps would be provided to allow equipment access to the debris basin bottom for periodic maintenance (see Section 2.1.6). Two of these ramps would be accessed from Randall Road and one from East Valley Road. Steel debris racks would be provided in the debris basin bottom. ~~These racks would be designed in the shape of a “V” pointed upstream~~ (see Figure 3-2).

2.1.4.2 Channel Improvements

The San Ysidro Creek channel would be recontoured along approximately the existing alignment. The bottom width of the channel would be similar to existing conditions. The existing banks, which are currently steep and near vertical in some locations, would be graded and re-contoured to create wider, more gently sloped banks. As discussed in Section 2.1.3, flows generated by a 5-year storm event or less would remain in the channel.



Class VII (one-half ton) rock rip-rap (without grout) would be placed in portions of the channel as needed to prevent scour and down-cutting. Mixed grade material would be backfilled over the rock rip-rap to fill voids with a blend of cobble, gravel, and soil material. Earth material removed during excavation of the debris basin and re-contouring the channel (including mixed grade boulders, cobbles, gravel and fine sediment) would be retained and placed in the recontoured channel to create a streambed similar to natural conditions.

2.1.4.3 Hiking Trail

Randall Road is a private dead-end street that serves only the residential properties within the debris basin project site. Since residences would not be reconstructed on these properties, and the District would purchase these properties, public vehicle access is not needed. Randall Road would be closed to public vehicle use and made available for pedestrian use as a partial connector trail to the San Ysidro Trail at East Mountain Drive. A vehicle gate would be installed near East Valley Road, and Randall Road would be used by authorized vehicles for utility access, routine maintenance, and emergency operations. The gate would be provided with an opening allowing pedestrian and equestrian access. A small public parking area would be provided approximately 100 feet north of the East Valley Road/Randall Road intersection (see Figure 3-2).

2.1.4.4 Restoration Plan

Excluding the debris basin bottom, most of the area affected by excavation would be replanted with native plant species. A proposed Restoration Plan is provided as Figure 3-3. This Plan should be considered preliminary and subject to change based on regulatory permit requirements and refinement of the project design. Temporary irrigation water needed during the initial plant establishment period would be provided by an existing on-site pipeline and meters. The Plan includes three planting areas as shown in Figure 3-3.

- **Embankment Planting Area.** The south slope of the berm along East Valley Road would be planted with native species such as those listed below, but with a high density of trees and large shrubs to provide visual screening.
- **Creekside Planting Area.** The channel margins beyond the bankfull width would be planted with riparian shrubs and trees such as arroyo willow (*Salix lasiolepis*), western sycamore (*Platanus racemosa*), cottonwood (*Populus* species), white alder (*Alnus rhombifolia*), mulefat (*Baccharis salicifolia*), mugwort (*Artemisia douglasiana*) and blue elderberry (*Sambucus nigra ssp. caerulea*).
- **Basin Slope Planting Area.** The perimeter slopes would be planted with riparian species such as those listed above as well as others such as coast live oak (*Quercus agrifolia*), toyon (*Heteromeles arbutifolia*), ceanothus, lemonadeberry (*Rhus integrifolia*), sugar bush (*Rhus ovata*), coffeeberry (*Rhamnus californica*), California wild rose (*Rosa californica*) and coyote brush (*Baccharis pilularis*).

2.1.5 Construction

Debris basin construction is currently planned for April through December 2021. The total number of work days would be about 150, and would include:

- Contractor equipment mobilization



- Removal of remaining sediment and debris
- Grubbing (removal of vegetation and associated organic material)
- Utility relocations
- Basin excavation and excess earth material export
- Recontouring the stream channel and banks
- Construction of access ramps
- Installation of debris racks
- Resurfacing Randall Road
- Implementation of the proposed restoration plan

About 97,000 cubic yards of earth material would be excavated to construct the debris basin, with a portion re-used on-site to re-configure the streambed and banks, line the lower slopes of the debris basin with rock, and construct access ramps and surface access roads. However, most of this material would be trucked off-site following any required sorting and rock crushing. Likely export sites are existing aggregate processing and sales operations in Santa Paula and/or Buellton. Rock sorting and crushing (as required) would be conducted below grade (within the constructed debris basin) when possible to minimize noise.

Export of excess earth material would be conducted in about 60 to 90 work days. Excavation (and rock crushing if needed) would be typically conducted between 7 a.m. and 5 p.m. Monday through Friday. Note that mitigation measure MM N-1 limits construction hours to between 7 a.m. and 4:30 p.m. to be consistent with the development standards of the Montecito Community Plan. The maximum number of truck round trips for earth material export and other construction activities would be about 150 per day, with an average of less than 100 truck trips per day during earth material export. The anticipated local haul route is east on East Valley Road, then south on Sheffield Drive to U.S. Highway 101. However, road closures associated with implementation of the South Coast Highway 101 HOV Lanes Project, and ongoing roadway resurfacing projects to repair damage from the January 9, 2018 debris flow, may require alternative routes between East Valley Road and U.S. Highway 101 which may include San Ysidro Road or Hot Springs Road (see Figure 3-6).

Equipment to be used may include dozers, excavators, wheeled loaders, scrapers, backhoes, rock crusher, conveyor belts, generator, heavy-duty trucks (dump trucks and/or demolition trucks) and water trucks. Processing of any large boulders would focus on use of an excavator-mounted demolition breaker; however, blasting may be required. Staging and storage of materials (including earth materials to be exported) and equipment would be conducted within the project site and within the District-owned parcel (APN 007-181-010) just south of East Valley Road.



During debris basin construction, temporary diversion of surface flow within San Ysidro Creek may be required to provide access and avoid working in surface water. The diversion may involve excavating a small trench or use of a temporary pipe to transport surface water around the work area, depending on field conditions during the construction period. In either case, a small temporary dam would be constructed at the upstream end of the construction work area to divert surface water into the trench or pipe. Erosion reduction and turbidity controls would be installed at the downstream end of the diversion, potentially including an energy dissipater, filter fabric, and hay bales as needed.

2.1.6 Routine Maintenance

The proposed debris basin would be included in the District's Annual Debris Basin Maintenance Program and subject to standard practices and mitigation measures identified in the Debris Basin Maintenance Plan. Routine maintenance activities would be limited to the project site as described in the Section 2.1.2. Routine maintenance tasks are described below.

2.1.6.1 Channel Maintenance

The San Ysidro Creek low flow channel would be kept clear of obstructive vegetation in the channel bottom and lower banks. This effort would focus on obstructive woody vegetation and exotic/invasive species while leaving low herbaceous vegetation. Vegetation would be removed using hand tools (loppers) and hand-held power tools (string trimmers, chainsaws). Limited use of aquatic-approved herbicide may be used to control problem areas in the creek channel.

The low flow channel would be reestablished if high flows during the previous winter resulted in excessive erosion (such as bank undercutting) or substantially altered the channel banks and/or alignment. Channel reestablishment would involve using a small dozer or similar equipment to rebuild the channel, toe, and banks to the as-built condition (post-construction). Any earth material excavated from the channel would be placed in the bottom of the debris basin and/or hauled off-site.

Routine maintenance involving heavy equipment operating in the creek channel would involve temporary diversion of any surface flow in San Ysidro Creek. The diversion may involve excavating a small trench or use of a temporary pipe to transport surface water around the work area. A small temporary dam would be constructed at the upstream end of the maintenance area to divert surface water into the trench or pipe. Erosion reduction and turbidity controls would be installed at the downstream end of the diversion, potentially including an energy dissipater and hay bales as needed. Channel maintenance involving vegetation removal may occur every 1-2 years, while channel shaping and reestablishment involving heavy equipment but is likely to be less frequent.

2.1.6.2 Debris Basin Maintenance

Routine maintenance of the proposed debris basin would focus on removal of accumulated sediment and debris (desilting), which would occur when inspections by District staff indicate the debris basin is at least 25 percent full, or after a fire in the watershed.



It is anticipated that less than 25,000 cubic yards of sediment and debris would be removed in a typical maintenance event, which would be completed in about 20 to 40 work days between August and December. Proposed access ramps from Randall Road and East Valley Road would be used to reach the bottom of the debris basin.

It is anticipated that desilting would occur about every four to seven years but could occur several times in one year following a major fire in the watershed and/or intense storm seasons.

Native vegetation would be allowed to colonize the bottom of the proposed debris basin between desilting events. Desilting would involve removal of sediment and debris along with overlying vegetation using excavators, loaders, dozers, and dump trucks.

Some material (primarily rock) removed from the debris basin bottom may be re-used on-site as streambed material or placed on the debris basin slopes. Some rock may be crushed and hauled off-site for use as road base or to existing aggregate processing and sales operations in Santa Paula and/or Buellton. Some material may be hauled off-site by contractors for use at local construction sites. The disposal location for remaining material would be identified prior to the initiation of each desilting event. When desilting is occurring, other areas of the project site may be used for stockpiling and staging, and truck turn-around.

Routine maintenance would be typically conducted between 7 a.m. and 5 p.m. Monday through Friday. Note that mitigation measure MM N-1 limits routine maintenance activities to between 7 a.m. and 4:30 p.m. to be consistent with the development standards of the Montecito Community Plan. The maximum number of truck round trips for sediment/debris export would be about 50 per day. The anticipated local haul route is east on East Valley Road, then south on Sheffield Drive to U.S. Highway 101. However, alternative routes between East Valley Road and U.S. Highway 101 may be used depending on conditions at the time maintenance is conducted which may include San Ysidro Road or Hot Springs Road.

During desilting, temporary diversion of surface flow in San Ysidro Creek may be required to provide access and avoid working in surface water. The diversion may involve excavating a small trench or use of a temporary pipe to transport surface water around the work area. In either case, a small temporary dam would be constructed at the upstream end of the desilting area to divert surface water into the trench or pipe. Erosion reduction and turbidity controls would be installed at the downstream end of the diversion, potentially including an energy dissipater and hay bales as needed.

The proposed debris racks in the debris basin would require periodic cleaning of entangled woody debris and accumulated sediment. This task would occur as part of desilting, and sediment and debris would be trucked off-site.

2.1.6.3 Restoration Maintenance

It is anticipated that the proposed restoration plantings discussed in Section 2.1.4.4 would be maintained and monitored for three to five years, including weeding, irrigation system repairs and adjustment, and monitoring the health of the plants and compliance with permit conditions.



2.2 ALTERNATIVES

2.2.1 No Project Alternative

The purpose of describing and analyzing the No Project Alternative is to allow the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. Under the No Project Alternative, the proposed debris basin would not be constructed, and properties adjacent to San Ysidro Creek in the project area would be subject to debris flows. In the absence of the proposed project, it is anticipated that removal of remaining sediment from the project site and limited re-contouring (grading) would be performed by the current property owners or agents thereof. Dead trees near East Valley Road would likely be removed for safety reasons. The parcels would not be acquired by the District and private land uses would continue, likely to include construction of single-family residences consistent with existing zoning. The No Project Alternative does not meet the purpose of the project or any of the project objectives.

2.2.2 Alternatives Considered

2.2.2.1 Alternatives Selection Methodology

The selection of alternatives is consistent with Section 15126.6 of the State CEQA Guidelines and focuses on those that would meet most of project's basic objectives, avoid or reduce environmental impacts and provide a reasonable range of alternatives for analysis and comparison. The proposed project involves providing post-fire flood protection to the lower San Ysidro Creek watershed. Therefore, the range of alternatives to be considered is very limited. The location of alternative sites is provided in Figure 6-1.

2.2.2.2 San Ysidro Creek Widening Alternative

This Alternative was included in the 2017 Multi-Jurisdictional Hazard Mitigation Plan and consisted of widening the channel to 70 feet in the lower portion and 48 feet in the upper portion of San Ysidro Creek. The cost of this project was estimated at approximately \$37 million, which is likely cost-prohibitive even with available grant funding. This Alternative would not provide debris storage comparable to the proposed project, and as such would not meet the primary project objective. In addition, environmental impacts associated with widening about two miles of the creek channel would be many times greater than the proposed project and may include aesthetics, air quality, biological resources, cultural resources, water quality, noise and traffic.

The San Ysidro Creek Widening Alternative was not considered further because:

- This Alternative would not accomplish the basic objectives of the project.
- This Alternative was conceived prior to the Thomas Fire and January 2018 debris flow and no longer reflects the current conditions of the watershed.
- This Alternative would not avoid or lessen any of the identified significant adverse environmental effects of the project.
- This Alternative is not feasible due to economic viability, and lack of the District's control in obtaining required parcels and easements needed to implement this Alternative.



2.2.2.3 Existing San Ysidro Creek Debris Basin Expansion Alternative

The San Ysidro Creek Debris Basin is located on San Ysidro Creek at the end of West Park Lane in Montecito, approximately 0.5 miles north of the project site. The existing debris basin was built in 1964 by the Corps after the Coyote Fire burned a large percentage of the watershed. The Debris Basin was designed to trap flood debris in anticipation of accelerated erosion of the denuded watershed. The debris basin was maintained (desilted) on an annual basis after construction until 1987. Between 1987 and 1994 the debris basin was maintained on an as-needed basis and since 1994, the Basin has been part of the Annual Debris Basin Maintenance Program. Under this program the basin is inspected on an annual basis, a pilot channel is maintained, and the basin is desilted during routine operations if it is 25 percent full or there is a wildfire in the watershed. Emergency desilting operations have also occurred after large storm events. Desilting projects occurred in 1969, 1978, 1983, twice in 1995, 1998, 2005, 2018, and 2019.

The existing San Ysidro Debris Basin was proposed to be removed in 2019 according to the District's Corps individual permit and Biological Opinion to improve steelhead passage. The District modified this plan following the Thomas Fire and debris flow of January 9, 2018. The District now plans to keep the existing San Ysidro Debris Basin in service while constructing a dam-modification to enhance fish passage and flood-protection performance, while reducing the need for sediment excavation (see Section 3.6.1).

The Existing San Ysidro Creek Debris Basin Expansion Alternative consists of expansion of the existing debris basin to provide increased sediment/debris capacity, which would require enlarging the basin area and/or increasing the height of the existing dam. Upon consideration of expanding this basin, this Alternative was shown to be limited by local topography consisting of a narrow channel within a canyon with very steep slopes. The adjacent properties are privately owned, and the District's parcel does not allow room for a meaningful expansion. To increase the height of the dam conflicts directly with the requirements of the District's Corps individual permit and Biological Opinion and would not be approved by the Federal agencies. Even if expansion of the existing San Ysidro Debris Basin were feasible, the confined channel and steep topography of the upper-watershed do not provide room for a large enough expansion to approach the size and function of the proposed project at Randall Road.

The Existing San Ysidro Creek Debris Basin Expansion Alternative was not considered further because:

- This Alternative would not accomplish the basic objectives of the project because San Ysidro Basin, even if expanded, would still have greatly reduced capacity as compared to the proposed project.
- The location of the existing San Ysidro Basin in the upper watershed limits its sediment/debris storage function to a smaller portion of the watershed. Most of the developed areas within the watershed would still be subject to burial and damage from debris flows.
- This Alternative is not feasible due the lack of the District's control in obtaining required parcels and easements needed to implement this Alternative.



2.2.2.4 Alternative Debris Basin Site

An alternative site for a debris basin in the San Ysidro Creek watershed may be considered. Criteria for alternative site selection included a relatively level area along San Ysidro Creek, with minimal development located in the lower portion of the watershed. The site selected for analysis is a 10-acre portion of APN 007-540-001 located northwest of Ennisbrook Drive. The Alternative Debris Basin Site is somewhat level and undeveloped and in the lower watershed where it would provide sediment/debris storage for most of the San Ysidro Creek watershed. The Alternative Debris Basin Site includes a part of the Ennisbrook Preserve managed under an easement by the Land Trust for Santa Barbara County and includes the Ennisbrook Nature Trail.

The Alternative Debris Basin Site was not considered further because:

- This Alternative would not avoid or lessen any of the identified significant adverse environmental effects of the project. The proposed project site is currently highly disturbed and mostly denuded of vegetation as a result of the January 9, 2018 debris flow. As compared to the proposed project, implementation of this Alternative would result in additional impacts or substantially greater impacts including aesthetics (loss of intact oak woodland with high visual quality), biological resources (loss of riparian habitat, oak woodland, environmentally sensitive habitat), recreation (loss of a popular local trail) and possible disturbance and/or loss of cultural resources.
- This Alternative is not feasible due to the lack of the District's control in obtaining required parcels and easements needed to implement this Alternative.

2.3 IMPACTS OF THE ALTERNATIVES

Due to the lack of any feasible alternatives that would meet most of the basic project objectives and/or avoid or lessen environmental impacts of the proposed project, only the No Project Alternative is assessed in this EIR.

2.3.1 Aesthetics/Visual Resources

Temporary degradation of public views from East Valley Road associated with construction of the proposed project would not occur. Removal of remaining debris and sediment from the project site, re-contouring and future residential redevelopment associated with the No Project Alternative may improve the existing scenic quality of the project site associated with debris piles, areas of exposed soil, entrenched stream channel with little vegetation and dead and dying trees.

2.3.2 Air Quality/Greenhouse Gas Emissions

Air quality and greenhouse gas emissions associated with the proposed project would not occur. However, removal of remaining debris and sediment from the project site, re-contouring and future residential redevelopment associated with the No Project Alternative would generate short-term and long-term air pollutant and greenhouse gas emissions.



2.3.3 Biological Resources

Impacts associated with removal of native trees, woodland vegetation and wildlife habitat and beneficial post-construction habitat restoration associated with the proposed project would not occur. Removal of remaining debris and sediment from the project site, re-contouring and future residential redevelopment associated with the No Project Alternative would involve new landscaping and limited tree replacement which may result in an increase in the quality of wildlife habitat on the project site as compared to existing conditions.

2.3.4 Water Resources

Short-term water quality impacts associated with project-related construction and routine maintenance activities would be avoided. Attenuation of peak storm flows greater than a 5-year event associated with the proposed project would not be provided. However, adjacent parcels would remain outside the 1 percent annual chance flood hazard area. Removal of remaining debris and sediment from the project site, re-contouring and future residential redevelopment associated with the No Project Alternative would result in short-term and long-term impacts to surface water quality associated with storm run-off.

2.3.5 Hazards and Hazardous Materials

Storage of sediment and debris associated with the proposed project would not occur. Adjacent parcels would remain within the debris flow hazard area identified by the Santa Barbara County Office of Emergency Management.

2.3.6 Recreation

Randall Road would remain a private road and not available for public trail use.

2.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative is considered environmentally superior because it would avoid impacts associated with construction and routine maintenance of the proposed debris basin. If the No Project Alternative is considered environmentally superior, Section 15126.6(e)(2) of the State CEQA Guidelines requires identification of the environmentally superior alternative among the other alternatives. Due to the lack of any other feasible alternatives that would meet most of the basic objectives of the project and would avoid or lessen significant impacts, the proposed project (with mitigation) is considered the environmentally superior alternative.

2.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Tables 2-1 and 2-2 summarize the identified significant and less than significant environmental impacts for each resource/issue area analyzed in this EIR and proposed mitigation measures. Table 2-3 provides a summary of the beneficial impacts of the proposed project. No significant unavoidable impacts were identified, mitigation measures provided would reduce all impacts to less than significant levels.



**Table 2-1. Summary of Project-Specific Significant but Mitigable
Environmental Impacts and Mitigation Measures**

DESCRIPTION OF IMPACT	MITIGATION MEASURES
<p>Impact AES-1: Debris basin construction would temporarily degrade the scenic quality of public views from East Valley Road. All vegetation within the debris basin footprint would be removed including up to 131 trees, mostly over 8 inches in diameter. Soil and remaining sediment and debris would be scraped from the debris basin site. During most of the construction period, public views of the project site would consist of an open excavation with mobile and stationary heavy equipment operating in the basin bottom and heavy-duty truck traffic associated with exporting earth material. Although the scenic quality of the project site is currently low to moderate as discussed in Section 4.1.1.3, ongoing project construction activities (up to eight months) would substantially reduce the scenic quality of the site and is considered a significant impact to the visual resources of this primary view corridor (Class II).</p>	<p>MM AES-1. During the construction period, an earthen berm or fabric-covered chain-link fencing (at least eight feet high) shall be installed along the southern project site boundary to screen public views of the project site from East Valley Road.</p> <p>Plan Requirements and Timing: The screening method and materials shall be included on the debris basin construction plans and implemented prior to any tree removals or basin excavation.</p> <p>MONITORING: District staff shall inspect the site as needed to ensure the visual screening is installed and maintained. The screening shall be maintained as needed to ensure it remains functional.</p>



Table 2-1. Continued

DESCRIPTION OF IMPACT	MITIGATION MEASURES
<p>Impact AQ-2: Routine maintenance of the proposed debris basin would generate air pollutant emissions that would adversely impact local and regional air quality. Pollutant sources include heavy equipment used to maintain the channel, remove accumulated sediment and debris from the basin and clean the debris racks, worker vehicles, and heavy-duty trucks used to transport sediment and debris off-site. A peak day scenario was developed for the purposes of air pollutant emissions estimation and includes trucking removed sediment and debris (up to 50 round trips per day) up to 25 miles. Routine maintenance NO_x and PM₁₀ emissions (see Table 4.2-4) would exceed the daily significance threshold and is considered a significant impact to air quality (Class II).</p> <p><u>Diesel particulate matter emitted by heavy equipment and vehicles during routine maintenance may increase cancer risk at local residences. However, cancer risk associated with these emissions is estimated based on lifetime exposure (70 years) (South Coast Air Quality Management District, 2015). Due to the short-term and periodic nature (typically every few years) of proposed routine maintenance activities and associated diesel particulate matter emissions, any increase in cancer risk would be minimal and considered a less than significant impact (Class III).</u></p>	<p>MM AQ-1. The following measures shall be fully implemented during all construction and routine maintenance activities at the project site.</p> <ul style="list-style-type: none"> • During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. • Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less. • If importation, exportation and stockpiling of fill material is involved, soil stockpiles that may generate dust shall be covered, kept moist, or treated with soil binders or other standard practice to prevent dust generation. Trucks transporting dust-producing material to and from the site shall be tarped from the point of origin. • If wet soil or mud is present, gravel pads or rubble plates shall be installed at all access points to prevent tracking of mud onto public roads. • After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise treated so that dust generation is minimized. • The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance. • All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an SBCAPCD permit. • Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce NO_x emissions, diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Project-related mobile equipment shall comply with the State Off-Road Regulation. • Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NO_x and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation. • All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible. • <u>Diesel engines used to power off-road mobile equipment to conduct routine maintenance shall be certified to meet State Tier 3 or higher emissions standards.</u> <p>Plan Requirements and Timing: These measures shall be included in the project plans and specifications and construction contracts and implemented during debris basin construction and routine maintenance. MONITORING: District staff shall conduct periodic inspections to ensure these measures are implemented by all construction and routine maintenance contractors.</p>



Table 2-1. Continued

DESCRIPTION OF IMPACT	MITIGATION MEASURES
<p>Impact BIO-3: The proposed project would result in the loss of mature native trees. Up to 49 mature native trees would be removed to accommodate debris basin construction activities, including up to 30 coast live oak, 17 California sycamore and two California bay trees. For the purposes of this analysis, native trees at least 8 inches in diameter at breast height are considered mature. This impact is considered significant (Class II) because more than 10 percent of the trees of biological value on the project site would be removed.</p>	<p>MM BIO-1. The following measure shall be fully implemented to replace mature native trees.</p> <ul style="list-style-type: none"> The proposed Restoration Plan (see Section 3.3.4) shall include replacement of mature native trees at a minimum 3:1 ratio, an irrigation plan and a description of monitoring and maintenance procedures. <p>Plan Requirements and Timing: A planting plan, irrigation plan and monitoring plan shall be included in the Final Restoration Plan. The Final Restoration Plan shall be implemented within 150 days of completion of basin construction.</p> <p>MONITORING: District staff shall conduct periodic inspections and maintenance to ensure planted trees survive in the long-term to replace those trees removed.</p>
<p>Impact BIO-9: Proposed debris basin construction and/or routine maintenance activities may disrupt breeding of migratory birds. Vegetation removal, noise, dust, and heavy equipment activity associated with project construction and/or routine maintenance activities may result in direct impacts (loss of nests during vegetation removal) and indirect impacts (nest abandonment, alteration of breeding behavior) to breeding migratory birds. These impacts may result in violation of the Federal Migratory Bird Treaty Act and Sections 3503 and 3513 of the California Fish and Game Code and are considered potentially significant (Class II).</p>	<p>MM BIO-2: The following measures shall be fully implemented to minimize impacts to breeding birds.</p> <ul style="list-style-type: none"> Site preparation (including removal of trees and vegetation) shall be conducted during the late summer or fall (August 15 to December 31) prior to initiation of debris basin construction (planned for spring 2021). Vegetation removal associated with construction and/or routine maintenance shall avoid the migratory bird and raptor breeding season (February 15 to August 15) to the extent feasible. For any project-related construction and/or routine maintenance activities involving vegetation removal or heavy equipment to be conducted during the breeding season, a nest survey within the area of impact and a 200 foot buffer for non-raptors and any available raptor nesting areas within 500 feet shall be conducted by a qualified biologist no earlier than 14 days and no later than 5 days prior to any vegetation removal or ground disturbance to determine if any nests are present. If an active nest is discovered during the survey, a buffer of 200 feet for non-raptors or 500 feet for raptors (or as determined by the biologist based on a field assessment) shall be established around the nest. The buffer area may be reduced if nest monitoring by a qualified biologist indicates construction and/or routine maintenance activities are not adversely affecting nesting success. No construction and/or routine maintenance activities shall occur within the buffer area until a biologist determines that the nest is abandoned, or fledglings are adequately independent from the adults. <p>Plan Requirements and Timing: These measures shall be noted on the project's engineering plans and specifications and implemented as part of all construction and routine maintenance activities.</p> <p>MONITORING: District staff shall conduct periodic inspections to ensure these measures are implemented.</p>



Table 2-1. Continued

DESCRIPTION OF IMPACT	MITIGATION MEASURES
<p>Impact CR-1: Debris basin construction has the potential to adversely affect unreported archeological resources. Based on the cultural resources records search and Phase I archeological field survey, no previously recorded cultural resources are located within or immediately adjacent to the project site. However, the project site is composed of a streambed and adjacent terraces, which are commonly sites of prehistoric occupation by Native Americans. A prehistoric lithic scatter and milling site (CA-SBA-1918) was recorded near San Ysidro Creek near the project site. Construction of the debris basin would require extensive excavation and cultural resources (isolated artifacts, intact deposits, burials) may be encountered. Impacts are unknown but potentially significant (Class II).</p>	<p>MM CR-1. The following measures shall be implemented to address the potential discovery of pre-historic archaeological resources during project construction.</p> <ul style="list-style-type: none"> • In the event that archaeological resources are exposed during construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a professional archaeologist has been retained to evaluate the nature and significance of the find. The District shall be notified immediately of any such find. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. • A worker cultural resources sensitivity program shall be implemented prior to project construction. Prior to any ground-disturbing activity, a qualified archeologist shall provide an initial sensitivity training session to all affected contractors, subcontractors, and other workers, with subsequent training sessions to accommodate new personnel becoming involved in the project. The sensitivity program shall address the cultural sensitivity of the project site and how to identify these types of resources, specific procedures to be followed in the event of an inadvertent discovery, and consequences in the event of non-compliance. <p>Plan Requirements and Timing. The above measures shall be included in the construction contract specifications for the project and shall be implemented prior to any project-related earth disturbing activities.</p> <p><u>MONITORING:</u> District staff shall monitor for compliance.</p>



Table 2-1. Continued

DESCRIPTION OF IMPACT	MITIGATION MEASURES
<p>Impact N-1: Noise generated by debris basin construction activities would temporarily adversely affect nearby noise-sensitive land uses (residences). Noise generated by debris basin construction (including rock crushing) was estimated using the Federal Highway Administration's Roadway Construction Noise Model. The estimated peak hour noise level at the nearest residence (1662 East Valley Road, 60 feet west of the project site) is 77.3 dBA Leq. The County's Thresholds and Guidelines Manual indicates construction activity within 1,600 feet of a residence may be considered a significant impact. Therefore, construction-related noise impacts are considered significant (Class II).</p>	<p>MM N-1. The following mitigation measures shall be fully implemented to minimize noise generated by project construction and routine maintenance of the proposed debris basin.</p> <ul style="list-style-type: none"> • Construction and routine maintenance activities shall be limited to the hours between 7:00 a.m. and 4:30 p.m., Monday through Friday. Vehicle and equipment maintenance shall also be limited to these hours. • No construction shall occur on State holidays (e.g., Thanksgiving, Labor Day). • All internal combustion engine-driven vehicles and equipment shall be properly muffled. <p>Plan Requirements and Timing: Vehicle and equipment operational hours restrictions shall be included on the construction plans and specifications. Operating hours restrictions shall be in effect during all work involving mobile and stationary equipment or heavy-duty trucks.</p> <p>MONITORING: District staff shall verify construction and routine maintenance activities comply with operating hours restrictions and mufflers are in place and functional.</p> <p>MM N-2: The following measures shall be fully implemented to minimize rock crushing noise at adjacent residences.</p> <ul style="list-style-type: none"> • Rock crushing shall be limited to the hours of 7 a.m. to 4:30 p.m. • The rock crusher shall be located in the basin bottom, or below grade to the extent feasible. • The rock crusher shall be enclosed on three sides with a temporary construction noise barrier, with the open side facing away from adjacent residences. • The construction noise barrier shall be taller than the rock crusher and provide a minimum 20 dB sound transmission loss at 1,000 hertz. <p>Plan Requirements and Timing: Rock crushing hours restrictions shall be included on the construction plans and specifications and be in effect during the entire construction period.</p> <p>MONITORING: District staff shall verify rock crushing activities comply with operating hours restrictions and construction noise barriers are in place while the rock crusher is operating.</p>



Table 2-1. Continued

DESCRIPTION OF IMPACT	MITIGATION MEASURES
<p>Impact N-3: Noise generated by routine maintenance activities would periodically adversely affect nearby noise-sensitive land uses (residences). Noise generated by routine maintenance was estimated using the Roadway Construction Noise Model. The estimated peak hour noise level at the nearest residence (1662 East Valley Road, 60 feet west of the project site) is 75.3 dBA Leq. The County's Thresholds and Guidelines Manual indicates construction activity within 1,600 feet of a residence may be considered a significant impact. Therefore, routine maintenance-related noise impacts are considered significant (Class II).</p>	<p>See MM N-1 above</p>
<p>Impact N-5: Blasting-related noise may adversely affect residents in the project area. Blasting may be required to fracture very large boulders found during debris basin construction that cannot be fractured using an excavator-mounted hydraulic demolition breaker. Noise monitoring of bedrock blasting at Lake Sherwood, Ventura County indicate noise levels of 117 dBA or less, at a distance of 250 feet (Envicom Corporation, 1994). Impulse noise (including blasting) exceeding the background noise by more than 10 dB can be startling or sleep disturbing (USEPA, 1974). Existing background noise levels in the project area vary from about 50 to 60 dBA Leq (see Table 4.7-3). Blasting noise would exceed the 10 dBA threshold at dozens of residences in the project area and is considered a potentially significant impact (Class II).</p>	<p>MM N-3: The following measures shall be fully implemented to minimize the potential for blasting-related startling and sleep disturbance of adjacent residents.</p> <ul style="list-style-type: none"> • Blasting shall be limited to the hours of 7 a.m. to 4:30 p.m. • Local residents in the project area shall be notified of the blasting schedule at least one week in advance through roadway signage at the project site and newspaper notices.
<p>Impact T-1: Trucking of earth material/debris removed during debris basin construction may exacerbate peak hour traffic congestion at affected intersections. Project construction activities would generate vehicle trips on local roadways (see Table 4.9-2) that would contribute to traffic congestion at affected intersections. Although the truck route would be selected to avoid closures and congestion associated with construction of the South Coast Highway 101 HOV Lanes Project, it is anticipated that peak hour trips would be up to 32 at intersections operating at LOS D or below and result in a significant impact (Class II).</p>	<p>Plan Requirements and Timing: Blasting hours restrictions shall be included on the construction plans and specifications and be in effect during the entire construction period.</p> <p>MONITORING: District staff shall verify blasting activities have been noticed and comply with operating hours restrictions.</p> <p>MM T-1. Vehicle trips generated by project construction shall be scheduled such that the number of peak hour trips at any intersection is 10 or less to be consistent with the Montecito Community Plan. The truck route shall be selected to avoid intersections operating at LOS D or below, to the extent feasible.</p> <p>Plan Requirements and Timing: Truck routes and scheduling requirements shall be included in the project plans and specifications and construction contracts and be implemented throughout the construction period.</p> <p>MONITORING: District staff shall review trucking contracts and monitor compliance with scheduling requirements.</p>



Table 2-1. Continued

DESCRIPTION OF IMPACT	MITIGATION MEASURES
<p>Impact T-3: Trucking of earth material/debris removed during debris basin excavation or routine maintenance may reduce traffic safety due to poor sight distance. Project construction and routine maintenance would generate a large number of heavy-duty truck trips (see Table 4.9-2) that would ingress and egress onto East Valley Road. East Valley Road near Randall Road includes sharp corners which limits sight distance to about 400 feet to the east and 800 feet to the west. Motorists on East Valley Road would have little time to brake to avoid heavy-duty trucks entering or leaving the project site. Traffic safety impacts are considered potentially significant (Class II).</p>	<p>MM T-2. Flag-persons and warning signs shall be used as needed to ensure the safe <u>queuing and</u> ingress and egress of heavy-duty trucks to and from East Valley Road. Notice of construction and routine maintenance activities shall be given to adjacent residents prior to the onset of activities affecting this roadway.</p> <p>Plan Requirements and Timing: Traffic control and noticing requirements shall be included in the project plans and specifications and construction contracts and be implemented during all construction and routine maintenance activities.</p> <p>MONITORING: District staff shall verify adjacent residents are notified, warning signs are posted and flag-persons used as needed.</p>



Table 2-2. Summary of Project-Specific Less than Significant Environmental Impacts

DESCRIPTION OF IMPACT

Impact AES-2: The proposed debris basin would permanently degrade the scenic quality of public views from East Valley Road. Figure 3-5 provides an artistic rendering depicting a view of the project site from East Valley Road, following project construction and full maturation of vegetation on the proposed berm. As indicated in Figure 3-5, views of the debris basin from East Valley Road would be mostly blocked by a proposed berm along the southern perimeter of the basin. Although this berm would be landscaped and irrigated (see Section 3.3.4), the scenic quality of public views of the site would be degraded by the removal of mature trees and the unnatural contours of the berm (until vegetation is established). The proposed berm would not block a very brief view of the San Ysidro Creek channel from East Valley Road. This channel would be kept clear of obstructive vegetation as part of basin maintenance; however, this is the current condition of the channel. The upper channel banks would be revegetated with native species to give a more natural appearance than current conditions. Due to existing low to moderate scenic quality of the site, project-related degradation of scenic quality would not be substantial and considered a less than significant impact to the visual resources of this primary view corridor (Class III).

Impact AES-3: Periodic routine maintenance of the proposed debris basin would degrade the scenic quality of public views from East Valley Road. Routine maintenance activities would include removal of sediment/debris from the basin and re-shaping the channel using heavy equipment, and trucking sediment/debris offsite. The scale and duration (up to three months) of these activities would be less than for debris basin construction and would be performed only when needed. Views of these activities from East Valley Road would be mostly blocked by a proposed landscaped berm along the southern perimeter of the basin. Based on the relatively low post-construction scenic quality of the site, further degradation by routine maintenance activities would not be substantial and considered a less than significant impact to the visual resources of this primary view corridor (Class III).

Impact AQ-1: Debris basin construction would generate air pollutant emissions that would adversely impact local and regional air quality. Annual construction-related air pollutant emissions were estimated using the EMFAC 2017 and OFFROAD 2017 models developed by CARB. Fugitive dust and rock crushing PM10 emissions were calculated using emission factors from USEPA (1995a, 1995b). Pollutant sources include heavy equipment used to excavate the basin, process and crush earth materials and conduct related earthwork, heavy-duty trucks used to transport processed earth material off-site and construction worker vehicles. The emissions estimates are based on the assumption that all construction work would be conducted within a single eight month period, and excess earth material (assumed as 87,000 cubic yards or 5,800 total truck trips) would be transported to Granite Construction near Buellton (further than Santa Paula). Construction air pollutant emissions (see Table 4.2-3) would not exceed the SBCAPCD Rule 202 threshold and are considered a less than significant impact to air quality (Class III).

Diesel particulate matter emitted by heavy equipment and vehicles during construction may increase cancer risk at local residences. However, cancer risk associated with these emissions is estimated based on lifetime exposure (70 years) (South Coast Air Quality Management District, 2015). Due to the short-term and temporary nature of project construction and associated diesel particulate matter emissions, any increase in cancer risk would be minimal and considered a less than significant impact (Class III).

Impact AQ-3: Construction and routine maintenance activities would generate greenhouse gas emissions. Total construction and annual routine maintenance greenhouse gas emissions were estimated using the EMFAC 2017 and OFFROAD 2017 models and the California Climate Action Registry General Reporting Protocol (see Table 4.2-5). These annual greenhouse gas emissions would not exceed the adopted significance threshold. Therefore, project impacts to global climate change are considered less than significant (Class III).



Table 2-2. Continued

DESCRIPTION OF IMPACT

Impact BIO-1: Project construction and routine maintenance would result in the long-term loss of coast live oak woodland and California sycamore stands. Construction of the proposed debris basin would require the removal of up to 0.54 acres of coast live oak woodland and 0.25 acres of California sycamore stands. Native trees including willows, coast live oak and California sycamore are likely to colonize the debris basin and creek channel following project construction activities. The Restoration Plan includes replanting of coast live oak, California sycamore, and other native tree species, which will persist on the slopes around the perimeter of the basin. However, proposed routine maintenance including periodic removal of vegetation that may obstruct storm flows and excavation of sediments and debris would preclude the maturation of native trees in the basin and creek channel. The affected coast live oak woodland and California sycamore stands on the project site are highly fragmented and do not support a native understory. Some of the trees have been damaged by the debris flow and are dying. Since coast live oak woodland and California sycamore stands are not considered rare or declining and habitat quality is low, this impact is considered less than significant (Class III).

Impact BIO-2: The proposed project would result in the modification of County-defined wetlands and ESH. Approximately 0.60 acres of County-defined wetlands and 1.56 acres of ESH occur within the project site and would be modified by the proposed project. The San Ysidro Creek channel would be widened, and rock slope protection would be placed, which may limit colonization by riparian and wetland vegetation. However, current conditions including near-vertical banks, rocky substrate and the narrow, entrenched channel also limit the establishment of vegetation in San Ysidro Creek. Therefore, project-related modifications to County-defined wetlands and ESH would be minor. The proposed contouring of the streambank (flattening of the slope) along the channel and planting of riparian vegetation (see Creekside Planting Area in Figure 3-3) would offset the project-related modification of County-defined wetlands. In addition, the debris basin bottom (approximately 3.2 acres) would be colonized by native vegetation between maintenance events, including many plant species characteristic of wetlands (hydrophytic). Overall, the area of riparian and wetland vegetation within the project site would increase and more than offset the project impacts to County-defined wetlands. Therefore, project-related impacts to County-defined wetlands and ESH are considered less than significant (Class III).

Impact BIO-4: The proposed project may affect migration of steelhead. The proposed project does not include any features such as dams, weirs, culverts or side channels that would impede steelhead passage through the debris basin site. The project has been designed to keep flow in the channel until the 5-year event flow is reached, and then flow would widen and extend into the proposed debris basin. Therefore, flow would remain in the channel to allow passage by steelhead and not be lost to the debris basin. The recontoured channel would provide equivalent or improved fish passage as compared to existing conditions at the project site. As the proposed project would not substantially affect steelhead migration, impacts are considered less than significant (Class III).

Impact BIO-5: The proposed project would result in the loss of suitable oak woodland habitat for oak titmouse. Project implementation would result in the permanent loss of approximately 0.54 acres of coast live oak woodland. Oak titmouse is included on the USFWS' Birds of Conservation Concern 2008 list for coastal California. However, this species is considered "fairly common" in the south coastal portion of Santa Barbara County (Lehman, 2019). The project-related loss of suitable habitat for oak titmouse is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Therefore, impacts to the local oak titmouse population are considered less than significant (Class III).

Impact BIO-6: The proposed project would result in the loss of suitable eucalyptus habitat for migrating rufous hummingbird. Project implementation would result in the permanent loss of approximately 0.63 acres of eucalyptus groves, which may be used as a nectar source by migrating rufous hummingbirds. This species is included on the USFWS' Birds of Conservation Concern 2008 list for coastal California. However, this species is considered "a fairly common spring transient" in the south coastal portion of Santa Barbara County (Lehman, 2019). The project-related loss of suitable habitat for rufous hummingbird is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Therefore, impacts to the rufous hummingbird population migrating through the area are considered less than significant (Class III).



Table 2-2. Continued

DESCRIPTION OF IMPACT

Impact BIO-7: The proposed project would result in the loss of suitable breeding habitat for Lawrence's goldfinch. Project implementation would result in the permanent loss of approximately 0.54 acres of coast live oak woodland, which is suitable breeding habitat for this species. The project-related loss of suitable habitat for Lawrence's goldfinch is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Therefore, impacts to the local Lawrence's goldfinch population are considered less than significant (Class III).

Impact BIO-8: The proposed project would result in the loss of suitable woodland breeding habitat for Cooper's hawk. Project implementation would result in the permanent loss of approximately 1.42 acres of suitable woodland breeding and foraging habitat (oaks, sycamores, eucalyptus). Coopers' hawk sightings have been increasing in the region since the 1990's with many new nesting sites reported in the south coastal portion of Santa Barbara County (Lehman, 2019). The project-related loss of suitable habitat for this species is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Therefore, impacts to the local Cooper's hawk population are considered less than significant (Class III).

Impact GEO-1: Construction of the proposed project and routine maintenance activities may result in increased soil erosion along San Ysidro Creek. Debris basin excavation, channel re-construction and maintenance-related reshaping of the channel and banks within surface flows would increase soil erosion within San Ysidro Creek. However, surface water would be diverted around work areas (see Sections 3.4 and 3.5) using berms and a temporary trench or pipe. With implementation of this measure, project-related soil erosion would be minimized and considered a less than significant impact (Class III).

Impact WR-1: Proposed construction and routine maintenance activities may result in surface water contamination. Standard practices proposed to be implemented that would minimize water quality impacts include limiting equipment use within the San Ysidro Creek channel to the dry season, use of a surface flow diversion during basin construction, restricting fueling and maintenance of equipment and vehicles to at least 100 feet from the San Ysidro Creek channel. In addition, application of herbicide (if needed in problem areas) would be conducted according to the District's standard mitigation measure for responsible herbicide application. Storm water run-off from the project site during construction and routine maintenance may transport sediment and pollutants to San Ysidro Creek and degrade water quality. The proposed project would be subject to the Statewide General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (2009-0009-DWQ, as amended), and best management practices required by this permit would be implemented during project construction. A storm water pollution prevention plan would be developed by qualified practitioners and implemented for the proposed project. The plan would include appropriate erosion control measures (such as rumble plates at construction entrances, and straw wattles where needed), wind erosion controls (such as moisture conditioning of stockpiles) and measures to isolate excavation areas from the channel during the rainy season. Impacts would be less than significant with implementation of a project-specific storm water pollution prevention plan because this would minimize storm water run-off and reduce the potential for water quality degradation. Potential impacts to surface water quality are considered less than significant (Class III) due to implementation of proposed measures and a storm water pollution prevention plan as required by the Statewide General Permit.

Impact WR-2: Project construction activities would utilize local groundwater supplies. The proposed project would not result in the long-term consumption of any groundwater. However, water would be used during the construction period for soil compaction and dust control. Additional water would be used to irrigate and establish restoration plantings. This water would be provided by the Montecito Water District, whose supplies include local groundwater (Montecito Groundwater Basin). This Basin has been assigned a "medium" priority which triggers the preparation of a Groundwater Sustainability Plan, and long-term Basin management. Debris basin construction-related water use would average about six thousand gallons per day, equivalent to the daily water use of 21 persons (284 gallons per capita see Michael Baker International, 2017) and temporary (up to eight months). Irrigation water use for restoration would be limited to an average of a few hundred gallons per day during up to three dry seasons. Project-related groundwater consumption is considered a less than significant impact (Class III) to groundwater supplies because it would not affect the ability of the Montecito Water District to meet projected future demands in its service area.



Table 2-2. Continued

DESCRIPTION OF IMPACT

Impact N-2: Vibration generated by debris basin construction activities would temporarily adversely affect nearby residences. Construction-related vibration was estimated using the Caltrans Transportation and Construction Vibration Guidance Manual, based on operation of a large bulldozer adjacent to the nearest residence (1662 East Valley Road, 60 feet west of the project site). The estimated vibration level is a PPV of 0.029. This value is less than the 0.04 PPV needed to be distinctly perceptible by humans, and 0.1 PPV needed to be strongly perceptible to humans. The 0.029 PPV value is much less than 0.3 which may cause damage to older residential structures. Therefore, construction-related vibration impacts are considered less than significant (Class III).

Impact N-4: Vibration generated by routine maintenance activities would periodically adversely affect nearby residences. Routine maintenance-related vibration was estimated using the Caltrans Transportation and Construction Vibration Guidance Manual, based on operation of a large bulldozer adjacent to the nearest residence (1662 East Valley Road, 60 feet west of the project site). The estimated vibration level is a PPV of 0.029. This value is less than the 0.04 PPV needed to be distinctly perceptible by humans, and 0.1 PPV needed to be strongly perceptible to humans. The 0.029 PPV value is much less than 0.3 which may cause damage to older residential structures. Therefore, routine maintenance-related vibration impacts are considered less than significant (Class III).

Impact HAZ-1: Construction and routine maintenance activities may result in inadvertent discharge of small quantities of hazardous materials. During construction and routine maintenance activities, small quantities of hazardous materials (i.e., fuel, lubricating oils, hydraulic fluid, engine coolant) would be used at the project site. Small quantities of these substances could be accidentally released and result in soil contamination. However, hazardous materials handling procedures and worker safety procedures would be implemented as per standard District practices documented in the construction specifications and the District's Annual Routine Maintenance Plan. Due to the small amounts of hazardous materials used during construction activities and the implementation of standard spill avoidance and clean-up measures, potential impacts associated with use of hazardous materials for project construction and routine maintenance purposes would be less than significant (Class III).

Impact HAZ-2: Construction and routine maintenance activities would occur in an area supporting flammable vegetation and may increase risk of wildland fire. Construction-related sources of ignition may include vehicle exhaust pipes, heavy equipment (buckets and blades), rock crusher, welders, grinders and related power tools. Flammable vegetation within the project site would be removed as part of initial construction activities. In addition, a water truck would be used to reduce fugitive dust which would be available should any project-related fire ignition occur. Overall, the project-related increase in the risk of wildland fire to adjacent developed areas is considered less than significant (Class III).

Impact T-2: Trucking of earth material/debris removed during debris basin routine maintenance may exacerbate peak hour traffic congestion at affected intersections. Routine maintenance activities would generate vehicle trips on local roadways (see Table 4.9-2) that would contribute to traffic congestion at affected intersections. As indicated in Section 3.5.2, the truck haul route would be selected at the time each routine maintenance event is conducted to minimize traffic congestion. The South Coast Highway 101 HOV Lanes Project would be completed by the time routine maintenance is conducted which would improve LOS from D to B at the San Ysidro Road/Jameson Lane intersection by 2023. As peak hour trips would be up to 12 and LOS at the affected intersections is anticipated to be better than LOS D, traffic congestion associated with routine maintenance is considered a less than significant impact (Class III).



Table 2-2. Continued

DESCRIPTION OF IMPACT

Impact PH-1: The project-related conversion of residential parcels to a debris basin may result in construction of replacement housing elsewhere in Montecito. The proposed project would result in the conversion of eight residential parcels to a public flood control facility. As these residences were destroyed or damaged beyond repair during the January 2018 debris flows, the proposed project would not result in the direct displacement of any housing. However, the proposed project would prevent reconstruction of these eight residences and could indirectly lead to construction of new housing in the Montecito area. Displacement of substantial numbers of existing housing resulting in construction of replacement housing elsewhere may result in significant environmental impacts. Approval of new residences (not including replacement or reconstruction on the same parcel) in the Montecito Planning Area is limited to 19 per year by the Montecito Growth Management Ordinance. In 2019, 18 new residences were approved. Therefore, the Montecito Growth Management Ordinance may limit construction of eight new residences at other sites needed to fully offset the project-related indirect reduction of the housing inventory in Montecito. Impacts associated with construction of replacement housing are considered less than significant (Class III) because:

- The number of replacement housing units to be constructed would be small (eight maximum).
- The replacement housing units would be dispersed throughout the Montecito Planning Area which would minimize impacts at any one site.
- The replacement housing units would be constructed at different times (or years) which would minimize impacts at any one time.
- Mandated compliance with the Montecito Land Use & Development Code would limit impacts.
- The replacement housing units would undergo CEQA review by the County Planning & Development Department as independent projects and mitigation applied where required.

Table 2-3. Summary of Beneficial Impacts

DESCRIPTION OF IMPACT

Impact WR-3: The proposed debris basin would attenuate peak storm flows and capture sediment and debris. Major post-fire debris flows have occurred in the Montecito area in 1964 (following the Coyote Fire) and in 2018 (following the Thomas Fire. The purpose of the project is to attenuate peak storm flows and capture and store sediment and debris during post-fire storm events to minimize the potential for these flows to leave the San Ysidro Creek channel and damage adjacent land uses. This is considered a beneficial impact (Class IV).

Impact WR-4: The proposed debris basin would increase infiltration of surface water to the Montecito Groundwater Basin. Flood waters would be detained within the proposed debris basin for short periods following flood events larger than the 5-year storm event, which would allow for greater infiltration of surface water to the Montecito Groundwater Basin. This would increase the amount of groundwater in storage and is considered a beneficial impact (Class IV).



3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The project site is approximately 9.2 acres in area and located in Santa Barbara County within the community of Montecito, specifically at the intersection of East Valley Road (State Route 192) and Randall Road (see Figure 3-1). The project site is located within the Central Urban Sub-area of the County's Montecito Planning Area and has a residential land use designation (SRR-0.5) and zoning (2-E-1). The project site is composed of the following parcels:

- APN 007-120-032 (1.00 acres)
- APN 007-120-033 (1.01 acres)
- APN 007-120-034 (1.00 acres)
- APN 007-120-035 (1.00 acres)
- APN 007-120-036 (0.96 acres)
- APN 007-120-101 (revised APN 007-120-052, 0.99 acres)
- APN 007-120-054 (1.19 acres)
- APN 007-120-100 (revised APN 007-120-059, 0.98 acres)
- APN 007-120-103 (revised APN 007-120-060, 0.40 acres)
- APN 007-120-090 (District easement over 0.66 acres)

The proposed easement on the western portion of APN 007-120-090 would facilitate construction and routine maintenance of the debris basin. The project site includes Randall Road, a private roadway. In addition, APN 007-181-010 (owned by the District) located south of East Valley Road may be used as a temporary construction office (with office trailer and parking) or for staging and storage of materials and equipment. A temporary construction easement may be required within the California Department of Transportation (Caltrans) right-of-way along East Valley Road.

3.2 PROJECT CHARACTERISTICS

The proposed project consists of the construction and long-term periodic maintenance of a new debris basin on San Ysidro Creek to capture sediment and debris transported from the watershed upstream of the project site. The design of the project provides an area for deposition of large sediment loads and woody debris during/following larger storm events while maintaining natural sediment transport during smaller storm events. The proposed debris basin design spans San Ysidro Creek, with most of the debris basin located west of the San Ysidro Creek channel and a smaller portion of the debris basin located east of the channel (see Figure 3-2). Post-construction habitat restoration is proposed as shown in Figure 3-3. Conceptual artistic renderings of the appearance of the proposed debris basin is provided as Figures 3-4 and 3-5.



The debris basin would be constructed as an “off channel” basin, meaning the basin would only receive flows and material (sediment and debris) once the designed channel capacity has been exceeded which correlates to the water surface elevation generated in a 5-year flow event. Water flows of equal or lesser intensity than a 5-year event would remain in the channel to facilitate fine sediment transport and migratory fish passage. Flows above a 5-year event would exceed the channel capacity and leave the channel and expand into the debris basin.

3.3 PROJECT COMPONENTS

3.3.1 Debris Basin

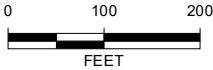
The proposed improvements would encompass approximately eight acres in area, including the re-constructed channel, debris basin and access areas (see Figure 3-2). The debris basin would be formed primarily by excavating down through the existing grade to create a sunken catchment area for debris adjacent to San Ysidro Creek. The bottom surface of the debris basin would be approximately 3.2 acres in area, and five to 20 feet below existing grade elevations (forming a subgrade excavation). The debris basin bottom would be graded to slope towards the San Ysidro Creek channel at a 0.25 percent slope. The western, eastern and southern margins of the debris basin would be composed of side slopes with an approximately 2:1 slope (horizontal:vertical). The southern side slope would extend above grade forming a berm parallel to East Valley Road. Three access ramps would be provided to allow equipment access to the debris basin bottom for periodic maintenance (see Section 3.5). Two of these ramps would be accessed from Randall Road and one from East Valley Road. Steel debris racks would be provided in the debris basin bottom. ~~These racks would be designed in the shape of a “V” pointed upstream~~ (see Figure 3-2).

3.3.2 Channel Improvements

The San Ysidro Creek channel would be recontoured along approximately the existing alignment. The bottom width of the channel would be similar to existing conditions. The existing banks, which are currently steep and near vertical in some locations, would be graded and recontoured to create wider, more gently sloped banks. As discussed in Section 3.2, flows generated by a 5-year storm event or less would remain in the channel. Class VII (one-half ton) rock rip-rap (without grout) would be placed in portions of the channel as needed to prevent scour and down-cutting. Mixed grade material would be backfilled over the rock rip-rap to fill voids with a blend of cobble, gravel, and soil material. Earth material removed during excavation of the debris basin and re-constructing the channel (including mixed grade boulders, cobbles, gravel and fine sediment) would be retained and placed in the recontoured channel to create a streambed similar to natural conditions.



- LEGEND:**
- Photograph Location (See Figures 4.1-1 and 4.1-2)
 - San Ysidro Creek
 - Possible Construction Office or Staging Area
 - Project Site
 - Assessor Parcel Boundary



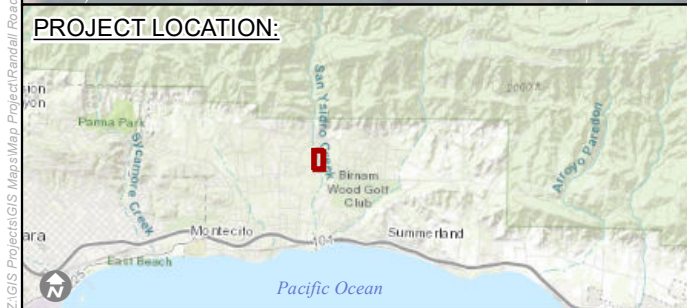
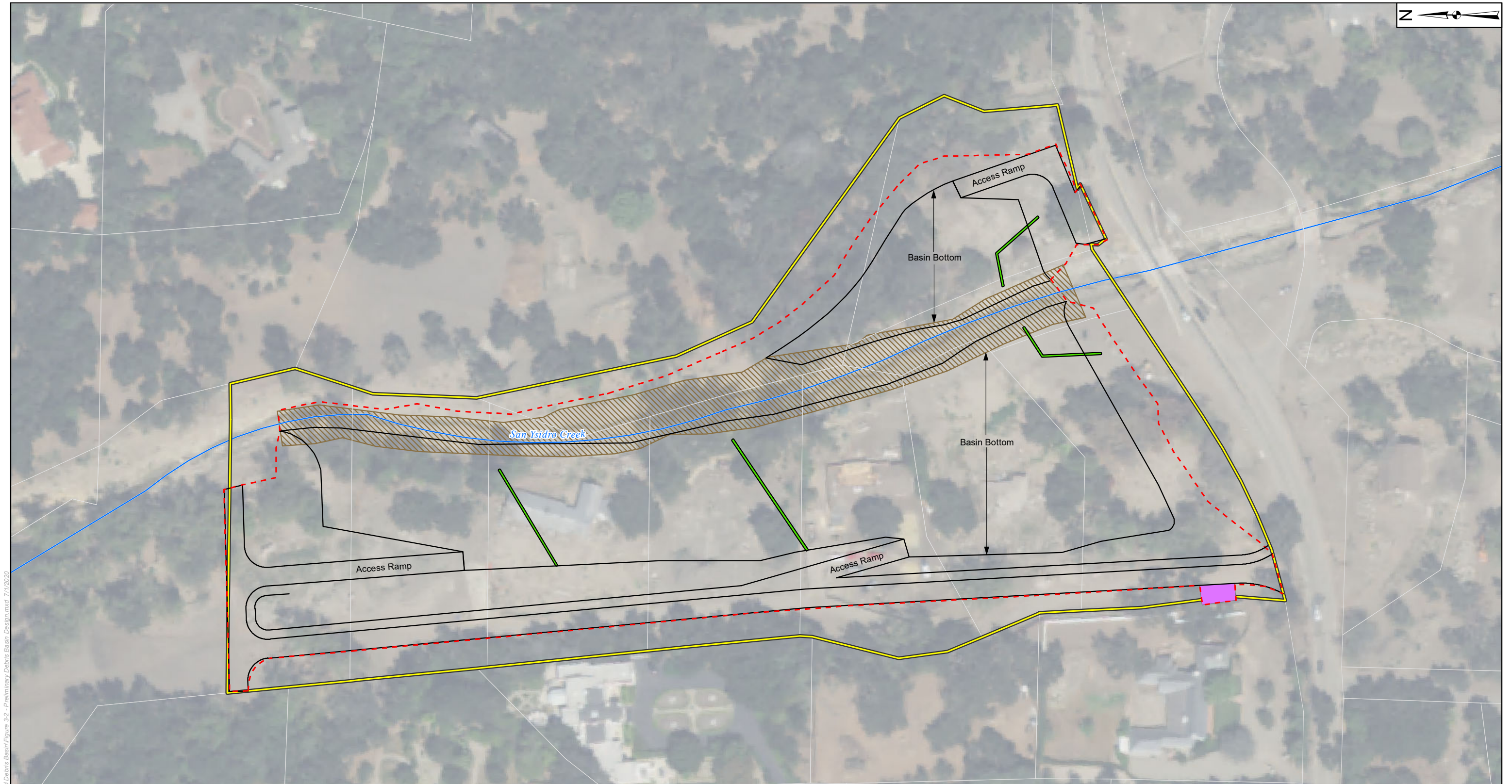
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Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.



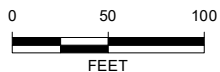
PROJECT NAME: RANDALL ROAD DEBRIS BASIN SANTA BARBARA COUNTY, CA	
PROJECT NUMBER: 1902-2132	DATE: April 2020

PROJECT
LOCATION MAP

FIGURE
3-1



- LEGEND:**
- San Ysidro Creek
 - Preliminary Basin Design
 - Grading Limit
 - Channel Improvements
 - Debris Rack
 - Proposed Parking Area
 - Project Site
 - Assessor Parcel Boundary

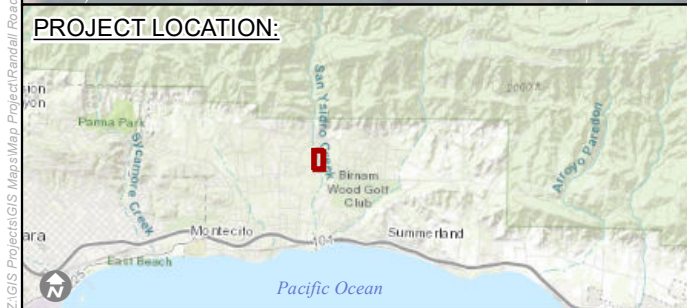
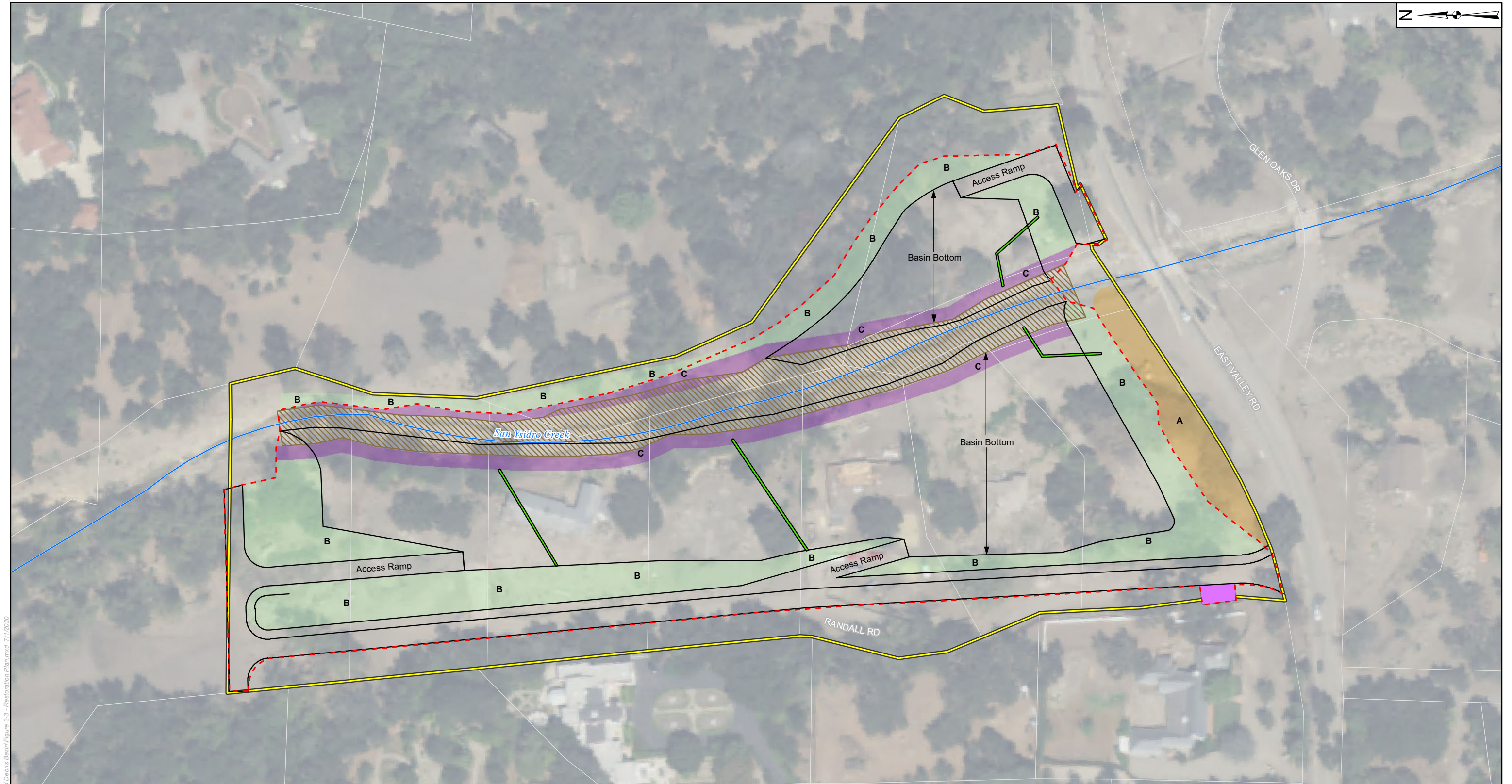


Source: NAIP Imagery 2018, County of Santa Barbara
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.



PROJECT NAME: RANDALL ROAD DEBRIS BASIN SANTA BARBARA COUNTY, CA	
PROJECT NUMBER: 1902-2132	DATE: July 2020

PRELIMINARY DEBRIS BASIN DESIGN	FIGURE
	3-2



LEGEND:

- San Ysidro Creek
- Preliminary Basin Design
- Grading Limit

- Channel Improvements
- Debris Rack
- Proposed Parking Area

- Project Site
- Assessor Parcel Boundary

Proposed Planting Areas

- A - Embankment Planting Area
- B - Basin Slope Planting Area
- C - Creekside Planting Area

Source: NAIP Imagery 2018, County of Santa Barbara
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.



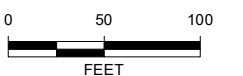
PROJECT NAME:
RANDALL ROAD DEBRIS BASIN
SANTA BARBARA COUNTY, CA

PROJECT NUMBER:
1902-2132

DATE:
July 2020

RESTORATION PLAN

FIGURE
3-3



Z:\GIS Projects\GIS Maps\Map Project\Randall Road Debris Basin\Figure 3-4- Artistic Rendering Oblique View.mxd 4/22/2020



a. Post-Construction View of the Proposed Debris Basin



b. Post-Restoration View of the Proposed Debris Basin

Notes: This map was created for informational and display purposes only.

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PROJECT NUMBER: 1902-2132	DATE: April 2020

ARTISTIC RENDERING
OBLIQUE VIEW

FIGURE
3-4

Z:\GIS Projects\GIS Maps\Map Project\Randall Road Debris Basin\Figure 3-5-Artistic Rendering Roadside View.mxd 4/22/2020



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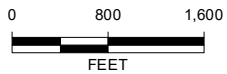
ARTISTIC RENDERING
ROADSIDE VIEW

FIGURE
3-5



LEGEND:

— Primary Truck Access Route - - - Secondary Truck Access Route □ Project Site



Source: Esri Online Topo Basemap, County of Santa Barbara
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

padre
associates, inc.
ENGINEERS, GEOLOGISTS &
ENVIRONMENTAL SCIENTISTS

PROJECT NAME: RANDALL ROAD DEBRIS BASIN SANTA BARBARA COUNTY, CA	
PROJECT NUMBER: 1902-2132	DATE: April 2020

TRUCK ACCESS ROUTE MAP

FIGURE
3-6



3.3.3 Hiking Trail

Randall Road is a private dead-end street that serves only the residential properties within the debris basin project site. Since residences would not be reconstructed on these properties, and the District would purchase these properties, public vehicle access is not needed. Randall Road would be closed to public vehicle use and made available for pedestrian use as a partial connector trail to the San Ysidro Trail at East Mountain Drive. A vehicle gate would be installed near East Valley Road, and Randall Road would be used by authorized vehicles for utility access, routine maintenance and emergency operations. The gate would be provided with an opening allowing pedestrian and equestrian access. A small public parking area would be provided approximately 100 feet north of the East Valley Road/Randall Road intersection (see Figure 3-2).

3.3.4 Restoration Plan

Excluding the debris basin bottom, most of the area affected by excavation would be replanted with native plant species. A proposed Restoration Plan is provided as Figure 3-3. This Plan should be considered preliminary and subject to change based on regulatory permit requirements and refinement of the project design. Temporary irrigation water needed during the initial plant establishment period would be provided by an existing on-site pipeline and meters. The Plan includes three planting areas as shown in Figure 3-3.

- **Embankment Planting Area.** The south slope of the berm along East Valley Road would be planted with native species such as those listed below, but with a high density of trees and large shrubs to provide visual screening.
- **Creekside Planting Area.** The channel margins beyond the bankfull width would be planted with riparian shrubs and trees such as arroyo willow (*Salix lasiolepis*), western sycamore (*Platanus racemosa*), cottonwood (*Populus* species), white alder (*Alnus rhombifolia*), mulefat (*Baccharis salicifolia*), mugwort (*Artemisia douglasiana*) and blue elderberry (*Sambucus nigra* ssp. *caerulea*).
- **Basin Slope Planting Area.** The perimeter slopes would be planted with riparian species such as those listed above as well as others such as coast live oak (*Quercus agrifolia*), toyon (*Heteromeles arbutifolia*), ceanothus, lemonadeberry (*Rhus integrifolia*), sugar bush (*Rhus ovata*), coffeeberry (*Rhamnus californica*), California wild rose (*Rosa californica*) and coyote brush (*Baccharis pilularis*).

3.4 CONSTRUCTION

Debris basin construction is currently planned for April through December 2021. The total number of work days would be about 150, and would include:

- Contractor equipment mobilization
- Removal of remaining sediment and debris
- Grubbing (removal of vegetation and associated organic material)
- Utility relocations
- Basin excavation and excess earth material export
- Recontouring the stream channel and banks



- Construction of access ramps
- Installation of debris racks
- Resurfacing Randall Road
- Implementation of the proposed restoration plan

About 97,000 cubic yards of earth material would be excavated to construct the debris basin, with a portion re-used on-site to re-configure the streambed and banks, line the lower slopes of the debris basin with rock, and construct access ramps and surface access roads. However, most of this material would be trucked off-site following any required sorting and rock crushing. Likely export sites are existing aggregate processing and sales operations in Santa Paula and/or Buellton. Rock sorting and crushing (as required) would be conducted below grade (within the constructed debris basin) when possible to minimize noise.

Export of excess earth material would be conducted in about 60 to 90 work days. Excavation (and rock crushing if needed) would be typically conducted between 7 a.m. and 5 p.m. Monday through Friday. Note that mitigation measure MM N-1 limits construction hours to between 7 a.m. and 4:30 p.m. to be consistent with the development standards of the Montecito Community Plan. The maximum number of truck round trips for earth material export and other construction activities would be about 150 per day, with an average of less than 100 truck trips per day during earth material export. The anticipated local haul route is east on East Valley Road, then south on Sheffield Drive to U.S. Highway 101. However, road closures associated with implementation of the South Coast Highway 101 HOV Lanes Project, and ongoing roadway resurfacing projects to repair damage from the January 9, 2018 debris flow may require alternative routes between East Valley Road and U.S. Highway 101 which may include San Ysidro Road or Hot Springs Road (see Figure 3-6).

Equipment to be used may include dozers, excavators, wheeled loaders, scrapers, backhoes, rock crusher, conveyor belts, generator, heavy-duty trucks (dump trucks and/or demolition trucks) and water trucks. Processing of any large boulders would focus on use of an excavator-mounted demolition breaker; however, blasting may be required. Staging and storage of materials (including earth materials to be exported) and equipment would be conducted within the project site and within the District-owned parcel (APN 007-181-010) just south of East Valley Road.

During debris basin construction, temporary diversion of surface flow within San Ysidro Creek may be required to provide access and avoid working in surface water. The diversion may involve excavating a small trench or use of a temporary pipe to transport surface water around the work area, depending on field condition during the construction period. In either case, a small temporary dam would be constructed at the upstream end of the construction work area to divert surface water into the trench or pipe. Erosion reduction and turbidity controls would be installed at the downstream end of the diversion, potentially including an energy dissipater, filter fabric, and hay bales as needed.



3.5 ROUTINE MAINTENANCE

The proposed debris basin would be included in the District's Debris Basin Maintenance Program and subject to standard practices and mitigation measures identified in the Debris Basin Maintenance Plan. Routine maintenance activities would be limited to the project site as described in the Section 3.1. Routine maintenance tasks are described below.

3.5.1 Channel Maintenance

The San Ysidro Creek low flow channel would be kept clear of obstructive vegetation in the channel bottom and lower banks. This effort would focus on obstructive woody vegetation and exotic/invasive species while leaving low herbaceous vegetation. Vegetation would be removed using hand tools (loppers) and hand-held power tools (string trimmers, chainsaws). Limited use of aquatic-approved herbicide may be used to control problem areas in the creek channel.

The low flow channel would be reestablished if high flows during the previous winter resulted in excessive erosion (such as bank undercutting) or substantially altered the channel banks and/or alignment. Channel reestablishment would involve using a small dozer or similar equipment to rebuild the channel, toe, and banks to the as-built condition (post-construction). Any earth material excavated from the channel would be placed in the bottom of the debris basin and/or hauled off-site.

Routine maintenance involving heavy equipment operating in the creek channel would involve temporary diversion of any surface flow in San Ysidro Creek. The diversion may involve excavating a small trench or use of a temporary pipe to transport surface water around the work area. A small temporary dam would be constructed at the upstream end of the maintenance area to divert surface water into the trench or pipe. Erosion reduction and turbidity controls would be installed at the downstream end of the diversion, potentially including an energy dissipater and hay bales as needed. Channel maintenance involving vegetation removal may occur every one to two years, while channel shaping and reestablishment involving heavy equipment but is likely to be less frequent.

3.5.2 Debris Basin Maintenance

Routine maintenance of the proposed debris basin would focus on removal of accumulated sediment and debris (desilting), which would occur when inspections by District staff indicate the debris basin is at least 25 percent full, or after a fire in the watershed and/or intense storm season. It is anticipated that desilting would occur about every four to seven years but could occur several times in one year following a major fire in the watershed and/or intense storm seasons.

It is anticipated that less than 25,000 cubic yards of sediment and debris would be removed in a typical maintenance event, which would be completed in about 20 to 40 work days between August and December. Proposed access ramps from Randall Road and East Valley Road would be used to reach the bottom of the debris basin.

Native vegetation would be allowed to colonize the bottom of the proposed debris basin between desilting events. Desilting would involve removal of sediment and debris along with overlying vegetation using excavators, loaders, dozers, and dump trucks.



Some material (primarily rock) removed from the debris basin bottom may be re-used on-site as streambed material or placed on the debris basin slopes. Some rock may be crushed and hauled off-site for use as road base or to existing aggregate processing and sales operations in Santa Paula and/or Buellton. Some material may be hauled off-site by contractors for use at local construction sites. The disposal location for remaining material would be identified prior to the initiation of each desilting event. When desilting is occurring, other areas of the project site may be used for stockpiling and staging, and truck turn-around.

Routine maintenance would be typically conducted between 7 a.m. and 5 p.m. Monday through Friday. Note that mitigation measure MM N-1 limits routine maintenance activities to between 7 a.m. and 4:30 p.m. to be consistent with the development standards of the Montecito Community Plan. The maximum number of truck round trips for sediment/debris export would be about 50 per day. The anticipated local haul route is east on East Valley Road, then south on Sheffield Drive to U.S. Highway 101. However, alternative routes between East Valley Road and U.S. Highway 101 may be used depending on conditions at the time maintenance is conducted which may include San Ysidro Road or Hot Springs Road.

During desilting, temporary diversion of surface flow in San Ysidro Creek may be required to provide access and avoid working in surface water. The diversion may involve excavating a small trench or use of a temporary pipe to transport surface water around the work area. In either case, a small temporary dam would be constructed at the upstream end of the desilting area to divert surface water into the trench or pipe. Erosion reduction and turbidity controls would be installed at the downstream end of the diversion, potentially including an energy dissipater and hay bales as needed.

The proposed debris racks in the debris basin would require periodic cleaning of entangled woody debris and accumulated sediment. This task would occur as part of desilting, and sediment and debris would be trucked off-site.

3.5.3 Restoration Maintenance

It is anticipated that the proposed restoration plantings discussed in Section 3.3.4 would be maintained and monitored for three to five years, including weeding, irrigation system repairs and adjustment, and monitoring the health of the plants and compliance with permit conditions.

3.6 CUMULATIVE PROJECTS

Section 15130 of the State CEQA Guidelines requires a discussion of cumulative impacts, and determination of the project's contribution to identified cumulative impacts. The project's contribution must be viewed when added to the effects of past projects, the effects of other current projects and the effects of reasonably foreseeable future projects.

The discussion of cumulative impacts must reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great of detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary for an adequate discussion of significant cumulative impacts:



- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.

The cumulative impacts discussion of this EIR is based on a list of other projects that may generate impacts to which the proposed project may also incrementally contribute. The following is a list of other projects in the project area that may be implemented at about the same time as the proposed project.

3.6.1 Santa Barbara County Flood Control District Projects

Other District projects proposed in the Montecito Planning Area include:

- **San Ysidro Debris Basin Improvements Project.** Modification of the existing debris basin embankment on San Ysidro Creek to enhance fish passage and improve sediment transport (under design). This project site is located approximately 0.5 miles north (upstream) of the proposed debris basin site. Proposed to be implemented in 2022.
- **Cold Springs Debris Basin Improvements Project.** Modification of the existing debris basin on Cold Springs Creek to expand the basin catchment area, improve sediment transport and enhance fish passage (under design). This project site is located approximately 1.9 miles west-northwest of the proposed debris basin site. Proposed to be implemented in 2021.
- **Romero Debris Basin Improvements Project.** Modification of the existing debris basin embankment on Romero Creek to improve sediment transport and enhance fish passage (under design). This project site is located approximately 1.7 miles east of the proposed debris basin site. Proposed to be implemented in 2021.

3.6.2 Regional Transportation Projects

- **South Coast Highway 101 HOV Lanes:** adds one high occupancy vehicle (HOV) lane in each direction on U.S. Highway 101 from 0.2 miles south of the Bailard Avenue interchange in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara (under Caltrans design and review, construction planned to start 2021).

3.6.3 Other Development Projects

The Santa Barbara County Planning & Development Department's citizen access portal was reviewed and recently approved and proposed projects that are anticipated to result in a physical change in the environment in the project area (Montecito Planning Area) are:

- New 720 square foot accessory dwelling at 1140 High Road, Montecito.
 - New 885 square foot accessory dwelling at 115 Oak Tree Place, Montecito.
- New landscaping, carport and driveway at 308 Ennisbrook Drive, Montecito.



4.0 ENVIRONMENTAL IMPACT ANALYSIS

Environmental Setting

Most of the upper San Ysidro Creek watershed was burned in December 2017 as part of the regional Thomas Fire. On the morning of January 9, 2018, concentrated heavy rainfall in the Montecito area resulted in a flash flood and massive debris flow, resulting in 23 deaths. San Ysidro Creek (including the project site) was dramatically affected by these debris flows, including movement of virtually all fluvial sediments to the adjacent floodplain, and erosion-related entrenchment of the flow channel. Most of the project site was covered by sediments transported by floodwaters from upstream, partly due to the flow restriction at the East Valley Road bridge. Residences on the project site were severely damaged or destroyed by debris flows. Natural woody debris and structural debris (destroyed residences) was stockpiled on the project site in 2018, then mostly removed along with deposited sediment. A partially reconstructed residence and structural debris remains on the project site, as well as several feet of sediments in the southeastern portion of the project site. A destroyed home and several feet of sediment across at least two parcels remains in the northwestern portion of the project site.

Environmental Baseline

Under CEQA, to accurately assess the potential environmental impacts of a proposed project, an environmental baseline must be selected to which environmental impacts of a proposed project can be compared. Generally, when a lead agency is preparing an EIR, the environmental baseline used in the CEQA analysis constitutes the existing physical environmental conditions at the time of the issuance of the Notice of Preparation (NOP) (State CEQA Guidelines Section 15125(a)(1)). The District has determined that the environmental baseline to be used in this EIR is the physical conditions present at the project site when the NOP was distributed (February 14, 2019). Therefore, the environmental baseline reflects conditions present following a flash flood and massive debris flows on January 9, 2018 and subsequent demolition of damaged structures and removal of sediment and debris.

4.1 AESTHETICS/VISUAL RESOURCES

4.1.1 Setting

4.1.1.1 Applicable Standards

Santa Barbara County policies and guidelines that relate to visual resources are contained in the Land Use (adopted 1980, amended 2016), Open Space (adopted 1979, republished 2009) and Scenic Highway Elements (adopted 1975, republished 2009) of the County Comprehensive Plan, and the Montecito Community Plan (1992, updated 1995). Policies that are applicable to the proposed project are described in Section 5.0.

4.1.1.2 Regional Visual Environment

In general, the whole of Santa Barbara County is considered to be of high visual quality. As stated in the County Comprehensive Plan Environmental Resources Management Element, "the County's scenic beauty is one of the principal factors that has attracted its residents and visitors" (Santa Barbara County, adopted 1980, republished 2009).



The Montecito Community Plan indicates Montecito's aesthetic quality is considered very high. The San Ysidro Creek corridor has been identified as having a high level of scenic value as shown on the Santa Barbara County Scenic Values Map of the Santa Barbara Comprehensive Plan Open Space Element.

U.S. Highway 101 is located approximately 1.2 miles south of the project site and is considered eligible for designation as a scenic highway. East Valley Road is considered a primary view corridor in the Montecito Community Plan providing views of estates and gardens with a mountain backdrop.

Important visual features in the project area include riparian corridors, patches of oak woodland and extensive areas of mature landscaping with trees and gardens. The Santa Ynez Mountains to the north are also an important regional visual feature but public views from Montecito are mostly blocked by roadside vegetation. Topography of the watershed is relatively steep north of the project site and ranges from sea level at the Pacific Ocean to over 3,500 feet at the crest of the Santa Ynez Mountains to the north.

4.1.1.3 Visual Characteristics of the Project Site

Prior to the January 2018 debris flows, the project site supported eight residences with mature landscaping and remnant patches of oak woodland and California sycamores. San Ysidro Creek supported a narrow riparian corridor composed of native and non-native trees including coast live oak, California sycamore, Canary Island pine and blue gum eucalyptus. The debris flow resulted in the destruction of the residences and most of the landscaping, removal of many of the trees along the Creek and extensive sediment deposition. As of February 14, 2019 (environmental baseline, see Section 4.0), the scenic quality of the site is considered low to moderate due to the presence of debris piles, a destroyed home, areas of exposed soil along East Valley Road, artificial contours associated with remaining sediment and structural debris, the entrenched stream channel with little vegetation, presence of dead and dying trees and weedy nature of existing vegetation.

4.1.1.4 Viewer Groups

Appendix G of the State CEQA Guidelines and the County's Visual Aesthetic Impact Guidelines address public views, rather than private views. Therefore, views from private roadways (driveways off East Valley Road, Glen Oaks Drive) and residences are not considered in this impact analysis.

Affected viewer groups are defined as portions of the population that are likely to encounter aesthetic effects of the proposed project. Viewer groups addressed in this analysis are limited to motorists, bicyclists and pedestrians on public roadways (East Valley Road). Views of the project site from Park Lane are entirely obstructed by masonry walls, trees and landscaping. Therefore, public views from Park Lane would not be affected and are not considered in this analysis.

The East Valley Road viewer group is comprised of motorists, bicyclists and pedestrians on this narrow winding roadway. Due to curves and roadside vegetation, views of the project site are limited to an 800-foot segment of East Valley Road. Current photographs of the project site from East Valley Road are provided as Figures 4.1-1 and 4.1-2.



Photo a. View of Randall Road from East Valley Road, facing north



Photo b. View of west side of project site from East Valley Road, facing northwest



Photo c. View of San Ysidro Creek from East Valley Road, facing North



Photo d. View of east side of project site from East Valley Road, facing Northeast



Photo a in Figure 4.1-1 shows remnant patches of oak woodland and California sycamores at the northeast corner of the Randall Road/East Valley Road intersection. Photo b in Figure 4.1-1 shows remaining debris piles and native trees (including dead coast live oak trees) on the north side of East Valley Road west of San Ysidro Creek. Photo c in Figure 4.1-2 shows the boulder-strewn entrenched channel of San Ysidro Creek on the project site and indicates the scenic value of Santa Ysidro Creek corridor has been degraded by debris flows and clean-up operations. Photo d in Figure 4.1-2 shows disturbed areas (including remaining sediment) on the north side of East Valley Road east of San Ysidro Creek.

4.1.2 Impact Analysis and Mitigation Measures

4.1.2.1 Thresholds of Significance

Significance criteria for aesthetics impacts were determined based on the 2019 State CEQA Guidelines (Appendix G), the County's Environmental Thresholds and Guidelines Manual (Visual Aesthetics Impact Guidelines).

State CEQA Guidelines. The State CEQA Guidelines suggest that a project may have a significant impact with respect to aesthetics if it results in any of the following:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings. If in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Santa Barbara County Environmental Thresholds and Guidelines Manual. The Santa Barbara County Environmental Thresholds and Guidelines Manual (Guidelines Manual, updated 2018) provides guidance for the evaluation of aesthetic impacts but does not provide formal significance thresholds. The guidance is based upon the State CEQA Guidelines and "directs the evaluator to the questions which predict the adversity of impacts to visual resources".

The Guidelines Manual states that the assessment of visual impacts of a project involve two major steps: 1) evaluating the visual resources of the project site; and 2) identifying the potential impact of the project on the visual resources located onsite and on views in the project vicinity which may be partially or fully obstructed. Significant visual resources which have aesthetic value are identified in the Comprehensive Plan Open Space Element and are referenced in the Guidelines Manual. They include:

- Scenic highway corridors.
- Parks and recreational areas.
- Views of coastal bluffs, streams, lakes, estuaries, rivers, watersheds, mountains, and cultural resources sites.



- Scenic areas.

All views addressed in the Guidelines Manual are public views, not private views.

The Guidelines Manual indicates that affirmative answers to the following questions indicate potentially significant impacts to visual resources.

1a. Does the project site have significant visual resources by virtue of surface waters, vegetation, elevation, slope or other natural or man-made features which are publicly visible?

1b. If so, does the proposed project have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources?

2a. Does the project have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park urban fringe, or scenic travel corridor)?

2b. If so, does the project have the potential to conflict with the policies set forth in the Coastal Land Use Plan, the Comprehensive Plan or any applicable community plan to protect the identified views?

3. Does the project have the potential to create a significantly adverse aesthetic impact through the obstruction of public views, incompatibility with surrounding uses, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas?

4.1.2.2 Project-Specific Impacts

Impact AES-1: Debris basin construction would temporarily degrade the scenic quality of public views from East Valley Road. All vegetation within the debris basin footprint would be removed including up to 131 trees, mostly over 8 inches in diameter. Soil and remaining sediment and debris would be scraped from the debris basin site. During most of the construction period, public views of the project site would consist of an open excavation with mobile and stationary heavy equipment operating in the basin bottom and heavy-duty truck traffic associated with exporting earth material. Although the scenic quality of the project site is currently low to moderate as discussed in Section 4.1.1.3, ongoing project construction activities (up to eight months) would substantially reduce the scenic quality of the site and is considered a significant impact to the visual resources of this primary view corridor (Class II).



Impact AES-2: The proposed debris basin would permanently degrade the scenic quality of public views from East Valley Road. Figure 3-5 provides an artistic rendering depicting a view of the project site from East Valley Road, following project construction and full maturation of vegetation on the proposed berm. As indicated in Figure 3-5, views of the debris basin from East Valley Road would be mostly blocked by a proposed berm along the southern perimeter of the basin. Although this berm would be landscaped and irrigated (see Section 3.3.4), the scenic quality of public views of the site would be degraded by the removal of mature trees and the unnatural contours of the berm (until vegetation is established). The proposed berm would not block a very brief view of the San Ysidro Creek channel from East Valley Road. This channel would be kept clear of obstructive vegetation as part of basin maintenance; however, this is the current condition of the channel. The upper channel banks would be revegetated with native species to give a more natural appearance than current conditions. Due to existing low to moderate scenic quality of the site, project-related degradation of scenic quality would not be substantial and considered a less than significant impact to the visual resources of this primary view corridor (Class III).

Impact AES-3: Periodic routine maintenance of the proposed debris basin would degrade the scenic quality of public views from East Valley Road. Routine maintenance activities would include removal of sediment/debris from the basin and re-shaping the channel using heavy equipment, and trucking sediment/debris offsite. The scale and duration (up to three months) of these activities would be less than for debris basin construction and would be performed only as needed. Views of these activities from East Valley Road would be mostly blocked by a proposed landscaped berm along the southern perimeter of the basin. Based on the relatively low post-construction scenic quality of the site, further degradation by routine maintenance activities would not be substantial and considered a less than significant impact to the visual resources of this primary view corridor (Class III).

Mitigation Measures:

The following mitigation measure shall be implemented to screen public views of debris basin construction to the extent feasible.

MM AES-1. During the construction period, an earthen berm or fabric-covered chain-link fencing (at least eight feet high) shall be installed along the southern project site boundary to screen public views of the project site from East Valley Road. **Plan Requirements and Timing:** The screening method and materials shall be included on the debris basin construction plans and implemented prior to any tree removals or basin excavation.

MONITORING: District staff shall inspect the site as needed to ensure the visual screening is installed and maintained. The screening shall be maintained as needed to ensure it remains functional.



4.1.2.3 Cumulative Impacts

None of the cumulative projects listed in Section 3.6 would adversely affect public views of the project area from East Valley Road. Therefore, the proposed project would not affect the same viewsheds as these other projects and would not incrementally contribute to cumulative aesthetics impacts, such that cumulative impacts would be the same as project-specific impacts.

4.1.2.4 Residual Impacts

Mitigation measure **MM AES-1** would provide visual screening during construction and reduce the project-specific impact to the visual resources of East Valley Road to less than significant.

4.1.3 References

Santa Barbara County Planning & Development Department. 1975 (republished 2009). *Santa Barbara County Comprehensive Plan, Scenic Highways Element*.

Santa Barbara County Planning & Development Department. 1979 (republished 2009). *Santa Barbara County Comprehensive Plan, Open Space Element*.

Santa Barbara County Planning & Development Department. 1980 (republished 2009). *Santa Barbara County Comprehensive Plan, Environmental Resources Management Element*.

Santa Barbara County Planning & Development Department. 1992 (updated through December 1995). *Montecito Community Plan Update*.



4.2 AIR QUALITY/GREENHOUSE GAS EMISSIONS

4.2.1 Setting

4.2.1.1 Climatological Setting

The project area is characterized by cool winters and moderate summers typically tempered by cooling sea breezes. Summer, spring and fall weather is generally a result of the movement and intensity of the semi-permanent high pressure area located several hundred miles to the west. Winter weather is generally a result of the size and location of low pressure weather systems originating in the North Pacific Ocean.

The project site is located in unincorporated Santa Barbara County in the community of Montecito. In the nearby City of Santa Barbara, the 1981-2010 maximum average monthly temperature is 76.0 degrees Fahrenheit (°F) in August, and the minimum average monthly temperature is 46.4 °F in January. In Montecito, the average monthly maximum precipitation is 4.39 inches in February, and the average monthly minimum is 0.03 inches in July, with an average annual precipitation of 19.80 inches (1925-2018 data). Air quality in the County is directly related to air pollutant emissions and regional topographic and meteorological factors.

4.2.1.2 Criteria Pollutants

Criteria air pollutants are those contaminants for which State and Federal ambient air quality standards have been established for the protection of public health and welfare. Criteria pollutants include ozone (O₃) carbon monoxide (CO), oxides of nitrogen (NO_x), sulfur dioxide (SO₂), particulate matter with a diameter of 10 microns or less (PM₁₀) and particulate matter with a diameter of 2.5 microns or less (PM_{2.5}).

Ozone (O₃). Ozone (O₃) is formed in the atmosphere through a series of complex photochemical reactions involving oxides of nitrogen (NO_x), reactive organic gases (ROG) (also known as ROCs or reactive organic compounds), and sunlight occurring over several hours. Since ozone is not emitted directly into the atmosphere, but is formed as a result of photochemical reactions, it is classified as a secondary or regional pollutant. Because these ozone-forming reactions take time, peak ozone levels are often found downwind of major source areas. Ozone is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma, and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to ozone.

Carbon Monoxide (CO). Carbon monoxide (CO) is primarily formed through the incomplete combustion of organic fuels. Higher CO ambient concentrations generally occur during winter when dispersion of vehicle emissions is limited by morning surface inversions. Seasonal and diurnal variations in meteorological conditions lead to lower values in summer and in the afternoon. CO is an odorless, colorless gas. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease, and also can affect mental alertness and vision.



Nitric Oxides (NO and NO₂). Nitric oxide (NO) is a colorless gas formed during combustion processes which rapidly oxidizes in the atmosphere to form nitrogen dioxide (NO₂), a brownish gas. The highest nitrogen dioxide values are generally measured in urbanized areas with heavy traffic. Exposure to NO₂ may increase the potential for respiratory infections in children and cause difficulty in breathing even among healthy persons and especially among asthmatics.

Sulfur Dioxide (SO₂). Sulfur dioxide (SO₂) is a colorless, reactive gas that is produced from the combustion of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally, the highest concentrations of SO₂ are found near large industrial sources. SO₂ is a respiratory irritant that can cause narrowing of the airways, leading to wheezing and shortness of breath. Long-term exposure to SO₂ can cause respiratory illness and aggravate existing cardiovascular disease.

Particulate Matter (PM). Ambient air quality standards have been set for two classes of particulate matter: PM₁₀ (coarse particulate matter less than 10 microns in aerodynamic diameter) and PM_{2.5} (fine particulate matter 2.5 microns or less in aerodynamic diameter). Both consist of different types of particles suspended in the air, such as: metal, soot, smoke, dust and fine mineral particles. Depending on the source of particulates, toxicity and chemical activity can vary. Particulate matter is a health concern because when inhaled it can cause permanent damage to the lungs. The primary source of PM₁₀ emissions appears to be soil via roads, construction, agriculture, and natural windblown dust. Other sources of PM₁₀ include sea salt, particulate matter released during combustion processes, such as those in gasoline or diesel vehicles, and wood burning. Fugitive dust emissions from construction sites, wood stoves, fireplaces and diesel truck exhaust are primary sources of PM_{2.5}. Both size classes of particulates can be dangerous when inhaled, however PM_{2.5} tends to be more damaging because it remains in the lungs once it is inhaled.

4.2.1.3 Regulatory Overview

Air pollution control is administered on three governmental levels. The U.S. Environmental Protection Agency (USEPA) has jurisdiction under the Clean Air Act, the California Air Resources Board (CARB) has jurisdiction under the California Health and Safety Code and the California Clean Air Act, and local districts (Santa Barbara County Air Pollution Control District [SBCAPCD]) share responsibility with the CARB for ensuring that all State and Federal ambient air quality standards are attained.

California is divided geographically into air basins for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. The Project site is situated in the South Central Coast Air Basin (SCCAB), which encompasses the counties of Ventura, Santa Barbara and San Luis Obispo. The USEPA, CARB, and the local air districts classify an area as attainment, unclassified, or nonattainment depending on whether or not the monitored ambient air quality data shows compliance, insufficient data available, or non-compliance with the ambient air quality standards, respectively. The National and California Ambient Air Quality Standards (NAAQS and CAAQS) relevant to the proposed project are provided in Table 4.2-1.



Table 4.2-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards (CAAQS)	Federal Standards (NAAQS)	
			Primary	Secondary
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	--	--
	8-hour	0.07 ppm (137 µg/m ³)	0.070 ppm* (137 µg/m ³)	Same as primary
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	150 µg/m ³	Same as primary
	Annual	20 µg/m ³	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	35 µg/m ³	Same as primary
	Annual	12 µg/m ³	12 µg/m ³	Same as primary
Carbon Monoxide (CO)	1-hour	20 ppm (23 µg/m ³)	35 ppm (40 mg/m ³)	--
	8-hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	--
Nitrogen dioxide (NO ₂)	1-hour	0.18 ppm (339 µg/m ³)	0.10 ppm (188 µg/m ³)	Same as primary
	Annual	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as primary
Sulfur dioxide (SO ₂)	1-hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)	--
	3-hour	--	--	0.50 ppm (1300 µg/m ³)
	24-hour	0.04 ppm (105 µg/m ³)	0.14 ppm (for certain areas)	--
	Annual Arithmetic Mean		0.030 ppm (for certain areas)	

*The 2008 (0.075 ppm) Federal 8-hour ozone standard was revised to 0.070 ppm in 2015

4.2.1.4 Air Quality Planning

Federal. The Federal government first adopted the Clean Air Act (CAA) in 1963 to improve air quality and protect citizens' health and welfare, which required implementation of the NAAQS. The NAAQS are revised and changed when scientific evidence indicates a need. The CAA also requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments of 1990 added requirements for states with non-attainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.



The USEPA has been charged with implementing Federal air quality programs, which includes the review and approval of all SIPs to determine conformation to the mandates of the CAA and its amendments, and to determine whether implementation of the SIPs will achieve air quality goals. If the USEPA determines that a SIP is inadequate, a Federal Implementation Plan that imposes additional control measures may be prepared for the non-attainment area. Failure to submit an approvable SIP or to implement the plan within the mandated time frame may result in application of sanctions to transportation funding and stationary air pollution sources within the air basin.

Pursuant to the CAA, State and local agencies are responsible for planning for attainment and maintenance of the NAAQS. The USEPA classifies air basins (i.e., distinct geographic regions) as either “attainment” or “non-attainment” for each criteria pollutant, based on whether the NAAQS have been achieved. Some air basins have not received sufficient analysis for certain criteria air pollutants and are designated as “unclassified” for those pollutants. The SBCAPCD and the CARB are the responsible agencies for providing attainment plans and for demonstrating attainment of these standards within the proposed project area.

A 2001 Clean Air Plan was prepared by the SBCAPCD to address the requirements of the CAA to demonstrate how the County will maintain attainment of the Federal 1-hour ozone standard. The Federal 1-hour ozone standard was revoked in 2005, and an 8-hour ozone standard was implemented. The County was found to be in attainment of the 8-hour ozone standard and a 2007 Clean Air Plan was prepared to demonstrate maintenance of this standard.

State. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas to achieve and maintain attainment with the CAAQS by the earliest possible date. The CCAA mandates that every three years areas update their clean air plans to attain the State ozone standard. The SBCAPCD Board adopted the 2016 Ozone Plan on October 20, 2016. The 2016 Ozone Plan is the eighth triennial update to the initial Air Quality Attainment Plan adopted by the SBCAPCD Board of Directors in 1991 (other updates were done in 1994, 1998, 2001, 2004, 2007, 2010, and 2013). Each of the SBCAPCD clean air plan updates have recommended implementation of “every feasible measure” to ensure continued progress toward attainment of the State ozone standards.

Since 1992, Santa Barbara County has adopted or amended rules implementing more than 25 control measures aimed at reducing emissions at stationary sources. These measures have substantially reduced ozone precursor pollutants (NO_x and ROC). Air quality improvement is also seen in the declining number of State 1-hour and 8-hour ozone exceedances that have occurred in the County since 1990. One-hour ozone standard exceedances have decreased from a high of 37 days in 1990 and 1991 to zero days in 2005, 2010, 2012, 2013, 2015 and 2016. The number of 8-hour ozone exceedance days range from a high of 97 days during 1991 to zero days in 2018. These significant improvements in air quality have occurred despite a 20 percent increase in County-wide population.

The 2016 Ozone Plan documents progress toward the State 1-hour and 8-hour ozone standards. Although Santa Barbara County violates the State 8-hour standard, recent data show that the County continues to attain the State 1-hour standard of 0.09 ppm.



Local Authority. The SBCAPCD is the local agency that has primary responsibility for regulating stationary sources of air pollution located within Santa Barbara County. To this end, the SBCAPCD implements air quality programs required by State and Federal mandates, develops and enforces local rules and regulations based on air pollution laws, and educates businesses and residents about their role in protecting air quality. The SBCAPCD is also responsible for managing and permitting existing, new, and modified stationary sources of air pollutant emissions within the County.

4.2.1.5 Applicable Regulatory Requirements

Statewide Portable Equipment Registration Program. The Portable Equipment Registration Program (PERP) establishes a uniform State-wide program to regulate portable engines and portable engine-driven equipment units. The term “portable” is defined as not residing at a location for more than 12 consecutive months. Once registered in the PERP, engines and equipment units may operate throughout California without the need to obtain individual permits from local air districts. To be eligible for the PERP, an engine must be certified to the current emission tier (non-road, on-highway or marine). The PERP does not apply to self-propelled equipment but would apply to the diesel engine used to drive the rock crusher and electrical generator (if needed).

SBCAPCD Rules. SBCAPCD rules and regulations applicable to activities to be conducted under the proposed project are limited to potential nuisances (typically dust and odors):

- **Rule 303 (Nuisance):** A person shall not discharge from any source whatsoever such quantities of air contaminants or other material in violation of Section 41700 of the Health and Safety Code which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety or any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.

4.2.1.6 Air Quality Monitoring

The ambient air quality of Santa Barbara County is monitored by a network of 18 stations. The nearest air quality monitoring station to the project site is the Santa Barbara station, located approximately 4.1 miles to the west. As shown in Table 4.2-2, State and Federal 8-hour ozone standards were not exceeded at the Santa Barbara station from 2016 through 2018. Concentrations of PM₁₀ and PM_{2.5} monitored at the Santa Barbara station exceeded the State and Federal standards primarily as a result of smoke generated by the regional Thomas Fire in December 2017.



Table 4.2-2. Summary of Ambient Air Pollutant Data Collected at the Santa Barbara Monitoring Station

Parameter	Standard	Year		
		2016	2017	2018
Ozone – parts per million (ppm)				
Maximum 1-hr concentration monitored		0.083	0.085	0.068
Number of days exceeding CAAQS	0.09	0	0	0
Maximum 8-hr concentration monitored		0.073	0.070	0.057
Number of days exceeding 8-hour ozone NAAQS & CAAQS	0.070	0	0	0
PM ₁₀ – micrograms per cubic meter (µg/m ³)*				
Maximum 24-hour average sample (California sampler)		--	355.2	128.3
Number of samples exceeding CAAQS	50	--	18	11
Number of samples exceeding NAAQS	150	--	7	0
PM _{2.5} – micrograms per cubic meter (µg/m ³)*				
Maximum 24-hour sample		--	231.6	37.7
Number of samples exceeding NAAQS	35	--	13	1

*The Santa Barbara station did not monitor PM in 2016 or in 2017 prior to August 1
2017 PM data reflects smoke produced by the Thomas Fire in December

4.2.1.7 Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to population groups and/or activities involved. Sensitive population groups include children, the elderly, the acutely ill and the chronically ill, especially those with cardio-respiratory diseases. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present.

Recreational land uses may be considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.



Residential land uses occur adjacent to the project site including residences along East Valley Road, Park Lane, East Valley Lane and Glen Oaks Drive. Recreational activities conducted by the public in the project vicinity include tennis (Knowlwood Tennis Club), golf (Valley Club, Birnam Wood Golf Club), bicycling (East Valley Road) and hiking (San Ysidro Trail). The nearest sensitive receptor is a residence located approximately 60 feet west of the project site.

4.2.1.8 Health Risk Issues

The combustion of diesel fuel in truck engines (as well as other internal combustion engines) produces exhaust containing a number of compounds that have been identified as hazardous air pollutants by USEPA and toxic air contaminants by the CARB. PM from diesel exhaust has been identified as a toxic air contaminant, which has prompted CARB to develop a Final Risk Reduction Plan (released October 2000) for exposure to diesel particulate matter. Based on ARB Resolution 00-30, full implementation of emission reduction measures recommended in the Final Risk Reduction Plan would result in an 85 percent reduction by 2020 in the diesel particulate matter inventory and potential cancer risk.

The Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES IV) indicates diesel PM is a major contributor to cancer risk in southern California associated with toxic air contaminants, accounting on average for 68 percent of the total risk.

4.2.1.9 Greenhouse Gases (GHG) and Global Climate Change

Climate change, often referred to as “global warming” is a global environmental issue that refers to any significant change in measures of climate, including temperature, precipitation, or wind. Climate change refers to variations from baseline conditions that extend for a period (decades or longer) of time and is a result of both natural factors, such as volcanic eruptions, and anthropogenic, or man-made, factors including changes in land-use and burning of fossil fuels. Anthropogenic activities such as deforestation and fossil fuel combustion emit heat-trapping GHGs, defined as any gas that absorbs infrared radiation within the atmosphere.

According to data from the National Oceanic and Atmospheric Administration, the 2018 average global temperature across land and ocean surface areas was 0.79°C (1.42°F) above the twentieth-century average of 13.9°C (57.0°F), making it the fourth-warmest year on record behind 2016 (warmest), 2015 (second warmest) and 2017 (third-warmest). Nine out of 10 of the warmest years have occurred since 2005. Since the start of the twenty-first century, the annual global temperature record has been broken five times. From 1900 to 1980 a new temperature record was set on average every 13.5 years; however, since 1981 the average period between temperature records has decreased to every 3 years.

GHG emissions are a global issue, as climate change is not a localized phenomenon. Eight recognized GHGs are described below. The first six are commonly analyzed for projects, while the last two are often excluded for reasons described below.

- Carbon Dioxide (CO₂): natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic degassing; anthropogenic sources of CO₂ include burning fuels such as coal, oil, natural gas, and wood.



- Methane (CH_4): natural sources include wetlands, permafrost, oceans and wildfires; anthropogenic sources include fossil fuel production, rice cultivation, biomass burning, animal husbandry (fermentation during manure management), and landfills.
- Nitrous Oxide (N_2O): natural sources include microbial processes in soil and water, including those reactions which occur in nitrogen-rich fertilizers; anthropogenic sources include industrial processes, fuel combustion, aerosol spray propellant, and use of racing fuels.
- Chlorofluorocarbons (CFCs): no natural sources, synthesized for use as refrigerants, aerosol propellants, and cleaning solvents.
- Hydrofluorocarbons (HFCs): no natural sources, synthesized for use in refrigeration, air conditioning, foam blowing, aerosols, and fire extinguishing.
- Sulfur Hexafluoride (SF_6): no natural sources, synthesized for use as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 has a long lifespan and high global warming potential.
- Ozone: unlike the other GHGs, ozone in the troposphere is relatively short-lived and, therefore, is not global in nature. Due to the nature of ozone, and because this project is not anticipated to contribute a significant level of ozone, it is excluded from consideration in this analysis.
- Water Vapor: the most abundant and variable GHG in the atmosphere. It is not considered a pollutant and maintains a climate necessary for life. Because this project is not anticipated to contribute significant levels of water vapor to the environment, it is excluded from consideration in this analysis.

The primary GHGs that would be emitted during construction and operation of the proposed project are CO_2 , CH_4 and N_2O . The project is not expected to have any associated use or release of HFCs, CFCs or SF_6 .

The heat absorption potential of a GHG is referred to as the "Global Warming Potential" (GWP). Each GHG has a GWP value based on the heat-absorption properties of the GHG relative to CO_2 . This is commonly referred to as CO_2 equivalent (CO_2E). The GWP of the three primary GHGs associated with the proposed project are defined by the Intergovernmental Panel on Climate Change (IPCC): CO_2 – GWP of 1, CH_4 – GWP of 28, and N_2O – GWP of 265.

International Authority. The IPCC is the leading body for the assessment of climate change. The IPCC is a scientific body that reviews and assesses the most recent scientific, technical, and socio-economic information produced worldwide relevant to the understanding of climate change. The scientific evidence brought up by the first IPCC Assessment Report of 1990 unveiled the importance of climate change as a topic deserving international political attention to tackle its consequences; it therefore played a decisive role in leading to the creation of the United Nations Framework Convention on Climate Change, the key international treaty to reduce global warming and cope with the consequences of climate change.



On March 21, 1994, the United States joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change. Under the Convention, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

The Kyoto Protocol is an international treaty which extends the United Nations Framework Convention on Climate Change and commits governments to reduce greenhouse gas emissions, based on the premise that (a) global warming exists and (b) human-made CO₂ emissions have caused it. The Kyoto Protocol was adopted in Kyoto, Japan on December 11, 1997 and entered into force on February 16, 2005. There are currently 192 signatory parties to the Protocol including the United States; however, the United States has not ratified the Protocol and is not bound by its commitments.

At the 2015 United Nations Climate Change Conference in Paris, a global agreement was initiated, which represented a consensus of the representatives of the 196 parties attending it. On April 22, 2016 (Earth Day), 174 countries signed the Paris Agreement in New York, and began adopting it within their own legal systems (through ratification, acceptance, approval, or accession). As of March 2020, 197 United Nations Climate Change Conference members have signed the agreement, 189 of which have ratified it. The United States ratified the Paris Agreement on September 3, 2016. The Paris Agreement entered into force on November 4, 2016, thirty days after the date on which at least 55 Parties to the Convention accounting in total for an estimated 55 percent of the total global greenhouse gas emissions deposited their instruments of ratification, acceptance, approval or accession.

On June 1, 2017, President Trump announced that the U.S. would cease participation in the Paris Agreement. However, in accordance with Article 28 of the Paris Agreement, the earliest possible effective withdrawal date by the United States cannot be before November 4, 2020, four years after the Agreement came into effect and one day after the 2020 U.S. presidential election.

Federal Authority. On September 22, 2009, the USEPA released its final GHG Reporting Rule (Reporting Rule), in response to the fiscal year 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-161) that required the USEPA to develop "... mandatory reporting of GHGs above appropriate thresholds in all sectors of the economy". The Reporting Rule applies to most entities that emit 25,000 metric tons (MT) CO₂E or more per year. On September 30, 2011, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule mandates recordkeeping and administrative requirements for the USEPA to verify annual GHG emissions reports but does not regulate GHG as a pollutant.



The CAA defines the USEPA's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer. On May 13, 2010, USEPA set greenhouse gas emissions thresholds to define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule "tailors" the requirements of these CAA permitting programs to limit covered facilities to the nation's largest greenhouse gas emitters: power plants, refineries, and cement production facilities.

State Authority. In efforts to reduce and mitigate climate change impacts, State and local governments are implementing policies and initiatives aimed at reducing GHG emissions. California, one of the largest state contributors to the national GHG emission inventory, has adopted significant reduction targets and strategies. The primary legislation affecting GHG emissions in California is the California Global Warming Solutions Act (Assembly Bill [AB] 32). AB 32 focuses on reducing GHG emissions in California, and requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. In addition, two State-level Executive Orders have been enacted by the Governor (Executive Order S-3-05, signed June 1, 2005, and Executive Order S-01-07, signed January 18, 2007) that mandate reductions in GHG emissions.

In June 2008, CARB developed a Draft Scoping Plan for Climate Change, pursuant to AB 32. The Scoping Plan was approved at the Board hearing on December 12, 2008. The Scoping Plan proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, and enhance public health while creating new jobs and enhancing the growth in California's economy. Key elements of the Scoping Plan for reducing California's greenhouse gas emissions to 1990 levels by 2020 include:

- Expansion and strengthening of existing energy efficiency programs and building and appliance standards.
- Expansion of the Renewables Portfolio Standard to 33 percent.
- Development of a California cap-and-trade program that links with other Western Climate Initiative Partner programs to create a regional market system.
- Implementation of existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard.
- Targeted fees to fund the State's long-term commitment to AB 32 administration.

The Climate Change Scoping Plan was updated in May 2014, and again in November 2017. In 2016, the State Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan. The 2017 update to the Scoping Plan indicates the State is on track to reduce GHG emissions to 1990 levels by the 2020 target, and focuses on strategies to achieve the 2030 target set by Executive Order B-30-15 and codified by SB 32.



The CARB developed regulations for mandatory reporting of greenhouse gas emissions in 2007, which incorporated by reference certain requirements promulgated by the USEPA in its Final Rule on Mandatory Reporting of Greenhouse Gases (Title 40, Code of Federal Regulations, Part 98). These regulations were revised in 2010, 2012, 2013, and 2014. The proposed project would not be subject to these regulations, as it does not involve any industrial processes and does not meet the 10,000 MTCO₂E reporting threshold.

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that greenhouse gas emissions and the effects of GHG emissions are appropriate for CEQA analysis. It directs the California Office of Planning and Research (OPR) to develop guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division." (Pub. Res. Code § 21083.05(a)).

In December of 2009, the California Natural Resources Agency adopted amendments to the CEQA Guidelines (Title 14, Cal. Code of Regulations, §15000 et seq.) to comply with the mandate set forth in Public Resources Code §21083.05. These revisions became effective March 18, 2010. According to GHG amendments to the CEQA Guidelines, each public agency that is a CEQA lead agency needs to develop its own approach to performing a climate change analysis for projects that generate GHG emissions. A consistent approach should be applied for the analysis of all such projects, and the analysis must be based on best available information.

Local Climate Change Planning. Santa Barbara County completed the first phase (Climate Action Study) of its climate action strategy in September 2011. The Climate Action Study provides a County-wide GHG inventory and an evaluation of potential emission reduction measures. The second phase of the County's climate action strategy is an Energy and Climate Action Plan (ECAP), which was adopted by the County Board of Supervisors on June 2, 2015. The ECAP includes a base year (2007) GHG inventory for unincorporated areas of the County, which identifies total GHG emissions of 1,192,970 metric tons CO₂E and 28,560 metric tons CO₂E for construction and mining equipment (primary project-related GHG source). Note that the base year inventory does not include stationary sources and energy use (natural gas combustion and electricity generation).

The focus of the ECAP is to establish a 15 percent GHG reduction target from baseline (by 2020) and develop source-based and land use-based strategies to meet this target. However, the 2017 ECAP Progress Report indicates GHG emissions have increased by 14 percent since 2007, and GHG emissions must be reduced by 26 percent from 2016 levels to meet the ECAP's 2020 target.

4.2.2 Impact Analysis and Mitigation Measures

4.2.2.1 Thresholds of Significance

Significance thresholds for air emissions are derived from the State CEQA Guidelines, the Santa Barbara County Environmental Thresholds and Guidelines Manual (revised 2018), and rules and regulations of the SBCAPCD.



Criteria Pollutants. Short-term/Construction Emissions. Short-term air quality impacts generally occur during project construction. CEQA requires a discussion of short-term impacts of a project in the environmental document. However, the County generally considers temporary construction emissions insignificant and quantitative thresholds for construction emissions have not been established.

Under SBCAPCD Rule 202 D.16, if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct permit have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12-month period, the owner of the stationary source shall provide offsets under the provisions of Rule 804 and shall demonstrate that no ambient air quality standard will be violated. This threshold is used in this EIR to determine the significance of construction-related air pollutant emissions.

Long-term/Operational Emissions Thresholds. Long-term air quality impacts occur during project operation and include emissions from any equipment or process used in the project (e.g., residential water heaters, engines, boilers, and operations using paints or solvents) and motor vehicle emissions associated with the project. These emissions must be summed in order to determine the significance of the project's long-term impact on air quality. Although long-term operational project activities (debris basin maintenance) may utilize typical construction equipment, these routine maintenance activities are subject to long-term thresholds.

A significant adverse air quality impact may occur when a project, individually or cumulatively, triggers any one of the following:

- Emits (from all sources, except registered portable equipment) greater than the daily trigger for offsets in the SBCAPCD New Source Review Rule (55 pounds per day for NO_x or ROC; 80 pounds per day for PM₁₀).
- Emits greater than 25 pounds per day of NO_x or ROC (motor vehicle trips only).
- Causes or contributes to a violation of a State or Federal air quality standard (except ozone).
- Is inconsistent with adopted State and Federal Air Quality Plans (2016 Ozone Plan).

Toxic Air Contaminants. A significant impact related to toxic air contaminants may occur when a project, individually or cumulatively, exceeds the SBCAPCD health risk significance thresholds (10 excess cancer cases per million and/or an acute or chronic hazard index of 1.0 or greater) at a location of an existing or planned residence or work place. Additionally, an acute hazard index of 1.0 or greater at any off-site location that is reasonably accessible to the public is also considered a significant impact.

Greenhouse Gas Emissions. There is currently much debate about appropriate threshold levels of significance with suggestions associated with either “bright-line” (numeric) thresholds or “business as usual” thresholds. With few exceptions, bright line thresholds offer more stringent and rigid constraints on proposed projects, while the details of “business as usual” thresholds currently leave room for a large range of interpretation.



An EIR was prepared to assess the potential impacts of the proposed ECAP (PMC 2015). At the May 19, 2015 EIR certification hearing, the Santa Barbara County Board of Supervisors approved the Final EIR for the ECAP and passed a resolution to adopt the ECAP and amend the County's Energy Element. Also at the May 19, 2015, the Board of Supervisors approved a resolution amending the Santa Barbara County's Environmental Thresholds and Guidelines Manual by adding a threshold of significance to guide the County's environmental analysis of greenhouse gas emissions from industrial stationary sources associated with projects subject to CEQA.

The Board adopted a 1,000 MTCO₂E per year bright-line threshold and the County's Environmental Thresholds and Guidelines Manual was subsequently revised in July 2015 to reflect the new GHG significance threshold for industrial stationary sources. Due to the absence of any other applicable threshold, the 1,000 MTCO₂E per year bright-line threshold will be used to determine the significance of GHG emissions. In addition, consistency with GHG emissions reduction measures of the ECAP will be used to assess the potential impacts of the proposed project to global climate change.

4.2.2.2 Project-Specific Impacts

Project-related activities that would cause air quality and global climate change impacts include debris basin construction and periodic routine maintenance as described in Sections 3.4 and 3.5.

Impact AQ-1: Debris basin construction would generate air pollutant emissions that would adversely impact local and regional air quality. Annual construction-related air pollutant emissions were estimated using the EMFAC 2017 and OFFROAD 2017 models developed by CARB. Fugitive dust and rock crushing PM₁₀ emissions were calculated using emission factors from USEPA (1995a, 1995b).

Pollutant sources include heavy equipment used to excavate the basin, process and crush earth materials and conduct related earthwork, heavy-duty trucks used to transport processed earth material off-site and construction worker vehicles. The emissions estimates are based on the assumption that all construction work would be conducted within a single eight month period, and excess earth material (assumed as 87,000 cubic yards or 5,800 total truck trips) would be transported to Granite Construction near Buellton (further than Santa Paula). Construction air pollutant emissions (see Table 4.2-3) would not exceed the SBCAPCD Rule 202 threshold and are considered a less than significant impact to air quality (Class III).

Diesel PM emitted by heavy equipment and vehicles during construction may increase cancer risk at local residences. However, cancer risk associated with diesel PM emissions is estimated based on lifetime exposure (70 years) (South Coast Air Quality Management District, 2015). Due to the short-term and temporary nature of project construction and associated diesel PM emissions, any increase in cancer risk would be minimal and considered a less than significant impact (Class III).



Table 4.2-3. Total Construction Emissions

Source	NO _x (tons)	ROC (tons)	CO (tons)	PM ₁₀ (tons)
Heavy equipment	3.5	0.3	1.8	0.1
Motor vehicles	2.2	0.1	1.2	0.1
Fugitive dust	0.0	0.0	0.0	10.8
Rock crushing	0.0	0.0	0.0	0.1
Total	5.7	0.4	3.0	11.1
<i>SBCAPCD Rule 202 Threshold</i>	25	25	-	25

Impact AQ-2: Routine maintenance of the proposed debris basin would generate air pollutant emissions that would adversely impact local and regional air quality. Peak day maintenance-related air pollutant emissions were estimated using the EMFAC 2017 and OFFROAD 2017 models for comparison to the long-term operational thresholds. Fugitive dust and rock crushing PM₁₀ emissions were calculated using emission factors from USEPA (1995a). Pollutant sources include heavy equipment used to maintain the channel, remove accumulated sediment and debris from the basin and clean the debris racks, worker vehicles, and heavy-duty trucks used to transport sediment and debris off-site. A peak day scenario was developed for the purposes of air pollutant emissions estimation and includes trucking removed sediment and debris (up to 50 round trips per day) up to 25 miles. Routine maintenance NO_x and PM₁₀ emissions (see Table 4.2-4) would exceed the daily significance threshold and is considered a significant impact to air quality (Class II).

Diesel PM emitted by heavy equipment and vehicles during routine maintenance may increase cancer risk at local residences. However, cancer risk associated with diesel PM emissions is estimated based on lifetime exposure (70 years) (South Coast Air Quality Management District, 2015). Due to the short-term and periodic nature (typically every few years) of proposed routine maintenance activities and associated diesel PM emissions, any increase in cancer risk would be minimal and considered a less than significant impact (Class III).



Table 4.2-4. Peak Day Routine Maintenance Air Pollutant Emissions

Source	NO _x (pounds/day)	ROC (pounds/day)	CO (pounds/day)	PM ₁₀ (pounds/day)
Heavy equipment	45.1	3.8	20.7	1.7
Motor vehicles*	22.9	1.7	18.2	1.3
Fugitive dust	0.0	0.0	0.0	90.4
Total	68.0	5.5	38.9	93.4
<i>Threshold</i>	<i>55</i>	<i>55</i>	<i>-</i>	<i>80</i>

*Motor vehicle NO_x and ROC emissions would not exceed the 25 pounds per day threshold

Impact AQ-3: Construction and routine maintenance activities would generate greenhouse gas emissions. Total construction and annual routine maintenance greenhouse gas emissions were estimated using the EMFAC 2017 and OFFROAD 2017 models and the California Climate Action Registry General Reporting Protocol (see Table 4.2-5). These annual greenhouse gas emissions would not exceed the adopted significance threshold. Therefore, project impacts to global climate change are considered less than significant (Class III).

Table 4.2-5. Annual Greenhouse Gas Emissions (metric tons)

Source	CO ₂	N ₂ O	CH ₄	CO ₂ E
Construction				
Heavy equipment	441.5	0.01	0.02	444.8
Motor vehicles	490.3	0.07	0.01	510.1
Total	931.8	0.08	0.03	954.9
Routine Maintenance				
Heavy equipment	109.4	<0.01	0.01	110.2
Motor vehicles	102.7	0.02	<0.01	106.8
Total	212.1	0.02	0.01	217.0
<i>Adopted Annual Significance Threshold</i>				<i>1,000</i>

The proposed project is consistent with adopted air quality plans (2016 Ozone Plan) because it would have no effect on population projections upon which the Ozone Plan is based. The proposed project is also consistent with the ECAP (see Section 5.2).



Mitigation Measures:

Standard construction mitigation measures provided in the SBCAPCD's *2017 Scope and Content of Air Quality Sections in Environmental Documents* would be implemented and are listed below.

MM AQ-1. The following measures shall be fully implemented during all construction and routine maintenance activities at the project site.

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible.
- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- If importation, exportation and stockpiling of fill material is involved, soil stockpiles that may generate dust shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting dust-producing material to and from the site shall be tarped from the point of origin.
- If wet soil or mud is present, gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise treated so that dust generation is minimized.
- The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.
- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an SBCAPCD permit.
- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce NO_x emissions, diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Project-related mobile equipment shall comply with the State Off-Road Regulation.



- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NO_x and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
- Diesel engines used to power off-road mobile equipment to conduct routine maintenance shall be certified to meet State Tier 3 or higher emissions standards.

Plan Requirements and Timing: These measures shall be included in the project plans and specifications and construction contracts and implemented during debris basin construction and routine maintenance.

MONITORING: District staff shall conduct periodic inspections to ensure these measures are implemented by all construction and routine maintenance contractors.

4.2.2.3 Cumulative Impacts

The cumulative projects listed in Section 3.6 would generate both short-term (construction) and long-term NO_x and ROC emissions (primarily from motor vehicles). Project-related construction and routine maintenance emissions would contribute to air pollutant emissions of other projects. Overall, the project contribution may be cumulatively considerable.

4.2.2.4 Residual Impacts.

Implementation of the above mitigation measures would reduce air quality impacts of the proposed project to a level of less than significant.

4.2.3 References

- California Air Resources Board (CARB). 2008a. *Climate Change Scoping Plan, A Framework for Change*. Prepared pursuant to AB 32.
- CARB. 2008b. *Preliminary Draft Staff Proposal, Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*.
- CARB. 2017. OFFROAD 2017 model web data base.
- CARB. 2018. EMFAC 2017 model web data base.
- California Climate Action Registry. 2009. *California Climate Action Registry General Reporting Protocol*.
- PMC, Inc. 2015. *Final Environmental Impact Report for the Energy and Climate Action Plan*. Prepared for the Santa Barbara County Planning & Development Department, Long Range Planning Division.



Santa Barbara County Air Pollution Control District. 2017. *Scope and Content of Air Quality Sections in Environmental Documents.*

Santa Barbara County Planning & Development Department, Long Range Planning Division. 2011. *Santa Barbara County Climate Action Strategy Phase 1 - Climate Action Study.*

Santa Barbara County Planning & Development Department, Long Range Planning Division. 2015. *County of Santa Barbara Energy and Climate Action Plan.*

Santa Barbara County Community Services Department, Sustainability Division. 2018. *County of Santa Barbara Energy and Climate Action Plan 2017 Progress Report.*

South Coast Air Quality Management District. 2015. *Final Report Multiple Air Toxics Exposure Study in the South Coast Air Basin.*

U.S. Environmental Protection Agency (USEPA). 1995a (updated through 2006). *Compilation of Air Pollutant Emissions Factors; Volume I Stationary Point and Area Sources: Section 13 Miscellaneous Sources.*

USEPA. 1995b (updated 2004). *Compilation of Air Pollutant Emissions Factors; Volume I Stationary Point and Area Sources: Section 11.9.2 Crushed Stone Processing and Pulverized Mineral Processing.*



4.3 BIOLOGICAL RESOURCES

4.3.1 Setting

4.3.1.1 Project Site Overview and Disturbance History

Most of the upper San Ysidro Creek watershed was burned in December 2017 as part of the regional Thomas Fire. On the morning of January 9, 2018, concentrated heavy rainfall in the Montecito area resulted in a flash flood and massive debris flow, resulting in 23 deaths. San Ysidro Creek (including the project site) was dramatically affected by these debris flows, including deposition of eroded sediments in downstream areas and filling in of the channel. Removal of this sediment from the channel resulted in a narrow channel with nearly vertical banks. Most of the project site was covered by sediments transported by floodwaters from upstream, partly due to the flow restriction at the East Valley Road bridge. Residences on the project site were severely damaged by debris flows. Natural woody debris and structural debris (destroyed residences) was stockpiled on the project site in 2018, then mostly removed along with deposited sediment. Native vegetation and habitat within and adjacent to the San Ysidro Creek channel at the project site was removed by debris flows and sediment deposition. Recovery of native vegetation is ongoing, but is hampered by remnant debris piles, sediment accumulation and lack of soil within the San Ysidro Creek channel.

4.3.1.2 Project-Specific Field Surveys

Biological resources were assessed based upon field surveys and literature research. The field survey area encompassed the proposed debris basin footprint and minimum 100-foot buffer. Dates of field surveys are summarized in Table 4.3-1.

Table 4.3-1. Dates of Field Surveys

Survey Type	Date
Botanical spring survey	May 24, 2019
California red-legged frog protocol surveys	May 23 and 30, June 6 and 13, July 3, 2019
Native tree survey	September 11, 2019, February 14, 2020
General wildlife survey	September 30, 2019
Vegetation mapping and wetlands	October 2, 2019
<u>Western pond turtle</u>	<u>June 24, 2020</u>

Botanical Survey. Field surveys for plants were conducted by walking transects of opportunity through all habitat types within the field survey area. All plant species encountered were identified to species, subspecies or variety using The Jepson Manual (Baldwin et al., 2012) and a dissecting microscope. The survey was conducted in late May when most spring-flowering herbaceous plants should have been detectable. Additional species observed during other surveys were noted and included in the plant species list.



Wildlife Surveys. The general wildlife survey was conducted by walking transects of opportunity through all habitat types on the project site. All vertebrate animal species encountered were identified to species based on direct visual observation (binoculars), vocalizations, scat, tracks, burrows, carcasses and nests.

Protocol California Red-legged Frog (CRLF) Surveys. A total of eight field surveys were completed in 2019 in accordance with the August 2005 survey protocol developed by the USFWS. The survey area included the entire reach of San Ysidro Creek extending 1,000 feet upstream and downstream of the project site. These surveys included two daytime and four nighttime surveys during the breeding season (January 1 through June 30) and one daytime and one nighttime survey conducted during the non-breeding season. CRLF was not detected during these field surveys and is considered absent from the project site. The project area does not include suitable CLRF breeding habitat due to lack of pools with deep water and lack of emergent and riparian vegetation.

Western Pond Turtle Survey. A District biologist conducted a survey of the project site on June 24, 2020 according to the U.S. Geological Survey draft survey protocol (2006).

4.3.1.3 Vegetation

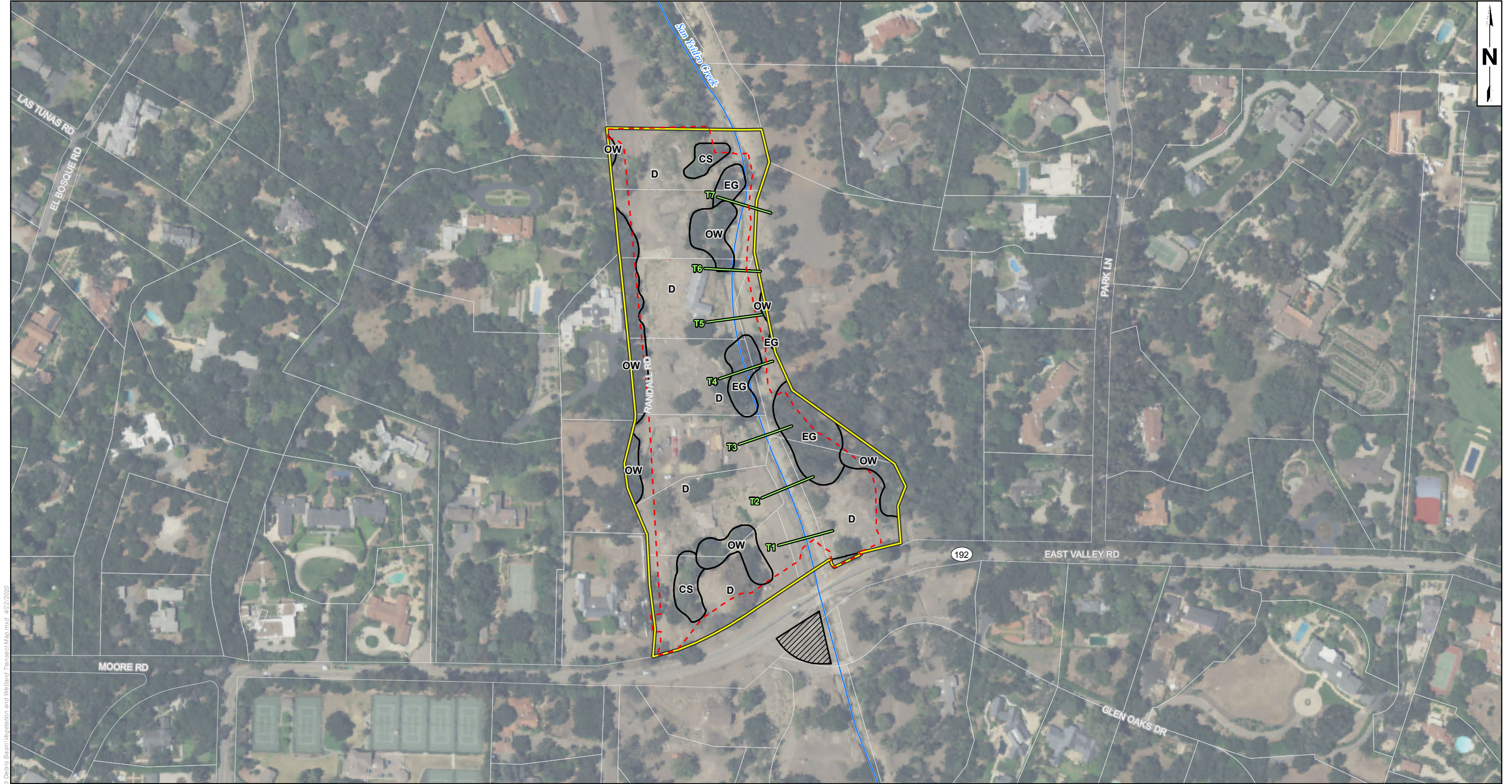
The vegetation of the project site is a mixture of remnant landscaping, native and non-native species colonizing areas disturbed by debris flows and related sediment/debris removal, as well as patches of woodlands that were preserved as part of past residential development. For the purposes of this analysis, vegetation has been classified as four plant communities: coast live oak woodland, California sycamore stands, eucalyptus groves and developed/disturbed areas. The area of each vegetation type on the project site is provided in Table 4.3-2.

Coast Live Oak Woodland. This plant community occurs as small patches of coast live oak (*Quercus agrifolia*) trees within the project site, a larger patch along the western side of Randall Road (extending into residential parcels to the west) and a large stand between the project site and Park Lane. The understory of this woodland is generally sparse and typically composed of landscaping or other non-native species such as greater periwinkle (*Vinca major*). However, the native toyon (*Heteromeles arbutifolia*) occurs very sparsely in this community.

California Sycamore Stands. This term is used to describe two small stands California sycamore (*Platanus racemosa*) trees (about seven trees each) remaining following debris flows and related clean-up operations. Some of these trees may pre-date residential development of the project site.

Eucalyptus Groves. This plant community is composed of stands of blue gum eucalyptus (*Eucalyptus globulus*). It appears these stands are a result of a few trees planted on the project site.

Developed/Disturbed. This term is used to describe areas supporting remnant landscaping, structures, debris piles, recently cleared areas and areas affected by debris flows and related clean-up operations. Although these areas are dominated by non-native species, native shrubs have begun to colonize these areas such as ceanothus species, California sagebrush (*Artemisia californica*) and laurel sumac (*Malosma laurina*).



<p>LEGEND:</p> <ul style="list-style-type: none">- - Grading LimitSan Ysidro CreekWetland TransectProject SitePossible Construction Office or Staging AreaAssessor Parcel BoundaryVegetation Type<ul style="list-style-type: none">CS - California sycamore standsD - Developed/disturbedEG - Eucalyptus groveOW - Coast live oak woodland	<p>Source: NAIP Imagery 2018, County of Santa Barbara Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet Notes: This map was created for informational and display purposes only.</p>	<p>padre associates, inc. ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS</p>	<p>PROJECT NAME: RANDALL ROAD DEBRIS BASIN SANTA BARBARA COUNTY, CA</p> <p>PROJECT NUMBER: 1902-2132</p> <p>DATE: April 2020</p>	<p>VEGETATION AND WETLAND TRANSECT MAP</p>	<p>FIGURE 4.3-1</p>
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Table 4.3-2. Summary of the Vegetation of the Project Site

Vegetation Type	Acres
Coast live oak woodland	1.17
California sycamore stands	0.26
Eucalyptus groves	0.76

4.3.1.4 Flora of the Project Site

A total of 117 vascular plant species were observed during project-specific botanical surveys, including 48 native species (41 percent). Readily identifiable species (12 species) planted as landscaping are included in this list (see Appendix C). Several plant species typically found after wildfires were observed including golden eardrops (*Ehrendorferia chrysantha*) and small blazing star (*Mentzelia micrantha*). The large proportion of non-native plant species found on the project site (59 percent) reflects the disturbance history, primarily sediment deposition, debris stockpiling and removal which removed native vegetation and likely introduced weed seeds. Of the 69 non-native species identified, 34 are considered invasive by the California Invasive Plant Council, including 4 species rated as highly invasive, 17 species rated as moderately invasive and 13 species rated as limited invasiveness.

4.3.1.5 Wildlife

The wildlife habitat value of the project area is considered low to moderate based on the highly disturbed nature of the site. However, the site provides patches of native trees, some aquatic habitat for amphibians and a wildlife drinking water source (San Ysidro Creek). In the long-term, riparian vegetation along San Ysidro Creek lost during debris flows will recover. However, the rocky, incised nature of the channel will result in a narrower riparian corridor as compared to pre-debris flow conditions. Factors that reduce the habitat value of the project site as compared to nearby undeveloped areas include loss of vegetation related to residential development, and disturbance and introduction of weeds associated with debris flows and related clean-up operations. A summary of the results of field surveys conducted at the project site is provided as Table 4.3-3. In addition, Table 4.3-3 includes the number of each species group that may occur on the project site, which may include migration, foraging or breeding. Appendix C identifies each of these wildlife species.

Table 4.3-3. Numbers of Wildlife Species Observed at the Project Site during Field Surveys and Species Likely to Occur

Species Group	Observed	Likely to Occur
Fish	0 species	1 species*
Amphibians	3 species	6 species
Reptiles	2 species	10 species
Birds	16 species	81 species
Mammals	8 species	29 species

*Steelhead may occur during optimal migration conditions



Observed vertebrate species include those seen or detected by track, scat, burrows or voice during field surveys conducted for this project. Vertebrate taxa expected for the area are based on sight records from other environmental documents and range maps from Lehman (2019), Zeiner et al. (1988, 1990a, 1990b) and Garrett and Dunn (1981). In addition, recent bird sightings documented on ebird.org from the project area were used to determine the potential for special-status bird species to occur at the project site.

Accurate assessment of wildlife populations would require extended periods of site research, trapping, and census taking. It is particularly difficult to detect nocturnal, rare or reclusive species to obtain accurate estimates of population size and geographical distribution. Other complications in the quantitative assessment of vertebrate (and invertebrate) populations include:

- Many species may occur in the area only for short periods during migrations;
- Many species of amphibians and reptiles become inactive during one or more seasons; and
- Seasonal or annual fluctuations in climate or weather patterns may confound observations.

To expand upon the results of the project-specific wildlife surveys, a list of wildlife species with the potential to occur on the project site was compiled (see Appendix C-2) to facilitate impact assessment. This list is based on the local professional experience of Padre Associates biologists, review of local references (such as Lehman, 2019), review of other local biological reports (including Tierney and Storrer, 1990) and reported bird observations on eBird.org.

Amphibians. Three amphibian species were observed in San Ysidro Creek during the California red-legged frog surveys; western toad (*Anaxyrus boreas*), California treefrog (*Pseudacris cadaverina*) and Baja California treefrog (*Pseudacris hypochondriaca*). Another three amphibian species have the potential to occur at the project site (see Appendix C).

Reptiles. Two lizard species were observed during the general wildlife survey; western fence lizard (*Sceloporus occidentalis*) and side-blotched lizard (*Uta stansburiana*). Another eight reptile species have the potential to occur at the project site (see Appendix C).

Birds. Sixteen bird species were observed during the general wildlife survey. These species are relatively common and typical for the Montecito area. Another 65 bird species have the potential to occur at the project site, either during migration, foraging or breeding (see Appendix C).

Mammals. Eight mammal species were observed during the general wildlife survey. These species are relatively common and typical for the Montecito area. Another 21 mammal species have the potential to occur at the project site, either during migration, foraging or breeding (see Appendix C).



4.3.1.6 Wildlife Movement Corridors

Wildlife migration corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Migration corridors may be local such as between foraging and nesting or denning areas, or they may be regional in nature. Migration corridors are not unidirectional access routes; however, reference is usually made to source and receiver areas in discussions of wildlife movement networks.

"Habitat linkages" are migration corridors that contain contiguous strips of native vegetation between source and receiver areas. Habitat linkages provide cover and forage sufficient for temporary habitation by a variety of ground-dwelling animal species. Wildlife migration corridors are essential to the regional ecology of an area as they provide avenues of genetic exchange and allow animals to access alternative territories as fluctuating dispersal pressures dictate.

San Ysidro Creek may function as a wildlife movement corridor as it links the coastal terrace to the Santa Ynez Mountains and the Los Padres National Forest. However, the Creek currently supports very little vegetation and does not provide cover or habitat to facilitate wildlife movement through adjacent residential areas.

4.3.1.7 Sensitive Natural Communities

For the purposes of this analysis, sensitive natural communities include those that are considered rare by the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDDB), considered sensitive by other trustee agencies or the scientific community. The CNDDDB has inventoried natural communities and ranked them according to their rarity and potential for loss. No sensitive natural communities were identified on the project site. However, San Ysidro Creek within the project site has been designated as Environmentally Sensitive Habitat (ESH) in the Montecito Community Plan, presumably due to the presence of riparian vegetation and wildlife habitat.

4.3.1.8 Regulated Waters and Wetlands

The term "wetland" is used to describe a particular landscape characterized by inundation or saturation with water for a sufficient duration to result in the alteration of physical, chemical, and biological elements relative to the surrounding landscape. Wetland areas are characterized by prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands provide habitats that are essential to the survival of many threatened or endangered species as well as other wetland dependent species. Wetlands also have value to the public for flood retention, storm abatement, aquifer recharge, water quality improvement, and for aesthetic qualities. Wetlands also play a role in the maintenance of air and water quality and contribute to the stability of global levels of available nitrogen, atmospheric sulfur, carbon dioxide, and methane.



Wetlands are rapidly declining within California and efforts are being made to maintain and preserve remaining wetlands within California. Historically, Southern California had extensive wetlands with significant freshwater inflow. The Southern California Coastal Wetland Inventory prepared by the Coastal Conservancy addressed 41 key sites and indicates only about 30 percent of historic coastal wetland area is remaining (Southern California Wetlands Recovery Project, 2001).

Regulatory agencies with jurisdiction over wetlands include the U.S. Army Corps of Engineers (Corps) with authority to enforce two Federal regulations involving wetland preservation; the Clean Water Act (Section 404), which regulates the disposal of dredge and fill materials in waters of the U.S., and the Rivers and Harbors Act of 1899 (Section 10), which regulates diking, filling, and placement of structures in navigable waterways. State regulatory agencies with jurisdiction over wetlands include the State Water Quality Control Board that enforces compliance with the Federal Clean Water Act (Section 401) regulating water quality; the California Coastal Commission (CCC), which regulates development within the coastal zone as stipulated in the California Coastal Act; and the CDFW, which asserts jurisdiction over waters and wetlands with actions that involve alterations to streams or lakes by issuing Streambed Alteration Agreements under Section 1602 of the California Fish and Game Code.

Definitions. In the Clean Water Act regulations (33 CFR 328.3.a, effective June 22, 2020), the term "waters of the U.S." is defined as follows:

1. The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide.
2. Tributaries.
3. Lakes and ponds, and impoundments of jurisdictional waters.
4. Adjacent wetlands.

Under Corps and U.S. Environmental Protection Agency (USEPA) regulations, wetlands are defined as: *"those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."*

In non-tidal waters, the lateral extent of Corps jurisdiction is determined by the ordinary high water mark (OHWM) which is defined as the: *"...line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."* (33 CFR 328.c.7).



The U.S. Fish and Wildlife Service (USFWS), CDFW and Santa Barbara County define wetlands as: “...lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For the purposes of this classification, wetlands must have one or more of the following attributes: 1) at least periodically, the land supports predominantly hydrophytes; 2) the substrate is predominantly undrained hydric soil; and 3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season each year.”

Distribution of Wetlands. A preliminary wetland delineation was conducted at the project site on October 2, 2019 to identify waters of the U.S., including wetlands. The delineation was performed in accordance with the routine procedures for areas greater than five acres detailed in the Corps of Engineers Wetland Delineation Manual (Environmental Laboratory, 1987) and Arid West Supplement (Environmental Laboratory, 2008). Jurisdictional wetlands were determined to be present if evidence of all three Federal parameters were observed (hydrophytic vegetation, hydric soils, and wetland hydrology).

Seven transects were established along San Ysidro Creek, spaced approximately 100 to 140 feet apart (see Figure 4.3-1). The Corps’ Arid West Region Wetland Delineation Data Form was completed for each transect, and the top of bank and OHWM was noted and measured. Collected data is summarized in Table 4.3-4.

Table 4.3-4. Jurisdictional Delineation Data Summary

Transect no.	Waters of the U.S. OHWM Width (feet)	CDFW Jurisdiction Top of Bank Width (feet)	Vegetation
T1	24	50	Total cover about 14 percent, hydrophytic vegetation criterion met
T2	29	48	Total cover about 10 percent, hydrophytic vegetation criterion met
T3	26	61	Total cover about 7 percent, hydrophytic vegetation criterion met
T4	41	75	Total cover about 5 percent, hydrophytic vegetation criterion met
T5	26	89	Total cover about 7 percent, hydrophytic vegetation criterion met
T6	26	85	Total cover about 9 percent, hydrophytic vegetation criterion met
T7	14	84	Total cover about 4 percent, hydrophytic vegetation criterion not met
Average Width	27	70	
Area (acres)*	0.60	1.56	

*Based on 970 foot reach of San Ysidro Creek within the project site



San Ysidro Creek within the project site currently supports wetlands under the USFWS and County definitions as the existing cobble substrate (non-soil) is saturated and covered with surface water. Methodology to establish the limits of USFWS and County-defined wetlands has not been developed. For the purposes of this analysis, it is assumed the area between OHWMs is considered USFWS and County-defined wetlands as this area is saturated and/or covered by surface water at some time each year.

Substrate present within the highly entrenched San Ysidro Creek is a mixture of cobble and boulders remaining following removal of sediment and debris in 2018, as well as recently deposited sand and silt. Soil development has not occurred to date, including any characteristics of hydric soils. Therefore, the presence of Corps-defined wetlands cannot be fully confirmed.

Table 4.3-4 also provides the area of CDFW jurisdiction (1.56 acres) within the project site under Section 1602 of the California Fish and Game Code which extends to the top of bank. This area is also equivalent to the ESH area mapped in the Montecito Community Plan.

4.3.1.9 Special-Status Plant Species

Special-status plant species are either listed as endangered or threatened under the Federal or California Endangered Species Acts, or rare under the California Native Plant Protection Act, or considered to be rare (but not formally listed) by resource agencies, professional organizations (California Native Plant Society), and the scientific community. For the purposes of this project, special-status plant species are defined in Table 4.3-5.

The literature search and field surveys conducted for this impact analysis indicates that 23 special-status plant species have been reported within five miles of the project site. Table 4.3-6 identifies the current regulatory status and nearest known location of each special-status plant species, relative to the project site. Coast live oak is the only special-status plant species found at the project site during field surveys conducted for the project. County Ordinance no. 4491 considers live oak trees (including coast live oak) at least 8 inches in diameter at breast height as protected trees.

Table 4.3-5. Definitions of Special-Status Plant Species

- | |
|--|
| <ul style="list-style-type: none">➤ Plants listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.12 for listed plants and various notices in the Federal Register for proposed species).➤ Plants that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register October 10, 2019).➤ Plants that meet the definitions of rare or endangered species under the CEQA (<i>State CEQA Guidelines</i>, Section 15380).➤ Plants considered by the CNPS to be "rare, threatened, or endangered" in California (Lists 1B and 2).➤ Plants listed by CNPS as plants about which we need more information and plants of limited distribution (Lists 3 and 4).➤ Plants listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (14 CCR 670.5).➤ Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq.).➤ Plants considered sensitive or unique by the scientific community or occurring at the limits of its natural range.➤ Plants listed as "Rare Plants of Santa Barbara County" by the Santa Barbara Botanic Garden (updated 2012).➤ Coast live oak trees protected under County Ordinance no. 4491. |
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Table 4.3-6. Special-Status Plant Species Reported within Five Miles of the Project Site

Common Name (Scientific Name)	Status	Nearest Known Location	Flowering Period
Manzanita (<i>Arctostaphylos crustacea</i> ssp. <i>crustacea</i>)	SBBG	Cold Spring Canyon, about 2.5 miles to the northwest (Tierney & Storrer, 1990)	February-April
Plummer's baccharis (<i>Baccharis plummerae</i> ssp. <i>plummerae</i>)	List 4	Cold Spring Canyon, about 2.5 miles to the northwest (Tierney & Storrer, 1990)	August-November
Catalina mariposa lily (<i>Calochortus catalinae</i>)	List 4	Cold Spring Canyon, about 2.5 miles to the northwest (Tierney & Storrer, 1990)	March-May
Late-flowered mariposa lily (<i>Calochortus fimbriatus</i>)	List 1B, SBBG	Romero Canyon, approximately 2.5 miles to the northeast (CNDDDB, 2020)	July-August
Palmer's mariposa lily (<i>Calochortus palmeri</i> var. <i>palmeri</i>)	List 1B, SBBG	Escondido Canyon, approximately 3.8 miles to the northeast (CNDDDB, 2020)	May-July
Umbrella larkspur (<i>Delphinium umbraculorum</i>)	List 1B, SBBG	Escondido Canyon, approximately 3.9 miles to the northeast (Consortium of California Herbaria, 2020)	April-June
Cooper's lip fern (<i>Myriopteris</i> [<i>Cheilanthes</i>] <i>cooperae</i>)	SBBG	Blue Canyon, about 3.8 miles to the north (Tierney & Storrer, 1990)	--
Ojai fritillary (<i>Fritillaria ojaiensis</i>)	List 1B, SBBG	South Blue Canyon, approximately 3.1 miles to the northeast (CNDDDB, 2020)	February-May
Vernal barley (<i>Hordeum intercedens</i>)	List 3, SBBG	Near Santa Barbara Cemetery, approximately 2.1 miles to the southwest (Consortium of California Herbaria, 2020)	March-June
Mesa horkelia (<i>Horkelia cuneata</i> var. <i>puberula</i>)	List 1B, SBBG	Cold Spring Canyon, approximately 2.7 miles to the northwest (CNDDDB, 2020)	March-July
Ocellated Humboldt lily (<i>Lilium humboldtii</i> var. <i>ocellatum</i>)	List 4, SBBG	Cold Spring Canyon, approximately 2.0 miles to the northwest (Consortium of California Herbaria, 2020)	May-August
Santa Barbara honeysuckle (<i>Lonicera subspicata</i> var. <i>subspicata</i>)	List 1B, SBBG	Near Ladera Lane, approximately 2.8 miles to the east (CNDDDB, 2020)	April-May
White-veined monardella (<i>Monardella hypoleuca</i> ssp. <i>hypoleuca</i>)	List 1B	East Fork Cold Spring Canyon, about 2.3 miles to the northwest (CNDDDB, 2020)	May-October
Scarlet monardella (<i>Monardella macrantha</i> ssp. <i>macrantha</i>)	SBBG	Romero Saddle, approximately 2.6 miles to the northeast (Tierney & Storrer, 1990)	May-August
Santa Lucia phacelia (<i>Phacelia grisea</i>)	SBBG	San Ysidro Canyon, approximately 1.1 miles to the north (Tierney & Storrer, 1990)	April-July
Hubby's phacelia (<i>Phacelia hubbyi</i>)	List 4	Summerland, approximately 1.8 miles to the southeast (Consortium of California Herbaria, 2020)	April-July
Sticky phacelia (<i>Phacelia viscida</i> var. <i>albiflora</i>)	SBBG	Cold Spring Canyon, about 2.5 miles to the northwest (Tierney & Storrer, 1990)	March-June
Coast live oak (<i>Quercus agrifolia</i> var. <i>agrifolia</i>)	SBCO	On-site	March-April
Nuttall's scrub oak (<i>Quercus dumosa</i>)	List 1B, SBBG	Near Ladera Lane, approximately 2.8 miles to the east (CNDDDB, 2020)	March-May
Bitter gooseberry (<i>Ribes amarum</i> var. <i>hoffmanii</i>)	List 3	Cold Spring Canyon, about 2.5 miles to the northwest (Tierney & Storrer, 1990)	February-April
Thimbleberry (<i>Rubus parviflorus</i>)	SBBG	Sycamore Canyon, about 3.5 miles to the northwest (Tierney & Storrer, 1990)	March-August
California checkerbloom (<i>Sidalcea malviflora</i> ssp. <i>californica</i>)	SBBG	Romero Canyon, about 1.9 miles to the northeast (Tierney & Storrer, 1990)	March-June



Common Name (Scientific Name)	Status	Nearest Known Location	Flowering Period
Sonoran maiden-fern (<i>Thelypteris puberula</i> var. <i>sonorensis</i>)	List 2, SBBG	East Fork San Ysidro Canyon, approximately 2.0 miles to the north-northeast (CNDDDB, 2020)	--

- List 1B Plants rare, threatened, or endangered in California and elsewhere (CNPS)
List 2 Plants rare, threatened, or endangered in California, but more common elsewhere (CNPS)
List 3 Plants about which we need more information, a review list (CNPS)
List 4 Plants of limited distribution (CNPS)
SBBG Rare Plant (Santa Barbara Botanic Garden)
SBCO Protected under Santa Barbara County Ordinance no. 4491

Protected Oak Trees. A tree survey was conducted on September 11, 2019 to identify coast live oak trees and other native trees on the project site at least 8 inches in diameter at breast height (protected under County Ordinance no. 4491). The tree survey was updated on February 14, 2020 to account for trees that had died since the first tree survey. A total of 30 protected coast live oak trees occur on the project site.

4.3.1.10 Special-Status Wildlife Species

For the purposes of this project, special-status wildlife species are defined in Table 4.3-7. Literature research and field surveys conducted for this impact analysis indicates that 25 special-status wildlife species occur within five miles of the project site. Information regarding regulatory status and known location of these species relative to the project site is provided in Table 4.3-8.

Table 4.3-7. Definitions of Special-Status Wildlife Species

➤ Animals listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.11 for listed animals and various notices in the Federal Register for proposed species).
➤ Animals that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register October 10, 2019).
➤ Animals that meet the definitions of rare or endangered species under the CEQA (<i>State CEQA Guidelines</i> , Section 15380).
➤ Animals listed or proposed for listing by the State of California as threatened and endangered under the California Endangered Species Act (14 CCR 670.5).
➤ Animal species of special concern to the CDFW (Shuford & Gardali, 2008 for birds; Williams, 1986 for mammals; Moyle et al., 2015 for fish; and Thomson et al., 2016 for amphibians and reptiles).
➤ Animal species that are fully protected in California (California Fish and Game Code, Section 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

Table 4.3-8. Special-Status Wildlife Species Reported within Five Miles of the Project Site

Common Name (Scientific Name)	Status	Nearest Known Occurrence to the Project Site
Invertebrates		
Wandering skipper (<i>Panoquina errans</i>)	IUCN-NT	Carpinteria Salt Marsh, approximately 4.9 miles to the southeast (CNDDDB, 2020)
Monarch butterfly (<i>Danaus plexippus</i>)	Western U.S. populations declined by 99.4% since the 1980s	Ennisbrook aggregation site, 0.3 miles to the south-southeast (Meade, 1999)



Common Name (Scientific Name)	Status	Nearest Known Occurrence to the Project Site
Fish		
Southern California Coast steelhead (<i>Oncorhynchus mykiss</i>)	FE	San Ysidro Creek (project site), both upstream and downstream of the existing debris basin and water pipeline crossing (Stoecker et al., 2002)
Tidewater goby (<i>Eucyclogobius newberryi</i>)	FE, CSC	Andrea Clark Bird Refuge, approximately 2.4 miles to the southwest (CNDDDB, 2020)
Amphibians		
California red-legged frog (<i>Rana draytoni</i>)	FT, CSC	Cinquefoil Creek, 1.7 miles to the west (CNDDDB, 2020)
Coast Range newt (<i>Taricha torosa</i>)	CSC	Cold Spring Creek, 2.1 miles to the northwest (CNDDDB, 2020)
Reptiles		
Western pond turtle (<i>Emys marmorata</i>)	CSC	Andrea Clark Bird Refuge, approximately 2.4 miles to the southwest (CNDDDB, 2020)
Coast horned lizard (<i>Phrynosoma blainvillii</i>)	CSC	Near Mountain Drive, approximately 2.6 miles to the northwest (CNDDDB, 2020)
Coast patch-nosed snake (<i>Salvadora hexalepis virgulata</i>)	CSC	East Camino Cielo, approximately 2.9 miles to the north (CNDDDB, 2020)
Two-striped garter snake (<i>Thamnophis hammondi</i>)	CSC	Rattlesnake Canyon, approximately 4.4 miles to the northwest (CNDDDB, 2020)
Birds		
Belding's savannah sparrow (<i>Passerculus sandwichensis beldingi</i>)	SE	Carpinteria Salt Marsh, approximately 4.9 miles to the southeast (CNDDDB, 2020)
Oak titmouse (<i>Baeolophus inornatus</i>)	BCC	Fairly common to common permanent resident in the region (Lehman, 2019), reported from San Ysidro Canyon approximately 0.8 miles to north and Ennisbrook nature trail, approximately 0.9 miles to the south (ebird.org)
Western snowy plover (<i>Chardrius alexandrinus nivosus</i>)	FT, CSC (nesting)	Fairly common but local transient and winter visitor in the region (Lehman, 2019), reported from Santa Barbara Beach (wintering), approximately 2.8 miles to the southwest (CNDDDB, 2020)
Rufous hummingbird (<i>Selasphorus rufus</i>)	BCC	Fairly common spring transient in the region (Lehman, 2019), reported from San Ysidro Canyon approximately 0.8 miles to north (ebird.org)
Lawrence's goldfinch (<i>Spinus lawrencei</i>)	BCC	Locally uncommon in the region (Lehman, 2019), reported from San Ysidro Canyon approximately 0.8 miles to north (ebird.org)
White-tailed kite (<i>Elanus leucurus</i>)	FP (nesting)	Uncommon resident and local summer breeder in the region, (Lehman, 2019), reported from Ennisbrook nature trail, approximately 0.9 miles to the south (ebird.org)
Northern harrier (<i>Circus hudsonius</i>)	CSC (nesting)	Uncommon transient and winter visitor in the region, (Lehman, 2019), reported from Riven Rock Road approximately 1.4 miles to the west (ebird.org)
Merlin (<i>Falco columbarius</i>)	WL (wintering)	Very uncommon transient and winter visitor (Lehman, 2019), reported from Ennisbrook nature trail, approximately 0.9 miles to the south (ebird.org)
Sharp-shinned hawk (<i>Accipiter striatus</i>)	WL (nesting)	Uncommon transient and winter visitor in the region, (Lehman, 2019), reported from Ennisbrook nature trail, approximately 0.9 miles to the south (ebird.org)



Common Name (Scientific Name)	Status	Nearest Known Occurrence to the Project Site
Cooper's hawk (<i>Accipiter cooperi</i>)	WL (nesting)	Fairly common in the region, reported from Romero Canyon, about 1.7 miles to the east-northeast (Lehman, 2019), also reported from San Ysidro Canyon approximately 0.8 miles to north and Ennisbrook nature trail, approximately 0.9 miles to the south (ebird.org)
Peregrine falcon (<i>Falco peregrinus</i>)	FP, SA (nesting)	Uncommon visitor and very local breeding resident in the region, (Lehman, 2019), reported from San Ysidro Canyon approximately 0.8 miles to north and Ennisbrook nature trail, approximately 0.9 miles to the south (ebird.org)
Loggerhead shrike (<i>Lanius ludovicianus</i>)	CSC (nesting)	Very uncommon migrant and winter visitor in the region (Lehman, 2019), observed near mouth of Montecito Creek approximately 1.6 miles to the southwest (ebird.org)
Yellow warbler (<i>Setophaga petechia brewsteri</i>)	CSC (nesting)	Uncommon to fairly common in the region (Lehman, 2019), reported from San Ysidro Canyon approximately 0.8 miles to north and Ennisbrook nature trail, approximately 0.9 miles to the south (ebird.org)
Yellow-breasted chat (<i>Icteria virens</i>)	CSC (nesting)	Rare transient and summer resident in the region (Lehman, 2019), reported from the Andrea Clark Bird Refuge, approximately 2.4 miles to the southwest (ebird.org)
Southern California rufous-crowned sparrow (<i>Aimophila ruficeps canescens</i>)	WL	Uncommon to locally fairly common but local resident in the region (Lehman, 2019), reported from San Ysidro Canyon approximately 0.8 miles to north and Ennisbrook nature trail, approximately 0.9 miles to the south (ebird.org)

Status Codes:

BCC	Birds of Conservation Concern (USFWS)
CSC	California Species of Special Concern (CDFW)
FE	Federal Endangered (USFWS)
FT	Federal Threatened (USFWS)
FP	Protected under the California Fish & Game Code (CDFW)
IUCN-NT	International Union for Conservation of Nature-Near Threatened
SE	State Endangered (CDFW)
WL	Watch List (CDFW)

Based on the presence of suitable habitat and reported sightings in the project area, special-status wildlife species likely to occur on the project site include southern California coast steelhead (during optimal migration conditions), oak titmouse, rufous hummingbird, Lawrence's goldfinch and Cooper's hawk. The project site supports eucalyptus groves which may be used for fall aggregations or over-wintering by Monarch butterflies. However, Monarch butterfly aggregations have not been reported from the project site and were not observed during the project-specific field surveys. A known Monarch over-wintering site is located at the Ennisbrook Preserve, approximately 0.3 miles south of the project site. Based on available data from Meade (1999) and the Xerces Society annual Thanksgiving Day Monarch counts, the number of Monarch butterflies observed aggregating at the Ennisbrook Preserve declined from greater than 2,000 in 1997 to 9 in 2017, 20 in 2018 and zero in 2019. These data are consistent with the 99 percent decline in numbers at California Monarch aggregation sites since the 1980's. Based on the lack of observations at the project site and drastic regional decline in Monarch numbers (including major sites near Ellwood), this species is considered absent from the project site.



Western pond turtle has not been reported from San Ysidro Creek. This species was not observed during 11 biological field surveys (8 for CRLF, two general wildlife surveys, one wetland delineation) conducted for the Draft EIR, as well as a focused survey conducted on June 24, 2020 by a District biologist. The streambed is scoured, with pools limited to a few square feet and without any cover (undercut banks, instream structures or logs) or surrounding vegetation. Western pond turtle is considered absent from the project site due to lack of observations and lack of suitable habitat such as aquatic vegetation for forage and cover from predators.

Southern California Coast Steelhead. A substantial fish barrier has been identified just upstream of the confluence of San Ysidro Creek with the Pacific Ocean. However, this species was observed in San Ysidro Creek in 2001, including individuals up to 13 inches long (Stoecker et al., 2002). The Southern California Steelhead Recovery Plan indicates southern California coast steelhead historically occurred in San Ysidro Creek (National Marine Fisheries Service, 2012). For the purposes of this analysis, it is assumed this species could occur within the project site during optimal conditions for migration.

Oak Titmouse. This species was not observed at the project site but is likely to occur based the presence of suitable oak woodland habitat and post-fire observations in nearby areas (San Ysidro Canyon).

Rufous Hummingbird. This species was not observed at the project site but is a fairly common spring transient in the region (non-breeder) and may be attracted to blue gum eucalyptus on the project site.

Lawrence's Goldfinch. This species was not observed at the project site and is uncommon in the region but may occur at the project site based the presence of suitable oak woodland habitat and post-fire observations in nearby areas (San Ysidro Canyon).

Cooper's Hawk. This species was not observed at the project site and is uncommon but increasing since the late 1990's (Lehman, 2019) in the region but may occur at the project site based the presence of suitable woodland habitat and post-fire observations in nearby areas (San Ysidro Canyon, Ennisbrook nature trail).

4.3.2 Impact Analysis and Mitigation Measures

4.3.2.1 Thresholds of Significance

The criteria for determining significant impacts on biological resources were developed in accordance with Section 15065(a) and Appendix G of the State CEQA Guidelines and the Santa Barbara County Environmental Thresholds and Guidelines (updated 2018).

CEQA Guidelines Section 15065(a). A project may have a significant impact on the environment if the project has the potential to (1) substantially degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below a self-sustaining level, (4) threaten to eliminate a plant or animal community, and/or (5) reduce the number or restrict the range of an endangered, rare, or threatened species.



An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. A substantial impact is an impact that diminishes, or results in the loss of, a sensitive biological resource or that significantly conflicts with local, State, or Federal resource conservation plans, goals, and/or regulations. Sometimes impacts can be locally adverse, but not significant. In such a case, the impacts may result in an adverse alteration of a local biological resource, but they may not substantially diminish or result in the permanent loss of an important resource on a population- or region-wide basis.

CEQA Guidelines Appendix G. Implementation of the proposed project may have potentially significant adverse impacts on biological resources if it would result in any of the following:

- Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the CDFW or the USFWS;
- Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS;
- Have a substantial adverse impact on State or federally protected wetlands, including but not limited to marsh, coastal, etc., through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance; and/or
- Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

Santa Barbara County Environmental Thresholds and Guidelines Manual (Biological Resources).

General Impacts. Disturbance to habitats or species may be significant, based on substantial evidence in the record (not public controversy or speculation), if they substantially impact significant resources in the following ways:

- (1) Substantially reduce or eliminate species diversity or abundance;
- (2) Substantially reduce or eliminate quantity or quality of nesting areas;
- (3) Substantially limit reproductive capacity through losses of individuals or habitat;
- (4) Substantially fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources;



- (5) Substantially limit or fragment range and movement (geographic distribution or animals and/or seed dispersal routes); and/or
- (6) Substantially interfere with natural processes, such as fire or flooding, upon which the habitat depends.

Wetland Impact Assessment Guidelines. The following types of project-created impacts may be considered significant:

- (1) Projects which result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or would threaten the continuity of wetland-dependent animal or plant species are considered to have a potentially significant effect on the environment.
- (2) Projects which substantially interrupt wildlife access, use and dispersal in wetland areas would typically be considered to have potentially significant impacts.

Riparian Impact Assessment Guidelines. The following types of project-related impacts may be considered significant:

- (1) Direct removal of riparian vegetation.
- (2) Disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation.
- (3) Intrusion within the upland edge of the riparian canopy (generally within 50 feet in urban areas, within 100 feet in rural areas, and within 200 feet of major rivers listed in the previous section), leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion.
- (4) Disruption of a substantial amount of adjacent upland vegetation where such vegetation plays a critical role in supporting riparian-dependent wildlife species (e.g., amphibians), or where such vegetation aids in stabilizing steep slopes adjacent to the riparian corridor, which reduces erosion and sedimentation potential.
- (5) Construction activity which disrupts critical time periods (nesting, breeding) for fish and other wildlife species.

Native Tree Impact Assessment. In general, the loss of 10 percent or more of the trees of biological value (specimen trees) on a project site is considered potentially significant.

4.3.2.2 Project-Specific Impacts

The assessment of impacts is based on changes to the environmental setting associated with implementation of the proposed project.



Impact BIO-1: Project construction and routine maintenance would result in the long-term loss of coast live oak woodland and California sycamore stands.

Construction of the proposed debris basin would require the removal of 0.54 acres of coast live oak woodland and 0.25 acres of California sycamore stands. Native trees including willows, coast live oak and California sycamore are likely to colonize the debris basin and creek channel following project construction activities. The Restoration Plan includes replanting of coast live oak, California sycamore and other native tree species, which would persist on the slopes around the perimeter of the basin.

However, proposed routine maintenance including periodic removal of vegetation that may obstruct storm flows and excavation of sediments and debris would preclude the maturation of native trees in the basin and creek channel. The affected coast live oak woodland and California sycamore stands on the project site are highly fragmented and do not support a native understory. Some of the trees have been damaged by the debris flow and are dying. Since coast live oak woodland and California sycamore stands are not considered rare or declining and habitat quality is low, this impact is considered less than significant (Class III). See Impact BIO-3 addressing loss of native trees.

Impact BIO-2: The proposed project would result in the modification of County-defined wetlands and ESH. Approximately 0.60 acres of County-defined wetlands and 1.56 acres of ESH occur within the project site and rock slope protection would be placed, which may limit colonization by riparian and wetland vegetation. However, current conditions including near-vertical banks, rocky substrate and the narrow, entrenched channel also limit the establishment of vegetation in San Ysidro Creek. Therefore, project-related modifications to County-defined wetlands and ESH would be minor. The proposed contouring of the streambank (flattening of the slope) along the channel and planting of riparian vegetation (see Creekside Planting Area in Figure 3-3) would offset the project-related modification of County-defined wetlands. In addition, the debris basin bottom (approximately 3.2 acres) would be colonized by native vegetation between maintenance events, including many plant species characteristic of wetlands (hydrophytic). Overall, the area of riparian and wetland vegetation within the project site would increase and more than offset the project impacts to County-defined wetlands and ESH. Therefore, project-related impacts to County-defined wetlands and ESH are considered less than significant (Class III).

Impact BIO-3: The proposed project would result in the loss of mature native trees. Up to 49 mature native trees would be removed to accommodate debris basin construction activities, including up to 30 coast live oak, 17 California sycamore and two California bay trees. For the purposes of this analysis, native trees at least 8 inches in diameter at breast height are considered mature. This impact is considered significant (Class II) because more than 10 percent of the trees of biological value on the project site would be removed.



Impact BIO-4: The proposed project may impede migration of steelhead. The proposed project does not include any features such as dams, weirs, culverts or side channels that would impede steelhead passage through the debris basin site. The project has been designed to keep flow in the channel until the 5-year event flow is reached, and then flow would widen and extend into the proposed debris basin. Therefore, flow would remain in the channel to allow passage by steelhead and not be lost to the debris basin. The recontoured channel would provide equivalent or improved fish passage as compared to existing conditions at the project site. As the proposed project would not substantially affect steelhead migration, impacts are considered less than significant (Class III).

Impact BIO-5: The proposed project would result in the loss of suitable oak woodland habitat for oak titmouse. Project implementation would result in the permanent loss of approximately 0.54 acres of coast live oak woodland. Oak titmouse is included on the USFWS' Birds of Conservation Concern 2008 list for coastal California. However, this species is considered "fairly common" in the south coastal portion of Santa Barbara County (Lehman, 2019). The project-related loss of suitable habitat for oak titmouse is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Therefore, impacts to the local oak titmouse population are considered less than significant (Class III).

Impact BIO-6: The proposed project would result in the loss of suitable eucalyptus habitat for migrating rufous hummingbird. Project implementation would result in the permanent loss of approximately 0.63 acres of eucalyptus groves, which may be used as a nectar source by migrating rufous hummingbirds. This species is included on the USFWS' Birds of Conservation Concern 2008 list for coastal California. However, this species is considered "a fairly common spring transient" in the south coastal portion of Santa Barbara County (Lehman, 2019). The project-related loss of suitable habitat for rufous hummingbird is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Therefore, impacts to the rufous hummingbird population migrating through the area are considered less than significant (Class III).

Impact BIO-7: The proposed project would result in the loss of suitable breeding habitat for Lawrence's goldfinch. Project implementation would result in the permanent loss of approximately 0.54 acres of coast live oak woodland, which is suitable breeding habitat for this species. The project-related loss of suitable habitat for Lawrence's goldfinch is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Therefore, impacts to the local Lawrence's goldfinch population are considered less than significant (Class III).



Impact BIO-8: The proposed project would result in the loss of suitable woodland breeding habitat for Cooper's hawk. Project implementation would result in the permanent loss of approximately 1.42 acres of suitable woodland breeding and foraging habitat (oaks, sycamores, eucalyptus). Coopers' hawk sightings have been increasing in the region since the 1990's with many new nesting sites reported in the south coastal portion of Santa Barbara County (Lehman, 2019). The project-related loss of suitable habitat for this species is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Therefore, impacts to the local Cooper's hawk population are considered less than significant (Class III).

Impact BIO-9: Proposed debris basin construction and/or routine maintenance activities may disrupt breeding of migratory birds. Vegetation removal, noise, dust, and heavy equipment activity associated with project construction and/or routine maintenance activities may result in direct impacts (loss of nests during vegetation removal) and indirect impacts (nest abandonment, alteration of breeding behavior) to breeding migratory birds. These impacts may result in violation of the Federal Migratory Bird Treaty Act and Sections 3503 and 3513 of the California Fish and Game Code and are considered potentially significant (Class II).

Mitigation Measures:

MM BIO-1. The following measure shall be fully implemented to replace mature native trees.

- The proposed Restoration Plan (see Section 3.3.4) shall include replacement of mature native trees at a minimum 3:1 ratio, an irrigation plan and a description of monitoring and maintenance procedures.

Plan Requirements and Timing: A planting plan, irrigation plan and monitoring plan shall be included in the Final Restoration Plan. The Final Restoration Plan shall be implemented within 150 days of completion of basin construction.

MONITORING: District staff shall conduct periodic inspections and maintenance to ensure planted trees survive in the long-term to replace those trees removed.

MM BIO-2: The following measures shall be fully implemented to minimize impacts to breeding birds.

- Site preparation (including removal of trees and vegetation) shall be conducted during the late summer or fall (August 15 to December 31) prior to initiation of debris basin construction (planned for spring 2021).
- Vegetation removal associated with construction and/or routine maintenance shall avoid the migratory bird and raptor breeding season (February 15 to August 15) to the extent feasible.



- For any project-related construction and/or routine maintenance activities involving vegetation removal or heavy equipment to be conducted during the breeding season, a nest survey within the area of impact and a 200 foot buffer for non-raptors and any available raptor nesting areas within 500 feet shall be conducted by a qualified biologist no earlier than 14 days and no later than 5 days prior to any vegetation removal or ground disturbance to determine if any nests are present.
- If an active nest is discovered during the survey, a buffer of 200 feet for non-raptors or 500 feet for raptors (or as determined by the biologist based on a field assessment) shall be established around the nest. The buffer area may be reduced if nest monitoring by a qualified biologist indicates construction and/or routine maintenance activities are not adversely affecting nesting success. No construction and/or routine maintenance activities shall occur within the buffer area until a biologist determines that the nest is abandoned, or fledglings are adequately independent from the adults.

Plan Requirements and Timing: These measures shall be noted on the project's engineering plans and specifications and implemented as part of all construction and routine maintenance activities.

MONITORING: District staff shall conduct periodic inspections to ensure these measures are implemented.

4.3.2.3 Cumulative Impacts

Implementation of other District projects listed in Section 3.6 and the South Coast Highway 101 HOV Lanes Project would result in the loss or temporary disturbance of native vegetation and wildlife habitat. The proposed project (construction and routine maintenance) would incrementally contribute to habitat loss and disturbance associated with construction and operation of the cumulative projects. The project's contribution may be cumulatively considerable.

4.3.2.4 Residual Impacts

With implementation of mitigation measures **MM BIO-1** and **MM BIO-2**, impacts to biological resources would be reduced to a level of less than significant.

4.3.3 References

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4.4 CULTURAL RESOURCES

4.4.1 Setting

4.4.1.1 Prehistory

The project area lies within the historic territory of the Native American group known as the Chumash. The Chumash occupied the region from San Luis Obispo County to Malibu Canyon on the coast, and inland as far as the western edge of the San Joaquin Valley, and the four northern Channel Islands (Grant, 1978). The Chumash are subdivided into factions based on distinct dialects. The Barbareño Chumash occupied the coastal plain from Point Conception to Punta Gorda in Ventura County. The name Barbareño is derived from the mission with local jurisdiction, Santa Barbara.

Chumash society achieved a level of social, political and economic complexity not ordinarily associated with hunting and gathering groups (Morrato, 1984). The prehistoric Chumash are believed to have maintained one of the most elaborate bead money systems in the world, as well as one of the most complex non-agricultural societies (King, 1990). The Chumash were a non-agrarian culture and relied on hunting and gathering for their sustenance. Archaeological evidence indicates that the Chumash exploited marine food resources from the earliest occupation of the coast at least 9,000 years ago (Greenwood, 1972; 1978). Much of their subsistence was derived from pelagic fish, particularly during the late summer and early fall (Hoover, 1986). Shellfish were also exploited, including mussel and abalone from rocky shores and cockle and clams from sandy beaches. Acorns were a food staple; they were ground into flour using stone mortars and pestles and then leached to remove tannic acid. In addition, a wide variety of seeds, including chia from various species of sage, was utilized. The Chumash harvested a number of plants for their roots, tubers, or greens (Hoover, 1986).

Several chronological frameworks have been developed for the Chumash region. For the purposes of this EIR, the chronological framework postulated by King (1990) and Arnold (1992) for the Santa Barbara Channel region is used to discuss the Paleo-Indian, Early Holocene, Early Period, Middle Period, Middle to Late Transition, and Late periods of cultural development in the larger Santa Barbara County region.

Paleo-Indian Period (~25,000 to 9950 BP). The Paleo-Indian Period is the earliest known human occupation of the Santa Barbara area, with evidence of a developing maritime culture found mostly on the Channel Islands. Recent work by scholars has pushed these earliest dates back further. There are 50 sites reported on San Miguel and Santa Rosa islands dating between 13,000 and 7,500 B.C. (Davis et al., 2010; Erlandson and Braje, 2008). Mainland coastal sites occupied during this time would have been submerged later by rising sea levels.

Millingstone Period (~9950 to 5450 BP). Appropriately named, the Millingstone Period is defined by the predominance of hand stones and milling slabs in the archaeological record, suggesting a reliance on hard seeds and other plant foods. A variety of flaked stone tools including leaf-shaped bifaces, oval bifacial knives, choppers, and scrapers is also present. This period was a time of rising sea levels that created additional lagoons and estuaries (Glassow et al., 2007). Faunal assemblages from various sites indicate prehistoric populations also consumed terrestrial and marine mammals, fish, and shellfish indicating increased mobility between coastal and inland camps (Jones et al., 1994).



Early Period (~5450 to 2550 BP). Most Early Period archaeological sites are recorded at or near the coast, or on the Channel Islands. This was a time of rising sea levels that created additional lagoons and estuaries (Glassow et al., 2007). This period is characterized by an abundance of manos, metates, and a variety of flaked stone; plano convex cores and core tools of quartzite, basalt and other volcanic stones are common. Although deer are represented in the archaeological record, hunting and fishing contributed little to the diet, with the faunal diet relying heavily on mussels and Pismo clams. On the Channel Islands, millingstones do not occur. The island diet is represented by the remains of shellfish, pinnipeds, and marine birds. Bone gorges occur and *Olivella* spp. spire-lopped shell beads appear in burials (Glassow et al., 2007).

Middle Period (~2550 to 950 BP). Prehistoric technology and economy became markedly more complex after 2550 BP. The artifact assemblage contains shellfish hooks and other fishing gear, saucer-type *Olivella* spp. beads, and contracting-stemmed projectile points. Subsistence practices emphasized fish and acorns, with a greater use of seasonal resources and the first attempts at food storage (Glassow and Wilcoxon, 1988; King, 1990). Continuation of trade relationships is evident in the increased number and diversity of obsidian items and beads associated with this period. Settlement patterns were similar to those of the prior period. Sites were occupied on an extensive basis, but not as permanent settlements. These residential sites functioned in conjunction with short-term, smaller occupations at specialized resource processing areas (Jones and Ferneau, 2002).

Middle to Late Transition Period (~950 to 700 BP). Coastal settlement increases significantly between about 950 and 700 BP. Sedentism is apparent, along with formal architecture, ceremonial structures and traditional cemeteries. Cultural ornamentation and elaboration during this time implies a change in society, elevating attributes of achieved status and wealth. Maritime orientation increases with intensified fishing using circular shell fishhooks. Regional exchange indicates a boost in socioeconomic and political complexity. Faunal remains reveal the exploitation of a diverse array of marine and terrestrial habitats and species. More refined mortars and pestles reflect an emphasis on pulpy plant foods. Ritually associated artifacts, like bear claws, appear in cemeteries on the mainland coast. A dramatic expansion of *Olivella* spp. wall/saucer beads signify increased social differentiation (Glassow et al., 2007).

Late Period (~700 to 181 BP). During the Late Period, terrestrial resource production is thought to have decreased significantly, while socioeconomic complexity evolved. A conversion to concave based projectile points led to the abandonment of asphaltum, which had been used for hafting. Shellfish remained the principal protein food. A ranked society with hereditary elite was established. Excavations at Mescalitan Island (CA-SBA-46) on the mainland Santa Barbara coast recovered burials on whalebone inlaid with shell beads and rich grave goods, along with tubular beads. Semi-subterranean sweat lodges are also common. Population growth and socioeconomic complexity transpires, along with environmental change (Glassow et al., 2007).



4.4.1.2 History of the Project Region

Contact Period (A.D. 1542 to 1776). The historic record of the Santa Barbara Channel began with the arrival of four Spanish expeditions between the years of 1542 (Juan Rodriguez Cabrillo) and 1602 (Sebastian Vizcaino). Cabrillo visited many points along the coast and the Channel Islands while noting the names of the Chumash villages. At one point during the expedition, Cabrillo's ships anchored offshore of the Chumash village of mishopsh, now at present-day Carpinteria State Beach. Men from the village paddled out to the ships in plank canoes to trade with the Spaniards. Cabrillo noted that the canoes were of sufficient size to accommodate approximately 12 men (Grant, 1978) and that asphaltum had been used to caulk the seams between the planks. Both Cabrillo and Vizcaino described their interactions with the Chumash as generally positive, friendly encounters. After these initial expeditions, which were essentially confined to the coast, a period of 167 years passed without any additional European arrivals.

The first Spanish land expedition of Gaspar de Portolá passed through Santa Barbara County and camped near present day Santa Barbara on August 18, 1769. In February 1774, Juan Bautista de Anza traveled through Santa Barbara County as leader of the San Francisco colonists. The de Anza expedition camped near La Asumpta and traveled south of the project site as it continued north along the Pacific Coast (Galvin, 2011). This route, known today as the Juan Bautista De Anza National Historic Trail, runs from near Nogales, Arizona, to San Francisco, California, and crosses through Santa Barbara County (CATE, 2000).

Mission Period (A.D. 1772 – 1834). Over the next three decades, the Spanish established twenty-one Franciscan missions and various military presidios and pueblos along El Camino Real between San Diego and Sonoma. Gaspar de Portolá led the first land expedition in 1769, accompanied by Fray Junípero Serra, beginning the establishment of California missions, and European and Mexican occupation. The Spanish founded El Presidio Real de Santa Bárbara in 1782 and Mission Santa Bárbara was established in 1786. Newly baptized Chumash provided almost all the labor to construct and maintain the missions, including aqueducts and dams that directed freshwater to Mission Santa Bárbara (Macko, 1985; Barter et al., 1994).

While the purpose of the missions was to convert the local Native Americans into Catholic citizens of Spain, the mission system was primarily a way for Spain to manage the indigenous populations of Alta California. Particularly in Santa Barbara County, the arrival of the Spanish and the subsequent establishment of the missions was the beginning of the end of tribal life for the local Chumash population. The destruction of native culture was caused by the alteration of the landscape due to the introduction of European plants and animals, the destruction of social systems by new mission life ways, and European diseases (Bean, 1968; Lightfoot, 2005).

Rancho Period (A.D. 1821 – 1845). In 1821, Mexico declared independence from Spain; a year later, California became a Mexican Territory. After the secularization of the missions in 1834, lands were gradually transferred to private ownership via a system of land grants (Hoover, 1990). Specifically, the Project site is included within the Pueblo Lands of Santa Barbara, a 19,826-acre land patent which, although not confirmed until May 1867, was drawn largely from land holdings previously assigned to Mission Santa Barbara.



The standard rancho comprised a central family house with adjacent quarters for domestic servants and vaqueros. The labor force mostly consisted of local Chumash and often small rancherias or villages were scattered about the estate (Lebow et al., 2001). Sheep and cattle ranching became the principal agricultural activities, primarily for the lucrative hide and tallow trade (Bean, 1968).

Anglo-Mexican Period (A.D. 1845-1860). Following the Bear Flag Revolt in 1846, John C. Frémont and his troops marched through the area while traveling to Santa Barbara. President Polk signed the Treaty of Guadalupe Hidalgo in 1848, marking the formal transfer of the territory to the United States. California was recognized as a state in September 1850.

Across California, courts reviewed the legality of each land grant on an individual basis. The Land Act of 1851 required all land grant owners to prove their title and ownerships rights. Because the Californios relied on vague surveys and land titles, it took an average of 17 years to receive their American land patents (Bean, 1968; Palmer, 1999).

Americanization Period (A.D. 1860-present). During the early American Period, the ranchos continued to raise cattle and sheep, but the industry shifted from hides and tallow to dairy and meat products. A drastic population increase during the Gold Rush caused the demand (and price) for California livestock to soar (Barter et al., 1995). The severe drought from 1862 to 1864 was devastating for the cattle industry. By 1869, emphasis was on dairy cattle, sheep herding and crop farming.

An increase in population through the late nineteenth century encouraged improvements in transportation and shipping in Santa Barbara County. El Camino Real became a county road in 1861, a toll road was built over San Marcos Pass in 1868, and Stearns Wharf was constructed in 1872. The railroads brought the largest improvements: the Pacific Coast Railroad connected Port San Luis Obispo with Los Alamos via the Santa Ynez Valley in 1882 and the Southern Pacific Railroad provided service from San Francisco to Los Angeles (with many stops in Santa Barbara County) by 1905 (County of Santa Barbara, 1993).

Just as quickly as the railroad was built it was supplanted by the automobile and airplane. As part of a statewide Good Roads movement, the citizens of Santa Barbara County passed a large bond issue in 1915 to construct 26 new bridges on the new Coast Highway. San Marcos Pass Road and Foothill Road became part of the State highway system in the 1930s and aviation activity increased significantly at the Goleta Airport (County of Santa Barbara, 1993).

The new transportation systems brought in tourists who decided to settle in the Santa Barbara area. The demand for new housing soared after World War II and led to developer-planned tracts of similarly styled houses on the outskirts of the City. When the City of Santa Barbara placed a limit on population growth, nearby Goleta, Carpinteria, and the Santa Ynez Valley absorbed the overflow (County of Santa Barbara, 1993).



4.4.1.3 History of the Project Area (Montecito)

During the mid-19th century, the area now known as Montecito served as a refuge for bandits and highwaymen who made use of its abundant oak groves and narrow canyons to prey on carriage and pedestrian traffic. Italian settlers began moving into the area during the 1860s, establishing homesteads and family-run farms. The presence of numerous natural hot springs near Montecito attracted aspiring entrepreneurs to the area as early as the 1860s. Wilbur Curtis first constructed a series of rudimentary buildings near the end of present-day Hot Springs Road, which he enthusiastically promoted as a health spa. Although storms and wildfire would eventually destroy these and later developments, these ventures did succeed in bringing additional tourist traffic to the area (McKinney, 1988).

While the arrival of the railroad into Santa Barbara in 1887 increased the number of visitors, the Montecito area retained much of its rural aspect and, by extension, its exclusivity (Redmon, 2016). As Santa Barbara's population increased over the subsequent decades, Montecito continued to attract a wealthier demographic who sought homes close to the growing coastal city of Santa Barbara, but not so close that privacy was lost.

4.4.1.4 Record Search

On July 24, 2019, Padre Associates Senior Archaeologist Rachael J. Letter ordered an expedited archaeological record search from the Central Coast Information Center located at the University of California, Santa Barbara. The center is an affiliate of the State of California Office of Historic Preservation and the official state repository of archaeological and historic records and reports for Santa Barbara and Ventura counties. Padre Associates received the results on July 25, 2019.

The records search included a review of all recorded historic-era and prehistoric archaeological sites within a 0.5-mile radius of the project site as well as a review of known cultural resource surveys and technical reports. The State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties, California Points of Historic Interest, and the California Office of Historic Preservation Archaeological Determinations of Eligibility also were analyzed.

The records search revealed that the project site has not been surveyed for cultural resources; however, 15 cultural resources studies have been completed within a 0.5-mile radius. The records search did not identify any previously recorded cultural resources within the project site, but three cultural resources have been recorded within a 0.5-mile radius. Table 4.4-1 lists these resources.

Table 4.4-1. Previously Recorded Cultural Resources within 0.5 miles of the Project Site

Site Number	Description
CA-SBA-1918	Prehistoric lithic scatter with bedrock mortars
CA-SBA-1919H	Historic trash dump
CA-SBA-3622H	Highway 192 within Santa Barbara County



CA-SBA-1918. This site is a moderate-density lithic scatter and prehistoric milling site associated with the Millingstone Horizon and possibly dating to the late part of the Early Period or early Middle Period (Bowser and Wilcoxon, 1985a). This site contains one feature, consisting of two large sandstone boulders with up to six mortar cavities. Other cultural materials present within the site include lithic debitage of Monterey, Franciscan, and Temblor cherts, as well as obsidian, and several flaked stone tools. CA-SBA-1918 was first recorded by Bowser and Wilcoxon in 1985, who describe the site as being relatively undisturbed and situated on an elevated knoll overlooking San Ysidro Creek (Bowser and Wilcoxon, 1985a).

CA-SBA-1919/H. This site is a small, historic period trash dump containing glass bottles, ceramic fragments, drain tile, and metal debris. Also present are numerous vehicle parts, including several license plates which date to the 1930s. CA-SBA-1919 was initially recorded by Bowser and Wilcoxon in 1985 as part of the Boeske Ranch Survey. The site is situated in the northwest corner of Boeske Ranch, west of San Ysidro Creek (Bowser and Wilcoxon, 1985b).

CA-SBA-3622H. This site is a 21-mile segment of the current alignment of State Route 192. Originally called Valley Road when it was first constructed by the County in the mid-1920s, the roadway was renamed State Route 192 after being adopted into the State Highway System in 1933. State Route 192 traverses the foothills of Santa Barbara and Montecito between State Route 154 and U.S. Highway 101. CA-SBA-3622H was initially recorded by Darcangelo and Mikesell in 1999, who described numerous associated features ranging from culverts and retaining walls to historic-period memorial shrines (Darcangelo and Mikesell, 1999). The site record for CA-SBA-3622H was updated by Larson, Walters, and Rischel in 2005 (Larson, et al., 2005). CA-SBA-3622H was evaluated for eligibility on the National Register of Historic Places (NRHP) in 2005, and was determined ineligible (Larson et al., 2005).

4.4.1.5 Phase I Archeological Survey

Padre Associates Archaeologist Val K. Kirstine conducted a Phase I pedestrian survey of the project site on September 5, 2019. The project site, a formerly developed residential area, was the scene of a deadly and highly destructive mudflow in January 2018. Subsequent cleanup efforts utilized heavy equipment to remove mud, rock, and architectural debris from the area. Consequently, soils within the project site were observed to vary both in composition and integrity. During the survey, evidence of extreme erosion was noted within the entirety of the San Ysidro Creek channel, which at the time of the current survey was lined with abundant sandstone boulders that range in size from several inches to nearly ten feet in diameter. Exposed strata within the San Ysidro Creek channel revealed the presence of alternating sequences of high and low-velocity flood deposits (based on sorting of sediments and cobble), indicating that past historical debris flows have occurred in this area.

Mr. Kirstine surveyed the project site using parallel transects spaced at no more than five-meter intervals, where feasible. The survey area included a 950-foot long section of the San Ysidro Creek channel, in addition to adjacent banks and terraces on the west and east side of the channel. The survey area was documented with color digital photographs. No cultural resources were observed during the survey.



4.4.1.6 Tribal Consultation

The District provided formal notification via certified mail of a trial consultation opportunity on the proposed project to traditionally and culturally affiliated tribal contacts (Julie Tumamait-Stenslie, Barbareno/Ventureno Band of Mission Indians) that requested notification from Santa Barbara County under Public Resources Code Section 21080.3.1. No response has been received as July 2, 2020.

4.4.2 Impact Analysis and Mitigation Measures

4.4.2.1 Thresholds of Significance

Significance criteria for cultural resources were determined based on the 2019 State CEQA Guidelines (Appendix G) and the County's Environmental Thresholds and Guidelines Manual (Cultural Resources Guidelines).

State CEQA Guidelines Section 15064.5. A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

- (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Santa Barbara County Environmental Thresholds and Guidelines Manual. A project is considered to have a significant impact if it would damage an important cultural resource. For the purposes of CEQA, an "important archaeological resource" can be defined as having one or more of the following characteristics:

1. Is associated with an event or person with recognized significance in California or American history; or recognized scientific importance in prehistory.



2. Can provide information which is of both demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions,
3. Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind.
4. Is at least 100 years old and possesses substantial stratigraphic integrity; or
5. Involves important research questions that historical research has shown can be answered only with archaeological methods.

4.4.2.2 Project-Specific Impacts

Impact CR-1: Debris basin construction has the potential to adversely affect unreported archeological resources. Based on the cultural resources records search and Phase I archeological field survey, no previously recorded cultural resources are located within or immediately adjacent to the project site. However, the project site is composed of a streambed and adjacent terraces, which are commonly sites of prehistoric occupation by Native Americans. A prehistoric lithic scatter and milling site (CA-SBA-1918) was recorded near San Ysidro Creek near the project site. Construction of the debris basin would require extensive excavation and cultural resources (isolated artifacts, intact deposits, burials) may be encountered. Impacts are unknown but potentially significant (Class II).

Mitigation Measures

MM CR-1. The following measures shall be implemented to address the potential discovery of pre-historic archaeological resources during project construction.

- In the event that archaeological resources are exposed during construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a professional archaeologist has been retained to evaluate the nature and significance of the find. The District shall be notified immediately of any such find. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC.
- A worker cultural resources sensitivity program shall be implemented prior to project construction. Prior to any ground-disturbing activity, a qualified archeologist shall provide an initial sensitivity training session to all affected contractors, subcontractors, and other workers, with subsequent training sessions to accommodate new personnel becoming involved in the project. The sensitivity program shall address the cultural sensitivity of the project site and how to identify these types of resources, specific procedures to be followed in the event of an inadvertent discovery, and consequences in the event of non-compliance.



Plan Requirements and Timing. The above measures shall be included in the construction contract specifications for the project and shall be implemented prior to any project-related earth disturbing activities.

MONITORING: District staff shall monitor for compliance.

4.4.2.3 Cumulative Impacts

Most other projects listed in Section 3.6 are located in previously disturbed areas and are unlikely to result in significant impacts to cultural resources. However, implementation of some of these projects may result in the disturbance of known or unreported cultural resources, potentially including the South Coast Highway 101 HOV Lanes Project. The proposed project has the potential to impact cultural resources and may incrementally contribute to cumulative impacts.

4.4.2.4 Residual Impacts

With implementation of mitigation measure **MM CR-1**, potential impacts to known or unreported cultural resources would be reduced to a level of less than significant.

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4.5 GEOLOGIC PROCESSES

4.5.1 Setting

4.5.1.1 Regional Geology

The project site is located in the southern foothills of the Santa Ynez Mountains, a component of the Transverse Range Geomorphic Province. This geomorphic province is characterized by generally east-west trending mountain ranges and intervening valleys. Older uplifted bedrock is exposed in the mountains, while the valleys are filled with sedimentary rocks and alluvial deposits. The Transverse Ranges are bordered by the Santa Monica fault to the south and the Santa Ynez fault to the north.

The Santa Ynez Mountains extend from Gaviota Canyon eastward to the Matilija Gorge in Ventura County. The range is composed of a single main crest that is continuous for approximately 50 miles. The northern flank of the Santa Ynez Range is a steep escarpment created by uplift along the Santa Ynez fault. The southern flank is characterized by south-plunging ridges that separate incised drainage canyons. These canyons generally include a perennial stream bounded by steep east- and west-facing slopes. The indurated sandstone units typically form prominent, more resistant outcrops and generally support dense chaparral vegetation. The poorly indurated and finer-grained units typically form more gently-sloping, grass-covered hills.

4.5.1.2 Local Geology and Soils

The project site is underlain by Holocene-aged alluvium composed of floodplain deposits of silt, sand and gravel (Dibblee & Ehrenspeck, 1986; Minor et al., 2009). The Soil Survey for Santa Barbara County, South Coastal Part (Shipman, 1981) indicates the soil of the project site is Bailard variant, stony fine sandy loam, 2-9 percent slopes. This soil unit is a well-drained soil of alluvial fans at least 60 inches deep.

4.5.1.3 Subsurface Geologic Conditions

Four test pits were excavated, and three sonic drill holes were advanced at the project site in 2019. The project site supports surficial artificial fill, recent debris flow material (locally disturbed by grading), and topsoil overlying older alluvial deposits. Surficial artificial fill, recent debris flow material, and topsoil likely extend to a depth of about five feet. The underlying alluvial deposits generally consist of gravel, cobbles and boulders embedded in matrix soils consisting of clayey sand, silty sand and sandy clay. Boulder sizes observed ranged from one to four feet in diameter, but boulders five to 10 feet in diameter may be present (Fugro, 2020). Groundwater was encountered at a depth of 25 feet at one of the drill holes, at the northern end of the project site.

4.5.1.4 Tsunami Hazard

The project site is located approximately 1.3 miles north of the nearest Tsunami Inundation Hazard Area (Fernald Point) (California Emergency Management Agency, 2009).



4.5.1.5 Regional Faulting and Seismicity

Similar to the surrounding areas, the project site may be affected by moderate to major earthquakes centered on one of the known large, active faults. These faults include the Santa Ynez Fault (considered active) located approximately 3.8 miles to the north, and the Mission Ridge Fault Zone (considered potentially active) located approximately 0.3 miles south of the project site (Minor et al., 2009), which could generate an earthquake of magnitude 6.8 (Fugro, 2020). Although the closest known Holocene age fault is the Santa Ynez Fault, the San Andreas Fault is the most likely active fault to produce ground shaking at the project site.

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 requires that the California State Geologist establish Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps. The project site is not located within or near an Earthquake Fault Zone.

4.5.1.6 Liquefaction

Liquefaction is a phenomenon that occurs when loosely consolidated, saturated, granular soils (e.g., beach sands) lose their load-bearing capabilities during ground-shaking events, and settle or flow in a fluid-like manner. According to Santa Barbara County's Seismic Safety and Safety Element (Santa Barbara County, 1979, amended 2015), there is low to moderate potential for liquefaction to occur at the project site in the vicinity of San Ysidro Creek. Alluvial deposits at the site are sufficiently dense such that there is a low potential for liquefaction to occur at the project site (Fugro, 2020).

4.5.1.7 Expansive, Compressible, Collapsible Soils and Landslides

The geologic hazard maps in the County of Santa Barbara's Seismic Safety and Safety Element indicate that the project site has a low potential for expansive soils, and a moderate potential for compressible and collapsible soils (Santa Barbara County, 1979, amended 2015). The landslide potential at the project site is considered low (Bezore & Wills, 2000).

4.5.1.8 Paleontological Resources

The project site is underlain by alluvial deposits (see Section 4.5.1.3). Due to the lack of intact geologic formations, paleontological resources are not anticipated to be present. No paleontological resources were reported in the immediate project area by the University of California Museum of Paleontology database.

4.5.2 Impact Analysis and Mitigation Measures

4.5.2.1 Thresholds of Significance

Significance criteria for geologic processes impacts were determined based on the 2019 State CEQA Guidelines (Appendix G) and the County's Environmental Thresholds and Guidelines Manual (Geologic Constraints Guidelines).

CEQA Guidelines Appendix G: Geology and Soils. Implementation of the proposed project may have a potentially significant adverse impact on geological processes if it would result in any of the following:



- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground-shaking, seismic-related ground failure, including liquefaction and landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Santa Barbara County Environmental Thresholds and Guidelines Manual.

Geologic impacts have the potential to be significant if the project involves any of the following characteristics:

- Project sites or part of the project located on land having substantial geologic constraints, such as active or potentially active faults, underlain by rock types associated with compressible/collapsible soils, or susceptible to landslides or severe erosion.
- The project results in potentially hazardous geologic conditions such as construction of cut slopes exceeding a grade of 1.5H:1V.
- The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.
- The project is located on slopes exceeding 20 percent grade.

4.5.2.2 Project-Specific Impacts

Seismic-related Hazards. The proposed debris basin, including the recontoured channel, side slopes and access improvements may experience ground-shaking, liquefaction and landslides caused by a seismic event. However, the project site is not located in an earthquake fault zone and has a low potential for liquefaction to occur. In addition, a slope stability analysis of the debris basin side slope design indicates safety factors are met such that these slopes are considered stable (Fugro, 2020). Therefore, the proposed project would not be significantly affected by these geologic hazards. In any case, the construction and routine maintenance of the proposed debris basin would not increase the severity of existing seismic-related geologic hazards at adjacent land uses.



Soil Erosion in San Ysidro Creek. The proposed project would modify the hydraulic profile of San Ysidro Creek and could change storm flow velocity and associated soil erosion. A hydraulic analysis was conducted by WRECO (2020) for both existing conditions (post-debris flow) and proposed conditions (with debris basin) using the HEC-RAS model. This analysis indicates the 5-year and 100-year event water surface elevations and water velocity upstream and downstream of the proposed debris basin would not change. Therefore, the proposed project would not increase soil erosion in San Ysidro Creek.

Blasting Effects on Local Geologic Conditions. Blasting in bedrock has the potential to result in bedrock fracturing and/or displacement that may adversely affect foundations of adjacent structures. Blasting may be required to fracture very large boulders found during debris basin construction that cannot be fractured using an excavator-mounted hydraulic demolition breaker. Large rocks produced by blasting these boulders would be used to recontour the San Ysidro Creek channel and banks, or further reduced in size by rock crushing. Blasting would be limited to large boulders embedded in alluvial deposits and not conducted in bedrock. In any case, nearby structures (residences) are underlain by alluvial deposits and not bedrock. Therefore, blasting would not affect adjacent structures.

Paleontological Resources. The proposed project does not involve excavation of intact geologic formations, such that exposure and/or destruction of paleontological artifacts or fossils beds are not anticipated.

Impact GEO-1: Construction of the proposed project and routine maintenance activities may result in increased soil erosion along San Ysidro Creek. Debris basin excavation, channel re-construction and maintenance-related reshaping of the channel and banks within surface flows would increase soil erosion within San Ysidro Creek. However, surface water would be diverted around work areas (see Sections 3.4 and 3.5) using berms and a temporary trench or pipe. With implementation of this measure, project-related soil erosion would be minimized and considered a less than significant impact (Class III).

Mitigation Measures

As significant impacts were not identified, mitigation measures are not required.

4.5.2.3 Cumulative Impacts

Construction of some of the other projects listed in Section 3.6 would involve earthwork which would result in changes in topography and soil erosion which may cause increased siltation in affected drainages. The planned improvements to the existing San Ysidro Debris Basin would not occur at the same time as project construction such that impacts would not be additive. The proposed project's incremental contribution to cumulative geologic processes impacts would not be considerable.

4.5.2.4 Residual Impacts

Due to the lack of significant geologic processes impacts, mitigation is not required, and residual impacts would be the same as project-specific impacts.



4.5.3 References

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4.6 WATER RESOURCES

4.6.1 Setting

4.6.1.1 Regulatory Background

Clean Water Act. In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Known today as the Clean Water Act, Congress has amended it several times. The objective of the Clean Water Act is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters”. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. Relevant Clean Water Act sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the U.S., to obtain certification from the State that the discharge will comply with other provisions of the act.
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S., administered by the U.S. Army Corps of Engineers.

The State Water Resources Control Board has not identified San Ysidro Creek as impaired under Clean Water Act Section 303(d) (approved 2016 list).

Porter-Cologne Water Quality Control Act. California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the Clean Water Act and regulates discharges to waters of the State. Waters of the State include more than just waters of the U.S., such as groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of “waste” as defined and this definition is broader than the Clean Water Act definition of “pollutant”. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act.

Water Quality Control Plan, Central Coast Region. The California Porter-Cologne Act assigns the State Water Resources Control Board and Regional Water Quality Control Boards with the responsibility of protecting surface water and ground water quality in California. The project site is within the jurisdiction of the Central Coast Regional Water Quality Control Board (CCRWQCB).



Per the requirements of the Clean Water Act and the California Porter-Cologne Act, CCRWQCB has prepared a Water Quality Control Plan for the watersheds under its jurisdiction, last updated in June 2011. The Water Quality Control Plan has been designed to support the intentions of the Clean Water Act and the Porter-Cologne Act by (1) characterizing watersheds within the Central Coast Region; (2) identifying beneficial uses that exist or have the potential to exist in each water body; (3) establishing water quality objectives for each water body to protect beneficial uses or allow their restoration, and; (4) providing an implementation program that achieves water quality objectives. Implementation program measures include monitoring, permitting and enforcement activities.

Beneficial uses established by CCRWQCB in the Water Quality Control Plan for San Ysidro Creek are municipal and domestic supply, groundwater recharge, water contact recreation, non-contact recreation, wildlife habitat, warm freshwater habitat, estuarine habitat, freshwater replenishment and commercial and sport fishing.

The Water Quality Control Plan establishes general qualitative and/or quantitative water objectives that apply to all inland surface waters, estuaries and enclosed bays in the Central Coast Region. The general objectives pertain to the following water quality parameters: color, taste and odors, floating material, suspended material, settleable material, oil and grease, biostimulatory substances (e.g., nutrients), sediment, turbidity, pH, dissolved oxygen, temperature, toxicity pesticides, chemical constituents, other organics and radioactivity.

The Water Quality Control Plan also provides water quality objectives for specific beneficial uses such as municipal water supply, agriculture, cold freshwater aquatic life habitat, fish spawning habitat, recreation, etc. Water quality parameters of concern and numeric objectives vary considerably depending on the nature of the beneficial use. For example, objectives for municipal water supply and fish spawning habitat are much more stringent and apply to a greater number of parameters than those for agricultural or industrial water supply. Depending on the type of beneficial use, objectives can apply to parameters such as specific organic chemicals, heavy metals, inorganic ions, nutrients, pH, bacteria levels, temperature, dissolved oxygen, etc. In cases where multiple beneficial uses are designated for a given water body (as is the case for local water bodies), a combination of objectives apply, some of which are for the same parameters. In these cases, the most stringent objective for each water quality parameter applies to the water body.

4.6.1.2 Rainfall

Rainfall data has been collected in the community of Montecito since 1925, yielding an average annual rainfall of 19.80 inches. Most of the rainfall (96 percent) occurs from October through April. A multi-year drought occurred from 2011 through 2015. Rainfall recorded at the County's Montecito station (southwest of the project site) was approximately 141 percent of normal during the 2018/2019 rain year and 86 percent of normal during the 2019/2020 rain year.



4.6.1.3 Surface Waters

San Ysidro Creek flows through the project site and extends about five miles southward from the crest of the watershed (near East Camino Cielo Road) to the Pacific Ocean. The San Ysidro Creek watershed is composed of approximately 2,621 acres and reaches an elevation of approximately 3,400 feet above mean sea level. Hydrologic modeling conducted for the project indicates the watershed generates a peak storm flow of 2,338 cubic feet per second (cfs) at the East Valley Road bridge during a 100-year event, and 995 cfs during a 5-year event (WRECO, 2020).

An existing debris basin is located approximately 3,200 feet upstream of the project site. This basin was constructed in 1964 and was designed at the time with a capacity of approximately 11,000 cubic yards. The debris basin includes an outlet structure and culvert to allow drainage for low to moderate storm water flows. A water pipeline with concrete encasement crosses the Creek about 70 feet downstream of the debris basin and forms a crude grade control structure. The water line was damaged in the January 9, 2018 debris flow and was subsequently replaced by the Montecito Water District. The District plans to modify the existing debris basin embankment to enhance fish passage and improve sediment transport.

The U.S. Geologic Survey operated a stream gauge on San Ysidro Creek located approximately 0.6 stream miles upstream of the project site (3.07 square mile drainage area) between October 1, 1979 and August 31, 1983. The highest recorded monthly mean discharge was 9.6 cfs in February, with the lowest monthly mean discharge of 0.20 cfs in September. The highest peak storm flow recorded was 332 cfs on February 16, 1980.

4.6.1.4 Storm Water Quality

Storm water quality data (2001-2008) from San Ysidro Creek at Jamison Lane obtained from the Central Coast Ambient Monitoring Program is provided as Table 4.6-1.

4.6.1.5 Groundwater Supplies

The project site lies within the Montecito sub-area of the South Coast Hydrologic Area and overlies the Montecito Groundwater Basin which encompasses about 9.8 square miles between the Santa Ynez Mountains and the Pacific Ocean. It is separated from the Carpinteria Groundwater Basin to the east by faults and bedrock and from the Santa Barbara Groundwater Basin to the west by a topographical divide and to the south by the Montecito Fault. The Basin has been divided into three storage units based on east-west trending faults that act as barriers to groundwater movement. The northern unit (Storage Unit 1) is bounded on the south by the Arroyo Parida fault, the central unit (Storage Unit 2) by the Montecito Fault and the southern unit (Storage Unit 3) by the Rincon Creek Fault (Santa Barbara County, 2012). The primary water-bearing deposits in the Montecito Groundwater Basin are the unconsolidated alluvial deposits, and the Casitas and Santa Barbara Formations. The specific yield for unconfined materials in the Basin is estimated at 11 percent. The maximum usable groundwater storage for the four storage units (including Toro Canyon) is estimated to be 16,110 acre-feet, however the Basin has a maximum safe yield of only 1,650 acre-feet per year.



Table 4.6-1. Storm Water Quality Data from San Ysidro Creek

Parameter	Minimum	Mean	Maximum	Aquatic Life Goal	Human Health Goal
Ammonia, total (mg/l)	0.010	0.057	0.303	1.9	30
Ammonia, unionized (mg/l)	0.0005	0.0022	0.0100	0.025	--
Boron (mg/l)	0.03	0.09	0.17	1.5	1.0
Chloride (mg/l)	7.1	21.7	32.0	122	250
E. coli (MPN/100 ml)	17	32	41	--	126
Fecal coliform (MPN/100 ml)	8	834	4900		200
Nitrate, as N (mg/l)	0.02	0.36	1.90	1.0	10.0
Nitrogen, total (mg/l)	0.06	0.70	2.28	2.30	--
Total suspended solids (mg/l)	0.9	43.7	350	30	--
Total dissolved solids (mg/l)	230	464	590		500

The Montecito Water District manages the Montecito Groundwater Basin and provides potable water to its service area which currently includes the unincorporated Montecito and Summerland communities, as well as Toro Canyon, and portions of the western Carpinteria Valley and an eastern portion of the City of Santa Barbara. Water sources include the Montecito Groundwater Basin, the State Water Project, Cachuma Lake, Jameson Lake, Fox Creek Diversion, Alder Creek Diversion and Doulton Tunnel Infiltration.

The Montecito Water District conducted a multiple dry water year assessment of its water supplies as part of its Urban Water Management Plan 2015 Update and determined sufficient water supplies are available through 2035 (Michael Baker International, 2017).

4.6.1.6 Groundwater Management

The 2014 Sustainable Groundwater Management Act requires the formation of groundwater sustainability agencies (GSAs) in high- and medium-priority groundwater basins and sub-basins by June 30, 2017 to meet California Water Code requirements. The Montecito Water District has worked toward implementation of the Sustainable Groundwater Management Act since mid-2016 even though the Montecito Groundwater Basin was originally prioritized as "very low" priority. The Montecito Groundwater Basin has been reclassified as "medium" priority. A Montecito Groundwater Basin GSA has been formed and has retained a consultant to assist in the preparation of a Groundwater Sustainability Plan, which is planned for completion in 2021.



4.6.1.7 Flooding and Debris Flows

Based on the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM panel 06083C1403G, effective 12/4/12), the project site includes the regulatory floodway of San Ysidro Creek noted as a Special Flood Hazard Area on the Firm. The southwest corner of the site is located within a 0.2 percent annual chance flood hazard area (or one percent annual chance flood with average depth of less than one foot) (see Figure 4.6-1). FIRM panel 06083C1411H (effective 9/28/18) indicates the floodway expands substantially downstream of East Valley Road, with the flood hazard area (Zone AE, including the floodway) expanding to over 1,100 feet wide.

The Santa Barbara County Office of Emergency Management has developed debris flow risk maps to facilitate emergency response and evacuation. These maps were updated on December 3, 2018 and indicate the project site is located within the debris flow risk area, as well as many other parcels along San Ysidro Creek and extending about one mile upstream of the project site.

4.6.2 Impact Analysis and Mitigation Measures

4.6.2.1 Thresholds of Significance

Significance criteria for water resources were determined based on the 2019 State CEQA Guidelines (Appendix G) and the County's Environmental Thresholds and Guidelines Manual (Groundwater Thresholds and Surface and Storm Water Quality Significance Guidelines).

State CEQA Guidelines – Hydrology/Water Quality.

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (including the water quality objectives of the California Ocean Plan).
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface run-off which would result in flooding on- or off-site; create or contribute run-off water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off or impede or redirect flood flows.
- In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.



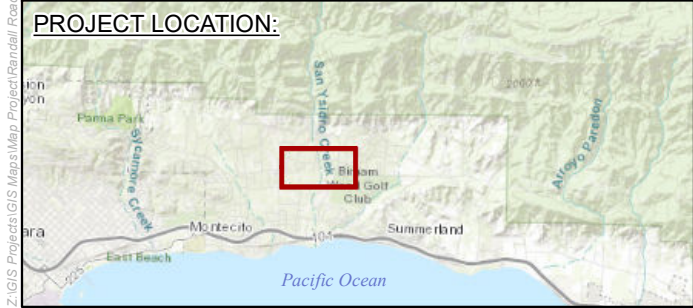
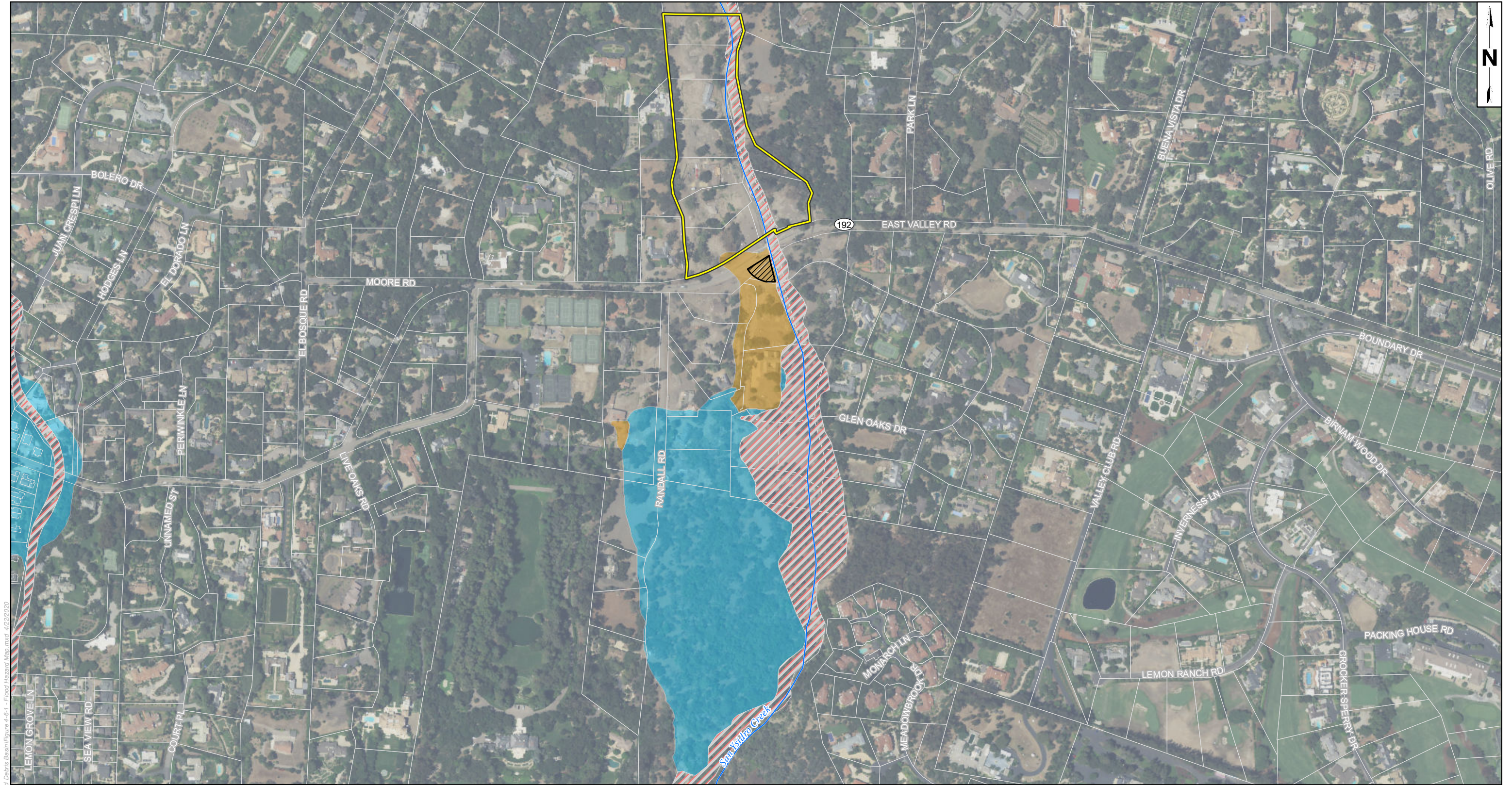
**Santa Barbara County Environmental Thresholds and Guidelines Manual
(Groundwater Thresholds).**

- New groundwater production that would result in overdraft of a bedrock aquifer.
- Adverse environmental effects associated with overdraft of an alluvial groundwater basin including water quality degradation, saltwater intrusion, land subsidence, loss of well yield, well interference, and reduction in surface water available to support biological resources.

**Santa Barbara County Environmental Thresholds and Guidelines Manual
(Surface and Storm Water Quality Significance Criteria).**

A significant water quality impact is presumed to occur if the project:

- Is located within an urbanized area of the County and the project construction or redevelopment individually or as part of a larger common plan of development or sale would disturb 1 or more acres of land.
- Increases the amount of impervious surfaces on a site by 25 percent or more.
- Results in channelization or relocation of a natural drainage channel.
- Results in removal or reduction in riparian vegetation or other vegetation from the buffer zone of any streams, creeks or wetlands.
- New industrial facility regulated under NPDES Phase I Industrial Storm Water Regulations.
- Discharges pollutants that exceed water quality standards set forth in the applicable NPDES permit, Basin Plan, or otherwise impairs beneficial uses.
- Results in a discharge of pollutants into an impaired waterbody as designated under Section 303(d) of the CWA,
- Results in a discharge of pollutants of concern to a receiving waterbody, as identified by the RWQCB.



<p>LEGEND:</p> <ul style="list-style-type: none">San Ysidro CreekPossible Construction Office or Staging AreaProject Site	<p>Assessor Parcel Boundary</p> <p>0.2% Annual Chance Flood Hazard</p>	<p>Special Flood Hazard Areas (1% Annual Chance)</p> <ul style="list-style-type: none">Regulatory FloodwayWithout Base Flood Elevation	<p>0 200 400</p> <p>FEET</p>
<p>Source: NAIP Imagery 2018, County of Santa Barbara Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet Notes: This map was created for informational and display purposes only.</p>			
<p>padre associates, inc. ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS</p>		<p>PROJECT NAME: RANDALL ROAD DEBRIS BASIN SANTA BARBARA COUNTY, CA</p> <p>PROJECT NUMBER: 1902-2132</p> <p>DATE: April 2020</p>	<p>FLOOD HAZARD MAP</p> <p>FIGURE 4.6-1</p>



4.6.2.2 Project-Specific Impacts

Flooding of Adjacent Land Uses. The project site is located within the regulatory floodway of San Ysidro Creek and the proposed debris basin may affect flood water elevations established by FEMA. A hydraulic analysis was conducted by WRECO (2020) for both existing conditions (post-debris flow) and proposed conditions (with debris basin) using the HEC-RAS model. This analysis indicates the 5-year and 100-year event water surface elevations and water velocity upstream and downstream of the proposed debris basin would not change. Therefore, no increase in the potential for flooding of adjacent land uses or flood-related damage to the East Valley Road bridge and Glen Oaks Drive bridge would occur.

Impact WR-1: Proposed construction and routine maintenance activities may result in surface water contamination. Standard practices proposed to be implemented that would minimize water quality impacts include limiting equipment use within the San Ysidro Creek channel to the dry season, use of a surface flow diversion during basin construction, restricting fueling and maintenance of equipment and vehicles to at least 100 feet from the San Ysidro Creek channel. In addition, application of herbicide (if needed in problem areas) would be conducted according to the District's standard mitigation measure for responsible herbicide application, which includes the following features:

- Apply herbicide during low flow periods (August to November), when feasible.
- Apply herbicide using hand-held sprayers.
- Do not apply herbicide in winds above 5 mph or within 12 hours of a forecasted rain event.
- Apply herbicides to plant surfaces in minimal amounts and minimize drift to non-target plants or open water.

Storm water run-off from the project site during construction and routine maintenance may transport sediment and pollutants to San Ysidro Creek and degrade water quality. The proposed project would be subject to the Statewide General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (2009-0009-DWQ, as amended), and best management practices required by this permit would be implemented during project construction.



A storm water pollution prevention plan would be developed by qualified practitioners and implemented for the proposed project. The plan would include appropriate erosion control measures (such as rumble plates at construction entrances, and straw wattles where needed), wind erosion controls (such as moisture conditioning of stockpiles) and measures to isolate excavation areas from the channel during the rainy season. Impacts would be less than significant with implementation of a project-specific storm water pollution prevention plan because this would minimize storm water run-off and reduce the potential for water quality degradation. Potential impacts to surface water quality are considered less than significant (Class III) due to implementation of proposed measures and a storm water pollution prevention plan as required by the Statewide General Permit.

Impact WR-2: Project construction activities would utilize local groundwater supplies. The proposed project would not result in the long-term consumption of any groundwater. However, water would be used during the construction period for soil compaction and dust control. Additional water would be used to irrigate and establish restoration plantings. This water would be provided by the Montecito Water District, whose supplies include local groundwater (Montecito Groundwater Basin). This Basin has been assigned a “medium” priority which triggers the preparation of a Groundwater Sustainability Plan, and long-term Basin management. Debris basin construction-related water use would average about six thousand gallons per day, equivalent to the daily water use of 21 persons (284 gallons per capita see Michael Baker International, 2017) and temporary (up to eight months). Irrigation water use for restoration would be limited to an average of a few hundred gallons per day during up to three dry seasons. Project-related groundwater consumption is considered a less than significant impact (Class III) to groundwater supplies because it would not affect the ability of the Montecito Water District to meet projected future demands in its service area.

Impact WR-3: The proposed debris basin would attenuate peak storm flows and capture sediment and debris. Major post-fire debris flows have occurred in the Montecito area in 1964 (following the Coyote Fire) and in 2018 (following the Thomas Fire). The purpose of the project is to attenuate peak storm flows and capture and store sediment and debris during post-fire storm events to minimize the potential for these flows to leave the San Ysidro Creek channel and damage adjacent land uses. This is considered a beneficial impact (Class IV).

Impact WR-4: The proposed debris basin would increase infiltration of surface water to the Montecito Groundwater Basin. Flood waters would be detained within the proposed debris basin for short periods following flood events larger than the 5-year storm event, which would allow for greater infiltration of surface water to the Montecito Groundwater Basin. This would increase the amount of groundwater in storage and is considered a beneficial impact (Class IV).

Mitigation Measures

As significant water resources impacts were not identified, mitigation measures are not required.



4.6.2.3 Cumulative Impacts

Implementation of planned debris basin improvements and the South Coast Highway 101 HOV Lanes Project may result in short-term construction-related impacts to surface water quality. Similar to the proposed project, a storm water pollution prevention plan would be implemented for these projects and would minimize impacts to surface water quality. The project's incremental contribution to cumulative water resources impacts would not be considerable.

4.6.2.4 Residual Impacts

Due to the lack of significant water resources impacts, mitigation is not required, and residual impacts would be the same as project-specific impacts.

4.6.3 References

- Central Coast Ambient Monitoring Program. 2019. CCAMP Data Navigator accessed August 2, 2019 (www.ccamp.info).
- Michael Baker International. 2017. *Urban Water Management Plan 2015 Update*. Prepared for the Montecito Water District.
- State Water Resources Control Board. 2011. *Water Quality Control Plan for the Central Coastal Basin*.
- Santa Barbara County Flood Control and Water Conservation District. 2017. *Final Updated Debris Basin Maintenance and Removal Plan*.
- Santa Barbara County Public Works Department. 2012. *Santa Barbara County 2011 Groundwater Report*.
- WRECO. 2020. *Randall Road Debris Basin 30% Hydrology and Hydraulics Study Report*.



4.7 NOISE AND VIBRATION

4.7.1 Setting

4.7.1.1 Definitions and Concepts

Sound, Noise and Acoustics. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected or annoying sound. In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Frequency. Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels. The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.0000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 mPa.

Addition of Decibels. Because decibels are logarithmic units, sound pressure level cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces a sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.



A-Weighted Decibels. The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear. Human hearing is limited in the range of audible frequencies as well as in the way it perceives the sound pressure level in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an “A-weighted” sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in noise impact assessments. Noise levels for impact assessments are typically reported in terms of A-weighted decibels or dBA. Table 4.7-1 describes typical A-weighted noise levels for various noise sources.

Human Response to Changes in Noise Levels. As discussed above, doubling sound energy results in a three dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern one dB changes in sound levels, when exposed to steady, single-frequency (“pure-tone”) signals in the midfrequency (1,000 Hz–8,000 Hz) range. In typical noisy environments, changes in noise of one to two dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of three dB in typical noisy environments. Further, a five dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a three dB increase in sound, would generally be perceived as barely detectable.

4.7.1.2 Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors.

Geometric Spreading. Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of six decibels for each doubling of distance from a point source. Roadways and railroad tracks consist of several localized noise sources on a defined path, and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of three decibels for each doubling of distance from a line source.



Table 4.7-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet fly-over at 1000 feet	— 110 —	Rock band
Gas lawn mower at 3 feet	— 100 —	
Diesel truck at 50 feet at 50 mph	— 90 —	Food blender at 3 feet
Noisy urban area, daytime	— 80 —	Garbage disposal at 3 feet
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area	— 60 —	Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
Quiet urban daytime	— 50 —	Large business office
Quiet urban nighttime	— 40 —	Dishwasher next room
Quiet suburban nighttime	— 30 —	Theater, large conference room (background)
Quiet rural nighttime	— 20 —	Library
	— 10 —	Bedroom at night, concert
	— 0 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2009.

Ground Absorption. The propagation path of noise from a source to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 decibels per doubling of distance.

Atmospheric Effects. Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from the source due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity and turbulence can also have significant effects.



Shielding by Natural or Human-Made Features. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least five dB of noise reduction. Taller barriers provide increased noise reduction. Vegetation between the roadway and receiver is rarely effective in reducing noise because it does not create a solid barrier.

4.7.1.3 Noise Descriptors

Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors most commonly used in community noise analysis.

- Equivalent Sound Level (Leq) represents an average of the sound energy occurring over a specified period. The one-hour A-weighted equivalent sound level (Leq[h]) is the energy average of A-weighted sound levels occurring during a one-hour period.
- Percentile-Exceeded Sound Level represents the sound level exceeded for a given percentage of a specified period (e.g., L10 is the sound level exceeded 10% of the time, and L90 is the sound level exceeded 90% of the time).
- Maximum Sound Level (Lmax) is the highest instantaneous sound level measured during a specified period.
- Day-Night Level (Ldn) is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m.
- Community Noise Equivalent Level (CNEL) is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m., and a five dB penalty applied to the A-weighted sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m.

4.7.1.4 Characteristics of Ground-borne Vibration and Noise

In contrast to airborne noise, ground-borne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving and operating heavy earth-moving equipment.



The effects of ground-borne vibration include detectable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance would be well below the damage threshold for normal buildings.

Vibration is an oscillatory motion which can be described in terms of the displacement, velocity or acceleration. Because the motion is oscillatory, there is no net movement of the vibration element and the average of any of the motion descriptors is zero. Displacement is the easiest descriptor to understand. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. The velocity represents the instantaneous speed of the floor movement and acceleration is the rate of change of the speed. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal. PPV is often used in monitoring of blasting vibration since it is related to the stresses that are experienced by buildings.

4.7.1.5 Regulatory Framework

State. The California Department of Health has established noise guidelines to facilitate land use planning, which are summarized in Table 4.7-2.

Santa Barbara County. Section 40.2 of the County Code of Ordinances prohibits loud noises (focused on music) between 10 p.m. and 7 a.m. on Sunday through Thursday and between midnight and 7 a.m. on Friday and Saturday. The County's Comprehensive Plan Noise Element indicates 65 dBA Ldn is the maximum exterior noise level compatible with noise sensitive uses unless noise mitigation features are included in project designs.

4.7.1.6 Project Noise Environment

The noise environment of areas potentially affected by the proposed project is dominated by traffic noise generated by East Valley Road as well as local traffic on nearby roadways. Noise generated by landscape maintenance equipment also contributes to the local noise environment for short periods. U.S. Highway 101 is located approximately 1.2 miles south of the project site and may contribute substantially to background noise during the nighttime. In addition, the Union Pacific Railroad tracks are located approximately 1.2 miles to the south and rail noise may affect the local noise environment for short nighttime periods during train pass-throughs.

Noise-Sensitive Land Uses. Noise sensitive land uses in close proximity to the project site include residences on East Valley Road, Park Lane, East Valley Lane and Glen Oaks Drive.

Existing Traffic Noise. The Santa Barbara County Comprehensive Plan Noise Element indicates the 60 dBA Ldn traffic noise contour along State Route 192 extends 100 feet from the roadway (between State Route 154 and Mountain Drive). The portion of State Route 192 adjacent to the project site (East Valley Road) is expected to generate similar noise levels.



Table 4.7-2. Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure Ldn or CNEL, dBA					
	55	60	65	70	75	80
Residential: Low-density Single Family, Duplex, Mobile Homes						
Residential: Multiple Family						
Transient Lodging: Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

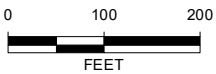
Source: California Department of Health, Office of Noise Control

INTERPRETATION:

	<u>Normally Acceptable</u> : specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction without any special noise insulation requirements.
	<u>Conditionally Acceptable</u> : New construction or development should only be undertaken after a detailed analysis of the noise reduction requirements is made and the needed insulation features included in the design.
	<u>Normally Unacceptable</u> : New construction or development should generally be discouraged. If new development is to proceed, a detailed analysis of the noise reduction requirements is made and the needed insulation features included in the design.
	<u>Clearly Unacceptable</u> : New development or construction should not be undertaken.



- LEGEND:**
- Noise Measurement Location
 - Project Site
 - Possible Construction Office or Staging Area
 - Assessor Parcel Boundary



Source: NAIP Imagery 2018, County of Santa Barbara
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.



PROJECT NAME: RANDALL ROAD DEBRIS BASIN SANTA BARBARA COUNTY, CA	
PROJECT NUMBER: 1902-2132	DATE: April 2020

NOISE MEASUREMENT LOCATION MAP

FIGURE
4.7-1



Project-Specific Noise Measurements. The existing daytime ambient noise level was measured near residences in proximity to the project site. Figure 4.7-1 provides the noise measurement locations. The measurements were conducted on October 2, 2019 using a Larson-Davis LXT Type 1 Precision Integrating Sound Level Meter. The Meter was calibrated using a Larson-Davis CAL200 Calibrator at 94 dBA. Table 4.7-3 presents a summary of the noise measurement data.

Table 4.7-3. Summary of Noise Measurement Data (dBA Leq)

Location	Representative Receptors	Time	Distance (feet) to Primary Noise Source	dBA Leq
Randall Road, approximately 100 feet north of East Valley Road	Residences west of Randall Road	756-816	120 feet to centerline of East Valley Road	60.3
West of Park Lane near project site	Residences west of Park Lane	828-848	350 feet to centerline of East Valley Road	48.4
Glen Oaks Drive	Residences on Glen Oaks Drive	854-906	150 feet to centerline of East Valley Road	52.6

4.7.2 Impact Analysis and Mitigation Measures

4.7.2.1 Thresholds of Significance

Significance thresholds for noise impacts are taken from the State CEQA Guidelines and the Santa Barbara County Environmental Thresholds and Guidelines Manual (revised 2018).

State CEQA Guidelines. The State CEQA Guidelines (14 CCR Division 6, Chapter 3) suggest that a project may have a significant impact with respect to noise if it results in any of the following:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; and,
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Santa Barbara County Thresholds. The Santa Barbara County Environmental Thresholds and Guidelines Manual (revised 2018) and Comprehensive Plan Noise Element defines noise-sensitive land uses as residential, transient lodging, hospitals, long-term medical care facilities and educational facilities (schools, libraries, churches) and includes several criteria used to define significant noise impacts:

- A proposed development that would generate noise levels in excess of 65 dBA CNEL and could affect sensitive receptors would generally be presumed to have a significant impact.



- Outdoor living areas of noise-sensitive uses that are subject to noise levels in excess of 65 dBA CNEL would generally be presumed to be significantly impacted by ambient noise.
- A significant impact would also generally occur where interior noise levels cannot be reduced to 45 dBA CNEL or less.
- A project will generally have a significant effect on the environment if it will increase substantially the ambient noise levels for noise-sensitive receptors adjoining areas. Per item a., this may generally be presumed when ambient noise levels affecting sensitive receptors are increased to 65 dBA CNEL or more. However, a significant effect may also occur when ambient noise levels affecting sensitive receptors increase substantially but remain less than 65 dBA CNEL, as determined on a case-by-case level.
- Noise from grading and construction activity proposed within 1,600 feet of sensitive receptors, including schools, residential development, commercial lodging facilities, hospitals or care facilities, would generally result in a potentially significant impact. According to USEPA guidelines, the average construction noise is 95 dBA at a 50 foot distance from the source. A 6 dB drop occurs with a doubling of the distance from the source. Therefore, locations within 1,600 feet of the construction site may be affected by noise levels over 65 dBA.

4.7.2.2 Project-Specific Impacts

Impact N-1: Noise generated by debris basin construction activities would temporarily adversely affect nearby noise-sensitive land uses (residences).

Noise generated by debris basin construction (including rock crushing) was estimated using the Federal Highway Administration's Roadway Construction Noise Model. The estimated peak hour noise level at the nearest residence (1662 East Valley Road, 60 feet west of the project site) is 77.3 dBA Leq. The County's Thresholds and Guidelines Manual indicates construction activity within 1,600 feet of a residence may be considered a significant impact. Therefore, construction-related noise impacts are considered significant (Class II).

Impact N-2: Vibration generated by debris basin construction activities would temporarily adversely affect nearby residences.

Construction-related vibration was estimated using the Caltrans Transportation and Construction Vibration Guidance Manual, based on operation of a large bulldozer adjacent to the nearest residence (1662 East Valley Road, 60 feet west of the project site). The estimated vibration level is a PPV of 0.029. This value is less than the 0.04 PPV needed to be distinctly perceptible by humans, and 0.1 PPV needed to be strongly perceptible to humans. The 0.029 PPV value is much less than 0.3 which may cause damage to older residential structures. Therefore, construction-related vibration impacts are considered less than significant (Class III).



Impact N-3: Noise generated by routine maintenance activities would periodically adversely affect nearby noise-sensitive land uses (residences). Noise generated by routine maintenance was estimated using the Roadway Construction Noise Model. The estimated peak hour noise level at the nearest residence (1662 East Valley Road, 60 feet west of the project site) is 75.3 dBA Leq. The County's Thresholds and Guidelines Manual indicates construction activity within 1,600 feet of a residence may be considered a significant impact. Therefore, routine maintenance-related noise impacts are considered significant (Class II).

Impact N-4: Vibration generated by routine maintenance activities would periodically adversely affect nearby residences. Routine maintenance-related vibration was estimated using the Caltrans Transportation and Construction Vibration Guidance Manual, based on operation of a large bulldozer adjacent to the nearest residence (1662 East Valley Road, 60 feet west of the project site). The estimated vibration level is a PPV of 0.029. This value is less than the 0.04 PPV needed to be distinctly perceptible by humans, and 0.1 PPV needed to be strongly perceptible to humans. The 0.029 PPV value is much less than 0.3 which may cause damage to older residential structures. Therefore, routine maintenance-related vibration impacts are considered less than significant (Class III).

Impact N-5: Blasting-related noise may adversely affect residents in the project area. Blasting may be required to fracture very large boulders found during debris basin construction that cannot be fractured using an excavator-mounted hydraulic demolition breaker. Noise monitoring of bedrock blasting at Lake Sherwood, Ventura County indicate noise levels of 117 dBA or less, at a distance of 250 feet (Envicom Corporation, 1994). Impulse noise (including blasting) exceeding the background noise by more than 10 dB can be startling or sleep disturbing (USEPA, 1974). Existing background noise levels in the project area vary from about 50 to 60 dBA Leq (see Table 4.7-3). Blasting noise would exceed the 10 dBA threshold at dozens of residences in the project area and is considered a potentially significant impact (Class II).

Mitigation Measures:

MM N-1. The following mitigation measures shall be fully implemented to minimize noise generated by project construction and routine maintenance of the proposed debris basin.

- Construction and routine maintenance activities shall be limited to the hours between 7:00 a.m. and 4:30 p.m., Monday through Friday. Vehicle and equipment maintenance shall also be limited to these hours.
- No construction shall occur on State holidays (e.g., Thanksgiving, Labor Day).
- All internal combustion engine-driven vehicles and equipment shall be properly muffled.



Plan Requirements and Timing: Vehicle and equipment operational hours restrictions shall be included on the construction plans and specifications. Operating hours restrictions shall be in effect during all work involving mobile and stationary equipment or heavy-duty trucks.

MONITORING: District staff shall verify construction and routine maintenance activities comply with operating hours restrictions and mufflers are in place and functional.

MM N-2: The following measures shall be fully implemented to minimize rock crushing noise at adjacent residences.

- Rock crushing shall be limited to the hours of 7 a.m. to 4:30 p.m.
- The rock crusher shall be located in the basin bottom, or below grade to the extent feasible.
- The rock crusher shall be enclosed on three sides with a temporary construction noise barrier, with the open side facing away from adjacent residences.
- The construction noise barrier shall be taller than the rock crusher and provide a minimum 20 dB sound transmission loss at 1,000 hertz.

Plan Requirements and Timing: Rock crushing hours restrictions shall be included on the construction plans and specifications and be in effect during the entire construction period.

MONITORING: District staff shall verify rock crushing activities comply with operating hours restrictions and construction noise barriers are in place while the rock crusher is operating.

MM N-3: The following measures shall be fully implemented to minimize the potential for blasting-related startling and sleep disturbance of adjacent residents.

- Blasting shall be limited to the hours of 7 a.m. to 4:30 p.m.
- Local residents in the project area shall be notified of the blasting schedule at least one week in advance through roadway signage at the project site and newspaper notices.

Plan Requirements and Timing: Blasting hours restrictions shall be included on the construction plans and specifications and be in effect during the entire construction period.

MONITORING: District staff shall verify blasting activities have been noticed and comply with operating hours restrictions.



4.7.2.3 Cumulative Impacts

Most of the cumulative projects listed in Section 3.6 are sufficiently distant from the site that they would not affect the same noise receptors as the proposed project. The planned improvements to the existing San Ysidro Debris Basin would not occur at the same time as project construction such that noise impacts would not be additive. The proposed project's incremental contribution to cumulative noise impacts may be considerable.

4.7.2.4 Residual Impacts

With implementation of mitigation measures identified above, noise impacts would be reduced to a level of less than significant.

4.7.3 References

- California Department of Transportation (Caltrans). 2013. *Transportation and Construction Vibration Guidance Manual*.
- Envicom Corporation. 1994. Letter to Ron Allen, Ventura County Resource Management Agency, dated February 16, 1994. Concerning Tentative Tract 4411, impacts to nesting birds of prey.
- Federal Highway Administration. 2006. *FHWA Roadway Construction Noise Model User's Guide*.
- Santa Barbara County Planning & Development Department. 1979 (republished 2009). *Santa Barbara County Comprehensive Plan Noise Element*.
- U.S. Environmental Protection Agency. 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*.



4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Setting

4.8.1.1 Hazardous Materials Records Review

Two on-line hazardous materials data bases were reviewed (GEOTRACKER and ENVIROSTOR) to identify known hazardous materials issues near the project site. Sites with known soil and/or groundwater contamination identified within one mile of the project site include:

- **385 San Ysidro Road, Montecito Union Elementary School:** organochlorine pesticide soil contamination was discovered in 2018. Contaminated soil will be removed as part of school renovation through 2020.
- **1486 East Valley Road, Montecito Fire Station:** a leaking underground gasoline storage tank was discovered in 1992. Soil remediation was completed, and the case was closed.
- **1504 East Valley Road, Unocal Service Station:** a leaking underground gasoline storage tank was discovered in 1991. Soil remediation was completed, and the case was closed.
- **1476 East Valley Road, Chevron Service Station:** a leaking underground gasoline storage tank was discovered in 1997. The tank was removed, soil remediation was completed in 2006 and the case was closed.
- **Buena Vista Drive, private residence:** a leaking underground gasoline storage tank was discovered in 1993. Soil remediation was completed, and the case was closed.

None of these sites are currently considered hazardous to adjacent land uses and do not affect the project site.

4.8.1.2 Regulatory Setting

The management of hazards, hazardous materials, hazardous waste, and public safety is subject to numerous laws and regulations at all levels of government. These regulations are designed to regulate hazardous materials and hazardous wastes, as well as to manage sites contaminated by hazardous waste to limit the risk of upset during the use, transport, handling storage and disposal of hazardous materials. Summaries of federal and state laws and regulations related to hazards and hazardous materials management are presented in this section. The following hazardous materials and hazardous waste definitions provide a simplified overview of a very complicated subject; they are not legal definitions.

Hazardous Material. Any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering regulatory agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. A number of properties may cause a substance to be considered hazardous, including toxicity, ignitability, corrosivity, or reactivity.



Hazardous Waste. A waste or combination of waste which because of its quantity, concentration, or physical, chemical, or infection characteristics, may cause or significantly contribute to an increase in mortality or an increase in serious irreversible or incapacitation-reversible illness; or pose a substantial present or potential hazard to human health or the environment, due to factors including, but not limited to, carcinogenicity, acute toxicity, chronic toxicity, bio-accumulative properties, or persistence in the environment, when improperly treated, stored, transported, or disposed of or otherwise managed.

4.8.1.3 Federal Regulations

U.S. Environmental Protection Agency (USEPA). The USEPA is the principal regulatory agency responsible for the safe use and handling of hazardous materials.

Superfund Amendments and Reauthorization Act (SARA) Public Law 99-499 (100 Stats. 1613). SARA amended the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, 42 U.S.C. § 9601 et seq.) on October 17, 1986. SARA specifically addresses the management of hazardous materials by requiring public disclosure of information relating to the types and quantities of hazardous materials used at various types of facilities. SARA Title III (42 U.S.C. § 11001 et seq.) is referred to as the Emergency Planning and Community Right to Know Act. The Act addresses community emergency planning, emergency release notification, and hazardous materials chemical inventory reporting.

Resource Conservation and Recovery Act (RCRA) 42 U.S.C. §6901 et seq. RCRA gave the USEPA the authority to control hazardous waste from the “cradle-to-grave.” This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA regulates disposal of solid and hazardous waste, adopted by congress on October 21, 1976. Subtitle D of RCRA established the solid waste program, which encourages states to develop comprehensive plans to manage nonhazardous industrial solid waste and municipal solid waste, sets criteria for municipal solid waste landfills and other solid waste disposal facilities, and prohibits the open dumping of solid waste. RCRA encourages environmentally sound solid waste management practices that maximize the reuse of recoverable material and foster resource recovery.

Clean Air Act of 1990, 42 U.S.C. 7401-7671. The Clean Air Act (CAA) as amended in 1990 also requires states to implement a comprehensive system to inform local agencies and the public when a significant quantity of such materials is stored or handled at a facility. It establishes a nationwide emergency planning and response program and imposes reporting requirements for business that store, handle, or produce significant quantities of extremely hazardous materials.

Clean Air Act Risk Management Plan, 42 USC § 112(r). This section of the CAA determines that facilities storing or handling significant amounts of acutely hazardous materials are required to prepare and submit a Risk Management Plan, codified under 40 CFR 68.

National Fire Protection Association (NFPA). The NFPA sets forth minimum standards to establish a reasonable level of fire safety and property protection from the hazards created by fire and explosion. The standards apply to the manufacture, testing, and maintenance of fire protection equipment. The NFPA also provides guidance on safe selection and design, installation, maintenance, and construction of electrical systems.



U.S. Department of Transportation (DOT). The DOT has the regulatory responsibility for the safe transportation of hazardous materials.

4.8.1.4 State of California Regulations

California Emergency Management Agency. The California Emergency Management Agency Hazardous Materials Section coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats.

California Health and Safety Code § 25500. Health and Safety Code Section 25500 requires companies that handle hazardous materials in sufficient quantities to develop a Hazardous Materials Business Plan, which includes basic information on the location, type, quantity, and health risks of hazardous materials handled, stored, used, or disposed of that could be accidentally released into the environment. Each plan includes training for new personnel, and annual training of all personnel in safety procedures to follow in the event of a release of hazardous materials. It also includes an emergency response plan and identifies the business representative able to assist emergency personnel in the event of a release.

California Department of Toxic Substance Control (DTSC). The objective of the DTSC is to protect human health and the environment from exposure to hazardous material and waste. The DTSC has the authority to respond to and enforce the cleanup of hazardous substance releases. Waste streams at oil production sites are generally considered waste, not substances, and are thus regulated by the DTSC when hazardous. Certain waste streams can be considered as recyclable material, not waste, provided that their ultimate disposal to land does not release contaminants to the environment.

Central Coast Regional Water Quality Control Board (CCRWQCB). The CCRWQCB protects ground and surface water quality of the watersheds of Santa Cruz, San Benito, Monterey, San Luis Obispo and Santa Barbara counties, as well as portions of Santa Clara, San Mateo, Kern and Ventura counties by the development and enforcement of the Water Quality Control Plan for the Central Coastal Basin. Specifically, the Plan: (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. The CCRWQCB also issues waste discharge permits, takes enforcement action against violators, and monitors water quality.



4.8.1.5 Local Authorities and Administering Agencies

The Certified Unified Program Agency (CUPA) is an agency certified by the DTSC to conduct the Unified Program, which consists of hazardous waste generator and onsite treatment programs; aboveground and underground storage tank programs; hazardous materials management, business plans, and inventory statements; and the Risk Management and Prevention Program. In Santa Barbara County, the CUPA is the Santa Barbara County Public Health Department, Environmental Health Services Division. The CUPA supervises the remediation of contaminated soil sites. The CUPA will grant closure of an impacted site when confirmatory samples of soil and groundwater taken demonstrate that levels of contaminants are below the standards set by DTSC and CCRWQCB.

4.8.1.6 Fire Hazards

Most of the project site is located within a Very High Fire Hazard Severity Zone as designated by the California Department of Forestry and Fire Protection. The southwest corner of the project site is located within a High Fire Hazard Severity Zone. The project site is served by the Montecito Fire Protection District, with the nearest fire station located at 596 San Ysidro Road. The project site is located within wildfire Evacuation Zone 5 as designated by the Montecito Fire Protection District.

4.8.2 Impact Analysis and Mitigation Measures

4.8.2.1 Thresholds of Significance

Significance thresholds for hazards and hazardous waste are derived from the State CEQA Guidelines and the Santa Barbara County Environmental Thresholds and Guidelines Manual (revised 2018).

State CEQA Guidelines. The State CEQA Guidelines (14 CCR Division 6, Chapter 3) suggest that a project may have a significant impact with respect to hazards (including wildfire) and hazardous materials if it results in any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, create a significant hazard to the public or environment.
- For a project located within an airport land use plan or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in safety hazard or excessive noise for people residing or working in the project area.



- Substantially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires.
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire.
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of run-off, post-fire slope instability, or drainage changes.

Santa Barbara County Environmental Thresholds and Guidelines Manual. Public safety thresholds contained in the County's Environmental Thresholds and Guidelines Manual focus on involuntary public exposure to acute risks that stem from certain types of activities with significant quantities of hazardous materials or land uses proposed in proximity to existing hazardous facilities. The County's public safety thresholds employ quantitative measures of societal risk of a proposed development to indicate whether the annual probability of expected fatalities or serious injuries is significant or not. The thresholds apply to risks from specific facilities, activities, and handling of specific hazardous materials. The proposed project does not include any of the facilities or activities or handling of such hazardous materials identified in the applicability section of the County's public safety thresholds. Therefore, these thresholds are not applicable to this analysis. However, the concepts of risk to public safety (involuntary exposure) provided in the Manual are applied in this impact analysis.

4.8.2.2 Project-Specific Impacts

Discovery of Hazards Materials or Waste during Construction or Routine Maintenance Activities. Due to the lack of past land uses at the project site that may have involved use, storage or spillage of hazardous materials, discovery of hazardous materials or waste and exposure of the public during construction or routine maintenance is not anticipated.



Impact HAZ-1: Construction and routine maintenance activities may result in inadvertent discharge of small quantities of hazardous materials. During construction and routine maintenance activities, small quantities of hazardous materials (i.e., fuel, lubricating oils, hydraulic fluid, engine coolant) would be used at the project site. Small quantities of these substances could be accidentally released and result in soil contamination. However, hazardous materials handling procedures and worker safety procedures would be implemented as per standard District practices documented in the construction specifications and the District's Annual Routine Maintenance Plan. Due to the small amounts of hazardous materials used during construction activities and the implementation of standard spill avoidance and clean-up measures, potential impacts associated with use of hazardous materials for project construction and routine maintenance purposes would be less than significant (Class III).

Impact HAZ-2: Construction and routine maintenance activities would occur in an area supporting flammable vegetation and may increase risk of wildland fire. Construction-related sources of ignition may include vehicle exhaust pipes, heavy equipment (buckets and blades), rock crusher, welders, grinders and related power tools. Flammable vegetation within the project site would be removed as part of initial construction activities. In addition, a water truck would be used to reduce fugitive dust which would be available should any project-related fire ignition occur. Overall, the project-related increase in the risk of wildland fire to adjacent developed areas is considered less than significant (Class III).

Mitigation Measures:

As significant hazards or hazardous materials impacts were not identified, mitigation measures are not required.

4.8.2.3 Cumulative Impacts

Construction of the other projects listed in Section 3.6 may result in inadvertent discharge of fuel, lubricants, coolant or other contaminants that may be a hazard to the environment and/or increase wildland fire risk. The incremental contribution of the proposed project to these hazards would not be cumulatively considerable.

4.8.2.4 Residual Impacts

Due to the lack of significant hazards or hazardous materials impacts, mitigation is not required, and residual impacts would be the same as project-specific impacts.

4.8.3 References

California Department of Forestry and Fire Protection. 2007. *Fire Hazard Severity Zone Map, Santa Barbara County*.

California Department of Toxic Substance Control. 2020. ENVIROSTOR on-line data base.

State Water Resources Control Board. 2020. GEOTRACKER on-line data base.



4.9 TRANSPORTATION/TRAFFIC

4.9.1 Setting

The quality of traffic service provided by a roadway system can be described through the Level of Service (LOS) concept. LOS is a standardized means of describing traffic conditions by comparing traffic volumes in a roadway system with the system's capacity. A LOS rating of A, B or C indicates that the roadway is operating efficiently. Minor delays are possible on an arterial with a LOS of D. Level E represents traffic volumes at or near the capacity of the roadway, resulting in possible delays and unstable flow.

Regional access to the project site is provided by U.S. Highway 101, with freeway interchanges at Hot Springs Road, San Ysidro Road and Sheffield Drive. Year 2017 traffic volumes provided by the California Department of Transportation (Caltrans) indicate 73,600 average annual daily trips occur on U.S. 101 north of the San Ysidro Road interchange, with 68,400 to the south.

The South Coast Highway 101 HOV Lanes Project will add one high occupancy vehicle (HOV) lane in each direction on U.S. Highway 101 from 0.2 miles south of the Bailard Avenue interchange in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara. This project is planned to start in construction in 2021 and includes a traffic round-about to be constructed at the San Ysidro Road/Jameson Lane intersection. Closures of Jameson Lane and other roadways are anticipated to occur during the construction period.

The anticipated primary access route from the project site to U.S. Highway 101 is east on East Valley Road (State Route 192), then south on Sheffield Drive to U.S. Highway 101. However, interchange closures associated with implementation of the South Coast Highway 101 HOV Lanes Project may require secondary/alternative routes between East Valley Road and U.S. Highway 101 which may include San Ysidro Road or Hot Springs Road (see Figure 3-5). Vehicle access for routine maintenance would use one or more of these same routes depending on traffic conditions at the time maintenance is conducted.

Acceptable roadway capacity and estimated build-out traffic volumes obtained from the Montecito Community Plan are provided in Table 4.9-1. In addition, available current traffic volumes for affected roadways are included in Table 4.9-1.

Traffic volumes exceed existing capacity of the existing San Ysidro Road/U.S. Highway 101 interchange and surrounding intersections during peak periods. During peak periods, the ramp intersections and local road intersections operate below LOS D which results in significant congestion (Kittelson & Associates, 2017).

Although Class II bike lanes are not provided in the project area, East Valley Road is used regularly by bicyclists. The County's Bicycle Master Plan recommends installation of Class II bike lanes along East Valley Road from San Ysidro Road to Sheffield Drive.



Table 4.9-1. Affected Roadway Acceptable Capacity and Estimated Current Volumes (Average Daily Trips)

Roadway	Acceptable Capacity ¹	Build-out Volumes ¹	Estimated Current Volumes
East Valley Road (San Ysidro Road to Buena Vista Drive)	10,990	10,950	7,200 ²
Primary Truck Route between East Valley Road and U.S. Highway 101			
Sheffield Drive (East Valley Road to North Jameson Lane)	5,530	5,100	3,500
Secondary Truck Route between East Valley Road and U.S. Highway 101			
San Ysidro Road (East Valley Road to North Jameson Lane)	12,560	12,350	7,401 ³
Secondary Truck Route between East Valley Road and U.S. Highway 101			
Hot Springs Road (East Valley Road to Olive Mill Road)	10,990	9,250	--
Hot Springs Road (Olive Mill Road to Sycamore Canyon Road)	10,990	4,100	--
Hot Springs Road (Sycamore Canyon Road to Coast Village Road)	14,130	13,350	--

Sources:

¹ Montecito Community Plan

² 2017 Caltrans State highway traffic counts

³ 2011 volumes from the Santa Barbara County Speed Zone Survey (2012)

4.9.2 Impact Analysis and Mitigation Measures

4.9.2.1 Thresholds of Significance

Santa Barbara County. The Environmental Thresholds and Guidelines Manual (revised 2018) is used to assess the project's potential to generate project-specific and/or cumulative traffic impacts. The County's thresholds are listed below.

- a. An impact is considered significant if the addition of project traffic to an intersection exceeds the following values:

Intersection Level of Service (Including Project)	Increase in V/C or Trips Greater Than
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	15 Trips
LOS E	10 Trips
LOS F	5 Trips

- b. The project's access to a major road or arterial road would require a driveway that would create an unsafe situation, a new traffic signal or major revisions to an existing traffic signal.



- c. The project adds traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g., rural roads which use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use) that would become a potential safety problem with the addition of project or cumulative traffic.
- d. Project traffic would utilize a substantial portion of an intersections capacity where the intersection is currently operating at an acceptable LOS (A-C) but with cumulative traffic would degrade, or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for an intersection which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Montecito Community Plan. The following intersection LOS standards are used to determine consistency with the Montecito Community Plan. Note that the standards for the Hot Springs Road/East Valley Road intersection are less restrictive than for all other roadways with the planning area.

Estimated Future Intersection Level of Service	All Roadways Increase in V/C or Trips Greater Than	Hot Springs Road/East Valley Road Intersection Increase in V/C or Trips Greater Than
LOS A	0.15	0.15
LOS B	0.10	0.15
LOS C	15 Trips	0.10
LOS D	10 Trips	15 Trips
LOS E	5 Trips	10 Trips
LOS F	5 Trips	5 Trips

4.9.2.2 Project Specific Impacts

Impact T-1: Trucking of earth material/debris removed during debris basin construction may exacerbate peak hour traffic congestion at affected intersections. Project construction activities would generate vehicle trips on local roadways (see Table 4.9-2) that would contribute to traffic congestion at affected intersections. Although the truck route would be selected to avoid closures and congestion associated with construction of the South Coast Highway 101 HOV Lanes Project, it is anticipated that peak hour trips would be up to 32 at intersections operating at LOS D or below and result in a significant impact (Class II).



Table 4.9-2. Trip Generation Estimates

Activity	Peak Day Round Trips		Peak Hour Trips (one-way)	
	Autos/Light-duty Trucks	Heavy Duty Trucks	Autos/Light-duty Trucks	Heavy Duty Trucks*
Construction				
Site clearing and grubbing	10	50	2	10
Debris basin excavation	10	150	2	30
Channel recontouring, slope and access ramp construction	8	30	2	6
Routine Basin Maintenance				
Sediment/debris removal	10	50	2	10

*Assumes truck trips occur at the same rate throughout the 10-hour peak work day (round trips * 2/10 hours day)

Impact T-2: Trucking of earth material/debris removed during debris basin routine maintenance may exacerbate peak hour traffic congestion at affected intersections. Routine maintenance activities would generate vehicle trips on local roadways (see Table 4.9-2) that would contribute to traffic congestion at affected intersections. As indicated in Section 3.5.2, the truck haul route would be selected at the time each routine maintenance event is conducted to minimize traffic congestion. The South Coast Highway 101 HOV Lanes Project would be completed by the time routine maintenance is conducted which would improve LOS from D to B at the San Ysidro Road/Jameson Lane intersection by 2023. As peak hour trips would be up to 12 and LOS at the affected intersections is anticipated to be better than LOS D, traffic congestion associated with routine maintenance is considered a less than significant impact (Class III).

Impact T-3: Trucking of earth material/debris removed during debris basin excavation or routine maintenance may reduce traffic safety due to poor sight distance. Project construction and routine maintenance would generate a large number of heavy-duty truck trips (see Table 4.9-2) that would ingress and egress onto East Valley Road. East Valley Road near Randall Road includes sharp corners which limits sight distance to about 400 feet to the east and 800 feet to the west. Motorists on East Valley Road would have little time to brake to avoid heavy-duty trucks entering or leaving the project site. Traffic safety impacts are considered potentially significant (Class II).

Mitigation Measures:

MM T-1. Vehicle trips generated by project construction shall be scheduled such that the number of peak hour trips is 10 or less at any intersection to be consistent with the Montecito Community Plan. The truck route shall be selected to avoid intersections operating at LOS D or below, to the extent feasible.



Plan Requirements and Timing: Truck routes and scheduling requirements shall be included in the project plans and specifications and construction contracts and be implemented throughout the construction period.

MONITORING: District staff shall review trucking contracts and monitor compliance with scheduling requirements.

MM T-2. Flag-persons and warning signs shall be used as needed to ensure the safe queuing and ingress and egress of heavy-duty trucks to and from East Valley Road. Notice of construction and routine maintenance activities shall be given to adjacent residents prior to the onset of activities affecting this roadway.

Plan Requirements and Timing: Traffic control and noticing requirements shall be included in the project plans and specifications and construction contracts and be implemented during all construction and routine maintenance activities.

MONITORING: District staff shall verify adjacent residents are notified, warning signs are posted and flag-persons used as needed.

4.9.2.3 Cumulative Impacts

Construction of the South Coast Highway 101 HOV Lanes Project would be ongoing during project construction and would result in roadway closures and traffic congestion. The proposed project would incrementally contribute to this traffic congestion, and the contribution may be cumulatively considerable.

4.9.2.4 Residual Impacts

With implementation of mitigation measures identified above, traffic impacts would be reduced to a level of less than significant.

4.9.3 References

Kittelson & Associates. 2017. *Intersection Control Evaluation (ICE) Screening Evaluation, San Ysidro Road/US 101 Interchange, Santa Barbara, California.*

Santa Barbara County Planning & Development Department. 1992 (updated through December 1995). *Montecito Community Plan Update.*

Santa Barbara County Public Works Transportation Division. 2012. *Speed Zone Survey for San Ysidro Road from Jameson Lane North to State Route 192.*



4.10 OTHER IMPACTS NOT CONSIDERED SIGNIFICANT

This section of the EIR provides a discussion of the environmental impacts of the proposed project for issue areas not addressed in Sections 4.1 through 4.9.

4.10.1 Agricultural and Forestry Resources

4.10.1.1 Setting

Important Farmlands. The Farmland Mapping and Monitoring Program operated by the California Department of Conservation has classified farmland as "Prime," "Statewide Importance," "Unique" and "Local Importance". In the project area, the basis for this classification is the Soil Survey of Santa Barbara County, California, South Coastal Part.

"Prime" farmlands are defined as farmland with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for production of irrigated crops at some time during the four years prior to the most recent mapping date (2016).

"Farmlands of Statewide Importance" are lands similar to "Prime" but with minor shortcomings, such as greater slopes or less soil moisture-holding capacity. Land must have been used for production of irrigated crops at some time during the four years prior to the most recent mapping date (2016).

"Unique Farmlands" are other lands of lesser quality soils used for production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards. Land must have been used for production of crops at some time during the four years prior to the most recent mapping date (2016).

"Farmland of Local Importance" is considered to be important to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

Agricultural lands do not occur in proximity to the project site. The nearest classified farmland is rated as "Prime" and is located near San Leandro Lane approximately 1.0 miles to the south of the project site. The nearest Unique Farmlands are located approximately 1.3 miles east of the project site. The nearest Farmlands of Statewide Importance are located approximately 1.4 miles southeast of the project site.

The nearest land enrolled in a Williamson Land Conservation Act contract is Prime Farmland located approximately 1.4 miles southeast of the project site.

Forest Land. The nearest forest land (as defined in Public Resources Code Section 12220) or timberland is located within the Los Padres National Forest, approximately 0.7 miles north of the project site.

Zoning. The project site is zoned residential (2-E-1) with a two-acre minimum parcel size.



4.10.1.2 Impacts

The proposed project would not result in the conversion of farmland to non-agricultural use, not result in any change in agricultural zoning, would not affect any Williamson Act contracts, and would not cause any forest land or timberlands to be converted or rezoned. The project is not anticipated to result in impacts related to agricultural or forestry resources.

4.10.2 Energy

The proposed project would consume non-renewable energy in the form of fuels and lubricants for vehicles and equipment used for construction and routine maintenance. This energy use would not be wasteful, inefficient or unnecessary. The proposed project would not conflict with any State or local plan for renewable energy or energy efficiency, including the County's Energy and Climate Action Plan.

4.10.3 Land Use and Planning

4.10.3.1 Setting

The community of Montecito comprises about 13 square miles and about 9,000 residents. The proposed project site is located within the Central Urban Sub-area of the Montecito Planning Area and has a residential land use designation (SRR-0.5) and zoning (2-E-1). This Sub-area includes about 2,200 low-density residential parcels and the community's only commercial center.

4.10.3.2 Impacts

Flood control facilities constructed by the County are not prohibited in 2-E-1 zoned areas under the Montecito Land Use & Development Code. The proposed project would not involve in the construction of any roads, barriers, or facilities that could potentially physically divide an existing community. The proposed project would not conflict with any policies of the Santa Barbara County Comprehensive Plan (see Section 5.1), the Montecito Community Plan (see Section 5.2) and the County's ECAP (see Section 5.3).

4.10.4 Mineral Resources

4.10.4.1 Setting

Aggregate is the only locally important mineral resource and is defined as construction grade sand and gravel. The project site lies within an area mapped MRZ-3 on the State's Mineral Land Classification Map, indicating that the significance of mineral resources cannot be evaluated from available data (California Department of Conservation, 1989). The nearest aggregate production site is the Ojai Quarry located approximately 18.3 miles east of the project site.

4.10.4.2 Impacts

The proposed project would not adversely affect the availability of any mineral resources.



4.10.5 Population and Housing

4.10.5.1 Setting

The proposed project would be located within the Central Urban Sub-area of the Montecito Planning Area. Housing inventories in Montecito are regulated through implementation of the County's Montecito Community Plan, Coastal Land Use Plan and Montecito Land Use & Development Code.

4.10.5.2 Impacts

Impact PH-1: The project-related conversion of residential parcels to a debris basin may result in construction of replacement housing elsewhere in Montecito. The proposed project would result in the conversion of eight residential parcels to a public flood control facility. As these residences were destroyed or damaged beyond repair during the January 2018 debris flows, the proposed project would not result in the direct displacement of any housing. However, the proposed project would prevent reconstruction of these eight residences and could indirectly lead to construction of new housing in the Montecito area. Displacement of substantial numbers of existing housing resulting in construction of replacement housing elsewhere may result in significant environmental impacts. Approval of new residences (not including replacement or reconstruction on the same parcel) in the Montecito Planning Area is limited to 19 per year by the Montecito Growth Management Ordinance. In 2019, 18 new residences were approved. Therefore, the Montecito Growth Management Ordinance may limit construction of eight new residences at other sites needed to fully offset the project-related indirect reduction of the housing inventory in Montecito. Impacts associated with construction of replacement housing are considered less than significant (Class III) because:

- The number of replacement housing units to be constructed would be small (eight maximum).
- The replacement housing units would be dispersed throughout the Montecito Planning Area which would minimize impacts at any one site.
- The replacement housing units would be constructed at different times (or years) which would minimize impacts at any one time.
- Mandated compliance with the Montecito Land Use & Development Code would limit impacts.
- The replacement housing units would undergo CEQA review by the County Planning & Development Department as independent projects and mitigation applied where required.

The project would not directly result in the construction of any homes or facilities that would attract people to the area. Due to the relatively small number and temporary nature of employment opportunities provided by project construction and routine maintenance, it is not expected that the project would facilitate economic expansion, population growth or the construction of additional housing.



4.10.6 Recreation

4.10.6.1 Setting

Recreational activities conducted by the public in the project vicinity include tennis (Knowlwood Tennis Club), golf (Valley Club, Birnam Wood Golf Club), bicycling (East Valley Road) and hiking (San Ysidro Trail).

4.10.6.2 Impacts

The proposed project would not conflict with existing recreational uses or biking, equestrian or hiking trails. The proposed project would not create any demand for recreational facilities, and would not contribute to potential overuse of such facilities. The proposed conversion of Randall Road from a private road to a public pedestrian trail (with parking area) would provide a new recreational facility for the local community.

4.10.7 Public Services

The proposed project would not involve any new housing or long-term employment opportunities, such that it would not generate any demand for public facilities, including fire protection, police protection, schools or parks.

4.10.8 Utilities and Service Systems

The proposed project would not require any new or modified utilities including electricity, natural gas, storm water drainage systems, water supply systems, wastewater collection or treatment systems or telecommunications systems.

4.10.9 References

- California Department of Conservation Division of Mines and Geology. 1989. *Mineral Land Classification: Portland Cement Concrete Aggregate and Active Mines of all other Mineral Commodities in the San Luis Obispo-Santa Barbara Production-Consumption Region*. Special Report 162.
- California Department of Conservation Division of Land Resource Protection. 2015. *Williamson Act Map Fiscal Year 2015/2016*.
- California Department of Conservation Division of Land Resource Protection. 2018. *Santa Barbara County Important Farmland Map 2016*.
- Santa Barbara County Planning & Development Department. 2010. *Montecito Growth Management Ordinance*. Amends the Santa Barbara County Code, effective January 5, 2012 in the Inland Area.
- Shipman, G.E. 1981. *Soil Survey of Santa Barbara County, California, South Coastal Part*. Prepared for the Soil Conservation Service.



5.0 CONSISTENCY WITH ADOPTED PLANS AND POLICIES

5.1 SANTA BARBARA COUNTY COMPREHENSIVE PLAN

5.1.1 Land Use Element

5.1.1.1 Hillside and Watershed Protection Policies

Policy 1: Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.

The proposed project has been designed to provide the required sediment/debris capacity with the least earthwork (including cut and fill) and to suit the existing topography to the extent feasible. Therefore, the proposed project would be consistent with this policy.

Policy 2: All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.

The proposed project has been designed to provide the required sediment/debris capacity with the least earthwork (including grading) and to suit the existing topography to the extent feasible. Natural features and vegetation would be retained when feasible by providing a contiguous creek channel through the proposed debris basin. Therefore, the proposed project would be consistent with this policy.

Policy 4: Sediment basins (including debris basins, desilting basins, or silt traps) shall be installed on the project site in conjunction with the initial grading operations and maintained through the development process to remove sediment from runoff waters. All sediment shall be retained on site unless removed to an appropriate dumping location.

Construction of the proposed project would occur during the dry season to avoid downstream sediment transport while the debris basin is under construction. If present, stream flows would be diverted around active work areas. Sediment would be periodically removed to maintain required capacity and transported to an approved site for use in construction or agriculture. Therefore, the proposed project would be consistent with this policy.

Policy 5: Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized as rapidly as possible with planting of native grasses and shrubs, appropriate non-native plants, or with accepted landscaping practices.

Following debris basin construction, disturbed areas subject to erosion (embankment slopes, stream banks) would be planted with native vegetation (see Section 3.3.4). Therefore, the proposed project would be consistent with this policy.



Policy 7: Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.

Potential project-related water quality degradation would include inadvertent discharge of fuel, lubricants, and coolant from heavy equipment and vehicles during construction and routine maintenance activities, as well as application of herbicides. Compliance with the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance would minimize water quality degradation associated with proposed construction and routine maintenance activities. Routine maintenance would be conducted according to the District's standard practices for debris basins to minimize the potential for herbicide-related water quality degradation. Therefore, the proposed project would be consistent with this policy.

5.1.1.2 Streams and Creeks Policies

Policy 1: All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.

Project construction would be conducted in the dry season to minimize sedimentation, biochemical degradation or thermal pollution of downstream waters. If present, stream flows would be diverted around active work areas during construction and routine maintenance to minimize the potential for water quality impacts. The re-contoured stream banks would be replanted with native riparian species to facilitate shading and stabilization. As discussed in Section 4.6.2.2, the proposed debris basin would not cause increased run-off to downstream reaches of San Ysidro Creek. Therefore, the proposed project would be consistent with this policy.

5.1.1.3 Flood Hazard Area Policies

The County should revise and review floodplain improvements projects identified in the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan on a regular basis for progress and necessary revisions.

The proposed project represents an improved alternative to the San Ysidro Creek capacity improvement project identified in the 2017 Multi-Jurisdictional Hazard Mitigation Plan. Therefore, the proposed project would be consistent with this policy.

5.1.1.4 Historical and Archaeological Site Policies

The proposed project would not affect any known historical, archaeological or cultural sites.

5.1.1.5 Parks/Recreation Policies

Opportunities for hiking and equestrian trails should be preserved, improved and expanded wherever compatible with surrounding uses.

The proposed project includes closing Randall Road and making it available for pedestrian use as a partial connector trail to the existing San Ysidro Trail north of the site. Therefore, the proposed project would be consistent with this policy.



5.1.1.6 Public Facilities Policies

Policy 3: Except in case of an emergency which threatens lives or the immediate safety of persons or property, environmental review for projects allowed under these Policies shall be conducted at the earliest feasible time, and should be completed prior to acquisition of any site for a public facility. The site selection process shall include criteria to avoid areas having significant environmental constraints (for example, prime agricultural soils, areas of high aesthetic value such as Scenic Highway Corridors, public service/resource limitations, geologic or hydrologic hazards, important biological resources, cultural resources), unless the public agency determines that the location of the facility or use on a specific site having such constraints is necessary to satisfy the findings required in California Code of Civil Procedure Section 1245.230 (or successor statute), or is necessary for the protection of the public health, safety, or welfare.

The District conducted a site selection process to identify potential environmental constraints; however, the nature of the project severely limits feasible sites to those along San Ysidro Creek in residential areas. Acquisition of the affected parcels would not be finalized until the completion of environmental review. Therefore, the proposed project would be consistent with this policy.

Policy 4: The creation of a parcel which is nonconforming as to size and/or use with the applicable land use designation(s) shall be avoided by a public agency, to the extent feasible, through the acquisition of, easements and/or lease or other rights appropriate to the facility or use to be established.

The proposed project would be located on a site with a residential land use designation (SRR-0.5) and zoning (2-E-1) and would not create any new parcels. Flood control facilities constructed by the County are not prohibited in 2-E-1 zoned areas under the Montecito Land Use & Development Code. Therefore, the proposed project would be consistent with this policy.

5.1.2 Seismic Safety & Safety Element

5.1.2.1 Flood Policies

Policy 10: The County should review floodplain improvements projects identified in the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan annually for progress and necessary revisions.

The proposed project represents an improved alternative the San Ysidro Creek capacity improvement project identified in the 2017 Multi-Jurisdictional Hazard Mitigation Plan. Therefore, the proposed project would be consistent with this policy.



5.2 MONTECITO COMMUNITY PLAN

The project site is located within the Central Urban Sub-Area of the Montecito Planning Area. The following is a discussion of project consistency with applicable policies of the Montecito Community Plan.

5.2.1 Land Use

Policy LU-M-2.1: New structures shall be designed, sited, graded and landscaped in a manner which minimizes their visibility from public roads.

The proposed project would be provided with a landscaped berm along East Valley Road which would minimize visibility of the proposed debris basin. Therefore, the proposed project would be consistent with this policy.

Policy LU-M-2.2: Lighting of structures, roads and properties shall be minimized to protect privacy, and to maintain the semirural, residential character of the community.

The proposed project would not include any permanent lighting. Therefore, the proposed project would be consistent with this policy.

5.2.2 Public Facilities and Services

Roadway Standards: for roadways where the estimated future volume does not exceed the acceptable capacity, a project would be consistent if the number of ADT's contributed by the project would not cause an exceedance of acceptable capacity.

Based on data provided in the Montecito Community Plan, estimated future traffic volumes (at build-out) would not exceed the acceptable capacity of roadways affected by the proposed project. When combined with estimated current traffic volumes on these roadways (see Table 4.9-1), peak day vehicle trips generated by project construction and routine maintenance would not exceed acceptable capacity. Therefore, the proposed project would be consistent with this policy.

Intersection Standards: For intersections operating at Estimated Future Level of Service that is less than or equal to LOS "B", a project must meet the following criteria in order to be found consistent with this section of the Community Plan (except the intersection of Hot Springs and East Valley):

- *For intersections operating at an Estimated Future Level of Service of B, no project must result in a change of V/C ratio greater than 0.10.*
- *For intersections operating at an Estimated Future Level of Service of C, no project shall generate more than 15 Peak Hour Trips.*
- *For intersections operating at an Estimated Future Level of Service of D, no project shall generate more than 10 Peak Hour Trips.*
- *For intersections operating at an Estimated Future Level of Service of E or F, no project shall generate more than 5 Peak Hour Trips.*

The intersection of Hot Springs Road and East Valley Road when it is operating at an estimated future Level of Service less than or equal to LOS C, a project must meet the following criteria in order to be found consistent with this section of the Community Plan.



- *For intersections operating at an Estimated Future Level of Service of C, no project must result in a change of V/C ratio greater than 0.10.*
- *For intersections operating at an Estimated Future Level of Service of D, no project shall generate more than 15 Peak Hour Trips.*
- *For intersections operating at an Estimated Future Level of Service of E, no project shall generate more than 10 Peak Hour Trips.*
- *For intersections operating at an Estimated Future Level of Service of F, no project shall generate more than 5 Peak Hour Trips.*

Proposed construction activities are anticipated to generate vehicle trips exceeding the intersection standards of the Montecito Community Plan. However, mitigation is provided (see **MM T-1**) to ensure intersection standards are not exceeded. With implementation of mitigation, the proposed project would be consistent with this policy.

Policy PRT-M-1.2: Bikeways, equestrian and walking paths within road rights-of-way and walking paths along creek channels and through open spaces should be provided in Montecito for recreation as well as for an alternative means of transportation.

The proposed project includes provisions for a walking path along Randall Road following closure of this road to vehicle traffic. Therefore, the proposed project would be consistent with this policy.

5.2.3 Resources and Constraints

Policy AQ-M-1.3: Air pollution emissions from new development and associated construction activities shall be minimized to the maximum extent feasible. These activities shall be consistent with the Air Quality Attainment Plan and Air Pollution Control District guidelines.

Project-related air pollutant emissions would be minimized through implementation of standard construction mitigation measures provided by the SBCAPCD (see **MM AQ-1** in Section 4.2.2.2). The proposed project would not result in any direct or indirect increase in population that would affect the implementation of the 2016 Ozone Plan (see Section 4.2.2). Therefore, the proposed project would be consistent with this policy.

Policy BIO-M-1.3: Environmentally Sensitive Habitat (ESH) within the Montecito Planning Area shall be protected, and where appropriate, enhanced.

San Ysidro Creek within the project site has been designated as ESH in the Montecito Community Plan, presumably due to the presence of riparian vegetation and wildlife habitat. Debris basin construction would involve the removal of the very small amount of riparian vegetation that has colonized the San Ysidro Creek channel since the January 2018 debris flow. The proposed contouring of the streambank (flattening of the slope) along the channel and planting of riparian vegetation (see Creekside Planting Area in Figure 3-3) would offset the project-related modification of riparian vegetation.



In addition, the debris basin bottom (approximately 3.2 acres) would be colonized by native vegetation between maintenance events, including many plant species characteristic of riparian plant communities. Overall, the area of riparian vegetation within the project site would increase and more than offset project impacts. Therefore, the proposed project would be consistent with this policy.

Policy BIO-M-1.6: Riparian vegetation shall be protected as part of a stream or creek buffer. Where riparian vegetation has previously been removed (except for channel clearing necessary for free-flowing conditions as determined by the County Flood Control District) the buffer shall allow the reestablishment of riparian vegetation to its greatest degree possible. Restoration of degraded riparian areas to their former state shall be encouraged.

The proposed project has been designed to more than offset riparian vegetation affected by construction (see Section 4.3.2.2) while meeting flood control objectives. A buffer is not possible due to required channel clearing to maintain capacity. Therefore, the proposed project would be consistent with this policy.

Policy BIO-M-1.7: No structures shall be located within a riparian corridor except: public trails that would not adversely affect existing habitat; dams necessary for water supply projects; flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety, other development where the primary function is the improvement of fish and wildlife habitat and where this policy would preclude reasonable development of a parcel. Culverts, fences, pipelines and bridges (when support structures are located outside the critical habitat) may be permitted when no alternative route/location is feasible. All development shall incorporate the best mitigation measures feasible to minimize the impact to the greatest extent.

The purpose of the proposed project is to provide protection to existing persons and property in the watershed from flood waters and debris flows. The project must be located within San Ysidro Creek and may adversely affect full recovery of riparian vegetation removed by debris flows. However, the proposed project has been designed to more than offset riparian vegetation affected by construction (see Section 4.3.2.2) while meeting flood control objectives. The project includes habitat restoration and replacement of mature native trees (**MM BIO-1**) removed by construction activities. Therefore, the proposed project would be consistent with this policy.

Policy BIO-M-1.10: All development, including dredging, filling and grading within stream corridors, shall be limited to activities necessary for the construction of uses specified in Policy BIO-M-1.7. When such activities would require removal of riparian plant species, revegetation with local native plants shall be required on both banks and extending outward 25 feet from each top of bank, except where it would preclude reasonable development of a parcel.

All earthwork (including grading and filling) within the San Ysidro Creek corridor would be limited to the minimum necessary to construct and maintain the proposed debris basin which is an allowed use under Policy BIO-M-1.7. The project includes habitat restoration and replacement of mature native trees (**MM BIO-1**) removed by construction activities. Therefore, the proposed project would be consistent with this policy.



Policy BIO-M-1.14: Significant biological communities shall not be fragmented into small non-viable pocket areas by development.

Significant biological communities (woodlands) on the project site are already fragmented by past residential development and debris flow clean-up operations. The proposed project would not result in the fragmentation of intact woodlands. Therefore, the proposed project would be consistent with this policy.

Policy BIO-M-1.15: To the maximum extent feasible, specimen trees shall be preserved. Specimen trees are defined for the purposes of this policy as mature trees that are healthy and structurally sound and have grown into the natural stature particular to the species. Native or non-native trees that have unusual scenic or aesthetic quality, have important historical value, or are unique due to species type or location shall be preserved to the maximum extent feasible.

The project design is based on providing the maximum sediment and debris storage area given the limitations of the available parcels to be acquired. Therefore, meaningful avoidance of specimen trees is not feasible. Up to 49 native specimen trees would be removed to accommodate debris basin construction activities, including 30 coast live oak, 17 California sycamore and two California bay trees. Non-native specimen trees would not be affected. These trees would be replaced at a 3:1 ratio (see **MM BIO-1**).

Policy BIO-M-1.16: All existing native trees regardless of size that have biological value shall be preserved to the maximum extent feasible.

The project design is based on providing the maximum sediment and debris storage area given the limitations of the available parcels to be acquired. Therefore, meaningful avoidance of native trees is not feasible. A total of up to 49 mature native trees with biological value would be removed to accommodate debris basin construction activities, including 30 coast live oak, 17 California sycamore and two California bay trees. These trees would be replaced at a 3:1 ratio (see **MM BIO-1**).

Policy BIO-M-1.17: Oak trees, because they are particularly sensitive to environmental conditions, shall be protected to the maximum extent feasible.

A total of up to 30 coast live oak trees would be removed to accommodate debris basin construction activities. These trees would be replaced at a 3:1 ratio (see **MM BIO-1**).

Policy BIO-M-1.19: Oak woodlands shall be protected as habitat rather than as individual trees. Oak woodlands are defined for the purposes of this policy as stands dominated by coast live oak (Quercus agrifolia) and other trees native to oak woodlands (including vegetation transition zones) which form a closed canopy of a minimum of one acre and are not surrounded by or heavily influenced by urban development such as structures or roads and where the understory has not been permanently disturbed (e.g., by structures or roads).

Oak woodlands meeting this definition occur on APN 007-120-090, between the project site and Park Lane. Only a small area (0.02 acres) of this oak woodland would be removed to accommodate the proposed debris basin. Therefore, the proposed project would be consistent with this policy.



Policy BIO-M-1.22: The use of native landscaping shall be encouraged, especially in parks and designated open space.

The proposed project includes installation and maintenance of native plants (see Section 3.3.4) to provide habitat value at the site and visual screening. Therefore, the proposed project would be consistent with this policy.

Policy BIO-M-1.23: Where sensitive plant and sensitive animal species are found pursuant to the review of a discretionary project, efforts shall be made to preserve the habitat in which they are located to the maximum extent feasible.

Special-status plant or animal species were not found on the project site during biological surveys conducted for the project. This is likely due to habitat removal and related disturbance associated with debris flows and clean-up operations. However, Southern California Coast steelhead is potentially present during optimal migratory conditions and the project has been designed to avoid any impediment of migration through the project area.

Policy FD-M-4.1: Flood control activities shall protect lives and property while being conducted according to the least environmentally damaging methods.

The purpose of the project is to address future debris flows in the San Ysidro Creek watershed to protect persons and property. No feasible alternatives were identified (see Section 6). Routine maintenance activities would be conducted according to standard practices identified in the District's Annual Routine Maintenance Plan to minimize adverse effects to wildlife and their habitat. Therefore, the proposed project would be consistent with this policy.

Policy FD-M-4.2: Major brushing, desilting and shaping shall be justified by appropriate engineering analysis.

Routine maintenance activities (including brush removal and desilting) would be conducted according to standard practices identified in the District's Annual Routine Maintenance Plan to minimize adverse effects to wildlife and their habitat. Therefore, the proposed project would be consistent with this policy.

Policy FD-M-4.3: Canopies of riparian vegetation shall be protected and enhanced during flood control activities.

Riparian vegetation located in areas not affected by required sediment/debris removal and related maintenance activities would be protected during maintenance periods through monitoring by District biologists. Therefore, the proposed project would be consistent with this policy.

Policy FD-M-4.4: When flood control maintenance is required, a maintenance access road shall be limited to one side and only to the minimum width feasible. An emergency access road may be permitted on the opposite side when the riparian habitat is maintained to the greatest degree feasible.

The proposed access road for routine maintenance would be limited to the west side of the basin and limited to the minimum width required for routine maintenance. Access to the east side of the debris basin would be limited to a ramp at the southeast corner of basin accessed from East Valley Road (see Figure 3-2). Therefore, the proposed project would be consistent with this policy.



Policy FD-M-4.6: Other than projects that are currently approved and/or funded, no further concrete channelization or major alterations of streams shall be permitted.

The proposed project would involve alteration of San Ysidro Creek to provide sediment/debris storage during major storm events, which would benefit the community and meet the County's flood control objectives. The project is designed to mimic natural stream conditions by re-contouring the bed and banks of San Ysidro Creek with rock and natural streambed material and associated riparian vegetation. The project does not involve any concrete channelization of the stream. The purpose of the project is not to serve any new development. Therefore, the proposed project would be potentially consistent with this policy.

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

Project-related grading would not occur on a slope greater than 20 percent, would not result in scars in the natural topography, and the proposed debris basin would be screened from public views by berms and landscaping. The proposed project would not create or exacerbate any geologic hazards in the project area. Therefore, the proposed project would be consistent with this policy.

Policy CR-M-2.1: Significant cultural, archeological and historic resources in the Montecito area shall be protected and preserved to the extent feasible.

The proposed project would not affect any known historical, archaeological or cultural resources. Therefore, the proposed project would be consistent with this policy.

Policy N-M-1.1: Noise sensitive uses (i.e., residential and lodging facilities, educational facilities, public meeting places and others specified in the Noise Element) shall be protected from significant noise impacts.

Construction and routine maintenance activities may result in significant noise impacts at adjacent residences. With implementation of proposed mitigation (**MM N-1**, **MM N-2**, **MM N-3**), the proposed project would be consistent with this policy.

Policy VIS-M-1.2: Grading required for access roads and site development shall be limited in scope so as to protect the viewshed.

Project-related grading and other earthwork would be minimized and screened from public view by berms and landscaping. Therefore, the proposed project would be consistent with this policy.

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

Views of proposed flood control facilities would be screened from public roads (East Valley Road) by proposed berms and landscaping. Therefore, the proposed project would be consistent with this policy.



Policy VIS-M-2.1: Lands which should be preserved in open space for scenic value include road-side turnouts, stream channels, equestrian and hiking trails and mountainous areas.

The scenic quality of the San Ysidro Creek channel would be improved by proposed streambank contouring and habitat restoration. The proposed conversion of Randall Road from a private road to a public pedestrian trail would provide public views of the creek not currently available. Therefore, the proposed project would be consistent with this policy.

5.3 SANTA BARBARA COUNTY ENERGY AND CLIMATE ACTION PLAN

The ECAP provides a greenhouse gas reduction strategy with numerous measures to be implemented for various sources. Only Measure BE 10 is applicable to the proposed project as it addresses operation of heavy equipment to be used for construction and routine maintenance.

Construction Equipment Operations (BE 10) Measure: Implement best management practices (BMPs) for construction equipment operation; examples of BMPs include reduced equipment idling, use of alternative fuels or electrification of equipment, and proper maintenance and labeling of equipment.

The identification of feasible best management practices has not been completed to date and heavy equipment operating on alternative fuels or electricity are not readily available. However, heavy equipment used for project construction and routine maintenance would be properly maintained and comply with Section 2449 of the California Code of Regulations which includes limitations on idling for off-road diesel vehicles. Therefore, the proposed project would be consistent with this measure.



6.0 ALTERNATIVES ANALYSIS

This section of the EIR provides a comparative analysis of the merits of alternatives to the proposed project pursuant to Section 15126.6 of the State CEQA Guidelines. According to the Guidelines, the discussion of alternatives should focus on alternatives to a project or its location that would feasibly meet the basic objectives of the project while avoiding or substantially lessening the significant effects of the project. The State CEQA Guidelines indicate that the range of alternatives included in this discussion should be sufficient to allow decision-makers a reasoned choice between alternatives and a proposed project. The alternatives discussion should provide decision-makers with an understanding of the environmental merits and disadvantages of various project alternatives.

The range of alternatives in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to make a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project (State CEQA Guidelines Section 15126.6 [f]). Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making. When addressing feasibility, the State CEQA Guidelines state that “among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).” The State CEQA Guidelines also state that the alternatives discussion need not be presented in the same level of detail as the assessment of the proposed project.

Therefore, based on the State CEQA Guidelines, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of detail of analysis that should be provided. These factors include:

- The extent to which the alternative would accomplish most of the basic objectives of the project.
- The extent to which the alternative would avoid or lessen any of the identified significant adverse environmental effects of the project.
- The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, consistency with regulatory limitations, and the reasonability of the Applicant controlling the site.
- The appropriateness of the alternative in contributing to a “reasonable range” of alternatives necessary to permit a reasoned choice.



As required by the State CEQA Guidelines, this analysis focuses on alternatives that could avoid or substantially reduce significant effects of the project. Impacts of the alternatives considered are summarized in Section 6.3. In addition, Section 6.4 identifies the environmentally superior alternative as required by the State CEQA Guidelines.

6.1 NO PROJECT ALTERNATIVE

The purpose of describing and analyzing the No Project Alternative is to allow the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. Under the No Project Alternative, the proposed debris basin would not be constructed, and properties adjacent to San Ysidro Creek in the project area would be subject to debris flows. In the absence of the proposed project, it is anticipated that removal of remaining debris and sediment from the project site and limited re-contouring (grading) would be performed by the current property owners or agents thereof. Dead trees near East Valley Road would be removed for safety reasons. The parcels would not be acquired by the District and private land uses would continue, likely to include construction of single-family residences consistent with existing zoning. The No Project Alternative does not meet the purpose of the project or any of the project objectives.

6.2 ALTERNATIVES CONSIDERED

6.2.1 Alternatives Selection Methodology

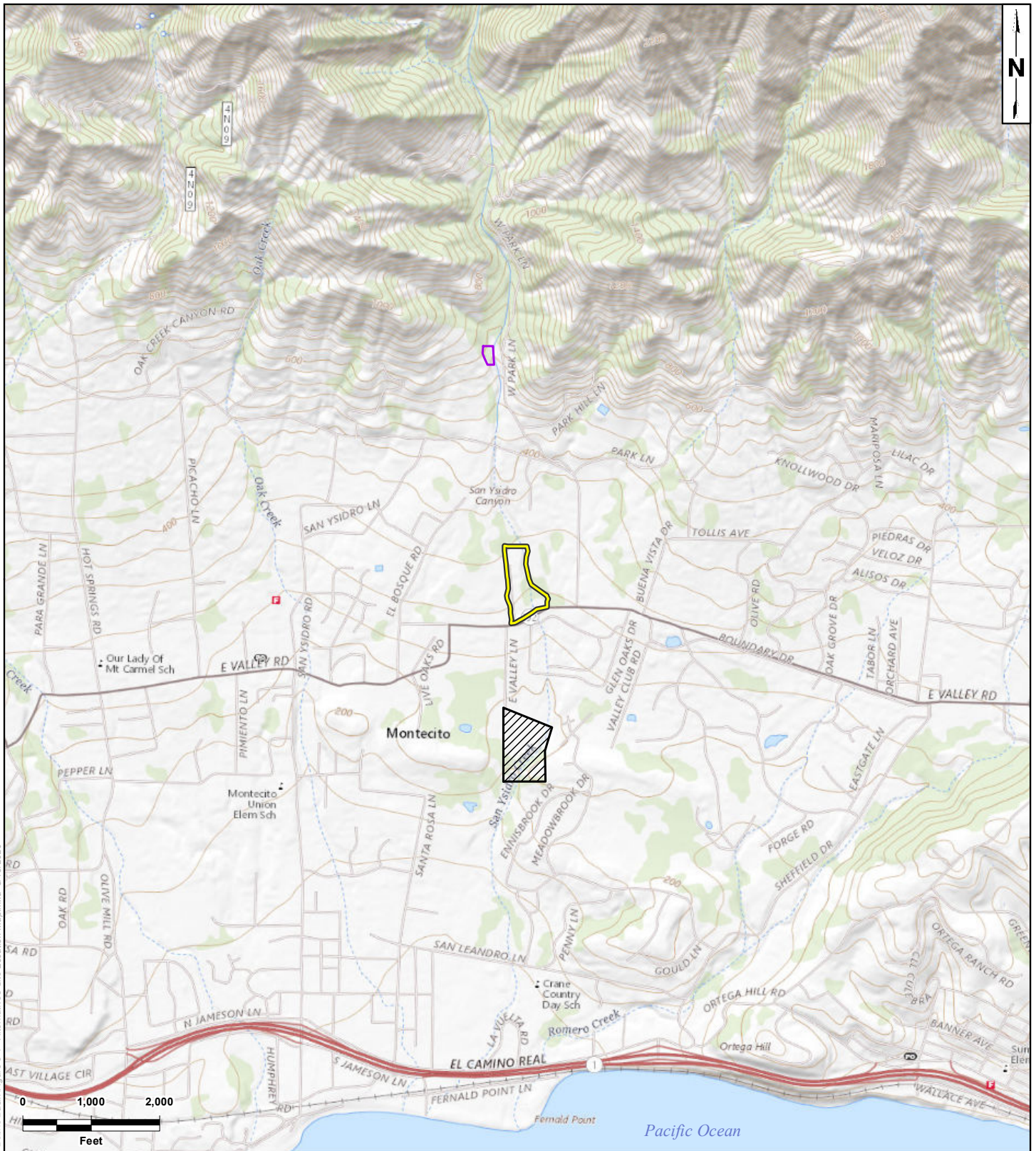
The selection of alternatives is consistent with Section 15126.6 of the State CEQA Guidelines and focuses on those that would meet most of project's basic objectives, avoid or reduce environmental impacts and provide a reasonable range of alternatives for analysis and comparison. The proposed project involves providing post-fire flood protection to the lower San Ysidro Creek watershed. Therefore, the range of alternatives to be considered is very limited. The location of alternative sites is provided in Figure 6-1.

6.2.2 San Ysidro Creek Widening Alternative

This Alternative was included in the 2017 Multi-Jurisdictional Hazard Mitigation Plan and consisted of widening the channel to 70 feet in the lower portion and 48 feet in the upper portion of San Ysidro Creek. The cost of this project was estimated at approximately \$37 million, which is likely cost-prohibitive even with available grant funding. This Alternative would not provide debris storage comparable to the proposed project, and as such would not meet the primary project objective. In addition, environmental impacts associated with widening about two miles of the creek channel would be many times greater than the proposed project and may include aesthetics, air quality, biological resources, cultural resources, water quality, noise and traffic.

The San Ysidro Creek Widening Alternative was not considered further because:

- This Alternative would not accomplish the basic objectives of the project.
- This Alternative was conceived prior to the Thomas Fire and January 2018 debris flow and no longer reflects current conditions of the watershed.
- This Alternative would not avoid or lessen any of the identified significant adverse environmental effects of the project.



LEGEND:

- Alternative Debris Basin Site
- Project Site
- Existing Debris Basin

MAP EXTENT:



Source: Esri Online Topo Basemap
 Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
 Notes: This map was created for informational and display purposes only.

padre
 associates, inc.
 ENGINEERS, GEOLOGISTS &
 ENVIRONMENTAL SCIENTISTS

PROJECT NAME:
RANDALL ROAD DEBRIS BASIN
SANTA BARBARA COUNTY, CA

PROJECT NUMBER:
1902-2132

DATE:
March 2020

ALTERNATIVES SITE LOCATION MAP

FIGURE
6-1



- This Alternative is not feasible due to economic viability, and lack of the District's control in obtaining required parcels and easements needed to implement this Alternative.

6.2.3 Existing San Ysidro Creek Debris Basin Expansion Alternative

The San Ysidro Creek Debris Basin is located on San Ysidro Creek at the end of West Park Lane in Montecito, approximately 0.5 miles north of the project site. The existing debris basin was built in 1964 by the Corps after the Coyote Fire burned a large percentage of the watershed. The debris basin was designed to trap flood debris in anticipation of accelerated erosion of the denuded watershed. The debris basin was maintained (desilted) on an annual basis after construction until 1987. Between 1987 and 1994, the debris basin was maintained on an as-needed basis and since 1994, the basin has been part of the Debris Basin Maintenance Program. Under this Program, the basin is inspected on an annual basis, the pilot channel is maintained, and the basin is desilted during routine operations if it is 25 percent full or there is a wildfire in the watershed. Emergency desilting operations have also occurred after large storm events. Desilting projects occurred in 1969, 1978, 1983, twice in 1995, 1998, 2005, 2018 and 2019.

The existing San Ysidro Debris Basin was proposed to be removed in 2019 according to the District's Corps individual permit and Biological Opinion to improve steelhead passage. The District modified this plan following the Thomas Fire and debris flow on January 9, 2018. The District now plans to keep the existing San Ysidro Debris Basin in service while constructing a dam modification to enhance fish passage and flood protection performance, while reducing the need for sediment excavation (see Section 3.6.1).

The Existing San Ysidro Creek Debris Basin Expansion Alternative consists of expansion of the existing debris basin to provide increased sediment/debris capacity, which would require enlarging the basin area and/or increasing the height of the existing dam. Upon consideration of expanding this basin, the Alternative was shown to be limited by local topography consisting of a narrow channel within a canyon with very steep slopes. The adjacent properties are privately owned, and the District-owned parcel does not allow room for a meaningful expansion. To increase the height of the dam conflicts directly with the requirements of the District's Corps permit and Biological Opinion and would not be approved by Federal agencies. Even if expansion of the existing basin was feasible, the confined channel and steep topography of the upper watershed do not provide space for sufficient expansion to approach the size and function of the proposed project.

The Existing San Ysidro Creek Debris Basin Expansion Alternative was not considered further because:

- This Alternative would not accomplish the basic objectives of the project because the existing basin, even if expanded, would still have greatly reduced capacity as compared to the proposed project.
- The location of the existing debris basin in the upper watershed limits its sediment/debris storage function to a smaller portion of the watershed. Most of the developed areas within the watershed would still be subject to burial and damage from debris flows.



- This Alternative is not feasible due the lack of the District's control in obtaining required parcels and easements needed to implement this Alternative.

6.2.4 Alternative Debris Basin Site

An alternative site for a debris basin in the San Ysidro Creek watershed may be considered. Criteria for alternative site selection included a relatively level area along San Ysidro Creek, with minimal development located in the lower portion of the watershed. The site selected for analysis is a 10-acre portion of APN 007-540-001 located northwest of Ennisbrook Drive. The Alternative Debris Basin Site is somewhat level and undeveloped and in the lower watershed where it would provide sediment/debris storage for most of the San Ysidro Creek watershed. The Alternative Debris Basin Site includes a part of the Ennisbrook Preserve managed under an easement by the Land Trust for Santa Barbara County and includes the Ennisbrook Nature Trail.

The Alternative Debris Basin Site was not considered further because:

- This Alternative would not avoid or lessen any of the identified significant adverse environmental effects of the project. The proposed project site is currently highly disturbed and mostly denuded of vegetation as a result of the January 9, 2018 debris flow. As compared to the proposed project, implementation of this Alternative would result in additional impacts or substantially greater impacts including aesthetics (loss of intact oak woodland with high visual quality), biological resources (loss of riparian habitat, oak woodland, environmentally sensitive habitat), recreation (loss of a popular local trail) and possible disturbance and/or loss of cultural resources.
- This Alternative is not feasible due to the lack of the District's control in obtaining required parcels and easements needed to implement this Alternative.

6.3 IMPACTS OF THE ALTERNATIVES

Due to the lack of any feasible alternatives that would meet most of the basic project objectives and/or avoid or lessen environmental impacts of the proposed project, only the No Project Alternative is assessed in this EIR.

6.3.1 Aesthetics/Visual Resources

Temporary degradation of public views from East Valley Road associated with construction of the proposed project would not occur. Removal of remaining debris and sediment from the project site, re-contouring and future residential redevelopment associated with the No Project Alternative may improve the existing scenic quality of the project site associated with debris piles, areas of exposed soil, entrenched stream channel with little vegetation and dead and dying trees.

6.3.2 Air Quality/Greenhouse Gas Emissions

Air quality and greenhouse gas emissions associated with the proposed project would not occur. Removal of remaining debris and sediment from the project site, re-contouring and future residential redevelopment associated with the No Project Alternative would generate short-term and long-term air pollutant and greenhouse gas emissions.



6.3.3 Biological Resources

Impacts associated with removal of native trees, woodland vegetation and wildlife habitat and beneficial post-construction habitat restoration associated with the proposed project would not occur. Removal of remaining debris and sediment from the project site, re-contouring and future residential redevelopment associated with the No Project Alternative would involve new landscaping and limited tree replacement which may result in an increase in the quality of wildlife habitat on the project site as compared to existing conditions.

6.3.4 Water Resources

Short-term water quality impacts associated with project-related construction and routine maintenance activities would be avoided. Attenuation of peak storm flows greater than a 5-year event associated with the proposed project would not be provided. However, adjacent parcels would remain outside the 1 percent annual chance flood hazard area. Removal of remaining debris and sediment from the project site, re-contouring and future residential redevelopment associated with the No Project Alternative would result in short-term and long-term surface water quality impacts associated with storm run-off.

6.3.5 Hazards and Hazardous Materials

Storage of sediment and debris associated with the proposed project would not occur. Adjacent parcels would remain with the debris flow hazard area identified by the Santa Barbara County Office of Emergency Management.

6.3.6 Recreation

Randall Road would remain a private road and not available for public trail use.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative is considered environmentally superior because it would avoid impacts associated with construction and routine maintenance of the proposed debris basin. If the No Project Alternative is considered environmentally superior, Section 15126.6(e)(2) of the State CEQA Guidelines requires identification of the environmentally superior alternative among the other alternatives. Due to the lack of any other feasible alternatives that would meet most of the basic objectives of the project and would avoid or lessen significant impacts, the proposed project is considered the environmentally superior alternative.

6.5 REFERENCES

County of Santa Barbara, City of Buellton, City of Carpinteria, City of Goleta, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria and City of Solvang. 2017. *2017 Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan*. Submitted to the California Office of Emergency Services and the Federal Emergency Management Agency.



7.0 GROWTH INDUCEMENT

7.1 INTRODUCTION

This section discusses whether the proposed project would foster economic growth or population growth in the surrounding area. A project may foster economic or population growth in a geographic area if it would meet any of the following criteria:

- The project would result in the urbanization of land in a remote location, creating an intervening area of open space which then experiences pressure to be developed.
- The project removes an impediment to growth through the establishment of an essential public service or the provision of new access to an area.
- Economic expansion, population growth or the construction of additional housing occurs in the surrounding environment in response to economic characteristics of the project.
- The project establishes a precedent-setting action, such as a change in zoning or general plan amendment approval that makes it easier for future projects to gain approval.

Should the project meet any one of these criteria, it is to be considered growth-inducing. An increase in population may require construction of new facilities which could cause significant environmental impacts. Section 15126.2 of the State CEQA Guidelines states that growth in an area is not necessarily beneficial, detrimental or of little significance to the environment.

7.2 URBANIZATION OF LAND IN ISOLATED LOCALITIES

The proposed project does not involve any new habitable structures, urbanization, other land development or increased access to parcels that may be developed. The project would provide temporary employment opportunities during construction and routine maintenance activities. However, it is anticipated that project-related construction and routine maintenance would be primarily conducted by existing employees of southern California construction companies, with no new jobs created. The project would not create a need for new housing or associated urbanization of land; therefore, the project would not be growth-inducing under this criterion.

7.3 REMOVAL OF AN IMPEDIMENT TO GROWTH

In the project area, population growth is generally limited by available housing and employment opportunities. The project would not remove any impediments to growth by providing housing, long-term employment opportunities or extension of infrastructure (roads, water, sewer, etc.) to any new areas. The flood control/debris flow benefits of the proposed project would not remove an impediment to growth in the San Ysidro Creek watershed. Overall, the project would not be considered growth-inducing under this criterion.

7.4 ECONOMIC GROWTH

The project would not directly result in the construction of any homes or facilities that would attract people to the area. Due to the relatively small number and temporary nature of employment opportunities provided, it is not expected that the project would facilitate economic expansion, population growth or the construction of additional housing.



7.5 PRECEDENT SETTING ACTION

The proposed project would not result in a precedent-setting action such as a General Plan Amendment and would not require a change in zoning. Implementation of the proposed project would prevent the reconstruction of eight residences destroyed by debris flows and would not foster growth. Therefore, the project would not be growth-inducing under this criterion.

7.6 CONCLUSIONS

As indicated in the above discussion, the proposed project is not growth-inducing under any of the criteria listed in the State CEQA Guidelines. Therefore, the project would not induce growth.



8.0 LIST OF PREPARERS

This document was prepared for the Santa Barbara Flood Control District by Padre Associates, Inc. Persons involved in its preparation include:

8.1 SANTA BARBARA COUNTY FLOOD CONTROL DISTRICT

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Andrew Raaf, Resources Biologist

Seth Shank, Senior Environmental Planner

8.2 PADRE ASSOCIATES, INC.

Simon Poulter, Principal

Matt Ingamells, Project Manager/Senior Biologist

Rachael Letter, Senior Archeologist

Zack Abbey, Staff Biologist

Lucas Bannan, GIS Specialist

Pat McClure, Drafter



9.0 RESPONSE TO COMMENTS

Section 15087 of the State CEQA Guidelines provides an opportunity for the public and agencies to review the Draft EIR and submit comments regarding its adequacy. Section 15088, the California Environmental Quality Act (CEQA) Guidelines require that "[t]he lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response." Consistent with the Guidelines, the responses to comments focus on those comments that pertain to environmental issues. Responses to oral comments received at the May 20, 2020 public hearing are provided. All comment letters and e-mails received during the public comment period (May 4 through June 19, 2020) are presented with written responses.

9.1 RESPONSES TO ORAL COMMENTS

Oral comments were provided by the following parties at the May 20, 2020 public hearing conducted on-line using the Zoom application:

1. Bob Hazard, Montecito Journal
2. Lisa Burns
3. Charles Knight (adjacent property owner)
4. James Nigro (1664 East Valley Road)
5. Dorinne Lee Johnson, Montecito Association Land Use Chair

Oral comments are addressed by summarizing each comment using the recording of the public hearing, and providing a written response following each comment.



Commenter: Bob Hazard, Montecito Journal

Date: May 20, 2020

Summary of oral comments at the public hearing:

1. How long would State Route 192 (East Valley Road) be reduced to one traffic lane during construction, or completely closed?
2. Concerned about effects of project lane closure on emergency evacuation during flood, fire or earthquake.
3. How deep would the proposed debris basin be?
4. Concerned that post-restoration vegetation shown in the artistic rendering would reduce capacity and would attract homeless encampments.
5. Will money be available for basin maintenance?

Response:

1. Trucks transporting excavated earth material off-site would queue up and be loaded from stockpiles on the project site, and truck queuing on East Valley Road is not anticipated. Therefore, lane closure would not be required. Truck access into and leaving the project site would be controlled with appropriate signage and use of flag-persons as per mitigation measure **MM T-2**.
2. See the response to Comment 1. Lane closures are not anticipated.
3. As discussed in Section 3.3.1 of the Draft EIR, the debris basin bottom would lie 5 to 20 feet below existing grade, depending on location.
4. The vegetation shown in the post-restoration artistic rendering (Figure 3-4.b) should be considered conceptual and represents peak conditions composed of 1) full maturation of vegetation planted on the basin slopes and along the creek as part of the proposed restoration plan (see Section 3.3.4) and 2) optimal regrowth of vegetation in the basin bottom up to seven years following construction or routine maintenance. The amount of vegetation in the basin bottom would vary over time and trees (such as willow, sycamore and cottonwood) may persist in the basin, they would be removed prior to the winter if there was a fire in the watershed. These trees have not created capacity problems at other District basins as they are typically broken apart by incoming debris and boulders.

It is possible the basin bottom could attract homeless persons. However, District inspection of the basin throughout the year would preclude any homeless encampments from being established in the debris basin. In addition, the active police presence in the Montecito area is anticipated to reduce this potential as well.

5. Funds are available for debris basin maintenance from existing operational budgets.



Commenter: Lisa Burns

Date: May 20, 2020

Summary of oral comments at the public hearing:

1. The National Oceanic and Atmospheric Administration response to the Notice of Preparation requested evaluation of ring nets as an alternative to a debris basin. Why was this evaluation not included in the Draft EIR?

Response:

1. The referenced ring nets were installed by private entities in Cold Spring, San Ysidro and Buena Vista canyons under temporary permits which expire at the end of 2020. These ring nets are designed to capture boulders and large woody debris in the upper tributaries. In any case, these ring nets do not capture or retain large amounts of sediment which is the fundamental purpose and objective of the project. If these ring nets are not fully cleared of debris after each storm event, they may cause localized erosion and possibly impede fish passage. Since ring nets are a temporary measure and do not meet any of the District's project objectives as listed in Section 1.4, they were not analyzed as a project alternative in the Draft EIR.



Commenter: Charles Knight

Date: May 20, 2020

Summary of oral comments at the public hearing:

1. Will the proposed basin access ramp on Randall Road and adjacent slopes have vegetation to hold the hillside and screen the debris basin from his property?
2. Will there be other channels draining the basin under State Route 192?
3. Will the proposed debris basin include a dam?
4. Requested that the proposed parking area be moved to the basin site (east of Randall Road) to avoid visual impacts to adjacent properties.

Response:

1. As shown in Figure 3-3 of the Draft EIR, the debris basin slopes and access ramp slopes east of Randall Road would be replanted with vegetation following construction and maintained. Therefore, erosion of these areas is not anticipated. This vegetation, as well as existing trees just west of Randall Road would screen views of the proposed debris basin from adjacent properties.
2. Existing side channels and culverts under State Route 192 will remain in place. No new channels are proposed, the debris basin would be drained by the San Ysidro Creek channel.
3. The proposed debris basin design does not include a dam.
4. Locating the proposed parking area east of Randall Road would result in loss of debris basin area. The existing stucco wall and oak trees would substantially block views of the proposed parking area from adjacent properties.



Commenter: James Nigro

Date: May 20, 2020

Summary of oral comments at the public hearing:

1. Concerned about loss of access along Randall Road and the procedure for acquiring property for the project.
2. Had not been notified of the project prior to the public hearing notice.

Response:

1. As this is not an environmental issue, no response is required. The commenter is advised to contact the District directly concerning this issue.
2. Along with all property owners within 1,000 feet of the project site, the commenter was provided the Notice of Preparation, written notice of the public review period and the public hearing as required by the State CEQA Guidelines.



Commenter: Dorinne Lee Johnson, Montecito Association Land Use Chair

Date: May 20, 2020

Summary of oral comments at the public hearing:

1. The Draft EIR understates the impact of trucking earth materials on peak hour traffic congestion.
2. Traffic mitigation is left up in the air.
3. The EIR needs to specify the construction truck route to be used.
4. Concerned about trucks encountering a “hairpin turn” going north.

Response:

1. The Draft EIR identified peak hour congestion related to trucking of earth material/debris as a significant impact based on the level of service standards provided in the Montecito Community Plan.
2. Mitigation measure **MM T-1** is provided in the Draft EIR and limits peak hour vehicle trips to 10 or less at any intersection. Implementation of this measure would bring the project into compliance with the level of service standards of the Montecito Community Plan.
3. Project-related construction truck routes are anticipated to be affected by roadway construction (including closures and detours) associated with the South Coast Highway 101 HOV Lanes Project. Therefore, the Draft EIR included three potential truck routes which would be selected based on the relative amount of traffic congestion during the construction period. In addition, implementation of mitigation measure **MM T-1** may require using alternative truck routes to spread out peak hour volumes among multiple routes.
4. The only “hairpin turn” along any of the three potential truck routes is located on Sheffield Drive just north of the U.S. Highway 101 interchange. The radius of this turn is adequate for heavy-duty trucks.



9.2 RESPONSES TO WRITTEN COMMENTS

Written comments on the Draft EIR were submitted by the agencies and persons listed below.

1. Doug and Nancy Norberg
2. State of California Department of Water Resources
3. State of California Native American Heritage Commission
4. Keith Zandona
5. Montecito Association
6. State of California Department of Transportation
7. Santa Barbara County Air Pollution Control District

In accordance with the requirements of Section 15088 of the CEQA Guidelines, responses are provided following each comment letter. Specific comments within each letter are numbered and responses are provided corresponding to each numbered comment.

Doug and Nancy Norberg
735 PARK LANE
SANTA BARBARA CA 93108-1417

SANTA BARBARA CA 931

MAY 2020 PM 7



County Santa Barbara
PWD Flood Control
130 E Victoria St
Suite 200
Santa Barbara
CA 93101

93101-201930



Barbara and the Montecito Branch Library at 1469 East Valley Road.

HOW TO COMMENT: Written or oral comments should be provided to the Project Manager, Andrew Raaf at 130 E. Victoria Street, Suite 200, Santa Barbara, CA 93101, prior to the close of the public comment period on June 19, 2020 at 5:00 p.m. Please limit comments to environmental issues such as traffic, biology, noise, etc. You will receive notice of the dates of future public hearings to consider project approval or denial.

Just get this debris basin built
This is a ridiculous process for
a positive outcome.
Fix the process
Fix the stream bed debris basin
ASAP
Reform the approval process Now!



Commenter: Doug and Nancy Norberg, 735 Park Lane, Montecito, California

Date: May 8, 2020

Response:

This comment letter does not address the adequacy of the Draft EIR, no response is required.

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791



May 18, 2020

Mr. Andrew Raaf
Santa Barbara County Flood Control District
130 E. Victoria Street, Suite 200
Santa Barbara, California 93101

Draft Environmental Impact Report
Randall Road Debris Basin
SCH# 2019029104
Santa Barbara County

Dear Mr. Raaf:

The Division of Safety of Dams (DSOD) has reviewed the Notice of Completion for the Randall Road Debris Basin and the April 23, 2020 Draft Environmental Impact Report for the Randall Road Debris Basin project, which describes the proposed construction of a debris basin to reduce potential flooding and debris flow impacts at Highway 192 and downstream infrastructure and properties.

DSOD previously responded to the Notice of Preparation with a letter dated March 7, 2019. As stated in the March 7, 2019 letter and from review of the recently submitted Draft Environmental Impact Report, insufficient information is provided in the project description to make an accurate jurisdictional determination with regard to the described work and it is unclear whether some or all the work will be subject to State jurisdiction for dam safety. Therefore, Santa Barbara County Flood Control District needs to submit preliminary plans so that DSOD can make a jurisdictional determination.

As defined in Sections 6002 and 6003, Division 3, of the California Water Code, dams 25 feet or higher with a storage capacity of more than 15 acre-feet, and dams higher than 6 feet with a storage capacity of 50 acre-feet or more are subject to State jurisdiction. The dam height is the vertical distance measured from the maximum possible water storage level to the downstream toe of the barrier.

If the dam is subject to State jurisdiction, a construction application, together with plans, specifications, and the appropriate filing fee must be filed with DSOD for this project. All dam safety related issues must be resolved prior to approval of the application, and the work must be performed under the direction of a Civil Engineer registered in California. Erik Malvick, our Design Engineering Branch Chief, is responsible for the application process and can be reached at (916) 565-7840.

Mr. Raaf
May 18, 2020
Page 2

If you have any questions or need additional information, you may contact Area Engineer Ashley Moran at (916) 565-7830 or me at (916) 565-7827.

Sincerely,

Rick Draeger

Richard Draeger, Regional Engineer
Southern Region
Field Engineering Branch
Division of Safety of Dams

cc: Governor's Office of Planning and Research
State Clearinghouse
state.clearinghouse@water.ca.gov



Commenter: Richard Draeger, State of California Department of Water Resources

Date: May 18, 2020

Response:

The proposed project does not involve a dam or other barrier to water flow. Therefore, it is not subject to State dam safety regulation.



NATIVE AMERICAN HERITAGE COMMISSION

May 20, 2020

Andrew Raaf, Project Manager
Santa BarbaraVia Email to: asraaf@cosbpw.netCHAIRPERSON
Laura Miranda
*Luiseno*VICE CHAIRPERSON
Reginald Pagaling
*Chumash*SECRETARY
Merri Lopez-Keifer
*Luiseno*PARLIAMENTARIAN
Russell Attebery
*Karuk*COMMISSIONER
Marshall McKay
*Wintun*COMMISSIONER
William Mungary
*Paiute/White Mountain
Apache*COMMISSIONER
Julie Tumamait-Stenslie
*Chumash*COMMISSIONER
[Vacant]COMMISSIONER
[Vacant]EXECUTIVE SECRETARY
Christina Snider
*Pomo*NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: SCH#2019029104, Randall Road Debris basin Project, Santa Barbara County, California

Dear Mr. Raaf:

The Native American Heritage Commission (NAHC) has reviewed the Draft Environmental Impact Report (DEIR)/Mitigated Negative Declaration (MND) or Negative Declaration prepared for the project referenced above. The review may have included the Cultural Resources Section, Archaeological Report, Appendices for Cultural Resources Compliance, as well as other informational materials. We have the following concerns:

1. • There is no information in the documents of any contact or consultation with all traditionally, culturally affiliated California Native American Tribes from the NAHC's contact list.
2. • There does not appear to be evidence of a Sacred Lands File request was submitted for the project.

The California Environmental Quality Act (CEQA)¹, specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.² If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.³ In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52 (AB 52).⁴ **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources"⁵, that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."⁶ Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.⁷ Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements.** Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.)

¹ Pub. Resources Code § 21000 et seq.² Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)³ Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)

(NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966⁸ may also apply.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Contact Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>. Additional information regarding AB 52 can be found online at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

If you have any questions or need additional information, please contact me at my email address: Sarah.Fonseca@nahc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Fonseca", with a stylized flourish at the end.

Sarah Fonseca
Cultural Resources Analyst

Attachment

cc: State Clearinghouse

Pertinent Statutory Information:

Under AB 52:

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice. A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.⁴ and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18).⁵

The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects.⁶

1. The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.⁷

With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.⁸

If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss** both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.⁹

Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.¹⁰

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program**, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.¹¹

If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).¹²

An environmental impact report **may not be certified**, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

⁴ Pub. Resources Code § 21080.3.1, subds. (d) and (e)

⁵ Pub. Resources Code § 21080.3.1 (b)

⁶ Pub. Resources Code § 21080.3.2 (a)

⁷ Pub. Resources Code § 21080.3.2 (a)

⁸ Pub. Resources Code § 21082.3 (c)(1)

⁹ Pub. Resources Code § 21082.3 (b)

¹⁰ Pub. Resources Code § 21080.3.2 (b)

¹¹ Pub. Resources Code § 21082.3 (a)

¹² Pub. Resources Code § 21082.3 (e)

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.¹³

This process should be documented in the Tribal Cultural Resources section of your environmental document.

Under SB 18:

Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of “preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county’s jurisdiction. Government Code § 65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor’s Office of Planning and Research’s “Tribal Consultation Guidelines,” which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf
- **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a “Tribal Consultation List.” If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**¹⁴
- **There is no Statutory Time Limit on Tribal Consultation under the law.**
- **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research,¹⁵ the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city’s or county’s jurisdiction.¹⁶
- **Conclusion Tribal Consultation:** Consultation should be concluded at the point in which:
 - The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.¹⁷

NAHC Recommendations for Cultural Resources Assessments:

- Contact the NAHC for:
 - A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project’s APE.
 - A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
 - The request form can be found at <http://nahc.ca.gov/resources/forms/>.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - If part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have been already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.

¹³ Pub. Resources Code § 21082.3 (d)

¹⁴ (Gov. Code § 65352.3 (a)(2)).

¹⁵ pursuant to Gov. Code section 65040.2,

¹⁶ (Gov. Code § 65352.3 (b)).

¹⁷ (Tribal Consultation Guidelines, Governor’s Office of Planning and Research (2005) at p. 18).

- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.¹⁸
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.¹⁹

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.²⁰ In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

¹⁸ (Civ. Code § 815.3 (c)).

¹⁹ (Pub. Resources Code § 5097.991).

²⁰ per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)).



Commenter: Sarah Fonseca, Native American Heritage Commission

Date: May 20, 2020

Response:

1. The District complied with the AB 52 tribal notification requirements codified in Public Resources Code Section 21080.3.1 by sending a certified letter identifying a consultation opportunity to culturally affiliated tribes that requested consultation from Santa Barbara County. This information has been added to the Final EIR. The District has not received any responses to date.
2. The cultural resources record search conducted by the Central Coast Information Center and the project-specific Phase I archeological survey conducted by Padre Associates' archaeologists did not identify any cultural resources within or adjacent to the project site. A Sacred Lands File search would not provide any additional information needed to conduct impact assessment.

Raaf, Andrew

From: Keith Zandona <keithzandona@hotmail.com>
Sent: Sunday, June 14, 2020 6:32 PM
To: Raaf, Andrew
Subject: Draft EIR Randle Road Debris Basin

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Andrew Raaf
SB County Flood Control District
130 E Victoria Street, Suite 200
Santa Barbara, CA 93101

I am responding to the Draft Environmental Impact Report of the proposed Randle Road Debris Basin. The main concerns I have is with the removal of the debris and soil from the proposed project site, and subsequent maintenance of the debris basins.

The EIR does get into truck and traffic issues extensively, with routes and explanations of how traffic will flow. The main problem I see in this EIR is the lack of transparency of where the material is going to be sent. There are references on page 2-6 and on page 2-18

that all debris from construction and maintenance will be hauled to either Buellton or Santa Paula, with 5,800 truck loads. The fact that the EIR does not even mention the communities of Carpinteria and Goleta beaches who for years have been absolutely trashed with Montecito's trash dirt dumping. The multiple truck trips, the emissions, the closing of our beaches and the trashing and silting of the ocean environment. Goleta Bay for one should have its own Environmental Impact Report for the amount of material being dumped into our ocean. The last event the ocean was fairly calm so the bulldozer was literally 100 yards offshore pushing silt and muck into the ocean as the backed up trucks waited, that sounds like a class I impact. Every time Montecito flushes its debris basins Carpinteria and Goleta beaches get trashed. The EIR should address the impacts if any to these other communities and their beaches.

The sand and debris removal is not sustainable in the long term, the community of Montecito needs to control its own debris and not expect other cities to continually be subjected to their dumping. The alternate truck route would be a great place to start by bringing the truck traffic down San Ysidro Road to Butterfly Lane and make your debris and beach nourishment there and bring the return route up Hot Springs Road to complete the loop. How about thinking inside the box and get a sand pumping hopper that can send the cleaned sand and dirt down the drainage it was intended. The dredge in Santa Barbara harbor sends sand down the beach thru hoses for long distances. The lack of ingenuity surrounding the debris catch basins is mind boggling. Montecito first decided to build in the flood plain and to compensate for that lack of foresight the whole of Santa Barbara County has to be thrust into this industrialization of trucking rocks and debris. Creeks and rivers work very well when they aren't encroached upon so the only long term solution is to get out of the flood plain. The expense of maintaining the debris basins every year by the SB County flood control is a huge bill the tax payers of Santa Barbara County are responsible for forever. That does not seem sustainable and has not been addressed in the Environmental Impact Report.

Hopefully someone will listen because debris basins are not a sound long term solution.

Thank you for allowing me to comment on this issue,

Keith Zandona
PO Box 60021
Santa Barbara, CA 93160



Commenter: Keith Zandona, P.O. Box 60021, Santa Barbara, California

Date: June 14, 2020

Response:

Beach disposal of materials excavated from the project site during construction and routine maintenance activities is not proposed. Beach impacts discussed in this comment were the result of emergency disposal of debris and sediment generated since the January 2018 debris flow.



The voice of our community

2020 Officers:
Megan Orloff
President

Peter van Duinwyk
1st Vice President

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Santa Barbara, CA 93108

P.O. Box 5278
Santa Barbara, CA 93150
Tel: (805) 969-2026
info@montecitoassociation.org
www.montecitoassociation.org

June 17, 2020

Santa Barbara County Flood Control District
130 East Victoria Street, Suite 200
Santa Barbara, CA 93101

Attn: Andrew Raaf

Project: Draft EIR Randall Road Debris Basin SCH# 22019029104

Dear Mr. Raaf,

The Montecito Association (MA) values its partnership with Santa Barbara County Flood Control District (SBCFCD) and your participation in our Montecito Land Use Committee (MLUC) meetings. Following is a list of comments from the June 2, 2020 MLUC meeting. As you know, the MA represents households potentially impacted by the construction of an enlarged debris basin detailed in the above referenced project.

The MA acknowledges great efforts have been taken to ensure the safety of the community from future flood events and potential debris flows. This project represents healing a deep wound. It may well be characterized as the creation of a sacred space, while being a vital engineering achievement.

MA Requests EIR Section on Project's Beneficial Effects (page 1-3)

1.

1. The debris basin covers 8+ acres
2. The basin will quickly develop into a riparian area
3. There is potential for future debris flows
4. Trails and easy access from East Valley Road will attract residents

Therefore, the EIR should include a plan stating:

2.

- a) The basin should, at all times, be fully and functionally maintained
- b) The riparian area must be preserved, allowing:
- c) Ongoing access and use of trails by residents.

4.1 Aesthetics/Visual Resources

The Draft EIR describes the degradation of the scenic quality of public views from East Valley Road which is of high scenic value in the Montecito Community Plan. However the report's conclusion is, "Due to existing low to moderate scenic quality of the site, project-related degradation of scenic quality would not be substantial and considered a less than significant impact to the visual resources of this primary view corridor (Class III)."

As designed, the Randall Road Debris Basin will be a surprise to many of the Montecito residents travelling on East Valley Road several times a day. About 97,000 cubic yards of earth material would be excavated. The entire basin site will be approximately 9.2 acres, with 3.2 acres constituting the subgrade elevation creating a sunken catchment area for debris adjacent to San Ysidro Creek. The bottom of the debris basin will be from 5 to 20 feet below existing grade and East Valley Road will not be landscaped as the slopes leading up to existing grade will be. The proposal to mitigate the impact of the construction site involves the creation of an eight-foot landscaped berm that would be between East Valley Road and the basin. That would create an elevation change of 13 to 28 feet from the top of the berm to the elevation of the catchment area.

The impact described and the Class III finding should be revised to either Class I for the permanent degradation of the scenic quality of public views from East Valley Road; or, Class II with mitigation measures of substantial landscaping that provides a community benefit of riparian habitat. While the SBCFCD is not required to seek Montecito Board of Architectural Review (MBAR) approval, the MA requests that MBAR perform courtesy reviews of proposed plans for landscape restoration, as required by the Habitat Restoration Plan, proposed as a biological mitigation measure.

4.2 Air Quality/Greenhouse Gas Emissions

The project will result in large amounts of fugitive dust, also known as particulate matter from 97,000 cubic yards of grading (page 2-4). The proposed mitigation of watering down the site, would partially mitigate dust, however PM10 would appear to be a potentially significant health impact over an estimated 8-month construction period.

4.3 Biological Resources

Andrew Raaf mentioned both at this EIR's public hearing and in a prior meeting with MLUC that SBCFCD proposes to remove all vegetation that could potentially be used for nesting birds, outside the nesting season. At the June 2nd MLUC meeting, Mr. Fayram mentioned removal of mature trees is not required for effective flood control management. In Santa Barbara County, oak trees are protected. Because this site has the potential to be a wildlife and riparian asset to the community, the MLUC recommends that mature oak trees remain onsite where possible.

4.7 Noise and Vibration

The impact discussion accurately describes that the noise during construction and routine maintenance will exceed noise thresholds at surrounding residences. Jon Frye, engineer, mentioned that 7:30 a.m. would be an acceptable start time for construction.

4.9 Transportation/Traffic

At the June 2nd MLUC meeting a Caltrans press release was made available on the proposed repair of Hwy 192 from damage caused by 2018 debris flow truck traffic. The MLUC is concerned that the approximate 7,200

truck loads associated with the proposed project will similarly damage Hwy 192. When MLUC committee members asked whether SBCFCD would commit to repairing local roads post-construction, Tom Fayram said SBCFCD would repair County roads, but he could not speak for Caltrans. MLUC would like to see more coordination between SBCFCD and County Public Works (Roads Division) with Caltrans.

8.

The cumulative traffic analysis in section 4.9.2.3 (page 4.9-5), states the truck traffic “incrementally contributes to traffic congestion, and the contribution may be cumulatively considerable” meaning truck traffic has the potential to be significant, requiring additional mitigation.

9.

Caltrans mitigation: “Construction Contract Standards” – enforced by Traffic Operations. Caltrans engineers will look at vehicle flow to help determine when construction trucks can leave site to access Highway 101

6.0 Alternatives

An Alternative that identifies a temporary debris removal storage area in Montecito would “mitigate through avoidance” traffic trips through Montecito to Highway 101. A timeline of when roadway projects may occur in order to avoid impacts would be helpful. These projects may have the potential to use fill dirt during construction.

South Coast Highway 101 HOV Lanes Project

Sheffield bridge reconstruction

Olive Mill roundabout

San Ysidro roundabout

Other projects proposed in Montecito (MBAR project at 1144 Alston Road includes 1,105 cubic yards of import)

10.

The MA does not want to delay this important project. While planning for the Randall Road Debris Basin, we cannot forget the death and destruction that occurred the morning of January 9, 2018. History has shown destruction of homes along San Ysidro Creek in the past and, unfortunately, this is very likely to happen again. We believe that SBCFCD will have time to address our concerns as the project proceeds through property acquisitions.

See Attachment 1 which contains a list of items for Padre Associates, Inc. to consider in revising the DEIR. Attachment 2 has photographs of the project site.

Thank you for considering our comments,



Dorinne Lee Johnson
Montecito Land Use Chair



Megan Orloff
Montecito Association Board President

ATTACHMENT 1

Additional Comments on Draft EIR Randall Road Debris Basin SCH# 22019029104

Submitted by Montecito Land Use Committee

June 9, 2020

The Montecito Association thanks Mr. Tom Fayram and staff at SBCFCD along with Padre Associates for their work on the Randall Road Debris Basin project. The work was made even more challenging during the Covid-19 pandemic. The MA has provided these comments to further our shared goal of conducting flood control activities implementing the least environmentally damaging methods.

Consistent with the policy detailed in the Montecito Community Plan (MPC), the MA supports the Santa Barbara County Flood Control District (SBCFCD):

“(MCP) FD.M-4.1 Flood control activities shall protect lives and property while being conducted according to the least environmentally damaging methods.”

The following comments are directed to the County-approved EIR preparer, Padre Associates, Inc.

Where in the revised EIR document did you address the points brought up in the MA letter of March 13, 2019 in response to NOP? 11.

Project Description

Section 1.10 (Page 1-6) states that the EIR will be sufficient to replace a Mitigation Reporting & Monitoring Plan (MRMP). The Montecito community should have a MRMP in a separate report to review. 12.

2.2.2. (Page 2-10) Environmentally Superior Alternative

The environmentally superior alternative should be identified as the project with all conditions and mitigation measures specified in the DEIR. 13.

:

ATTACHMENT 2



San Ysidro Creek



San Ysidro Creek looking northwest



East Valley Road Bridge across San Ysidro Creek



Commenter: Dorinne Johnson and Megan Orloff, Montecito Association

Date: June 17, 2020

Response:

1. Table 2-3 of the Draft EIR provides a summary of beneficial impacts of the project. The four items listed in this comment are not beneficial environmental effects of the project.
2. As stated in Section 3.5 of the Draft EIR, the proposed debris basin will be included in the District's Debris Basin Maintenance Program. The proposed project would provide and maintain a riparian area along San Ysidro Creek (see Creekside Planting Area in Figure 3-3). However, required channel maintenance may periodically affect this area. In addition, native vegetation would be allowed to recolonize the basin bottom between maintenance events. Randall Road would be closed to vehicular access except for maintenance and utility service, and the road repurposed as a public trail. Public access or trails is not proposed within the debris basin facility.
3. Section 4.1.1.2 of the Draft EIR acknowledged East Valley Road has a high level of scenic value. **Impact AES-2** is considered less than significant primarily because the proposed landscaped berm would block virtually all public views of the site from East Valley Road. As required by the State CEQA Guidelines, the aesthetics impact analysis compared post-construction conditions to the environmental baseline to determine significance. The environmental baseline reflects existing low to moderate scenic quality. The proposed project includes a berm to screen views and landscaping/restoration (see Figure 3-3 of the EIR) to avoid significant post-construction aesthetics impacts. Aesthetics impacts during construction (see **Impact AES-1**) were considered significant (Class II) which would be mitigated through screening until the berm along East Valley Road was constructed and landscaped.
4. As noted, the project is not subject to review by the Montecito Board of Architectural Review. In any case, the purpose of the proposed restoration plan is to provide wildlife habitat and should not be treated as traditional landscaping subject to architectural review.
5. Fugitive dust (PM₁₀) generated by construction activities was found to be less than significant due to the lack of thresholds for short-term impacts. However, fugitive dust reduction measures listed under mitigation measure **MM AQ-1** would be implemented during construction.
6. Due to the extensive amount of excavation required to construct the debris basin, removal of oak trees within the basin footprint cannot be avoided (see **Impact BIO-3**). However, mature oak trees adjacent to areas affected by construction-related earthwork would be protected in place. Oak trees that colonize the bottom of the debris basin following construction would be left in place when they do not substantially affect basin function and maintenance. Note that oak trees would be planted and maintained on the basin slopes as part of the proposed restoration plan (see Section 3.3.4 of the EIR).



7. The construction hours limitation provided in mitigation measures **MM N-1** and **MM N-2** are taken from Development Standard N-M-1.1.1 of the Montecito Community Plan, and prohibits work on weekends and State holidays. With full implementation of mitigation measures provided, noise impacts would be less than significant, including rock crushing and blasting. Vibration impacts were found to be less than significant based on a project-specific assessment using the Caltrans Transportation and Construction Vibration Guidance Manual. A 7 a.m. start time for construction is needed to minimize the duration of construction activities and the period of noise impacts on local residents.
8. Based on the State CEQA Guidelines and the County's Environmental Thresholds and Guidelines Manual, physical damage to roadways is not an environmental impact to be addressed under CEQA. This issue may be addressed through contract provisions with the construction contractor and an encroachment permit with Caltrans.
9. The County has no control over traffic operations on U.S. Highway 101 and is not subject to Caltrans contract provisions. In any case, mitigation measure **MM T-1** provided in the Draft EIR is adequate to avoid significant traffic congestion.
10. As discussed in Section 3.5.2, sediment removed during routine maintenance would be offered to contractors for use at local construction sites. A temporary storage site for earth materials removed from the project site is not available nearby and use of such a site would likely result in additional environmental impacts. Use of a temporary storage site is likely to increase truck trips through Montecito as trucks would need to transport materials to the site, with a second trip to transport it to the end user.
11. Although the Montecito Association is not a responsible agency, the issues raised in the May 13, 2019 letter responding to the Notice of Preparation were addressed in the Draft EIR, including an analysis of haul routes, traffic volumes, beneficial impacts and replacement of residences under the No Project Alternative.
12. The discussion under each mitigation measure in the Draft EIR meets the requirements of Section 15097(a) of the State CEQA Guidelines with regard to monitoring and reporting requirements. The District may consider preparing a more formal mitigation and monitoring program to facilitate recordkeeping.
13. Section 2.4 has been clarified in the Final EIR to note that proposed project (as mitigated) is the environmentally superior alternative. As the proposed project is the only feasible alternative, this issue is not really relevant.

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/



*Making Conservation
a California Way of Life.*

June 19, 2020

SB-192-9.53
SCH# 2019029104

Andrew Raaf
Santa Barbara County Flood Control District
130 E. Victoria St, Ste. 200
Santa Barbara, CA 93101

**COMMENTS FOR THE DRAFT ENVIRONMENT IMPACT REPORT (EIR) FOR THE RANDALL
ROAD DEBRIS BASIN PROJECT**

Dear Mr. Raaf:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the Draft Environmental Impact Report (EIR) for the Randall Road Debris Basin Project. The Project proposes to construct a new debris basin and associated flood-control facility along San Ysidro Creek channel to reduce potential flooding and debris flow impacts at SR 192 and downstream infrastructures and properties. Caltrans has reviewed the project and offers the following comments.

The Project's proposed daily construction traffic will be accessing Hwy 101 in the area of a scheduled Caltrans construction project, we request continued coordination including with Caltrans Project Management.

Caltrans has received preliminary grading plans for review, please include grading plans in the EIR as well as providing the final grading plans to Caltrans Hydraulics for review.

We look forward to continued coordination with the County on this project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 835-6555 or ingrid.mcroberts@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Ingrid McRoberts".

Ingrid McRoberts
Development Review Coordinator
District 5, LD-IGR South Branch

Attachments

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
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SAN LUIS OBISPO, CA 93401-5415
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Making Conservation
a California Way of Life.

March 20, 2019

SB-192-9.53
SCH# 2019029104

Andrew Raaf
Santa Barbara County Flood Control District
130 E. Victoria St, Ste. 200
Santa Barbara, CA 93101

**COMMENTS FOR THE NOTICE OF PREPARATION (NOP) OF THE DRAFT
ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE RANDALL ROAD DEBRIS
BASIN PROJECT**

Dear Mr. Raaf:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the Notice of Preparation (NOP) of the draft Environmental Impact Report (EIR) for the Randall Road Debris Basin Project. The Project proposes to construct a new debris basin and associated flood-control facility along San Ysidro Creek channel to reduce potential flooding and debris flow impacts at SR 192 and downstream infrastructures and properties. Caltrans has reviewed the project and offers the following comments.

Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate inter-regional and local travel.

Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.

Encroachment Permits:

1. The NOP did not indicate direct access to SR 192 from the project would be needed, however should access be necessary, please be aware that any work within the State's right-of-way will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. All Encroachment permits to the County will be fee-exempt. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our

Encroachment Permit Website at: <http://www.dot.ca.gov/trafficops/ep/index.html>. Attached please find an Encroachment Permit Application.

1. Please refer to Chapter 17 of the Project Development Procedures Manual (PDPM) regarding existing and proposed manholes and piping located within or adjacent to the Caltrans right of way. <http://www.dot.ca.gov/design/manuals/pdpm/chapter/chapt17.pdf>.

Plans shall be prepared by a Registered Civil Engineer and shall have a pre-submittal meeting with the District Permit Engineer prior to application, as necessary, due to the complexity of the proposed project. Engineering plan details may be found under "Applications/Forms" at <http://www.dot.ca.gov/trafficops/ep/>. Attached please find the Plan Set guidelines.

Hydraulics:

2. Caltrans is concerned with the flow coming into the San Ysidro Creek Bridge on State Route 192, which may have an effect on the structure. We would like to review any data you may have regarding the effect of the flow coming up to, and under the structure.

Further, the proposed basin should not increase water surface elevations or flow velocities or create channel degradation at the SR 192 bridge structure. Encroachment Permits will not be approved until hydraulic plans have been approved.

We look forward to continued coordination with the County on this project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3131 or ingrid.mcroberts@dot.ca.gov.

Sincerely,



Ingrid McRoberts
Development Review Coordinator
District 5, LD-IGR South Branch

Attachments

McRoberts, Ingrid@DOT

From: McRoberts, Ingrid@DOT
Sent: Monday, March 16, 2020 4:45 PM
To: crystal.huerta@usace.army.mil
Subject: Comments_Randall Road Debris Basin_Application for Permit_SB-192-9.53
Attachments: Randall Road Debris Basin_Comment letter.pdf; EP Application.pdf

Hello Ms. Huerta,

Thank you for the opportunity to review and comment on the US Army Corps of Engineers - Public Notice of Permit for the Randall Road Debris Basin Project. Caltrans previously commented on the Randall Road Project Notice of Preparation of the Draft Environmental Impact Report (EIR). Please see the attached comment letter dated March 20, 2019 and attachment.

At this time we have no additional comments on the Randall Road Project, please refer to the attached letter which continues to stand.

We look forward to continued coordination with the Army Corp of Engineers on this project. If you have any questions please let me know.

Thank you,
Ingrid McRoberts
Associate Transportation Planner
IGR-Santa Barbara County
District 5 ATP Project Lead
Caltrans, District 5
(805) 549-3131

STANDARD ENCROACHMENT PERMIT APPLICATION

TR-0100 (REV 12/2018)

Complete ALL fields, write "N/A" if not applicable. Type or print clearly.

This application is not complete until all requirements have been approved.

Permission is requested to encroach on the State Highway right-of-way as follows:

1. COUNTY		2. ROUTE	3. POST MILE
4. ADDRESS OR STREET NAME		5. CITY	
6. CROSS STREET (Distance and direction from project site)			
7. WORK TO BE PERFORMED BY <input type="checkbox"/> APPLICANT <input type="checkbox"/> CONTRACTOR		8. IS THIS APPLICATION FOR THE CONTRACTOR'S (DOUBLE) PERMIT? <input type="checkbox"/> NO <input type="checkbox"/> YES. If "YES", provide the Parent Permit Number	
9. ESTIMATE START DATE		10. ESTIMATED COMPLETION DATE	
11. ESTIMATED NUMBER OF WORKING DAYS WITHIN STATE HIGHWAY RIGHT-OF-WAY			
12. ESTIMATED CONSTRUCTION COSTS WITHIN STATE HIGHWAY RIGHT-OF-WAY			
13. HAS THE PROJECT BEEN REVIEWED BY ANOTHER CALTRANS BRANCH? <input type="checkbox"/> NO <input type="checkbox"/> YES. If "YES", which branch?			
14. FUNDING SOURCE(S) <input type="checkbox"/> FEDERAL <input type="checkbox"/> STATE <input type="checkbox"/> LOCAL <input type="checkbox"/> PRIVATE <input type="checkbox"/> SB 1 (ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017)			
15. CALTRANS PROJECT CODE (ID)		16. APPLICANT'S REFERENCE / UTILITY WORK ORDER NUMBER	
17. DESCRIBE WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT-OF-WAY Attach 6 complete sets of plans (folded to 8.5" x 11") and any applicable specifications, calculations, maps, traffic control plans, etc.			

18 (a). PORTION OF STATE HIGHWAY RIGHT-OF-WAY WHERE WORK IS BEING PROPOSED (check all that apply)					
<input type="checkbox"/> Traffic lane	<input type="checkbox"/> Shoulder	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Median	<input type="checkbox"/> At or near an intersection	<input type="checkbox"/> Mobile work
<input type="checkbox"/> Outside of the shoulder, _____ feet from edge of pavement <input type="checkbox"/> Other _____					
18 (b). PROPOSED TRAFFIC CONTROL PLANS AND METHOD					
<input type="checkbox"/> No traffic control needed <input type="checkbox"/> State Standard Plans (T-Sheets) # _____					
<input type="checkbox"/> Project specific Traffic Control Plans included <input type="checkbox"/> To be submitted by contractor					
19. EXCAVATION	MAX. DEPTH (in)	MIN. DEPTH (in)	AVG. WIDTH (in)	LENGTH (ft)	SURFACE TYPE (e.g. Asphalt, concrete, soil, etc.)
20. PIPES	PRODUCT BEING TRANSPORTED		CARRIER PIPE DIAMETER _____ (in.) MATERIAL _____		CASING PIPE DIAMETER _____ (in.) MATERIAL _____
PROPOSED INSTALLATION METHOD (e.g. HDD, Bore & Jack, Open Cut, etc.)					VOLTAGE / PSIG
DOES THE PROPOSED PROJECT INVOLVE THE REPLACEMENT AND/OR ABANDONMENT OF AN EXISTING FACILITY? <input type="checkbox"/> NO <input type="checkbox"/> YES. If "YES", provide a description					
21. IS A CITY, COUNTY OR OTHER PUBLIC AGENCY INVOLVED IN THE APPROVAL OF THIS PROJECT?					
<input type="checkbox"/> YES (if "YES", check the type of project AND attach the environmental documentation and conditions of approval)					
<input type="checkbox"/> COMMERCIAL DEVELOPMENT <input type="checkbox"/> BUILDING <input type="checkbox"/> GRADING <input type="checkbox"/> OTHER _____					
<input type="checkbox"/> CATEGORICALLY EXEMPT <input type="checkbox"/> NEGATIVE DECLARATION <input type="checkbox"/> ENVIRONMENTAL IMPACT REPORT <input type="checkbox"/> OTHER _____					
<input type="checkbox"/> NO (if "NO", check the category below which best describes the project AND answer questions A-K on page 2)					
<input type="checkbox"/> DRIVEWAY OR ROAD APPROACH, RECONSTRUCTION, MAINTENANCE OR RESURFACING			<input type="checkbox"/> FENCE <input type="checkbox"/> EROSION CONTROL		
<input type="checkbox"/> PUBLIC UTILITY MODIFICATION, EXTENSIONS, HOOKUPS			<input type="checkbox"/> MAILBOX <input type="checkbox"/> LANDSCAPING		
<input type="checkbox"/> FLAGS, SIGNS, BANNERS, DECORATIONS, PARADES AND CELEBRATIONS			<input type="checkbox"/> OTHER _____		

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TRACKING NO. _____

The following questions must be answered when a City, County or other public agency IS NOT involved in the approval of this project.

Your answers to these questions will assist Caltrans staff in identifying any physical, biological, social or economic resources that may be affected by your proposed project within State Highway right-of-way and to determine which type of environmental studies may be required to approve your application for an encroachment permit. It is the applicant's responsibility for the production of all required environmental documentation and supporting studies and in some cases this may be costly and time consuming. If possible, attach photographs of the location of the proposed project. Answer these questions to the best of your ability. Provide a description of any "YES" answers (type, name, number, etc.).

A. Will any existing vegetation and/or landscaping within State Highway right-of-way be disturbed?

B. Are there waterways (e.g. river, creek, pond, natural pool or dry streambed) adjacent to or within the limits of the proposed project?

C. Is the proposed project located within five miles of the coast line?

D. Will the proposed project generate construction noise levels greater than 86 decibels (dBA) (e.g. Jack-hammering, pile driving)?

E. Will the proposed project incorporate land from a public park, recreation area or wildlife refuge open to the public?

F. Are there any recreational trails or paths within the limits of the proposed project?

G. Will the proposed project impact any structures, buildings, rail lines or bridges within State Highway right-of-way?

H. Will the proposed project impact access to any businesses or residences?

I. Will the proposed project impact any existing public utilities or public services?

J. Will the proposed project impact any existing pedestrian facilities, such as sidewalks, crosswalks or overcrossings?

K. Will new lighting be constructed within or adjacent to State Highway right-of-way?

22. Will the proposed project cause a substantial change in the significance of a historical resource (45 years or older), or cultural resource? ☐ YES ☐ NO (if "YES", provide a description)

23. Will the proposed project be on an existing State Highway or street where the activity involves removal of a scenic resource? (e.g. A significant tree or stand of trees, a rock outcropping or a historic building) ☐ YES ☐ NO (if "YES", provide a description)

24. Is work being done on the applicant's property in addition to State Highway right-of-way? ☐ YES ☐ NO
(If "YES", attach 6 complete sets of site and grading plans)

25. Will the proposed project require the disturbance of soil? ☐ YES ☐ NO
If "YES", estimate the area of disturbed soil within State Highway right-of-way in acres: _____
and estimate the area of disturbed soil outside State Highway right-of-way in acres: _____

26. Will the proposed project require dewatering? ☐ YES ☐ NO
If "YES", estimate Total gallons AND gallons/month. _____ (Total gallons) AND _____ (gallons/month)
SOURCE*: ☐ STORMWATER ☐ NON-STORMWATER
(*See Caltrans SWMP for definition of non-storm water discharge: <http://www.dot.ca.gov/env/stormwater/>)

27. How will any storm water or ground water be disposed?
☐ Storm Drain System ☐ Combined Sewer / Stormwater System ☐ Stormwater Retention Basin ☐ N/A
☐ Other (explain) _____

STANDARD ENCROACHMENT PERMIT APPLICATION

TR-0100 (REV 12/2018)

TRACKING NO.

READ THE FOLLOWING CLAUSES PRIOR TO SIGNING THIS ENCROACHMENT PERMIT APPLICATION.

The applicant's submission of this application to the California Department of Transportation constitutes the applicant's agreement and representation that the work or other activity contemplated by the encroachment permit application shall comply with all applicable standards, specifications, policies, requirements, conditions, and regulations of the California Department of Transportation, and the applicant understands the application may be denied if there is non-compliance with any of the above. An exception process exists and may result in approval of a non-compliant encroachment, in the discretion of the California Department of Transportation, but the exception process may require additional time to complete. The applicant understands and agrees all work or other activity contemplated by the encroachment permit application is subject to inspection and oversight by the California Department of Transportation. The applicant understands and agrees encroachment permit fees must still be paid if an application is withdrawn or denied. The applicant understands a denial may be appealed, in accordance with California Streets and Highways Code, Section 671.5, and the related regulations found in California Code of Regulations, Title 21, Division 2, Chapter 8, Article 2.

The applicant understands and agrees that immediately upon issuance of the encroachment permit the applicant is bound by, subject to, and must comply with the "Encroachment Permit General Provisions" (TR-0045), "Stormwater Special Provisions" (TR-0400) and any other applicable Special Provisions and Conditions of the encroachment permit. The "Encroachment Permit General Provisions" (TR-0045), and the Stormwater Special Provisions (TR-0400) are available at: [http://www.dot.ca.gov/trafficops/ep/docs/Appendix_K_\(WEB\).pdf](http://www.dot.ca.gov/trafficops/ep/docs/Appendix_K_(WEB).pdf). If a paper copy is needed of the "Encroachment Permit General Provisions" (TR-0045) and/or "Stormwater Special Provisions" (TR-0400), please contact the District Office of Encroachment Permits. Their contact information is available at: [http://www.dot.ca.gov/trafficops/ep/docs/Appendix_G_\(WEB\).pdf](http://www.dot.ca.gov/trafficops/ep/docs/Appendix_G_(WEB).pdf). The "Encroachment Permit General Provisions" (TR-0045) and any other applicable Special Provisions and Conditions will be provided as part of the encroachment permit. Information about Stormwater requirements is available at the Internet address: <http://www.dot.ca.gov/hq/construc/stormwater/>.

The applicant understands an encroachment permit may be denied, revoked, and/or a bond may be required, for non-payment of prior or present encroachment permit fees. An encroachment permit is not a property right and does not transfer with the property to a new owner. Each of the persons purporting to execute this application on behalf of the applicant and/or on behalf of the applicant's authorized agent or engineer represents and warrants such person has full and complete legal authority to do so and to thereby bind applicant to the terms and conditions herein and to the terms and/or conditions of the encroachment permit. Applicant understands and agrees this application may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Executed copies of this application and/or its counterparts may be reproduced and/or exchanged by copy machine, mailing, facsimile, or electronic means (such as e-mail), and such copies shall be deemed to be effective as originals.

28. NAME OF APPLICANT (Project or Property Owner or Organization)

ADDRESS OF APPLICANT (Include City, State and Zip Code)

E-MAIL ADDRESS

PHONE NUMBER

FAX NUMBER

29. NAME OF AUTHORIZED AGENT / ENGINEER

(A "Letter of Authorization" is required if different from #28)

IS A LETTER OF
AUTHORIZATION ATTACHED?☐ YES ☐ NO

ADDRESS OF AUTHORIZED AGENT / ENGINEER (Include City, State and Zip Code)

E-MAIL ADDRESS

PHONE NUMBER

FAX NUMBER

30. NAME OF BILLING CONTACT (Same as #28 ☐ Same as #29 ☐

BILLING ADDRESS WHERE INVOICE(S) IS / ARE TO BE MAILED (Include City, State and Zip Code)

E-MAIL ADDRESS

PHONE NUMBER

FAX NUMBER

* I hereby certify under penalty of perjury under the laws of the State of California that the information in this application and any document submitted with or in support of this application are true and correct to the best of my knowledge and belief, and that copies of any documents submitted with or in support of this application are true and correct copies of unaltered original documents. I further understand that if I have provided information that is false, intentionally incomplete, or misleading I may be charged with a crime and subjected to fine or imprisonment, or both fine and imprisonment. (Penal Code Section 72)

31. SIGNATURE OF APPLICANT OR AUTHORIZED AGENT*

32. PRINT OR TYPE NAME

33. TITLE

34. DATE

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INSTRUCTIONS

Complete ALL fields, write "N/A" if not applicable. Type or print clearly. All dimensions must be in U.S. Customary (English) units.

Print your application single sided and submit all of the required attachments (See Section VII A&B of the "Encroachment Permit Application Guide Booklet" found at: http://www.dot.ca.gov/trafficops/ep/docs/EP_Application_Guide_Booklet.pdf).

1. County (e.g. Fresno, San Francisco, Los Angeles, etc.)
2. State Highway Route Number (e.g. I-5, SR-99, etc.)
3. Highway Postmile: (location of work, see <https://postmile.dot.ca.gov/>)
If unable to determine, contact the appropriate District Encroachment Permits Office for assistance at: [http://www.dot.ca.gov/trafficops/ep/docs/Appendix_G_\(WEB\).pdf](http://www.dot.ca.gov/trafficops/ep/docs/Appendix_G_(WEB).pdf)
4. Address of project site (if the property has a physical address with a Number and Street/Road Name)
5. City (e.g. Sacramento, Redding, Irvine, etc.)
6. Distance and the direction from the nearest cross street to the project site (e.g. 500 ft. north of "C" Street).
7. Indicate whether the work will be performed by the applicant (your own forces) or by a contractor.
8. Indicate if you are applying for a "Contractor's (Double) Permit" and provide the "Parent Permit Number".
9. Estimated start date for the proposed work. (Allow a minimum of 60 calendar days from the submittal date of your application for processing)
10. Estimated completion date for the proposed work.
11. Estimated number of working days within State Highway right-of-way.
12. Estimated construction costs for all work to be done within State Highway right-of-way.
13. Has another Caltrans' branch seen or reviewed your project? Which branch? (e.g. Design, Project Management, Right-of-Way, Environmental, etc.)
14. Identify funding source(s) for the proposed work.
15. Caltrans' Project Code (ID) if this is a State project, capital project, or joint venture project.
16. Your company's reference number or utility work order number for this project.
17. Describe the proposed work to be done entirely. If applicable, attach six (6) complete sets of FOLDED plans (folded 8-½" X 11") and any applicable specifications, calculations, maps, etc.
18. (a) Identify portion(s) of State right-of-way where work will occur and (b) proposed traffic control plans to be used if any.
19. Maximum and minimum depth, average width, and length of the excavation area. Existing surface type (e.g. Asphalt, concrete, soil, etc.)
20. Product being transported (e.g. water, natural gas, etc.)
Carrier pipe, diameter (inches) and material (e.g. Steel, HDPE, etc.)
Casing pipe (if any), diameter and material Proposed installation method, Voltage of electrical current or pressure of liquid or gas.
21. Check "YES", if you are getting a permit or approval from another agency (City, County, etc.), and an environmental determination has been made. Then check the Categorically Exempt, Negative Declaration, Environmental Impact Report box or Other if one has been prepared. Attach a copy of the approved document and a copy of the Notice of Determination. Skip questions A-K on page 2 of the application.

If you checked "NO", check the box of the appropriate type of work to be done, or check "other" and fill in the type of work to be done. Also answer questions A-K on page 2 of the application.
22. A Historical Resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that has historical or archaeological significance, or significance in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.
23. In this context a Scenic Resource includes, but is not limited to, trees that display outstanding features of form or age; unique, massive rock formations; historic buildings that are rare examples of their period, style, design, or which have special architectural features and details of importance.
24. Is there any work being done on the applicant's property?
25. Indicate if the proposed project will require the disturbance of soil. If "YES," estimate the area within AND outside of State Highway right-of-way in acres.
26. Indicate if the proposed project will require dewatering. If "YES," estimate volume in total gallons AND gallons per month. Also indicate the source: Stormwater or Non-Stormwater (see Caltrans Stormwater Management Plan for definitions of non-stormwater discharge at: <http://www.dot.ca.gov/hq/env/stormwater/>).
27. Indicate how any stormwater or ground water will be disposed of from or near the limits of the proposed project.
28. Name of the applicant or organization applying for the permit. List the mailing address, e-mail address, phone and fax numbers.
29. Name of the authorized agent or engineer acting on behalf of the applicant or organization. Attach a letter of authorization signed by the applicant or organization. List the mailing address, e-mail address, phone and fax numbers.
30. Name of the billing contact. List the mailing address where invoices are to be mailed, email address, phone and fax numbers.
31. Signature of the applicant or applicant's authorized agent.
32. Name of the applicant or applicant's authorized agent.
33. Title (owner, president, etc.) of the applicant or applicant's authorized agent.
34. Date of the signature.



Commenter: Ingrid McRoberts, California Department of Transportation

Date: June 19, 2020

Response:

1. An encroachment permit would be obtained for any construction work within the State right-of-way along State Route 192.
2. As indicated in the 30% Hydrology and Hydraulics Study Report prepared for the proposed project, the water surface elevation generated by a 100-year storm event would increase by 0.3 feet following debris basin construction at the nearest analysis cross-section to the State Route 192 bridge (20.5 feet upstream). Storm flow velocity generated by a 100-year storm event would be decreased by 2.1 feet per second following debris basin construction at this same location. The existing bridge has sufficient freeboard to accommodate any project-related changes in water surface elevation. This Study Report will be provided for Caltrans review.



air pollution control district
SANTA BARBARA COUNTY

June 19, 2020

Andrew Raaf, Senior Engineering Environmental Planner
County of Santa Barbara Flood Control District
130 East Victoria Street, Suite 200
Santa Barbara, CA 93101

Re: Santa Barbara County Air Pollution Control District Comments on the Draft Environmental Impact Report for Randall Road Debris Basin Project, SCH NO. 2019029104

Dear Andrew Raaf:

The Santa Barbara County Air Pollution Control District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the reference project, which consists of the construction of a new debris basin and associated flood-control facilities along San Ysidro Creek channel in Montecito. The project will include excavation to widen and deepen the property adjacent to the creek channel. A spillway or diverter structure into the channel to divert high storm flows and/or large debris into the basin will be added. Appurtenant structures such as retaining walls, access ramps, fencing, debris racks, grading, landscaping, walking trail, and vehicle parking are also proposed. Periodic excavation will be required to maintain the site, and to prepare for as well as respond to storms and debris flows. Operation and maintenance would involve heavy equipment, truck trips to transport sediment after major storm events, seasonal maintenance, concrete repairs, culvert repairs, vegetation trimming and removal, and related facility maintenance. The project will take place on Randall Road north of Highway 192 within the unincorporated community of Montecito.

Additional description of construction activities: About 97,000 cubic yards of earth material would be excavated to construct the debris basin, with a portion re-used on-site to reconfigure the streambed and banks, line the lower slopes of the debris basin with rock, and construct access ramps and surface access roads. However, most of this material would be trucked off-site following any required sorting and rock crushing. Export of excess earth material would be conducted in about 60 to 90 working days. It is estimated that the maximum number of truck round trips for earth material export and construction activities would be 150 per day, with an average of less than 100 truck trips per day. Equipment to be used may include dozers, excavators, wheeled loaders, scrapers, backhoes, rock crusher, conveyor belts, generator, heavy-duty trucks (dump trucks and/or demolition trucks) and water trucks. Processing of any large boulders would focus on use of an excavator-mounted demolition breaker; however, blasting may be required. Staging and storage of materials (including earth materials to be exported) and equipment would be conducted within the project site and within the District-owned parcel (APN 007-181-010) just south of East Valley Road.

Additional description of routine maintenance: It is anticipated that less than 25,000 cubic yards of sediment and debris would be removed in a typical maintenance event, completed in approximately 20-40 working days between August and December. It is anticipated that desilting would occur about every four to seven years but could occur several times in one year following a major fire in the watershed

Aeron Arlin Genet, Air Pollution Control Officer

and/or intense storm seasons. The maximum number of truck round trips for sediment/debris export would be about 50 per day.

Air Pollution Control District staff offers the following comments on the DEIR:

1. **Section 4.2 Air Quality/Greenhouse Gas Emissions, 4.2.1.7 Sensitive Receptors, Page 4.2-6 – 4.2-7.** Please update this discussion to identify the distance of the nearest sensitive receptor to the project site.

2. **Section 4.2 Air Quality/Greenhouse Gas Emissions, 4.2.2.2 Project-Specific Impacts, Page 4.2-13 – 4.2-17.** The County of Santa Barbara's *Environmental Thresholds and Guidelines Manual* states that the following issues should be discussed if they are applicable to the project:

- *emissions which may affect sensitive receptors (e.g. children, elderly, or acutely ill);*
- *toxic or hazardous air pollutants in amounts which may increase cancer risk for the affected population; or*
- *odor or another air quality nuisance problem impacting a considerable number of people.*

Given the project's proposed activities and equipment (operation of heavy-duty diesel equipment and excavation and crushing of materials), we recommend including an evaluation of the impacts listed above.

3. **Section 4.2 Air Quality/Greenhouse Gas Emissions, 4.2.2.2 Project-Specific Impacts, Impact AQ-2, Mitigation Measures, 4.2.2.4 Residual Impacts, Page 4.2-14 – 4.2-17.** As shown in Table 4.2-4, the proposed project's NO_x and PM₁₀ emissions exceed the Santa Barbara County's adopted thresholds of significance for these pollutants. The DEIR on page 4.2-17 states that, "*Implementation of the above mitigation measures [MM AQ-1] would reduce air quality impacts of the proposed project to a level of less than significant.*" The DEIR should demonstrate how the proposed mitigation measure (MM AQ-1) reduces the potentially significant air quality impacts of this project to below significance. In particular, it is unclear how the proposed mitigation would reduce the project's potentially significant NO_x emissions. The EIR should also include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigations and establishes a mechanism for enforcement.

For additional mitigation measures that may reduce the potential impacts from the proposed project, please see Section 6 of the District's *Scope and Content of Air Quality Sections in Environmental Documents* located at www.ourair.org/land-use. In particular, to address the proposed project's potentially significant emissions of NO_x, the lead agency could require the use of diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines.

4. **Section 4.2 Air Quality/Greenhouse Gas Emissions, 4.2.2.2 Project-Specific Impacts, Table 4.2-3, Table 4.2-4, Table 4.2-5, Page 4.2-13 – 4.2-15.** Documentation to support the emission summary tables presented in the DEIR should be included in the EIR or as an appendix to the EIR.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8873 or via email at HoD@sbcapcd.org.

Sincerely,

Desmond Ho

Desmond Ho
Air Quality Specialist
Planning Division

cc: Planning Chron File



Commenter: Desmond Ho, Santa Barbara County Air Pollution Control District

Date: June 19, 2020

Response:

1. The nearest sensitive receptor is a residence located 60 feet west of the project site at 1662 East Valley Road. This information has been added to the air quality section of the EIR.
2. Criteria pollutant emissions that would affect sensitive receptors are identified in Table 4.2-3 and 4.2-4 of the Draft EIR. As discussed in Section 4.2.1.8 of the Draft EIR, particulate matter produced by the combustion of diesel fuel is considered a toxic air contaminant. A discussion of the project-related impact of this contaminant on local residents has been added to the EIR. The proposed project would not generate odors affecting a considerable number of persons, but would generate fugitive dust that may be considered a nuisance which is addressed as PM₁₀ under Impacts AQ-1 and AQ-2.
3. The standard Santa Barbara County Air Pollution Control District (APCD) measures listed under mitigation measure **MM AQ-1** in the Draft EIR would substantially reduce air pollutant emissions generated by proposed routine maintenance activities. However, at the request of the APCD, one of the APCD's recommended measures (see response to Comment 5 below) has been added to the Final EIR. Implementation of this measure (restricting engines used in heavy equipment to model year 2006 or newer) alone would reduce oxides of nitrogen and non-methane hydrocarbons by at least 38 percent (as compared to engine model years 2003 to 2005). Therefore, full implementation of mitigation measure **MM AQ-1** would reduce oxides of nitrogen emissions below the 55 pound per day threshold.
4. The discussion under each mitigation measure in the Draft EIR meets the requirements of Section 15097(a) of the State CEQA Guidelines with regard to monitoring and reporting requirements. The District may consider preparing a more formal mitigation and monitoring program to facilitate recordkeeping.
5. The requested emissions reduction measure has been included in mitigation measure **MM AQ-1** in the Final EIR:

Diesel engines used to power off-road mobile equipment to conduct routine maintenance shall be certified to meet State Tier 3 or higher emissions standards.
6. Documentation to support the air pollutant emissions data provided in the EIR is included in the District's public record.

APPENDIX A

NOTICE OF PREPARATION



Santa Barbara County Public Works Department Flood Control & Water Agency

DATE: February 14, 2019

TO: State Clearinghouse
Governor's Office of Planning and Research
PO Box 3044
Sacramento, CA 95812-3044

SUBJECT: Notice of Preparation of Environmental Impact Report

A. Notice of Preparation

Notice is hereby given that the Santa Barbara County Flood Control and Water Conservation District (Lead Agency) will prepare an Environmental Impact Report (EIR) for the proposed Randall Road Debris Basin Project (Project). The EIR will address the potential physical and environmental effects of the Project for each of the topic areas outlined in the California Environmental Quality Act (CEQA).

The District has prepared this Notice of Preparation (NOP) to provide Responsible Agencies, Trustee Agencies, and other interested parties with a description of the proposed Project and to identify potential environmental effects pursuant to CEQA requirements. Public agencies that have a role in reviewing, approving, and/or implementing the Project will need to consider the EIR during project review.

The NOP has been filed with the Clerk of the Board of Supervisors and is posted for review in the office of the Clerk (105 E. Anapamu Street, Room 407, Santa Barbara CA, 93101). The District has not prepared an Initial Study. A Lead Agency may, under CEQA, proceed directly with an EIR without preparing an Initial Study if it is clear that an EIR would be required (CEQA Guidelines Section 15060[d]). The District has made such a determination for this Project.

The EIR will be prepared according to Santa Barbara County's *Guidelines for Implementation of CEQA (2010)* and the *Environmental Thresholds and Guidelines Manual (2018)*. (Available at http://www.sbcountyplanning.org/permitting/ldpp/auth_reg/environmental_review.cfm)

B. Public Review and Comment Period

Further notice is hereby given that the District invites comments on the scope and content of the EIR in response to this NOP. Pursuant to Section 15082 of the CEQA Guidelines, this NOP will be circulated for a 30-day review period.

Due to time limited mandated by State law, responses must be received no later than 20 days after receipt of the NOP. Responses to this NOP should focus on the potentially significant environmental effects that should be addressed in the EIR, ways in which those effects might be minimized, and potential alternatives that should be addressed in the EIR. The response to the NOP, at a minimum, should identify:

Your name,
The name of your agency or organization (if applicable),
Whether the agency will be a Responsible Agency or a Trustee agency (if applicable),
Contact information.

Comments on the NOP may be submitted in writing to:

Attn: Randal Road NOP
Andrew Raaf
Santa Barbara County Flood Control District
130 East Victoria Street, Suite 200
Santa Barbara, CA 93101

C. Public Scoping Meeting

Further notice is hereby given that the District has scheduled a Public Scoping Meeting at the time and location indicated below:

Tuesday February 26th
6:00pm to 8:00pm

Planning Commission Hearing Room (Room 17)
County Engineering Building
123 East Anapamu Street
Santa Barbara, CA 93101

The purposes of the Public Scoping Meeting are to describe the proposed Project concepts and the environmental review process, and to obtain verbal comment and input on the preliminary project concepts and scope of the EIR. The District will consider comments, written and verbal, in determining the scope of the evaluation and the Project alternatives to be included in the EIR.

D. Project Description

The proposed Project involves construction of a new debris basin and associated flood-control facilities along San Ysidro Creek channel, in Montecito, CA (Figure 1).

San Ysidro Creek originates in the Santa Ynez Mountains and runs through several developed neighborhoods. The upper watershed was severely burned during the 2017-18 Thomas Fire. The devastating debris flow that followed in January 2018 resulted in damage and destruction of many properties, public infrastructure, and natural habitats in the watershed and nearby.

The area of Randall Road, near Highway 192, suffered some of the most severe damage of the disaster zone. Many homes and properties between Randall Road and San Ysidro Creek channel, as well as downstream, were destroyed beyond recognition and repair.

The proposed debris basin near Randall Road would increase debris-holding capacity and would reduce potential flooding and debris flow impacts at Highway 192 and downstream infrastructure and properties (Figure 2).

E. Proposed Project Components

Preliminary design concepts for the proposed Project include excavation to widen and deepen the property adjacent to the creek channel, upstream of the Highway 192 bridge/culvert, thus creating a catchment area to collect debris during storms and/or emergency events (Figure 3). A spillway or diverter structure may be incorporated into the channel to divert high storm flows and/or large debris into the excavated basin, while the central stream-channel would be configured as a natural creek channel through the main flow-line of San Ysidro Creek, retaining creek function and habitat similar to the surrounding watershed. Fish-passage components and natural habitat features would be incorporated as needed to protect habitat for native species.

Appurtenant structures such as retaining walls, access ramps, fencing, debris racks, grading, landscaping/screening, walking trail, and vehicle parking, are also considered as part of the project design to be evaluated in the EIR.

The project would require the purchase of several privately-owned parcels and access easements or partial acquisition of adjacent parcels.

Periodic excavation would be required to maintain the site, and to prepare for and respond to storms and debris mobilization. Operation and maintenance would include heavy equipment operations, truck trips to transport sediment after major storm events, seasonal maintenance, concrete repairs, culvert repairs, vegetation trimming and removal, and related facility maintenance, similar to the District's other debris basin sites.

F. Project Location

The project location is in Montecito, CA, north and east of the intersection of Highway 192 and Randall Road.

G. Existing Conditions

The proposed project area was severely impacted by the Thomas Fire and resulting 1/9/18 Debris Flow. The majority of the homes and infrastructure in the project area were destroyed and swept away during the disasters. Emergency response and cleanup operations are ongoing. The project area is currently mostly bare rock, boulders, and sediment, with limited resprouting vegetation in the creek channel. Some areas of undamaged vegetation remain sporadically throughout the project area. Residential properties in various stages of damage, demolition, and re-construction are present in and adjacent to the project area.

H. Potential Environmental Impacts

Based on preliminary review, the following CEQA environmental issue areas will be addressed in the EIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Hydrology and Water Quality

- Transportation/Traffic
- Biological Resources
- Geology and Soils
- Noise

Aesthetics – This impact analysis will focus on changes in public views associated with construction and operations of the Randall Road Debris basin. The proposed project may include fencing, landscaping, trees and shrubs, walking trail, and other visual components. The project area around the basin would be re-vegetated with native species. Vegetation within the basin could re-colonize and persist during interim seasons when emergency operations (such as fire response or debris flow cleanup) are not performed. The EIR will evaluate whether the project would adversely affect the visual character or quality of the project site and surroundings.

Air Quality – The project would require truck trips and heavy equipment work to excavate material and construct the facility. The EIR will describe the potential impacts and mitigation measures based on Santa Barbara County Air Pollution Control District methodologies. The EIR will assess the project's alignment with state and local plans pertaining to climate action, greenhouse gasses and climate change.

Biological Resources – Much of the project site was disturbed or damaged during the 1/9 Debris Flow and subsequent emergency response operations on public and private land. San Ysidro Creek runs through the project site and some remaining vegetation and habitat would be affected by project construction and operation. A segment of San Ysidro Creek, which is critical habitat for the endangered steelhead trout, would be reconfigured as part of the project, incorporating fish-passage components and natural habitat features to allow aquatic habitat to persist. The project area would be revegetated and re-colonized with native species, which would persist during interim seasons when emergency operations (such as fire response or debris flow cleanup) are not performed. The EIR will examine the potential for adverse effects on biological resources.

Cultural Resources – Much of the project site was previously developed residential homes, and was subsequently disturbed during the 1/9 debris flow and emergency response. The EIR will review the potential effects of the project on any historic resources and/or archaeological sites, and will include a consultation with Native American representatives.

Geology and Soils – The proposed project would involve significant excavation and grading to construct the basin. The ongoing function and operation of the debris basin would alter sediment distribution and flow patterns during storm events. The potential for soil erosion and changes in sediment transport will be assessed.

Hazards and Hazardous Materials – The potential for public exposure to hazardous materials during construction and transport will be assessed for the proposed Project. In addition, the potential for public exposure to fuels and other hydrocarbons associated with equipment will be assessed.

Hydrology and Water Quality – San Ysidro Creek runs through the project site. The proposed project would involve modification of a section of the creek and the adjacent property to create the debris basin. The ongoing function of the debris basin would change sediment distribution and flow patterns during storm events. The EIR will assess whether the project would result in

adverse effects on hydrology and water quality associated with runoff, creek flow, and flooding, using information for flood maps and flow data. The analysis will consider:

- *Changes in flood water elevations and potential flooding of adjacent properties associated with the proposed project and maintenance practices,*
- *Changes in water circulation,*
- *Potential to adversely affect beneficial uses of surface waters identified in the Central Coastal Basin Water Quality Control Plan,*
- *Potential effects on groundwater storage and recharge.*

Noise – Noise levels would increase associated with the construction of the proposed project. Ongoing operations and maintenance would involve periodic noise from trucks and heavy equipment. The EIR will analyze the potential for noise impacts from construction equipment and vehicle trips. The EIR will consider ambient noise relative to land use compatibility and sensitive receptors.

Policy Consistency Analysis - The EIR will include a policy consistency analysis to address the proposed project and ongoing operations and maintenance. The EIR will assess whether the proposed project is consistent with applicable local and regional community plans, zoning, land use policies, and regulations. Plans to be considered include the Santa Barbara County Coastal Land Use Plan, Santa Barbara County Comprehensive Plan, Energy and Climate Action Plan, Montecito Community Plan

Public Services and Recreation - The proposed project may incorporate a walking trail, landscaping, and public access for passive recreation. The EIR will consider the beneficial impacts of passive recreational use at the project area.

Transportation/Traffic - The proposed project would convert up to 8 residential parcels to non-residential land use. Randall Road, currently a dead-end street used only to access these residences, would be closed to public vehicle traffic. Randall Road would be used for vehicles and equipment during construction, and thereafter occasionally for maintenance and emergency response. The EIR will consider the potential impacts to vehicle, pedestrian, and bicycle traffic that may result from the proposed project.

Although the project is not likely to result in potentially significant environmental effects to the following CEQA issue areas, these topics will be addressed as needed:

- Population and Housing
- Mineral Resources

The EIR will examine a reasonable range of alternatives to the projects, including a No-Project Alternative.

I. Figures

See attached Figures 1, 2, 3.



PROJECT
LOCATION

Figure 1
Proposed Randall Road
Debris Basin

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

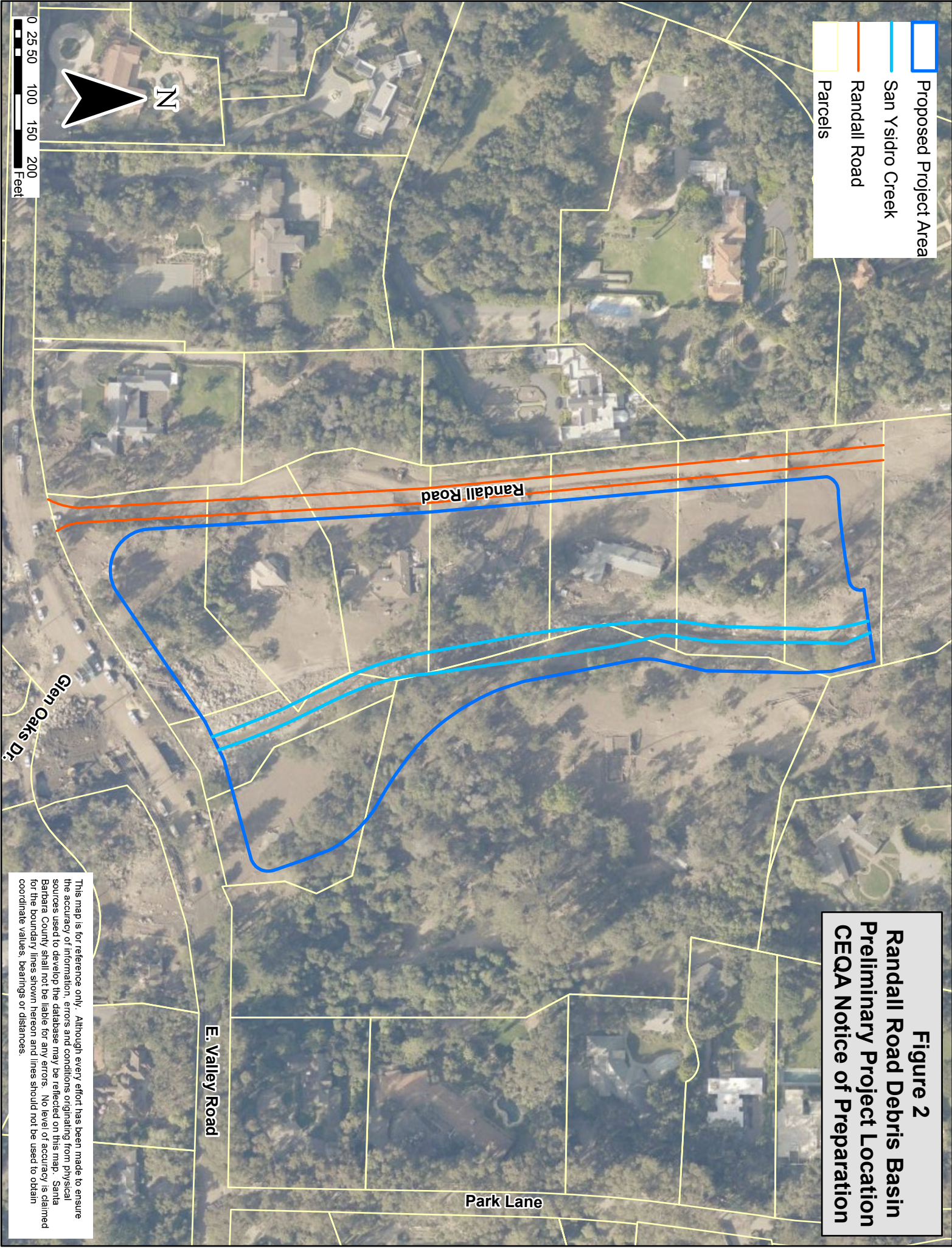
- Proposed Project Area
- San Ysidro Creek
- Randall Road
- Parcels

0 25 50 100 150 200 Feet

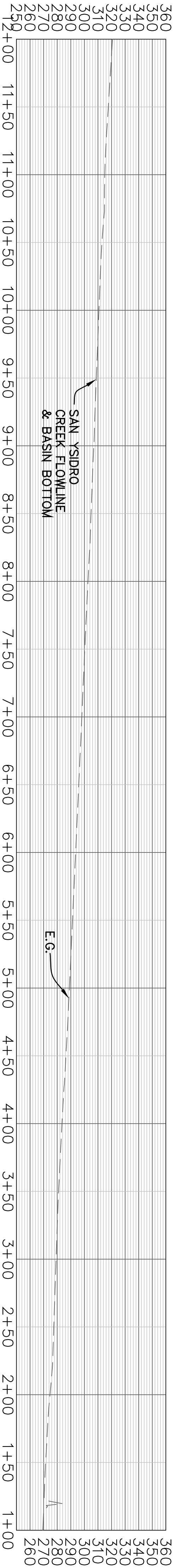


Figure 2
Randall Road Debris Basin
Preliminary Project Location
CEQA Notice of Preparation

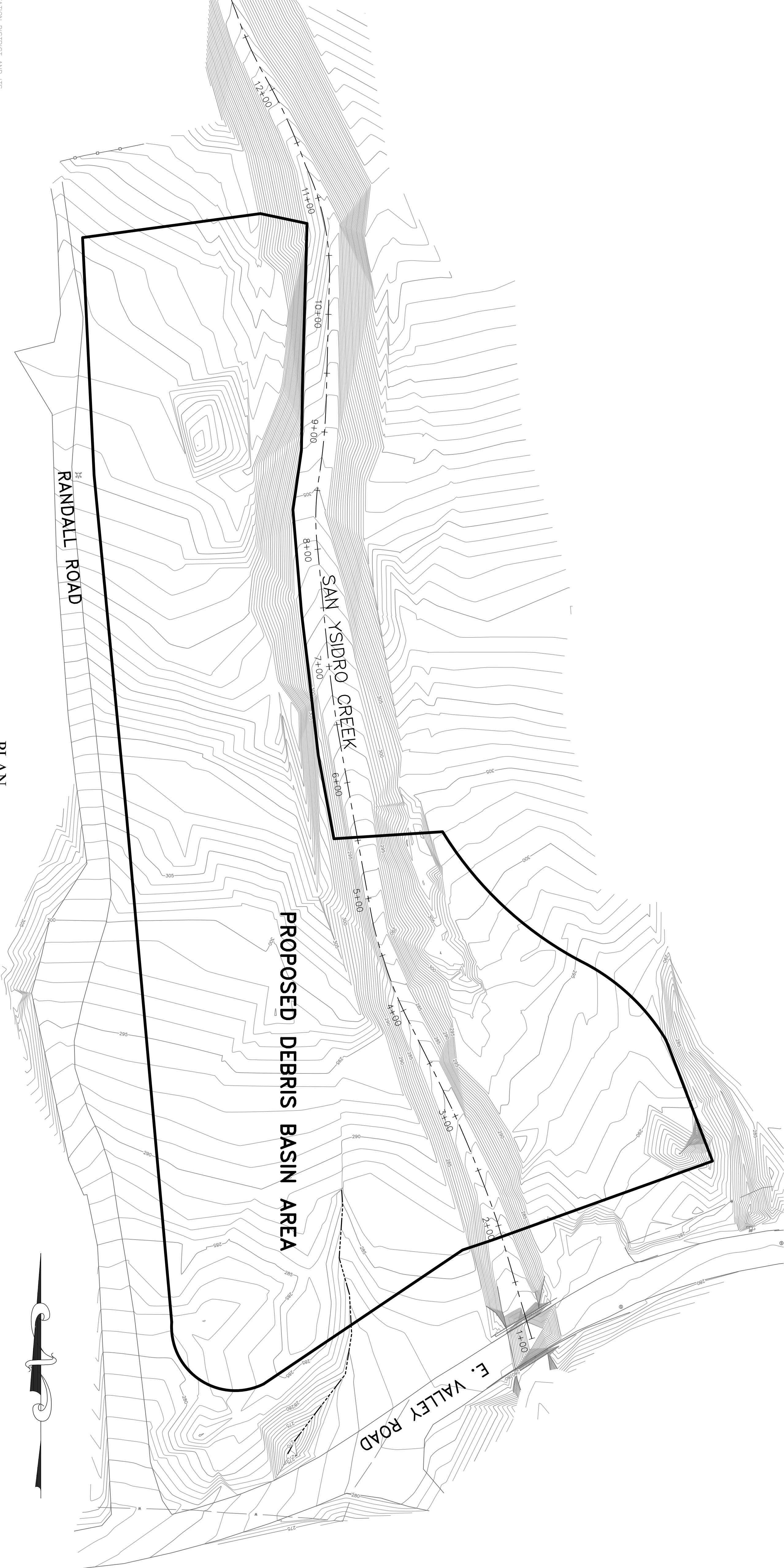
This map is for reference only. Although every effort has been made to ensure the accuracy of information, errors and conditions originating from physical sources used to develop the database may be reflected on this map. Santa Barbara County shall not be liable for any errors. No level of accuracy is claimed for the boundary lines shown hereon and lines should not be used to obtain coordinate values, bearings or distances.



PRELIMINARY
NOT FOR
CONSTRUCTION



PROFILE
SCALE: 1" = 50' VERT. & HORZ.




ALL UNDERGROUND UTILITIES SHOWN ARE PLOTTED BASED ON INFORMATION PROVIDED BY OTHERS, AND ARE APPROXIMATE. OVERHEAD UTILITIES ARE NOT SHOWN.

THE SANTA BARBARA COUNTY FLOOD CONTROL DISTRICT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS, AND DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS. THE DISTRICT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.

UNAUTHORIZED CHANGES OR USES:

THE SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT AND ITS EMPLOYEES WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL PROPOSED CHANGES TO THE PLANS MUST BE PRESENTED IN WRITING TO THE DISTRICT AND APPROVED IN WRITING BY THE DISTRICT PRIOR TO IMPLEMENTATION OF ANY SUCH CHANGE OR USE.

PLAN
SCALE: 1" = 50'
CONTOUR INTERVAL = 1'

REVISIONS				DESIGNED BY:	
NO.	DESCRIPTION	DATE	APP.	FLOOD CONTROL DESIGN ENGINEER	DATE
				SANTA BARBARA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT 130 E. VICTORIA STREET SANTA BARBARA, CA 93101 (805) 568-3440	
				RANDALL ROAD PROPOSED DEBRIS BASIN AREA OF MONTECITO SANTA BARBARA COUNTY, CALIFORNIA	
				FIGURE 3: PLAN & PROFILE	
				DESIGNED BY: JF	O-XXXX
				DRAWN BY: SB/JM	
				CHECKED BY: JF	
				SHEET XX OF XX	Filename: RANDALL_DB_pj0165.DWG

APPENDIX B

RESPONSES TO THE NOTICE OF PREPARATION



**Santa Barbara County
Air Pollution Control District**

Our Vision  Clean Air

March 4, 2019

Andrew Raaf, Senior Engineering Environmental Planner
County of Santa Barbara Public Works Department
Flood Control and Water Agency
130 East Victoria Street, Suite 200
Santa Barbara, CA 93101

**Re: APCD Response to Notice of Preparation of a Draft Environmental Impact Report for
Randall Road Debris Basin Project**

Dear Mr. Raaf:

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Randall Road Debris Basin Project. The County of Santa Barbara Public Works Department Flood Control and Water Agency proposes to construct a new debris basin and associated flood-control facilities along San Ysidro Creek channel in Montecito. The project will include excavation to widen and deepen the property adjacent to the creek channel and the addition of a spillway or diverter structure into the channel to divert high storm flows and/or large debris into the basin. Appurtenant structures such as retaining walls, access ramps, fencing, debris racks, grading, landscaping, a walking trail, and vehicle parking are also considered as part of the project design. Periodic excavation will be required to maintain the site, and to prepare for and respond to storms and debris flows. Operation and maintenance would include heavy equipment operations, truck trips to transport sediment after major storm events, seasonal maintenance, concrete repairs, culvert repairs, vegetation trimming and removal, and related facility maintenance. No generators will be used onsite (except during construction) and pumps may be brought in during emergencies but will not be onsite year-round. The project will take place on Randall Road north of Highway 192 within the unincorporated community of Montecito.

APCD staff reviewed the Initial Study and NOP of a Draft EIR, and concurs that air quality impacts should be addressed in the EIR. APCD's guidance document, entitled *Scope and Content of Air Quality Sections in Environmental Documents* (updated June, 2017), is available online at www.ourair.org/apcd/land-use/. This document should be referenced for general guidance in assessing air quality impacts in the Draft EIR. The EIR should evaluate the following potential impacts related to the Randall Road Debris Basin Project:

1. Attainment Status and Consistency with the APCD Ozone Plan. The APCD has posted the most up-to-date attainment status for the County on the APCD website www.ourair.org/air-quality-standards/ and the most recent Ozone Plan (previously known as the Clean Air Plan) was adopted October 2016

and is available at www.ourair.org/clean-air-plans/. The website should be consulted for the most up-to-date air quality information prior to the release of the Public Draft EIR.

2. Increase in Emissions from Proposed Project. The EIR should present applicable air quality significance thresholds and determine whether the proposed project will produce emissions in excess of the thresholds. Although the County of Santa Barbara does not have adopted quantitative thresholds of significance for short-term emissions, CEQA requires that short-term impacts, such as exhaust emissions from construction equipment and fugitive dust generation during grading, be discussed in the environmental document. Construction-related criteria pollutant (NO_x, ROC, PM₁₀, PM 2.5) and greenhouse gas emissions, from diesel and gasoline powered equipment, paving, and other activities, should be quantified and included in the EIR.

3. Construction Impacts. The EIR should include a description and quantification of potential air quality impacts associated with construction activities for the proposed project, including from the proposed widening and deepening of the creek channel, and grading. APCD's June, 2017 *Scope and Content* document, Section 6, presents recommended mitigation measures for fugitive dust and equipment exhaust emissions associated with construction projects. Construction mitigation measures should be enforced as conditions of approval for the project. The EIR should include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigation and establishes a mechanism for enforcement.

4. Asbestos Reporting Requirements. If the project will involve any demolition or renovation of existing structures, the EIR should discuss notification and reporting requirements pursuant to APCD Rule 1001 – National Emission Standards for Hazardous Air Pollutants (NESHAP) – Asbestos.

We hope you find our comments useful. We look forward to reviewing the Draft EIR. Please contact me at (805) 961-8873 or by e-mail at Hod@sbcapcd.org if you have questions.

Sincerely,



Desmond Ho
Air Quality Specialist
Planning Division

cc: Planning Chron File

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>
Twitter: @CA_NAHC



March 6, 2019

Andrew Raaf
Santa Barbara County Flood Control District
130 E. Victoria St, Suite 200
Santa Barbara, CA 93101

RE: SCH# 2019029104 Randall Road Debris Basin, Santa Barbara County

Dear Mr. Raaf:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email

address: Steven.Quinn@nahc.ca.gov.

Sincerely,



for
Steven Quinn
Associate Governmental Program Analyst

cc: State Clearinghouse

Christopher Ise
746 Via Manana
Santa Barbara, CA 93108

Email - cise@yahoo.com cell-(805)698-4149 Wk (805)568-2572

I am writing to you regarding the new flood control facility on Randall Road. I am a home owner of a property above this new flood control facility, and want to know why the County is not addressing the current flood control basin or facility above the San Ysidro Ranch? The County already owns the land and have known for years that the basin is not large enough. Why isn't the County building the current one larger? How will the new basin protect my property and my family? It sounds like a lot of money being spent on a project that will not protect many properties above the new basin. I know 2 owners on Randall Rd who do not want to sell their properties. Will County use eminent domain and just take it from them?

If a new basin is going forward and nothing is being done to the current one above our property, our property values will be decreasing. No insurance company will be giving a new policy to anyone who owns property above the basin, so why not address the real need, which is to make the current one larger!

Lastly, when will the County rebuild the bridge on Mountain D.r heading into the San Ysidro Ranch which serves as an emergency access in case of a fire or other emergencies? I have not heard anything about the rebuild of that bridge.

Thanks,

Christopher Ise

DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791



MAR 07 2019

Mr. Andrew Raaf
Santa Barbara County Planning and Development
624 West Foster Road, Suite C
Santa Maria, California 93455

Notice of Preparation for the Randall Road Debris Basin Draft Environmental Impact
Report SCH2019029104
Santa Barbara County

Dear Mr. Raaf:

We have reviewed the Notice of Preparation for the Randall Road Debris Basin Draft Environmental Impact Report for the above referenced project (Project) which describes a proposed construction of a debris basin to reduce potential flooding and debris flow impacts at Highway 192 and downstream infrastructure and properties.

Due to insufficient information in the Project description, we could not make an accurate jurisdictional determination with regards to the described work and it is unclear whether some or all the work will be subject to State jurisdiction for dam safety. Therefore, Santa Barbara County Flood Control District needs to submit preliminary plans so that we can make a jurisdictional determination.

As defined in Sections 6002 and 6003, Division 3, of the California Water Code, dams 25 feet or higher with a storage capacity of more than 15 acre-feet, and dams higher than 6 feet with a storage capacity of 50 acre-feet or more are subject to State jurisdiction. The dam height is the vertical distance measured from the maximum possible water storage level to the downstream toe of the barrier.

If the dam is subject to State jurisdiction, a construction application, together with plans, specifications, and the appropriate filing fee must be filed with the Division of Safety of Dams for this project. All dam safety related issues must be resolved prior to approval of the application, and the work must be performed under the direction of a Civil Engineer registered in California. Erik Malvick, our Design Engineering Branch Chief, is responsible for the application process and can be reached at (916) 227-4660.

If you have any questions or need additional information, you may contact, Area Engineer Richard Draeger at (916) 227-4755 or Acting Regional Engineer Ernie Tapia at (916) 227-4600.

Sincerely,

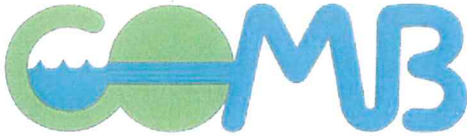
A handwritten signature in blue ink, appearing to read 'Ernie Tapia'.

Ernie. M. Tapia, Acting Regional Engineer
Southern Region
Field Engineering Branch
Division of Safety of Dams

cc: (See Attached List)

Mr. Raaf
MAR 07 2019
Page 2

cc: Governor's Office of Planning and Research
State Clearinghouse
Post Office Box 3044
Sacramento, California 95812-3044



CACHUMA OPERATION AND MAINTENANCE BOARD
3301 Laurel Canyon Road
Santa Barbara, California 93105-2017
Telephone (805) 687-4011
FAX (805) 569-5825
www.cachuma-board.org

March 8, 2019

Attn: Randall Road NOP
Andrew Raaf
Santa Barbara County Flood Control District
130 East Victoria Street, Suite 200
Santa Barbara, CA 93101

SUBJECT: Comments Concerning the Proposed Randall Road Debris Basin

Dear Mr. Raaf,

The Cachuma Operation and Maintenance Board (COMB) understands at this time that the Santa Barbara County Flood Control District has proposed construction of a new debris basin and associated flood-control facilities along San Ysidro Creek channel in Montecito, CA. We also understand that the operation and maintenance of the debris basin would include heavy equipment operations, truck trips to transport sediment after major storm events, seasonal maintenance, concrete repairs, culvert repairs, vegetation trimming and removal, and related facility maintenance.


Please be advised that COMB, on behalf of the U.S. Bureau of Reclamation (Reclamation), manages a large diameter pipeline known as the South Coast Conduit (SCC) which runs along the South Coast of Santa Barbara County, including near the vicinity of the proposed Randall Road Debris Basin project site. This pipeline is the main water transmission pipeline from Lake Cachuma to the South Coast, and serves agricultural lands and a population of approximately 200,000 people. COMB and Reclamation policy is to assure that the SCC and all associated facilities are protected from damage, accessible during an emergency, and accessible for normal operation and maintenance.

Also be aware that a federal easement exists around the SCC, and requires advance written approval in the form of a conditional land use authorization letter, permit, or license. Applications for use of these lands or easements may be made to COMB, a California Joint Powers Authority established by agreement and acting as the contractor for Reclamation. COMB's Land Use Authorization Policy and Procedures, and application forms can be accessed on our website at www.cachuma-board.org, or by calling 805-687-4011. Specific SCC easement information will be provided to you within approximately two weeks of your request.

COMB's main concern is that the proposed Randall Road Debris Basin may alter stream hydraulics downstream of the project site where the SCC crosses San Ysidro Creek. Stream incision in this area could expose the SCC, leaving it vulnerable to damage and jeopardizing critical water infrastructure. In addition, the staging of any construction materials or heavy equipment over the SCC or within the federal easement requires advance written approval as overburden could damage the SCC. COMB's intent in writing this letter is to make the Santa Barbara County Flood Control District aware of our concerns, so they may consider the hydraulic impact to the SCC downstream in the design process, and so they may apply for

conditional land use authorization if any materials or equipment are to be staged or stored within Reclamation's easement. For your convenience, a map of the SCC and associated easement near the proposed project site has been provided as an attachment to this letter (Please do not distribute in a public document). Please contact COMB to review your plans and discuss the situation.

Sincerely,



Joel Degner, PE
Water Resources Engineer
Cachuma Operation & Maintenance Board
3301 Laurel Canyon Road
Santa Barbara, CA 93105-2017
(805) 687-4011 ext. 202
jdegner@cachuma-board.org

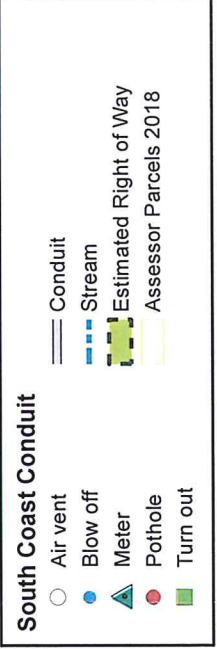
CC:

Janet Gingras, COMB, General Manager
Dave Stewart, COMB, Operations Manager

Attachments:

Location of South Coast Conduit and Reclamation Easement within the vicinity of the Randall Road Debris Basin proposed project site

NOT FOR PUBLIC DISTRIBUTION





United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE

Ecological Services
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003



IN REPLY REFER TO:
08EVEN00-2019-CPA-0041

March 11, 2019

Andrew Raaf
Santa Barbara County Flood Control District
130 East Victoria Street
Suite 200
Santa Barbara, California 93101

Subject: Comments on the proposed Randall Road Debris Basin Project near the Village of Montecito, Santa Barbara County, California

Dear Mr. Raaf:

We have reviewed the Notice of Preparation for the Environmental Impact Report for the proposed Randall Road Debris Basin project. The Santa Barbara County Public Works Department is proposing to construct a new debris basin within San Ysidro Creek north and east of the intersection of Highway 192 and Randall Road near the Village of Montecito, Santa Barbara County, California. The proposed project is intended to create a catchment area to collect debris during storms and control flooding in the area while also improving fish passage in the area.

The mission of the U.S. Fish and Wildlife Service (Service) is working with others to conserve, protect, and enhance fish, wildlife, plants, and their habitats for the continuing benefit of the American people. To assist in meeting this mandate, the Service provides comments on public notices issued for projects that may have an effect on those resources, especially federally listed plants and wildlife. The Service's responsibilities also include administering the Endangered Species Act of 1973, as amended (Act). Section 9 of the Act prohibits the taking of any federally listed endangered or threatened wildlife species. "Take" is defined at section 3(19) of the Act to mean "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." The Act provides for civil and criminal penalties for the unlawful taking of listed wildlife species. Such taking may be authorized by the Service in two ways: through interagency consultation for projects with Federal involvement pursuant to section 7, or through the issuance of an incidental take permit under section 10(a)(1)(B) of the Act.

Our review of the proposed project indicates that the area affected may support the threatened California red-legged frog (*Rana draytonii*). Impoundment of water within the proposed debris basin may attract the California red-legged frog to the area, particularly during the dry summer

season. Accordingly, we recommend the project planners consider implementing measures to control introduced predators of the California red-legged frog and other native riparian species such as bullfrogs (*Lithobates catesbeianus*) and Louisiana crayfish (*Procambarus clarkii*). If the applicant detects or is informed that the California red-legged frog is present in the project area, you should contact us to help determine what measures may be appropriate to conserve the species and its habitat. We can also provide guidance on the steps that may be needed to comply with the Act.

If you have any questions, please contact Dou-Shuan Yang of my staff at (805) 677-3302 or by email at dou-shuan_yang@fws.gov.

Sincerely,



for Stephen P. Henry
Field Supervisor



The voice of our community

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info@montecitoassociation.org

www.montecitoassociation.org

March 13, 2019

Mr. Andrew Raaf

Santa Barbara County Flood

Control District

130 East Victoria Street, Suite 200

Santa Barbara CA 93108

Via email to: Asraaf@cosbpw.net

RE: Notice of Preparation for Randall Road Debris Basin Project

Dear Mr. Raaf,

The Montecito Association thanks the Santa Barbara County Flood Control District for the opportunity to comment on the Notice of Preparation (NOP) of Environmental Impact Report (EIR) for the Randall Road Debris Basin issued last month by your office. The Association appreciates the forethought and commitment of your District in moving swiftly ahead with environmental review while project funding and details are worked out concurrently. We offer the following comments for your refinement of the scope of work for the EIR.

1. Project Description (p. 2 -3 of NOP):

While the NOP includes a brief description of the physical project, it should also include:

- A. If appropriate here, the Government Code Consistency per §65402 determination could be included in the project description as part of project entitlements.
- B. The discussion of the design and capacity of the proposed debris basin should include an approximate size, grading quantity, and spot elevations pre and post basin completion, as these variables will define construction hours, duration, truck traffic, etc.
- C. The timeline for construction should be called out, but with intentional flexibility as to project completion, due to the funding uncertainties.

2. Issue Areas of EIR

- A. In the Transportation/Traffic chapter, please be sure to analyze haul routes, hours and mitigation for this activity. Having seen road damage already in Montecito from current operations, there may be the need for roadway surface repairs upon completion of the debris basin.
 - B. In the traffic estimation for the debris basin, once completed, please include the loss of residential traffic associated with the former home sites, and some figure for public use and enjoyment of the debris basin as you have indicated it will be partially accessible as an open space amenity for the community.
 - C. Please be sure to include a thorough chapter for Class IV impacts, or Beneficial Effects, as a result of the debris basin construction.
 - D. The No Project Alternative will be an important chapter for this document, again, due to uncertainty in funding. This Alternative should call out restoration of any housing on the project site, if feasible and with what improvements, if the Project is not funded or built. Such a scenario should be clear about future risk assessment for the Montecito area, and the associated maintenance of debris basins as has been ongoing since the Thomas Fire.
3. The Association understands the difficulty in funding this major capital project, and hopes to facilitate those discussions with the County and community in the coming months. Understanding this challenge, however, we hope that the document can be written for a longer period in recognition that funding may take longer for this project. If so, it would be optimal that the County does not have to prepare a later CEQA Addendum, and that the EIR underway will be sufficient.

Thank you for the opportunity to comment on this significant project in Montecito.

Very truly yours,



Megan Orloff
President

Cc: Sharon Byrne, Executive Director
Laura Bridley, AICP, Montecito Association Land Use Chair 2019

March 14, 2019

Attention: Randal Road NOP
Andrew Raaf
Santa Barbara County Flood District
130 East Victoria Street, Suite 200
Santa Barbara, CA 93101

Dear Mr. Raaf,

I am a homeowner on Glen Oaks Dr. and I would like to express my thoughts re the proposed debris basin at Randal Road.

First, we are very happy to see that this proposal is being taken seriously and that we will have another way to help keep the neighborhood safer from future rain events.

Second, I would confirm that the neighbors I reported back to within Glen Oaks Drive were overwhelmingly pleased with the idea of restoring the view corridor on East Valley Road that you proposed in your drawings shown at that first meeting. The berm that has landscaping facing the road will do much to bringing back the beauty to this area while serving to direct the water into the creek. A terrific idea.

Third, I am hearing from all those I have spoken with a general concern regarding your idea of putting your parking area on East Valley Road. We all agree that parking along East Valley Rd. is a bad idea. Not only for pulling in and out of the parking spots near a blind curve, but, also, for the aesthetics that don't have any part of restoring that view corridor. That plus the new culvert along East Valley pushes the proposed Parking area closer to the blind curve. Luckily, we are able to have Randall Road as a first choice for any residential parking spots. And, hope that you consider these points when making your final decision.

Fourth, I heard of an idea that has the Randal Rd area gated for cars beyond the parking area so as to maintain low impact parking. I agree wholeheartedly.

Your current path to improvement in the Randal Road area is welcomed by many. Thank you for all you are doing. I do hope you review the safety issues (by taking parking off the 192) and aesthetics (restoring the view corridor) that I have brought up in this letter.

The lengths you are going to to create this new debris basin, I hope will, also, stir up the serious need for a hard look at the narrow and shallow creek bed just below Glen Oaks Road residences and near the Casitas' at Ennisbrook. This beautiful new basin and all that goes into the area above 192 could be messed up by the creek bed below.

Thank you for your attention to details. It truly is appreciated.

Lynn Jewett
1724 Glen Oaks Dr.
(805) 969-0049

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/



Making Conservation
a California Way of Life.

March 20, 2019

SB-192-9.53
SCH# 2019029104

Andrew Raaf
Santa Barbara County Flood Control District
130 E. Victoria St, Ste. 200
Santa Barbara, CA 93101

**COMMENTS FOR THE NOTICE OF PREPARATION (NOP) OF THE DRAFT
ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE RANDALL ROAD DEBRIS
BASIN PROJECT**

Dear Mr. Raaf:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the Notice of Preparation (NOP) of the draft Environmental Impact Report (EIR) for the Randall Road Debris Basin Project. The Project proposes to construct a new debris basin and associated flood-control facility along San Ysidro Creek channel to reduce potential flooding and debris flow impacts at SR 192 and downstream infrastructures and properties. Caltrans has reviewed the project and offers the following comments.

Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate inter-regional and local travel.

Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.

Encroachment Permits:

The NOP did not indicate direct access to SR 192 from the project would be needed, however should access be necessary, please be aware that any work within the State's right-of-way will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. All Encroachment permits to the County will be fee-exempt. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our

Encroachment Permit Website at: <http://www.dot.ca.gov/trafficops/ep/index.html>. Attached please find an Encroachment Permit Application.

Please refer to Chapter 17 of the Project Development Procedures Manual (PDPM) regarding existing and proposed manholes and piping located within or adjacent to the Caltrans right of way. <http://www.dot.ca.gov/design/manuals/pdpm/chapter/chapt17.pdf>.

Plans shall be prepared by a Registered Civil Engineer and shall have a pre-submittal meeting with the District Permit Engineer prior to application, as necessary, due to the complexity of the proposed project. Engineering plan details may be found under "Applications/Forms" at <http://www.dot.ca.gov/trafficops/ep/>. Attached please find the Plan Set guidelines.

Hydraulics:

Caltrans is concerned with the flow coming into the San Ysidro Creek Bridge on State Route 192, which may have an effect on the structure. We would like to review any data you may have regarding the effect of the flow coming up to, and under the structure.

Further, the proposed basin should not increase water surface elevations or flow velocities or create channel degradation at the SR 192 bridge structure. Encroachment Permits will not be approved until hydraulic plans have been approved.

We look forward to continued coordination with the County on this project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3131 or ingrid.mcroberts@dot.ca.gov.

Sincerely,



Ingrid McRoberts
Development Review Coordinator
District 5, LD-IGR South Branch

Attachments

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
STANDARD ENCROACHMENT PERMIT APPLICATION
 TR-0100 (REV 12/2018)

Complete ALL fields, write "N/A" if not applicable. Type or print clearly.
 This application is not complete until all requirements have been approved.

Permission is requested to encroach on the State Highway right-of-way as follows:

1. COUNTY		2. ROUTE	3. POST MILE
4. ADDRESS OR STREET NAME		5. CITY	
6. CROSS STREET (Distance and direction from project site)			
7. WORK TO BE PERFORMED BY <input type="checkbox"/> APPLICANT <input type="checkbox"/> CONTRACTOR		8. IS THIS APPLICATION FOR THE CONTRACTOR'S (DOUBLE) PERMIT? <input type="checkbox"/> NO <input type="checkbox"/> YES. If "YES", provide the Parent Permit Number	
9. ESTIMATE START DATE		10. ESTIMATED COMPLETION DATE	
11. ESTIMATED NUMBER OF WORKING DAYS WITHIN STATE HIGHWAY RIGHT-OF-WAY			
12. ESTIMATED CONSTRUCTION COSTS WITHIN STATE HIGHWAY RIGHT-OF-WAY			
13. HAS THE PROJECT BEEN REVIEWED BY ANOTHER CALTRANS BRANCH? <input type="checkbox"/> NO <input type="checkbox"/> YES. If "YES", which branch?			
14. FUNDING SOURCE(S) <input type="checkbox"/> FEDERAL <input type="checkbox"/> STATE <input type="checkbox"/> LOCAL <input type="checkbox"/> PRIVATE <input type="checkbox"/> SB 1 (ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017)			
15. CALTRANS PROJECT CODE (ID)		16. APPLICANT'S REFERENCE / UTILITY WORK ORDER NUMBER	
17. DESCRIBE WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT-OF-WAY Attach 6 complete sets of plans (folded to 8.5" x 11") and any applicable specifications, calculations, maps, traffic control plans, etc.			

18 (a). PORTION OF STATE HIGHWAY RIGHT-OF-WAY WHERE WORK IS BEING PROPOSED (check all that apply)

- ☐ Traffic lane ☐ Shoulder ☐ Sidewalk ☐ Median ☐ At or near an intersection ☐ Mobile work
☐ Outside of the shoulder, _____ feet from edge of pavement ☐ Other _____

18 (b). PROPOSED TRAFFIC CONTROL PLANS AND METHOD

- ☐ No traffic control needed ☐ State Standard Plans (T-Sheets) # _____
☐ Project specific Traffic Control Plans included ☐ To be submitted by contractor

19.	MAX. DEPTH (in)	MIN. DEPTH (in)	AVG. WIDTH (in)	LENGTH (ft)	SURFACE TYPE (e.g. Asphalt, concrete, soil, etc.)
EXCAVATION					
20.	PRODUCT BEING TRANSPORTED		CARRIER PIPE DIAMETER (in.) MATERIAL	CASING PIPE DIAMETER (in.) MATERIAL	
PIPES					
PROPOSED INSTALLATION METHOD (e.g. HDD, Bore & Jack, Open Cut, etc.)					VOLTAGE / PSIG

DOES THE PROPOSED PROJECT INVOLVE THE REPLACEMENT AND/OR ABANDONMENT OF AN EXISTING FACILITY?

- ☐ NO ☐ YES. If "YES", provide a description _____

21. IS A CITY, COUNTY OR OTHER PUBLIC AGENCY INVOLVED IN THE APPROVAL OF THIS PROJECT?

- ☐ YES (if "YES", check the type of project AND attach the environmental documentation and conditions of approval)

☐ COMMERCIAL DEVELOPMENT ☐ BUILDING ☐ GRADING ☐ OTHER _____

☐ CATEGORICALLY EXEMPT ☐ NEGATIVE DECLARATION ☐ ENVIRONMENTAL IMPACT REPORT ☐ OTHER _____

- ☐ NO (if "NO", check the category below which best describes the project AND answer questions A-K on page 2)

☐ DRIVEWAY OR ROAD APPROACH, RECONSTRUCTION, MAINTENANCE OR RESURFACING ☐ FENCE ☐ EROSION CONTROL

☐ PUBLIC UTILITY MODIFICATION, EXTENSIONS, HOOKUPS ☐ MAILBOX ☐ LANDSCAPING

☐ FLAGS, SIGNS, BANNERS, DECORATIONS, PARADES AND CELEBRATIONS ☐ OTHER _____

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Forms Management Unit at (916) 445-1233, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

TRACKING NO.

The following questions must be answered when a City, County or other public agency IS NOT involved in the approval of this project.

Your answers to these questions will assist Caltrans staff in identifying any physical, biological, social or economic resources that may be affected by your proposed project within State Highway right-of-way and to determine which type of environmental studies may be required to approve your application for an encroachment permit. It is the applicant's responsibility for the production of all required environmental documentation and supporting studies and in some cases this may be costly and time consuming. If possible, attach photographs of the location of the proposed project. Answer these questions to the best of your ability. Provide a description of any "YES" answers (type, name, number, etc.).

A. Will any existing vegetation and/or landscaping within State Highway right-of-way be disturbed?

B. Are there waterways (e.g. river, creek, pond, natural pool or dry streambed) adjacent to or within the limits of the proposed project?

C. Is the proposed project located within five miles of the coast line?

D. Will the proposed project generate construction noise levels greater than 86 decibels (dBA) (e.g. Jack-hammering, pile driving)?

E. Will the proposed project incorporate land from a public park, recreation area or wildlife refuge open to the public?

F. Are there any recreational trails or paths within the limits of the proposed project?

G. Will the proposed project impact any structures, buildings, rail lines or bridges within State Highway right-of-way?

H. Will the proposed project impact access to any businesses or residences?

I. Will the proposed project impact any existing public utilities or public services?

J. Will the proposed project impact any existing pedestrian facilities, such as sidewalks, crosswalks or overcrossings?

K. Will new lighting be constructed within or adjacent to State Highway right-of-way?

22. Will the proposed project cause a substantial change in the significance of a historical resource (45 years or older), or cultural resource?
☐ YES ☐ NO (if "YES", provide a description)

23. Will the proposed project be on an existing State Highway or street where the activity involves removal of a scenic resource? (e.g. A significant tree or stand of trees, a rock outcropping or a historic building)
☐ YES ☐ NO (if "YES", provide a description)

24. Is work being done on the applicant's property in addition to State Highway right-of-way?
☐ YES ☐ NO
(If "YES", attach 6 complete sets of site and grading plans)

25. Will the proposed project require the disturbance of soil?
☐ YES ☐ NO
If "YES", estimate the area of disturbed soil within State Highway right-of-way in acres: _____
and estimate the area of disturbed soil outside State Highway right-of-way in acres: _____

26. Will the proposed project require dewatering?
☐ YES ☐ NO
If "YES", estimate Total gallons AND gallons/month. _____ (Total gallons) AND _____ (gallons/month)
SOURCE*: ☐ STORMWATER ☐ NON-STORMWATER
(*See Caltrans SWMP for definition of non-storm water discharge: <http://www.dot.ca.gov/env/stormwater/>)

27. How will any storm water or ground water be disposed?
☐ Storm Drain System ☐ Combined Sewer / Stormwater System ☐ Stormwater Retention Basin ☐ N/A
☐ Other (explain) _____

TRACKING NO.

READ THE FOLLOWING CLAUSES PRIOR TO SIGNING THIS ENCROACHMENT PERMIT APPLICATION.

The applicant's submission of this application to the California Department of Transportation constitutes the applicant's agreement and representation that the work or other activity contemplated by the encroachment permit application shall comply with all applicable standards, specifications, policies, requirements, conditions, and regulations of the California Department of Transportation, and the applicant understands the application may be denied if there is non-compliance with any of the above. An exception process exists and may result in approval of a non-compliant encroachment, in the discretion of the California Department of Transportation, but the exception process may require additional time to complete. The applicant understands and agrees all work or other activity contemplated by the encroachment permit application is subject to inspection and oversight by the California Department of Transportation. The applicant understands and agrees encroachment permit fees must still be paid if an application is withdrawn or denied. The applicant understands a denial may be appealed, in accordance with California Streets and Highways Code, Section 671.5, and the related regulations found in California Code of Regulations, Title 21, Division 2, Chapter 8, Article 2.

The applicant understands and agrees that immediately upon issuance of the encroachment permit the applicant is bound by, subject to, and must comply with the "Encroachment Permit General Provisions" (TR-0045), "Stormwater Special Provisions" (TR-0400) and any other applicable Special Provisions and Conditions of the encroachment permit. The "Encroachment Permit General Provisions" (TR-0045), and the Stormwater Special Provisions (TR-0400) are available at: [http://www.dot.ca.gov/trafficops/ep/docs/Appendix_K_\(WEB\).pdf](http://www.dot.ca.gov/trafficops/ep/docs/Appendix_K_(WEB).pdf). If a paper copy is needed of the "Encroachment Permit General Provisions" (TR-0045) and/or "Stormwater Special Provisions" (TR-0400), please contact the District Office of Encroachment Permits. Their contact information is available at: [http://www.dot.ca.gov/trafficops/ep/docs/Appendix_G_\(WEB\).pdf](http://www.dot.ca.gov/trafficops/ep/docs/Appendix_G_(WEB).pdf). The "Encroachment Permit General Provisions" (TR-0045) and any other applicable Special Provisions and Conditions will be provided as part of the encroachment permit. Information about Stormwater requirements is available at the Internet address: <http://www.dot.ca.gov/hq/construc/stormwater/>.

The applicant understands an encroachment permit may be denied, revoked, and/or a bond may be required, for non-payment of prior or present encroachment permit fees. An encroachment permit is not a property right and does not transfer with the property to a new owner. Each of the persons purporting to execute this application on behalf of the applicant and/or on behalf of the applicant's authorized agent or engineer represents and warrants such person has full and complete legal authority to do so and to thereby bind applicant to the terms and conditions herein and to the terms and/or conditions of the encroachment permit. Applicant understands and agrees this application may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Executed copies of this application and/or its counterparts may be reproduced and/or exchanged by copy machine, mailing, facsimile, or electronic means (such as e-mail), and such copies shall be deemed to be effective as originals.

28. NAME OF APPLICANT (Project or Property Owner or Organization)

ADDRESS OF APPLICANT (Include City, State and Zip Code)

E-MAIL ADDRESS

PHONE NUMBER

FAX NUMBER

29. NAME OF AUTHORIZED AGENT / ENGINEER
(A "Letter of Authorization" is required if different from #28)

IS A LETTER OF
AUTHORIZATION ATTACHED?
☐ YES ☐ NO

ADDRESS OF AUTHORIZED AGENT / ENGINEER (Include City, State and Zip Code)

E-MAIL ADDRESS

PHONE NUMBER

FAX NUMBER

30. NAME OF BILLING CONTACT (Same as #28 ☐ Same as #29 ☐)

BILLING ADDRESS WHERE INVOICE(S) IS / ARE TO BE MAILED (Include City, State and Zip Code)

E-MAIL ADDRESS

PHONE NUMBER

FAX NUMBER

* I hereby certify under penalty of perjury under the laws of the State of California that the information in this application and any document submitted with or in support of this application are true and correct to the best of my knowledge and belief, and that copies of any documents submitted with or in support of this application are true and correct copies of unaltered original documents. I further understand that if I have provided information that is false, intentionally incomplete, or misleading I may be charged with a crime and subjected to fine or imprisonment, or both fine and imprisonment. (Penal Code Section 72)

31. SIGNATURE OF APPLICANT OR AUTHORIZED AGENT*

32. PRINT OR TYPE NAME

33. TITLE

34. DATE

ADA Notice

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INSTRUCTIONS

Complete ALL fields, write "N/A" if not applicable. Type or print clearly. All dimensions must be in U.S. Customary (English) units.

Print your application single sided and submit all of the required attachments (See Section VII A&B of the "Encroachment Permit Application Guide Booklet" found at: http://www.dot.ca.gov/trafficops/ep/docs/EP_Application_Guide_Booklet.pdf).

1. County (e.g. Fresno, San Francisco, Los Angeles, etc.)
2. State Highway Route Number (e.g. I-5, SR-99, etc.)
3. Highway Postmile: (location of work, see <https://postmile.dot.ca.gov/>)
If unable to determine, contact the appropriate District Encroachment Permits Office for assistance at: [http://www.dot.ca.gov/trafficops/ep/docs/Appendix_G_\(WEB\).pdf](http://www.dot.ca.gov/trafficops/ep/docs/Appendix_G_(WEB).pdf)
4. Address of project site (if the property has a physical address with a Number and Street/Road Name)
5. City (e.g. Sacramento, Redding, Irvine, etc.)
6. Distance and the direction from the nearest cross street to the project site (e.g. 500 ft. north of "C" Street).
7. Indicate whether the work will be performed by the applicant (your own forces) or by a contractor.
8. Indicate if you are applying for a "Contractor's (Double) Permit" and provide the "Parent Permit Number".
9. Estimated start date for the proposed work. (Allow a minimum of 60 calendar days from the submittal date of your application for processing)
10. Estimated completion date for the proposed work.
11. Estimated number of working days within State Highway right-of-way.
12. Estimated construction costs for all work to be done within State Highway right-of-way.
13. Has another Caltrans' branch seen or reviewed your project? Which branch? (e.g. Design, Project Management, Right-of-Way, Environmental, etc.)
14. Identify funding source(s) for the proposed work.
15. Caltrans' Project Code (ID) if this is a State project, capital project, or joint venture project.
16. Your company's reference number or utility work order number for this project.
17. Describe the proposed work to be done entirely. If applicable, attach six (6) complete sets of FOLDED plans (folded 8-1/2" X 11") and any applicable specifications, calculations, maps, etc.
18. (a) Identify portion(s) of State right-of-way where work will occur and (b) proposed traffic control plans to be used if any.
19. Maximum and minimum depth, average width, and length of the excavation area. Existing surface type (e.g. Asphalt, concrete, soil, etc.)
20. Product being transported (e.g. water, natural gas, etc.)
Carrier pipe, diameter (inches) and material (e.g. Steel, HDPE, etc.)
Casing pipe (if any), diameter and material Proposed installation method, Voltage of electrical current or pressure of liquid or gas.
21. Check "YES", if you are getting a permit or approval from another agency (City, County, etc.), and an environmental determination has been made. Then check the Categorically Exempt, Negative Declaration, Environmental Impact Report box or Other if one has been prepared. Attach a copy of the approved document and a copy of the Notice of Determination. Skip questions A-K on page 2 of the application.

If you checked "NO", check the box of the appropriate type of work to be done, or check "other" and fill in the type of work to be done. Also answer questions A-K on page 2 of the application.
22. A Historical Resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that has historical or archaeological significance, or significance in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.
23. In this context a Scenic Resource includes, but is not limited to, trees that display outstanding features of form or age; unique, massive rock formations; historic buildings that are rare examples of their period, style, design, or which have special architectural features and details of importance.
24. Is there any work being done on the applicant's property?
25. Indicate if the proposed project will require the disturbance of soil. If "YES," estimate the area within AND outside of State Highway right-of-way in acres.
26. Indicate if the proposed project will require dewatering. If "YES," estimate volume in total gallons AND gallons per month. Also indicate the source: Stormwater or Non-Stormwater (see Caltrans Stormwater Management Plan for definitions of non-stormwater discharge at: <http://www.dot.ca.gov/hq/env/stormwater>).
27. Indicate how any stormwater or ground water will be disposed of from or near the limits of the proposed project.
28. Name of the applicant or organization applying for the permit. List the mailing address, e-mail address, phone and fax numbers.
29. Name of the authorized agent or engineer acting on behalf of the applicant or organization. Attach a letter of authorization signed by the applicant or organization. List the mailing address, e-mail address, phone and fax numbers.
30. Name of the billing contact. List the mailing address where invoices are to be mailed, email address, phone and fax numbers.
31. Signature of the applicant or applicant's authorized agent.
32. Name of the applicant or applicant's authorized agent.
33. Title (owner, president, etc.) of the applicant or applicant's authorized agent.
34. Date of the signature.

DEPARTMENT OF TRANSPORTATION

ENCROACHMENT PERMIT OFFICE
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3152
FAX (805) 549-3062
TTY 711
<http://www.dot.ca.gov/dist05>



*Serious drought
Help save water!*

AUTHORIZATION OF AGENT

I, the owner as the Permit Applicant or legal representative for the Permit Applicant identified below, hereby authorize my agent, listed below, to apply for a State of California Department of Transportation Encroachment Permit and act on my behalf. In completing and signing this form I acknowledge that I have reviewed the State of California Department of Transportation Standard Encroachment Permit Application Form and agree to its terms and conditions.

Property Information, Encroachment Location, or Description

Property Address or
Facility Description: _____

State Route Number: _____

City or County: _____

Additional Information: _____

(Project Reference No., APN, Tract Number, Subdivision Name, etc.)

Permit Applicant Information:

Name: _____

Street Address: _____

City, State, Zip Code: _____

Phone Number: _____

Print Name: _____

Signature: _____

Title: _____

(Owner, Partner, Corporation Officer, Specify Other)

Date: _____

Agent Information:

Name: _____

Firm Name: _____

Street Address: _____

City, State, Zip Code: _____

Phone Number: _____

Print Name: _____

Signature of Agent: _____

Date: _____

CONSTRUCTION PROJECTS PLAN SETS CONTENT

The type and scope of the proposed improvement or activity will dictate the additional information and/or plan sets that will be needed with your application submittal.

California Registered Engineer's seal and signature requirements are discussed in Sections 202.5 and 202.5A

On those proposed improvements that also require submittal to a city or county for permit, will require the following information to be submitted on the plan sets within your encroachment permit application submittal. Plan sets (6 folded copies) will be required to include part and/or all of the information listed below:

- ◆ North Arrow, scale and index
- ◆ Site plan (location)
- ◆ Plan profiles
- ◆ Grading plan
 - Contour grading plan
 - Profile and topography plan
- ◆ Street improvement plan
 - Striping plan
 - Signal & Lighting plan
 - Traffic control plan
 - Distances
 - Centerline to edge of pavement
 - Centerline to proposed improvement
 - Property lines
 - State R/W lines
 - Existing pavement
 - Identification (A.C. or P.C.C.)
 - Lane lines
 - Location of edge of pavement (EP)
 - Shoulder areas
 - Curb & gutters
 - Sidewalks
 - Drainage facilities
- ◆ Excavations
 - Length, width and depth
 - Shoring plans (if required)
 - Steel plating (if required)
- ◆ Materials
 - Type of proposed carrier product (PVC, HDPE, STEEL, etc.)
 - Type of product (gas, electrical, sewer, telecommunications, etc.)
 - Classification (psi, voltage, gravity flow, fiber, hard wire, etc.)
 - Length and dimensions of proposed carrier product, encasement or improvement
 - Quantity

- Identification of Manholes, Vaults or Splice-boxes
- ◆ Planting and irrigation plans
 - Landscaping (if required)
 - Identification of existing and proposed
 - Irrigation facilities
 - Identification of existing and proposed
 - Sizes and dimensions
- ◆ Notes
 - General notes
 - Construction notes
 - Details
 - Material notes
 - Types
 - Quantities
 - Locations
- ◆ Utilities and facilities
 - Identification between existing and proposed
 - Elevations, invert and top
 - Clearances
- ◆ Structural plan and calculations
- ◆ Drainage plan
- ◆ Hydrology map and calculations
- ◆ Cross sections
- ◆ Electrical plans
 - Identification of existing and proposed
 - Splice boxes
 - Location of loops
 - Location of power source
- ◆ Traffic impact data
 - Detour plans
 - Placement of temporary signs
- ◆ Contingency plans – dealing with encounters of hazardous waste or materials
- ◆ Storm Water Pollution Control plans
- ◆ Environmental documentation

UTILITY INSTALLATION PLAN SETS CONTENT

Minimal information required in plan sets:

- ◆ North Arrow, scale and index
- ◆ Site plan (location)
- ◆ Plan profiles
- ◆ Distances
 - Centerline to edge of pavement

- Centerline to proposed improvement
- Property lines
- State R/W lines
- ◆ Existing pavement
 - Identification (A.C. or P.C.C.)
 - Lane lines
 - Location of edge of pavement (EP)
 - Shoulder areas
 - Curb & gutters
 - Sidewalks
 - Drainage facilities
- ◆ Excavations
 - Length, width and depth
 - Shoring plans (if required)
 - Steel plating (if required)
- ◆ Materials
 - Type of proposed carrier product (PVC, HDPE, STEEL, etc.)
 - Type of product (gas, electrical, sewer, telecommunications, etc.)
 - Classification (psi, voltage, gravity flow, fiber, hard wire, etc.)
 - Length and diameter or size of proposed carrier product, encasement or improvement
 - Quantity
 - Identification of Manholes, Vaults or Splice-boxes
- ◆ Landscaping (if required)
 - Identification of existing and proposed
 - Identification of irrigation facilities
- ◆ Notes
 - General notes
 - Construction notes
 - Details
 - Material notes
 - Types
 - Quantities
 - Locations
- ◆ Utilities and facilities
 - Identification between existing and proposed
 - Elevations, invert and top
 - Clearances

SIGNALIZATION AND/OR LIGHTING PLAN SET CONTENT

1. The applicant shall be the local agency on all signalization and street lighting projects.
2. The applicant shall submit the following within the encroachment permit application package:
 - a) A Permit Engineering Evaluation Report (PEER), form TR-0112.
 - i) Sections 1 – 5 shall be completed, signed and stamped by a Registered Engineer as the preparer. The preparer can be either the consulting engineer for the local agency or a traffic

engineer within the department.

- ii) The PEER shall then be signed "Approved By" a departmental traffic engineer. If the preparer was a departmental traffic engineer, their supervisor shall sign in the "Approved By" signature box.

b) Plan Sets.

- i) 6 complete folded sets of plans, in dual units (metric/english), specifications, special provisions, Cooperative and/or Maintenance agreements and concurrence from the utility company on the request for power shall be submitted within the application package.
- ii) The application package for an encroachment permit will not be accepted for processing unless all items in b) i) are included.
- iii) Plan sets submitted shall conform to State of California Drafting and Plans Preparation Manual, State Standard Plans, State Standard Specifications, Traffic Manual and Signal and Lighting Design Guide.

iv) Plan sets content shall consist of :

- North Arrow, scale and index
 - Site plan (location)
 - Plan profiles
 - Street improvement plan
 - ◆ Striping plan
 - Removal of existing
 - Installation of proposed
 - Lane widths
 - Directional and Left Turn Arrows
 - Left Turn pockets
 - ◆ Signal and/or Lighting plan
 - Phasing details
 - Signal standard and base details
 - Pole and equipment schedule
 - Conductor and conduit schedule
 - Signal layout details
 - Bicycle detection systems
 - Pedestrian appurtenances
 - Details on Signal Heads
 - Placement of loops and setbacks from limit line
 - Placement of Controller Cabinet
 - Placement of splice boxes
 - Placement of advanced signs
-
- ◆ Traffic control plan
 - Tapers
 - Safety devices
 - Signs
 - Arrow boards
 - ◆ Distances
 - Centerline to edge of pavement
 - Centerline to proposed improvement
 - Property lines
 - State R/W lines
 - ◆ Existing pavement

- Identification (A.C. or P.C.C.)
- Lane lines
- Location of edge of pavement (EP)
- Shoulder areas
- Curb & gutters
- Sidewalks
- Drainage facilities
- ◆ Planting and irrigation plans
 - Landscaping (if required)
 - Identification of existing and proposed
 - Irrigation facilities
 - Identification of existing and proposed
 - Sizes and dimensions
- ◆ Utilities and facilities
 - Identification between existing and proposed
 - Elevations, invert and top
 - Clearances
- ◆ Electrical plans
 - Identification of existing and proposed
 - Splice boxes
 - Location of loops
 - Location of power source
- ◆ Notes
 - General notes
 - Construction notes
 - Details
 - Material notes
 - Types
 - Quantities
 - Locations

- c) Relocation of any existing utilities or facilities shall be addressed and completed prior to issuance of the applicant's permit.
 - d) Dedication of Right of Way in conjunction with the project shall be completed prior to permit issuance.
3. Signals, Safety lighting and/or streetlights shall be in conformance with departmental requirements.
 4. Signalization and lighting projects shall be in conformance with the Guidelines for Traffic Signal Controllers and Inspection (appendix E – Encroachment Permits Manual).
 5. When required, permittee shall provide third-party inspection (electrical inspector and/or project inspector). Departmental representative shall provide oversight.
 6. When required, seven – fourteen day notification is required prior to Signal turn on. Signal turn-on is **only permitted** on Tuesday- Thursday, **not on** weekends or holidays.



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



March 21, 2019

Andrew Raaf
Senior Engineering Environmental Planner
Santa Barbara County Flood Control District
130 E. Victoria Street, Suite 200
Santa Barbara, CA 93101
(805) 568-3445
araaf@cosbow.net

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Randall Road Debris Basin Project, Santa Barbara County

Dear Mr. Raaf:

The California Department of Fish and Wildlife (CDFW) has reviewed the above-referenced Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Randall Road Debris Basin Project (Project). The Santa Barbara County Flood Control District is the lead agency preparing a DEIR pursuant to the California Environmental Quality Act (CEQA; Pub. Resources Code, § 21000 et. seq.) with the purpose of informing decision-makers and the public regarding potential environmental effects related to the Project.

The proposed Project involves construction of a new debris basin and associated flood-control facilities along San Ysidro Creek channel, in Montecito, California. San Ysidro Creek originates in the Santa Ynez Mountains and runs through several developed neighborhoods. The upper watershed was severely burned during the 2017-18 Thomas Fire. The devastating debris flow that followed in January 2018 resulted in damage and destruction of many properties, public infrastructure, and natural habitats in watershed nearby.

The area of Randall Road, near Highway 192, suffered some of the most severe damage of the disaster zone. The proposed debris basin near Randall Road would increase debris-holding capacity and would reduce potential flooding and debris flow impacts at Highway 192 and downstream infrastructure and properties.

Preliminary design concepts for the proposed Project include excavation to widen and deepen the property adjacent to the creek channel, upstream of the Highway 192 bridge/culvert, thus creating a catchment area to collect debris during storms and/or emergency events. A spillway or diverter structure may be incorporated into the channel to divert high storm flows and/or large debris into the excavated basin, while the central stream-channel would be configured as a natural creek channel through the main flow-

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line of San Ysidro Creek, retaining creek function and habitat similar to surrounding watershed. Fish passage components and natural habitat features would be incorporated as needed to protect habitat for native species

The following comments and recommendations have been prepared pursuant to the CDFW's authority as a Responsible Agency [Pub. Resources Code, § 21069; CEQA Guidelines § 15381] over those aspects of the proposed project that come under the purview of the California Endangered Species Act (CESA; Fish and G. Code § 2050 *et seq.*), the Native Plant Protection Act (NPPA; Fish and G. Code, §1900 *et seq.*), and/or CDFW's lake and streambed alteration (LSA) regulatory authority (Fish and G. Code § 1600 *et seq.*). Comments are also being provided pursuant to our authority as Trustee Agency with jurisdiction over natural resources held in trust by statute for all the people of the state that may be affected by the Project [Fish & G. Code, §§ 711. 7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)] to assist the Lead Agency in avoiding or minimizing potential Project impacts on biological resources.

Specific Comments

- 1) Northern California Legless Lizard: Northern California legless lizard (*Anniella pulchra*) is a California species of special concern (SSC) known to occur within the general project area and habitats on the proposed Project site could be suitable for this species. Impacts to SSC, including northern California legless lizard, should be considered a significant direct and cumulative adverse effect under CEQA without implementing appropriate avoid and/or mitigation measures (CEQA Guidelines §§ 15064, 15065, 15125[c] and 15380). CDFW recommends that the DEIR include a full evaluation of potential direct and indirect impacts to legless lizard from construction and operation of the Project.
- 2) Monarch Butterfly Winter Roosts and Overwintering Population: Monarch Butterfly (*Danaus plexippus*), also a SSC, is documented on the north of the proposed Project site and suitable habitat may occur along the riparian habitat adjacent to the Project site. CDFW recommends that the DEIR include a full evaluation of potential impacts to monarch butterfly roosting habitat (both direct and indirect) from construction and operation of the Project (Fish and G. Code § 1021).
- 3) Southern Steelhead: Southern California steelhead DPS (*Oncorhynchus mykiss irideus*) a federal listed endangered and a SSC species has been documented to use San Ysidro Creek and is designated critical habitat for the species. Impacts to SSC, including Southern steelhead, should be considered a significant direct and cumulative adverse effect under CEQA without implementing appropriate avoid and/or mitigation measures (CEQA Guidelines §§ 15064, 15065, 15125[c] and 15380). CDFW recommends that the DEIR include a full evaluation of potential impacts to Southern steelhead habitat (both direct and indirect) from construction and operation of the Project. CDFW also recommends CDFW steelhead Scientists and Engineering be consulted early in the design phase of the project to facilitate

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design features to minimize impacts on steelhead. San Ysidro Creek is one of a few creeks in Santa Barbara County that held water during the 8-year drought and for this reason, it is vital that there is clear passage for steelhead to enter and exit this stream system.

General Comments

- 1) Project Description and Alternatives: To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:
 - a) A complete discussion of the purpose and need for, and description of, the proposed Project, including all staging areas and access routes to the construction and staging areas; and,
 - b) A range of feasible alternatives to Project component location and design features to ensure that alternatives to the proposed Project are fully considered and evaluated. The alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas.
- 2) LSA: As a Responsible Agency under CEQA, CDFW has authority over activities in streams and/or lakes that will divert or obstruct the natural flow; or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream; or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a LSA Agreement (Agreement) with the applicant is required prior to conducting the proposed activities. CDFW's issuance of an Agreement for a project that is subject to CEQA will require related environmental compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document prepared by the local jurisdiction (Lead Agency) for the Project. To minimize additional requirements by CDFW pursuant to section 1600 et seq. and/or under CEQA, the DSEIR should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.¹
 - a) The Project area supports aquatic, riparian, and wetland habitats; therefore, a preliminary jurisdictional delineation of the streams and their associated riparian habitats should be included in the DEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service (USFWS) wetland definition adopted by the CDFW.² Some wetland and riparian habitats subject to CDFW's

¹ A notification package for a LSA may be obtained by accessing the CDFW's web site at www.wildlife.ca.gov/habcon/1600.

² Cowardin, Lewis M., et al. 1970. Classification of Wetlands and Deepwater Habitats of the United States. U. S. Department of the Interior, Fish and Wildlife Service.

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authority may extend beyond the jurisdictional limits of the U. S. Army Corps of Engineers' section 404 permit and Regional Water Quality Control Board section 401 Certification.

- b) In areas of the Project site which may support ephemeral streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of ephemeral channels and help maintain natural sedimentation processes; therefore, CDFW recommends effective setbacks be established to maintain appropriately-sized vegetated buffer areas adjoining ephemeral drainages.
 - c) Project-related changes in drainage patterns, runoff, and sedimentation should be included and evaluated in the DSEIR.
- 3) Wetlands Resources: CDFW, as described in Fish & Game Code section 703(a), is guided by the Fish and Game Commission's policies. The Wetlands Resources policy (<http://www.fgc.ca.gov/policy/>) of the Fish and Game Commission "...seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California. Further, It is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values".
- a) The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, the Project must include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions for the benefit to on-site and off-site wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the DSEIR and these measures should compensate for the loss of function and value.
 - b) The Fish and Game Commission's Water policy guides CDFW to [ensure] the quantity and quality of the waters of this state should be apportioned and

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maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this state; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish and G. Code § 5650).

- 4) CESA: CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species, or State-listed rare plant species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085; Cal. Code Regs., tit. 14, §786. 9). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options [Fish and Game Code §§ 2080. 1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.
- 5) Biological Baseline Assessment: To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, regionally and locally unique species, and sensitive habitats, the DSEIR should include the following information:
 - a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]);
 - b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see <http://www.dfg.ca.gov/habcon/plant/>);

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- c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at the Project site and within the neighboring vicinity. *The Manual of California Vegetation*, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008³). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;
 - d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by the project. CDFW's California Natural Diversity Data Base (CNDDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat. CDFW recommends that CNDDDB Field Survey Forms be completed and submitted to CNDDDB to document survey results. Online forms can be obtained and submitted at http://www.dfg.ca.gov/biogeodata/cnddb/submitting_data_to_cnddb.asp;
 - e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California SSC and California Fully Protected Species (Fish and Game Code §§ 3511, 4700, 5050 and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare or threatened species (see CEQA Guidelines § 15380). Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the USFWS; and,
 - f) A recent, wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame, or in phases.
- 6) Biological Direct, Indirect, and Cumulative Impacts: To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DSEIR:

³Sawyer, J. O., Keeler-Wolf, T., and Evens J. M. 2008. A manual of California Vegetation, 2nd ed. ISBN 978-0-943460-49-9.

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- a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address Project-related changes on drainage patterns and downstream of the project site; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-Project fate of runoff from the project site. The discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary and the potential resulting impacts on the habitat (if any) supported by the groundwater. Mitigation measures proposed to alleviate such Project impacts should be included;
 - b) A discussion regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e. g. , preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish and G. Code § 2800 et. seq.). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DSEIR;
 - c) An analysis of impacts from land use designations and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DSEIR; and,
 - d) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
- 7) Avoidance, Minimization, and Mitigation for Sensitive Plants: The DSEIR should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts. CDFW considers these communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3 and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2008).
- 8) Compensatory Mitigation: The DSEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands

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should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code section 65967, the lead agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.

- 9) Long-Term Management of Mitigation Lands: For proposed preservation and/or restoration, the DSEIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands.
- 10) Nesting Birds: CDFW recommends that measures be taken to avoid Project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10. 13, Code of Federal Regulations). Sections 3503, 3503. 5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed Project activities including (but not limited to) staging and disturbances to native and nonnative vegetation, structures, and substrates should occur outside of the avian breeding season which generally runs from February 1 through September 1 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, CDFW recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300-feet of the disturbance area (within 500-feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
- 11) Translocation/Salvage of Plants and Animal Species: Translocation and transplantation is the process of moving an individual from the Project site and permanently moving it to a new location. CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals and their habitats.

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- 12) Moving out of Harm's Way: The proposed Project is anticipated to result in clearing of natural habitats that support many species of indigenous wildlife. To avoid direct mortality, we recommend that a qualified biological monitor approved by CDFW be on-site prior to and during ground and habitat disturbing activities to move out of harm's way special status species or other wildlife of low mobility that would be injured or killed by grubbing or Project-related construction activities. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss. If the project requires species to be removed, disturbed, or otherwise handled, we recommend that the DSEIR clearly identify that the designated entity shall obtain all appropriate state and federal permits.
- 13) Wildlife Movement and Connectivity: The project area supports significant biological resources and is located adjacent to a regional wildlife movement corridor. The project area contains habitat connections and supports movement across the broader landscape, sustaining both transitory and permanent wildlife populations. On-site features that contribute to habitat connectivity should be evaluated and maintained. Aspects of the Project that could create physical barriers to wildlife movement, including direct or indirect project-related activities, should be identified and addressed in the DSEIR. Indirect impacts from lighting, noise, dust, and increased human activity may displace wildlife in the general Project area.
- 14) Revegetation/Restoration Plan: Plans for restoration and re-vegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.
- a) CDFW recommends that local on-site propagules from the Project area and nearby vicinity be collected and used for restoration purposes. On-site seed collection should be initiated in the near future to accumulate sufficient propagule material for subsequent use in future years. On-site vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate.

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- b) Restoration objectives should include providing special habitat elements where feasible to benefit key wildlife species. These physical and biological features can include (for example) retention of woody material, logs, snags, rocks and brush piles (see Mayer and Laudenslayer, 1988⁴).

CDFW appreciates the opportunity to comment on the NOP for the Randall Road Debris Basin Project DEIR. Questions regarding this letter and further coordination on these issues should be directed to Dan Blankenship, Senior Environmental Scientist, at (661) 259-3750) or Daniel.Blankenship@wildlife.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Randy F. Rodriguez" followed by the word "for" in a smaller, cursive script.

Erlinn Wilson
Environmental Program Manager I

cc: Randy Rodriguez, Los Alamitos
Mary Larson, Los Alamitos
Dan Blankenship, Newhall
Sarah Rains, Thousand Oaks

Scott Morgan (State Clearinghouse)

⁴Mayer, K. E. and W. F. Laudenslayer, Jr. 1988. Editors: A guide to wildlife habitats of California. State California, The Resources Agency, Department of Forestry and Fire Protection, Sacramento, CA.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
West Coast Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

April 10, 2019

Andrew Raaf
Santa Barbara County Flood Control District
130 E. Victoria Street, Suite 200
Santa Barbara, California 93101

Dear Mr. Raaf:

Enclosed are NOAA's National Marine Fisheries Service's comments on the Santa Barbara County Flood Control District's (District) Notice of Preparation of an Environmental Impact Report (EIR) for the Randall Road Debris Basin (proposed project). The primary objective of the proposed project is to increase debris-holding capacity and reduce potential flooding and debris flow impacts near Highway 192.

The enclosed comments are provided for the purpose of assisting the District develop the draft EIR and in their consideration of options for avoiding conflict between the proposed project and the migration and habitat requirements of endangered steelhead (*Oncorhynchus mykiss*) and designated critical habitat for this species in San Ysidro Creek.

Thank you for the opportunity to comment on the Notice of Preparation. Please contact Rick Bush at (562) 980-3562 if you have a question regarding this letter or require additional information.

Sincerely,

Anthony P. Spina
Chief, Southern California Branch
California Coastal Area Office

cc: Dr. Aaron Allen, U. S. Army Corps of Engineers
Mary Larson, California Department of Fish and Wildlife
Chris Dellith, U. S. Fish and Wildlife Service



**COMMENTS OF NOAA'S NATIONAL MARINE FISHERIES SERVICE ON THE SANTA BARBARA
COUNTY FLOOD CONTROL DISTRICT'S NOTICE OF PREPARATION OF AN ENVIRONMENTAL
IMPACT REPORT FOR THE RANDALL ROAD DEBRIS BASIN**

April 10, 2019

NOAA's National Marine Fisheries Service's (NMFS) comments on the Santa Barbara County Flood Control District's (District) Notice of Preparation (NOP) of an Environmental Impact Report (EIR) received February 21, 2019, are provided herein. These comments are provided for the purpose of assisting the District in their consideration of options for avoiding conflict between the proposed project and the migration and habitat requirements of endangered southern California steelhead in San Ysidro Creek, consistent with legal mandates under the U.S. Endangered Species Act (ESA). The following comments are consistent with a conceptual level review, owing to the limited information included with the NOP.

General Comments on the District's NOP of an EIR

The draft EIR should indicate if the proposed project is anticipated to require a federal action, i.e., anything authorized, funded, or carried out by a federal agency. For instance, the draft EIR should disclose whether a permit from the Army Corps of Engineers is required for construction and maintenance of the debris basin.

The draft EIR should fully describe the operation of the Randall Road Debris Basin, including operation and maintenance of the proposed fish-passage elements, and the potential routine maintenance needs for sediment removal to maintain volitional passage conditions for adult and juvenile steelhead. Elements of this description should include an assessment of the frequency that the performance of the steelhead passage will be monitored during storm events, and how a passage problem will be addressed while flows are elevated to ensure safe and timely passage of steelhead.

Based on information contained in the NOP, we believe the proposed project is likely to adversely affect steelhead and designated critical habitat for this species. Therefore, the draft EIR should include discussion of the specific types of direct and indirect impacts to steelhead and their habitat. In this regard, the description should involve topics such as effects on adult and juvenile steelhead movement, downstream sediment transport, and establishment and maintenance of mature riparian vegetation.

The NOP does not provide any information regarding the duration that the proposed project is expected to remain operational. NMFS understands the short-term flood-control concerns for the next few rainy seasons after the Thomas Fire as the chaparral vegetation becomes reestablished on the steep hillslopes and the large amounts of wildfire generated sediment (i.e., ravel) is routed through the narrow coastal drainages. However, the need for long-term flood-control protection from the Randall Road Debris Basin at Highway 192 is not apparent from the information provided in the NOP. Hence, NMFS recommends the District clearly describe the duration for the proposed project, and provide a detailed restoration plan for the removal of the debris-basin

dam and funding source for the dam removal project when it is no longer deemed necessary to protect life and property.

Specific Comments on the District's NOP of an EIR

1. The *Project Description* section in the draft EIR should specify that the entire reach of the San Ysidro Creek depicted in Figure 1 is designated critical habitat for endangered steelhead. The NOP of the EIR dated March 21, 2019, mentioned neither steelhead nor designated critical habitat for the species in the above referenced section. For reference, NMFS issued a biological opinion to the District on March 11, 2014, that includes consideration of endangered steelhead in San Ysidro Creek and contained a Reasonable and Prudent Alternative that required removal/modification of the existing debris basin on San Ysidro Creek.
2. The *Proposed Project Components* section indicates that the preliminary design will include excavation and widening of the San Ysidro Creek channel, yet the specifications of the debris-basin are not provided. We therefore recommend the draft EIR specify the process or factors for sizing the debris basins, which presumably would include naturally occurring upslope watershed area, slope, sediment grain-size distribution, exceedance frequency of debris flow events and the burn interval. This information should be detailed in the draft EIR and demonstrate that the proposed project is correctly sized to reduce flooding and debris flow impacts at Highway 192 and downstream infrastructure as stated in the NOP.
3. While the dimensions and the resulting capacity of the debris basin are not described in the *Proposed Project Components* section of the NOP, Figure 3 provides a preliminary design plan of the proposed debris-basin area. The NOP also indicates fish-passage components and natural-habitat features would be incorporated as needed to protect habitat for native species; however, neither of the items are depicted in Figure 3. Fish passage is best incorporated into the design at the outset of a major construction project altering a stream course rather than as an afterthought. Before any additional design work is conducted on the Randall Road Debris Basin, NMFS recommends the District schedule a meeting with NMFS staff to determine if suitable fish passage can be designed and maintained during the winter storm season to ensure safe and timely passage of endangered steelhead.
4. The *Existing Conditions* section of the NOP provides a general description of the stream habitat in the action area. Owing to the Thomas Fire, the San Ysidro Creek channel is reportedly mostly bare rock, sediment, limited resprouting vegetation and some areas of pre-Thomas Fire mature vegetation. Consistent with the guidance in NMFS' March 11, 2014, biological opinion concerning riparian vegetation, we recommend the draft EIR describe the measures that would be undertaken as part of the proposed action for minimizing disturbance to any riparian tree. Because reestablishment of the riparian corridor will conceivably require many years, the proposed action should minimize disturbance of the riparian corridor during the construction of the debris basin.
5. The *Potential Environmental Impacts to Biological Resources* section states that a segment of San Ysidro Creek (which is designated critical habitat for endangered steelhead) would be reconfigured as part of the Project. To develop an understanding of the potential

consequences of this reconfiguration on endangered steelhead, the draft EIR should include the findings of hydrologic and hydraulic analyses of the subject segment under existing and future proposed conditions. Additionally, to address effects to designated critical habitat for steelhead, the draft EIR should include the results of hydrogeomorphic analyses that assessed effects of the debris basin and its appurtenant structures on transport of suitable spawning gravels to the San Ysidro Creek channel downstream of the proposed project site.

6. The *Potential Impacts to Hydrology and Water Quality* section indicates the proposed project will change flow patterns during storm events. The draft EIR should therefore include an assessment of how the proposed project would affect natural stream hydrology and the related consequences for endangered steelhead and designated critical habitat for this species. The assessment should consider impacts on water column depth and velocities over a range of creek discharges, and implications for migration of steelhead.
7. The *Policy Consistency Analysis* will be included in the draft EIR to address the proposed project and ongoing operations and maintenance. In this regard, we recommend the policy consistency analysis consider whether the proposed project is consistent with the following Santa Barbara County plans and policies.
 - a. *Santa Barbara County Comprehensive Plan Policy BIO-S-7*: Riparian habitat areas shall be protected from all new development and degraded riparian habitats shall be restored where appropriate.
 - b. *Santa Barbara County Coastal Plan Policy 3-13*: Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.
 - c. *Santa Barbara County Coastal Plan Policy 9-39*: Dams or other structures that would prevent upstream migration of anadromous fish shall not be allowed in streams targeted by the California Department of Fish and Game unless other measures are used to allow fish to bypass obstacles.
 - d. *Santa Barbara County Coastal Plan Policy 9-43*: Other than projects that are currently approved and/or funded, no further concrete channelization or other major alterations of streams in the coastal zone shall be permitted unless consistent with the provisions of Section 30236 of the Coastal Act.
 - e. *Montecito Community Plan Policy BIO-M-1.1*: The following biological resources and habitats shall be identified as environmentally sensitive and shall be protected and preserved to the extent feasible through the Environmentally Sensitive Habitat (ESH) overlay: riparian woodland corridors, monarch butterfly roosts, sensitive native flora, and coastal sage scrub.
 - f. *Montecito Community Plan Policy BIO-M-1.3*: Environmentally Sensitive Habitat (ESH) areas within the Montecito Planning Area shall be protected, and where appropriate, enhanced.
 - g. *Montecito Community Plan Policy BIO-M-1.6*: Riparian vegetation shall be protected as a part of a stream or creek buffer. Where riparian vegetation has

previously been removed, (except for channel clearing necessary for free-flowing conditions as determined by County Flood Control District), the buffer shall allow the establishment of riparian vegetation to its prior extent to the greatest degree possible. Restoration of degraded riparian areas to their former state shall be encouraged.

- h. Montecito Community Plan Policy BIO-M-1.7: No structures shall be located within a riparian corridor except: public trails that would not adversely affect existing habitat; dams necessary for water supply projects; flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety; other development where the primary junction is for the improvement of fish and wildlife habitat and where this policy would preclude reasonable development of a parcel. Culverts, fences, pipelines, and bridges (when support structures are located outside the critical habitat) may be permitted when no alternative route/location is feasible. All development shall incorporate the best mitigation measures feasible to minimize the impacts to the greatest extent.
 - i. Montecito Community Plan Policy BIO-M-1.16: All existing native trees regardless of size that have biological value shall be preserved to the maximum extent feasible.
 - j. Montecito Community Plan Policy FD-M-4.1: Flood control activities shall protect lives and property while being conducted according to the least environmentally damaging methods.
8. The NOP indicates a range of alternatives to the project (including a No-Project alternative) will be examined in the draft EIR. NMFS recommends the following alternatives be examined in the draft EIR to avoid long-term effects to steelhead and their designated critical habitat:
- a. Installation of temporary, high-strength debris flow nets (i.e., ring nets) similar to those being installed pursuant to the emergency Montecito Debris Flow Mitigation Project by the Partnership for Resilient Communities. The ring nets are designed to be installed a minimum of three to five feet above the low-flow channel to allow the passage of water, aquatic wildlife, and spawning gravels.
 - b. Temporary steel trash or boulder racks that are removed once the burned slopes recover and the risk of debris flow is no longer imminent.
 - c. An off-channel debris-basin that does not construct a dam in a steelhead stream and destroy designated critical habitat.
 - d. Construction of a temporary boulder trap that allows the 2-year bankfull channel to pass through the basin at-grade, and allow for sediment transport of spawning gravels downstream (something similar to the modified Gobernador embankment).

APPENDIX C

PLANT AND WILDIFE SPECIES LISTS

Appendix C-1
Vascular Plant Flora Observed at the Randall Road Debris Basin Site
Santa Barbara County, California

Scientific Name	Common Name	Habit	Family	Wetland	Invasiveness
<i>Acacia</i> sp.*	Wattle	S	Fabaceae	*	
<i>Acmispon glaber</i> var. <i>glaber</i>	Deerweed, California broom	PH	Fabaceae	*	
<i>Acmispon grandiflorus</i> var. <i>grandiflorus</i>	Large-flowered lotus	PH	Fabaceae	*	
<i>Ageratina adenophora</i> *	Crofton weed	PH	Asteraceae	FACU	Moderate
<i>Agave</i> sp.**	Agave	S	Agavaceae	*	
<i>Antirrhinum multiflorum</i>	Rose snapdragon	PH	Plantaginaceae	*	
<i>Artemisia californica</i>	California sagebrush	S	Asteraceae	*	
<i>Artemisia douglasiana</i>	Mugwort	PH	Asteraceae	FAC	
<i>Avena barbata</i> *	Slender wild oats	AG	Poaceae	*	Moderate
<i>Baccharis salicifolia</i>	Mule fat, seep-willow	S	Asteraceae	FAC	
<i>Bidens pilosa</i> *	Common beggar ticks	AH	Asteraceae	*	
<i>Bougainvillea</i> sp.**	Bougainvillea	S	Bougainvilleaceae	*	
<i>Brachypodium distachyon</i> *	False brome	AG	Poaceae	*	Moderate
<i>Brassica nigra</i> *	Black mustard	AH	Brassicaceae	*	Moderate
<i>Bromus catharticus</i> *	Rescue grass	AG	Poaceae	*	
<i>Bromus diandrus</i> *	Ripgut grass	AG	Poaceae	*	Moderate
<i>Bromus hordeaceus</i> *	Soft chess	AG	Poaceae	FACU	Limited
<i>Bromus madritensis</i> ssp. <i>rubens</i> *	Red brome	AG	Poaceae	UPL	High
<i>Calystegia macrostegia</i> ssp. <i>cyclostegia</i>	Chaparral morning glory	PV	Convolvulaceae	*	
<i>Carduus pycnocephalus</i> *	Italian thistle	AH	Asteraceae	*	Moderate
<i>Ceanothus crassifolius</i>	Hoary-leaf ceanothus	S	Rhamnaceae	*	
<i>Ceanothus megacarpus</i> var. <i>megacarpus</i>	Big-pod ceanothus	S	Rhamnaceae	*	
<i>Ceanothus oliganthus</i> var. <i>oliganthus</i>	Hairy ceanothus	S	Rhamnaceae	*	
<i>Ceanothus spinosus</i>	Green-bark ceanothus	S	Rhamnaceae	*	
<i>Centaurea melitensis</i> *	Tocalote	AH	Asteraceae	*	Moderate
<i>Chenopodium murale</i> *	Nettle-leaf goose-foot	AH	Chenopodiaceae	FACU	
<i>Cirsium vulgare</i> *	Bull thistle	AH	Asteraceae	FACU	Moderate
<i>Citrus sinensis</i> **	Orange	T	Rutaceae	*	
<i>Claytonia perfoliata</i>	Miner's lettuce	AH	Montiaceae	FAC	
<i>Cortaderia selleana</i> *	Pampas grass	PG	Poaceae	FACU	High
<i>Cotula australis</i> *	Australian cotula	AH	Asteraceae	FAC	
<i>Cryptantha micromeres</i>	Small-flowered Cryptantha	AH	Boraginaceae	*	
<i>Cryptantha muricata</i>	Cryptantha	AH	Boraginaceae	*	
<i>Cynodon dactylon</i> *	Bermuda grass	PG	Poaceae	FACU	Moderate
<i>Cyperus eragrostis</i>	Tall flat sedge	PH	Cyperaceae	FACW	
<i>Deinandra fasciculata</i>	Fascicled tarplant	AH	Asteraceae	FACU	
<i>Delairea odorata</i> *	Cape ivy	PV	Asteraceae	FAC	High
<i>Echium candicans</i> *	Pride of Madeira	S	Boraginaceae	*	Limited
<i>Ehrendorferia chrysantha</i>	Golden eardrops	PH	Papaveraceae	*	
<i>Erigeron bonariensis</i> *	Flax-leaved horse-weed	AH	Asteraceae	FACU	
<i>Erigeron canadensis</i>	Horseweed	AH	Asteraceae	FACU	
<i>Eriodictyon crassifolium</i>	Yerba santa	S	Boraginaceae	*	
<i>Eriogonum fasciculatum</i> var. <i>fasciculatum</i>	California buckwheat	S	Polygonaceae	*	
<i>Eriophyllum confertiflorum</i>	Golden yarrow	S	Asteraceae	*	
<i>Eschscholzia californica</i>	California poppy	AH	Papaveraceae	*	
<i>Eucalyptus globulus</i> *	Blue gum	T	Myrtaceae	*	Limited
<i>Eucrypta chrysanthemifolia</i>	Eucrypta	AH	Boraginaceae	*	
<i>Euphorbia peplus</i> *	Petty spurge	AH	Euphorbiaceae	*	
<i>Ficus carica</i> *	Edible fig	T	Moraceae	FACU	Moderate
<i>Foeniculum vulgare</i> *	Sweet-fennel	PH	Apiaceae	*	Moderate
<i>Galium angustifolium</i>	Bedstraw	PH	Rubiaceae	*	
<i>Hazardia squarrosa</i> var. <i>grindelioides</i>	Sawtooth goldenbush	S	Asteraceae	*	
<i>Hedera helix</i> **	English ivy	PV	Araliaceae	FACU	High
<i>Helminthotheca echioides</i> *	Bristly ox-tongue	AH	Asteraceae	FAC	Limited
<i>Hesperocyparis macrocarpa</i> **	Monterey cypress	T	Cupressaceae	*	
<i>Heteromeles arbutifolia</i>	Toyon	T	Rosaceae	*	
<i>Hirschfeldia incana</i> *	Summer mustard	BH	Brassicaceae	*	Moderate
<i>Hordeum murinum</i> *	Barley	AG	Poaceae	FACU	Moderate
<i>Lactuca serriola</i> *	Prickly lettuce	AH	Asteraceae	FACU	
<i>Lepidium didymum</i> *	Lesser swine cress	AH	Brassicaceae	*	
<i>Lobularia maritima</i> *	Sweet allysum	AH	Brassicaceae	*	Limited
<i>Logfia gallica</i> *	Narrow-leaf cottonrose	AH	Asteraceae	*	
<i>Lysimachia [Anagallis] arvensis</i> *	Scarlet pimpernel	AH	Myrsinaceae	FAC	
<i>Malosma laurina</i>	Laurel sumac	S	Anacardiaceae	*	
<i>Malva parviflora</i> *	Cheese-weed	AH	Malvaceae	*	
<i>Medicago lupulina</i> *	Black medic	AH	Fabaceae	FAC	
<i>Melilotus albus</i> *	White sweet-clover	PH	Fabaceae	*	
<i>Melilotus indicus</i> *	Sour-clover	BH	Fabaceae	FACU	
<i>Mentzelia micrantha</i>	Small blazing star	AH	Loasaceae	*	
<i>Diplacus (Mimulus) aurantiacus</i>	Bush monkeyflower	S	Phrymaceae	*	
<i>Erythranthe (Mimulus) cardinalis</i>	Scarlet monkey-flower	PH	Phrymaceae	FACW	

Appendix C-1

Vascular Plant Flora Observed at the Randall Road Debris Basin Site

Santa Barbara County, California

Scientific Name	Common Name	Habit	Family	Wetland	Invasiveness
<i>Nicotiana glauca</i> *	Tree tobacco	S	Solanaceae	FAC	Moderate
<i>Olea europaea</i> **	Olive	T	Oleaceae	*	Limited
<i>Opuntia ficus-indica</i> **	Mission Prickly Pear	S	Cactaceae	*	
<i>Oxalis pes-caprae</i> *	Bermuda buttercup	PH	Oxalidaceae	*	Moderate
<i>Pennisetum setaceum</i> *	Fountain grass	PG	Poaceae	*	Moderate
<i>Phacelia cicutaria</i> var. <i>hispida</i>	Caterpillar phacelia	AH	Boraginaceae	*	
<i>Phacelia grandiflora</i>	Large-flowered phacelia	AH	Boraginaceae	*	
<i>Phacelia ramosissima</i> var. <i>ramosissima</i>	Branching phacelia	PH	Boraginaceae	FACU	
<i>Phacelia viscida</i> var. <i>albiflora</i>	Sticky phacelia	AH	Boraginaceae	*	
<i>Pinus canariensis</i> **	Canary Island pine	T	Pinaceae	*	
<i>Pinus radiata</i> **	Monterey pine	T	Pinaceae	*	
<i>Pittosporum undulatum</i> **	Victorian box	T	Pittosporaceae	*	
<i>Plantago lanceolata</i> *	English plantain	PH	Plantaginaceae	FAC	Limited
<i>Platanus racemosa</i>	Western sycamore	T	Plantanaceae	FAC	
<i>Polycarpon tetraphyllum</i> var. <i>tetraphyllum</i> *	All-seed	AH	Caryophyllaceae	*	
<i>Polygonum aviculare</i> *	Knot-weed	AH	Polygonaceae	FAC	
<i>Polypogon monspeliensis</i> *	Annual beard grass	AG	Poaceae	FACW	Limited
<i>Polypogon viridis</i> *	Water beard-grass	AG	Poaceae	FACW	
<i>Populus trichocarpa</i>	Black cottonwood	T	Salicaceae	FAC	
<i>Prunus armeniaca</i> **	Apricot	T	Rosaceae	*	
<i>Pseudognaphalium luteoalbum</i> *	Weedy cudweed	BH	Asteraceae	FAC	
<i>Quercus agrifolia</i> var. <i>agrifolia</i>	Coast live oak	T	Fagaceae	*	
<i>Raphanus sativus</i> *	Radish	BH	Brassicaceae	*	Limited
<i>Rhamnus crocea</i>	Red-berry	S	Rhamnaceae	*	
<i>Ricinus communis</i> *	Castor bean	S	Euphorbiaceae	FACU	Limited
<i>Salix lasiolepis</i>	Arroyo willow	T	Salicaceae	FACW	
<i>Salvia mellifera</i>	Black sage	S	Lamiaceae	*	
<i>Sambucus nigra</i> ssp. <i>caerulea</i>	Blue elderberry	T	Adoxaceae	FACU	
<i>Schinus molle</i> *	Peruvian pepper tree	T	Anacardiaceae	FACU	Limited
<i>Scrophularia californica</i>	California figwort	PH	Scrophulariaceae	FAC	
<i>Sisymbrium officinale</i> *	Hedge mustard	AH	Brassicaceae	*	
<i>Sisymbrium irio</i> *	London rocket	AH	Brassicaceae	*	Limited
<i>Solanum douglasii</i>	White nightshade	AH	Solanaceae	FAC	
<i>Solanum xanti</i>	Purple nightshade	PH	Solanaceae	*	
<i>Sonchus oleraceus</i> *	Common sow thistle	AH	Asteraceae	UPL	
<i>Stachys albens</i>	White hedge-nettle	PH	Lamiaceae	OBL	
<i>Stachys bullata</i>	Hedge-nettle	PH	Lamiaceae	*	
<i>Stellaria media</i> *	Chick-weed	AH	Caryophyllaceae	FACU	
<i>Stipa miliacea</i> var. <i>miliacea</i> *	Smilo grass	PG	Poaceae	*	Limited
<i>Strelitzia</i> sp.**	Bird of paradise	S	Strelitziaceae	*	
<i>Tropaeolum majus</i> *	Garden nasturtium	PV	Tropaeolaceae	UPL	
<i>Umbellularia californica</i>	California bay	T	Lauraceae	FAC	
<i>Urospermum picroides</i> *	Urospermum	AH	Asteraceae	*	
<i>Venegasia carpesioides</i>	Canyon sunflower	PH	Asteraceae	*	
<i>Vicia sativa</i> sp. <i>nigra</i> *	Common vetch	AV	Fabaceae	FACU	
<i>Vinca major</i> *	Greater periwinkle	PV	Apocynaceae	*	Moderate

Notes:

Scientific nomenclature follows The Jepson Manual Second Edition (Baldwin et al., 2012), including supplements (old names in brackets).

An "*" indicates non-native species which have become naturalized or persist without cultivation.

An "**" indicates species which have been planted and may not persist without cultivation.

Habit Definitions:

- AF = annual fern or fern ally.
- AG = annual grass.
- AH = annual herb.
- BH = biennial herb.
- PF = perennial fern or fern ally.
- PG = perennial grass.
- PH = perennial herb.
- PV = perennial vine.
- S = shrub.
- T = tree.

Invasiveness Rating from the online database of the California Invasive Plant Council

Wetland Status from Arid West 2018 Regional Wetland Plant List

- OBL - Obligate wetland: almost always occurs in wetlands (>99% probability)
- FACW - Facultative-Wetland: usually occurs in wetlands (67-99% probability)
- FAC - Facultative: equally likely to occur in wetlands or non-wetlands (34-66% probability)
- FACU - Facultative-Upland: usually occurs in non-wetlands (1-33% probability)
- UPL - Upland: almost always occurs in non-wetlands (>99% probability)
- *: not addressed in the wetland plant list, non-wetland species

Appendix C-2

Vertebrate Animal Species Observed or Expected within the Randall Road Debris Basin Project Site, Santa Barbara County, California			
Family		Protected	
Common Name	Scientific Name	Status	Habitat Use
Salmonidae			
Southern California steelhead DPS	<i>Oncorhynchus mykiss</i>	FE	M
AMPHIBIANS			
Plethodontidae			
Ensatina	<i>Ensatina eschscholtzi eschscholtzi</i>		B/F
Black-bellied slender salamander	<i>Batrachoseps nigriventris</i>		B/F
Arboreal salamander	<i>Aneides lugubris</i>		B/F
Bufonidae			
Western toad*	<i>Anaxyrus boreas halophilus</i>		B/F
Hylidae			
California treefrog*	<i>Pseudacris cadaverina</i>		B/F
Baja California treefrog*	<i>Pseudacris hypochondriaca</i>		B/F
REPTILES			
Phrynosomatidae			
Western fence lizard*	<i>Sceloporus occidentalis longipes</i>		B/F
Side-blotched lizard*	<i>Uta stansburiana elegans</i>		B/F
Scincidae			
Western skink	<i>Plestiodon skiltonianus skiltonianus</i>		B/F
Anguidae			
Southern alligator lizard	<i>Elgaria multicarinatus webbia</i>		B/F
Colubridae			
Racer	<i>Coluber constrictor mormon</i>		B/F
California striped racer	<i>Coluber lateralis lateralis</i>		B/F
Gopher snake	<i>Pituophis melanoleucus annectens</i>		B/F
California kingsnake	<i>Lampropeltis californiae</i>		B/F
Natricidae			
Coast garter snake	<i>Thamnophis elegans terrestris</i>		B/F
Viperidae			
Southern pacific rattlesnake	<i>Crotalus oreganus helleri</i>		B/F
BIRDS			
Cathartidae			
Turkey vulture*	<i>Cathartes aura</i>	M	B/F
Accipitridae			
Red-shouldered hawk*	<i>Buteo lineatus</i>	M	B/F
Red-tailed hawk*	<i>Buteo jamaicensis</i>	M	B/F
Falconidae			
American kestrel	<i>Falco sparverius</i>	M	B/F
Odontophoridae			
California quail	<i>Callipepla californica</i>	M	B/F
Charadriidae			
Killdeer	<i>Charadrius vociferus</i>	M	B/F

Appendix C-2

Vertebrate Animal Species Observed or Expected within the Randall Road Debris Basin Project Site, Santa Barbara County, California			
Family		Protected	
Common Name	Scientific Name	Status	Habitat Use
Columbidae			
Band-tailed pigeon	<i>Patagioenas fasciata</i>	M	B/F
Rock pigeon	<i>Columba livia</i>	--	B/F
Eurasian collared dove	<i>Streptopelia decaocto</i>	--	B/F
Mourning dove*	<i>Zenaida macroura</i>	M	B/F
Alcedinidae			
Belted kingfisher*	<i>Megaceryle alcyon</i>	M	F
Cuculidae			
Greater roadrunner	<i>Geococcyx californianus</i>	M	B/F
Strigidae			
Great horned owl	<i>Bubo virginianus</i>	M	B/F
Caprimulgidae			
Common poorwill	<i>Phalaenoptilus nuttallii</i>	M	B/F
Apodidae			
White-throated swift	<i>Aeronautes saxatalis</i>	M	B/F
Trochilidae			
Anna's hummingbird*	<i>Calypte anna</i>	M	B/F
Black-chinned hummingbird	<i>Archilochus alexandri</i>	M	F
Rufous hummingbird	<i>Selasphorus rufus</i>	M, BCC	F
Allen's hummingbird	<i>Selasphorus sasin</i>	M	B/F
Picidae			
Nuttall's woodpecker*	<i>Dryobates nuttallii</i>	M	B/F
Acorn woodpecker*	<i>Melanerpes formicivorus</i>	M	B/F
Downy woodpecker	<i>Dryobates pubescens</i>	M	B/F
Hairy woodpecker	<i>Dryobates villosus</i>	M	B/F
Northern flicker	<i>Colaptes auratus</i>	M	B/F
Tyrannidae			
Cassin's kingbird	<i>Tyrannus vociferans</i>	M	B/F
Pacific slope flycatcher	<i>Empidonax difficilis</i>	M	B/F
Say's phoebe	<i>Sayornis saya</i>	M	F
Black phoebe*	<i>Sayornis nigricans</i>	M	B/F
Olive-sided flycatcher	<i>Contopus cooperi</i>	M	B/F
Ash-throated flycatcher	<i>Myiarchus cinerascens</i>	M	B/F
Poliophtidae			
Blue-gray gnatcatcher	<i>Poliptila caerulea</i>	M	B/F
Hirundinidae			
Violet-green swallow	<i>Tachycineta thalassina</i>	M	B/F
Northern rough-winged swallow	<i>Stelgidopteryx serripennis</i>	M	B/F
Cliff swallow	<i>Petrochelidon pyrrhonota</i>	M	B/F
Barn swallow	<i>Hirundo rustica</i>	M	B/F

Appendix C-2

Vertebrate Animal Species Observed or Expected within the Randall Road Debris Basin Project Site, Santa Barbara County, California			
Family		Protected	
Common Name	Scientific Name	Status	Habitat Use
Corvidae			
California scrub-jay*	<i>Aphelocoma californica</i>	M	B/F
American crow*	<i>Corvus brachyrhynchos</i>	M	B/F
Common raven*	<i>Corvus corax</i>	M	B/F
Aegithalidae			
Bushtit*	<i>Psaltirparus minimus</i>	M	B/F
Sittidae			
White-breasted nuthatch	<i>Sitta carolinensis</i>	M	B/F
Regulidae			
Ruby-crowned kinglet	<i>Regulus calendula</i>	M	F
Bombycillidae			
Cedar waxwing	<i>Bombycilla cedrorum</i>	M	F
Sylviidae			
Wrentit	<i>Chamaea fasciata</i>	M	B/F
Parulidae			
Townsend's warbler	<i>Setophaga townsendi</i>	M	F
Black-throated gray warbler	<i>Setophaga nigrescens</i>	M	F
Orange-crowned warbler	<i>Oreothlypis celata</i>	M	B/F
Wilson's warbler	<i>Cardellina pusilla</i>	M	B/F
Yellow-rumped warbler	<i>Dendroica coronata</i>	M	F
Common yellowthroat	<i>Geothlypis trichas</i>	M	B/F
Paridae			
Oak titmouse	<i>Baeolophus inornatus</i>	M, BCC	B/F
Troglodytidae			
Canyon wren	<i>Catherpes mexicanus</i>	M	B/F
Bewick's wren	<i>Thryomanes bewickii</i>	M	B/F
House wren	<i>Troglodytes aedon</i>	M	B/F
Ptilogonatidae			
Phainopepla	<i>Phainopepla nitens</i>	M	B/F
Vireonidae			
Hutton's vireo	<i>Vireo huttoni</i>	M	B/F
Warbling vireo	<i>Vireo gilvus</i>	M	B/F
Turdidae			
Western bluebird	<i>Sialia mexicana</i>	M	B/F
Hermit thrush	<i>Catharus guttatus</i>	M	F
American robin	<i>Turdus migratorius</i>	M	F
Cardinalidae			
Black-headed grosbeak	<i>Pheucticus melanocephalus</i>	M	B/F
Mimidae			
Northern mockingbird	<i>Mimus polyglottos</i>	M	B/F
California thrasher	<i>Toxostoma redivivum</i>	M	B/F

Appendix C-2

Vertebrate Animal Species Observed or Expected within the Randall Road Debris Basin Project Site, Santa Barbara County, California

Family		Protected	
Common Name	Scientific Name	Status	Habitat Use
Sturnidae			
European starling*	<i>Sturnus vulgaris</i>		B/F
Passerellidae			
Spotted towhee	<i>Pipilo maculatus</i>	M	B/F
California towhee*	<i>Melospiza crissalis</i>	M	B/F
Song sparrow	<i>Melospiza melodia</i>	M	B/F
Lark sparrow	<i>Chondestes grammacus</i>	M	B/F
Golden-crowned sparrow	<i>Zonotrichia atricapilla</i>	M	F
White-crowned sparrow	<i>Zonotrichia leucophrys</i>	M	B/F
Dark-eyed junco*	<i>Junco hyemalis</i>	M	B/F
Icteridae			
Brewer's blackbird	<i>Euphagus cyanocephalus</i>	M	B/F
Brown-headed cowbird	<i>Molothrus ater</i>	M	B/F
Hooded oriole	<i>Icterus cucullatus</i>	M	B/F
Bullock's oriole	<i>Icterus bullockii</i>	M	B/F
Estrildidae			
Scaly-breasted munia	<i>Lonchura punctulata</i>	--	B/F
Fringillidae			
House finch	<i>Carpodacus mexicanus</i>	M	B/F
Lesser goldfinch	<i>Spinus psaltria</i>	M	B/F
Lawrence's goldfinch	<i>Spinus lawrencei</i>	M, BCC	B/F
American goldfinch	<i>Spinus tristis</i>	M	B/F
Passeridae			
House sparrow	<i>Passer domesticus</i>		B/F
MAMMALS			
Didelphidae			
Virginia opossum	<i>Didelphis virginiana</i>		B/F
Talpidae			
Broad-footed mole	<i>Scapanus latimanus</i>		B/F
Vespertilionidae			
California myotis	<i>Myotis californicus</i>		F
Western pipistrelle	<i>Pipistrellus hesperus</i>		F
Big brown bat	<i>Eptesicus fuscus</i>		F
Molossidae			
Brazilian free-tailed bat	<i>Tadarida brasiliensis</i>		F
Leporidae			
Brush rabbit	<i>Sylvilagus bachmani</i>		B/F
Desert cottontail*	<i>Sylvilagus audubonii</i>		B/F

Appendix C-2

Vertebrate Animal Species Observed or Expected within the Randall Road Debris Basin Project Site, Santa Barbara County, California

Family		Protected	
Common Name	Scientific Name	Status	Habitat Use
Sciuridae			
Western gray squirrel	<i>Sciurus griseus</i>		B/F
Fox squirrel*	<i>Sciurus niger</i>		B/F
California ground squirrel*	<i>Spermophilus beecheyi</i>		B/F
Geomyidae			
Botta's pocket gopher*	<i>Thomomys bottae</i>		B/F
Cricetidae			
Western harvest mouse	<i>Reithrodontomys megalotis</i>		B/F
California mouse	<i>Peromyscus californicus</i>		B/F
Deer mouse	<i>Peromyscus maniculatus</i>		B/F
Brush mouse	<i>Peromyscus boylii</i>		B/F
Big-eared woodrat	<i>Neotoma macrotis macrotis</i>		B/F
California vole	<i>Microtus californicus</i>		B/F
Muridae			
House mouse	<i>Mus musculus</i>		B/F
Black rat	<i>Rattus rattus</i>		B/F
Canidae			
Coyote*	<i>Canis latrans</i>		B/F
Gray fox	<i>Urocyon cinereoargenteus</i>		B/F
Domestic dog*	<i>Canis familiaris</i>		B/F
Procyonidae			
Raccoon*	<i>Procyon lotor</i>		B/F
Mephitidae			
Striped skunk	<i>Mephitis mephitis</i>		B/F
Felidae			
Mountain lion	<i>Felis concolor</i>		B/F
Bobcat	<i>Lynx rufus</i>		B/F
Feral cat	<i>Felis catus</i>		B/F
Cervidae			
Black-tailed deer*	<i>Odocoileus hemionus</i>		B/F

*Observed during one or more field surveys conducted for the project

¹Habitat Use

B – Breeding

F – Foraging

M – Migration only

²Protected Status

BCC – Birds of conservation concern (USFWS)

FE – Federal-listed Endangered Species

M – Migratory Bird Treaty Act Species