**TO**: Santa Barbara County Board of Supervisors

**FROM**: Alex Tuttle, Supervising Planner/Environmental Hearing Officer, Planning and Development

Planner Contact: Andrew Raaf, Santa Barbara County Flood Control District, prepared with assistance from Padre Associates, Inc.

**DATE**: January 12, 2021

**RE**: Environmental Impact Report (EIR) Addendum for the Randall Road Debris Basin Project, which amends the Environmental Impact Report (SCH #2019029104).

**Location**: The project site is 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 A-1).

## 1.0 INTRODUCTION

The Final EIR (State Clearinghouse no. 2019029104) was certified and the Randall Road Debris Basin Project was approved by the Board of Supervisors on August 18, 2020. The 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. To date, project construction has not been initiated.

The sequence of project implementation is contingent on the acquisition of private parcels and not all acquisitions are following the same schedule. It is possible that APN 007-120-101 will not be acquired by the scheduled construction start date (mid-2021). Therefore, a two phase approach may be necessary depending upon how property acquisition proceeds. This EIR Addendum considers two project timelines: 1) a single construction season in 2021 equivalent to the Final EIR, and 2) a two-phased approach occurring in 2021 and 2022. If not all parcels are acquired in time for the schedule mid-2021 implementation, initial debris basin construction (Phase 1) would be limited to five parcels (APNs 007-210-032, -033, -034, -035 and -036) to be conducted in 2021 with project staging on a sixth parcel (APN 007-120-100); with the balance of construction conducted in 2022 (Phase 2) on the remaining four parcels (APNs 007-120-054, -100, -101 and -103).

In addition, changes in the overall project design are proposed and are described in detail in Section 4.0 (Revised Project Description) below. Note that the revised impact analysis provided in Section 5 addresses both project scenarios, phased and non-phased debris basin construction.

# 2.0 BACKGROUND

## 2.1 STATE CEQA GUIDELINES SECTIONS 15162 AND 15164

CEQA (Public Resources Code § 21000 et seq.) and the State CEQA Guidelines provide guidance on the appropriate document for revisions to a previously certified EIR. Section 15162 of the State CEQA Guidelines states the following:

a. When an EIR has been certified or a Negative Declaration adopted, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following;

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

State CEQA Guidelines Section 15164 specifies that the lead agency “shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred”. An addendum need not be circulated for public review but can be included in or attached to the Final EIR. The decision-making body must consider the addendum with the Final EIR prior to making a decision on the project. As required in the State CEQA Guidelines Section 15164(e), a brief explanation of the decision not to prepare a subsequent EIR is provided below, and this explanation is supported by substantial evidence.

## 2.2 FINDINGS PURSUANT TO PUBLIC RESOURCES CODE SECTION 21166 AND STATE CEQA GUIDELINES SECTIONS 15162 AND 15164

Changes to the Randall Road Debris Basin Project have been proposed and are described in Section 4. The certified Final EIR retains informational value despite project changes and is relevant to the decision-making process. Based on the analysis contained in this EIR Addendum, no substantial changes to the Randall Road Debris Basin Project are proposed that would cause new significant environmental effects or a substantial increase in severity of previously identified significant effects.

As discussed in detail in Section 5 of this EIR Addendum, updated analyses provide substantial evidence that the project would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects as compared to the project approved by the Board of Supervisors on August 18, 2020 and analyzed in the EIR (SCH #2019029104).

No substantial changes have occurred with respect to the circumstances under which the Randall Road Debris Basin Project is being undertaken that would require major revisions to the EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects.

No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable due diligence at the time the EIR was certified shows:

a. That the Revised Randall Road Debris Basin Project will have significant effects not discussed in the EIR for the approved project.

b. That significant effects will be substantially more severe than previously shown.

c. That mitigation measures or alternatives have been found feasible that would reduce significant impacts and which the County has declined to adopt, or

d. That there are considerably different mitigation measures or alternatives that will substantially reduce significant project effects and which the County has declined to adopt.

Pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Section 15164(a), an addendum fulfills the requirements of CEQA because although there would be changes and additions to the Randall Road Debris Basin Project, none of the conditions in Section 15162 requiring a new EIR have occurred. Therefore, it is the finding of the Planning and Development Department (as the Environmental Hearing Officer for the project pursuant to the County's CEQA Guidelines), that this EIR Addendum may be used to fulfill the environmental review requirements of the changes to the Randall Road Debris Basin Project.

Because the project revisions meet the conditions for the application of Public Resources Code Section 21166 and State CEQA Guidelines Section 15164, preparation of a subsequent EIR is not required. The Board of Supervisors will consider this EIR Addendum with the certified Final EIR in approving the Randall Road Debris Basin Project contracts and in taking any other discretionary action required to move forward with the project.

# 3.0 APPROVED PROJECT DESCRIPTION IN THE EIR

The project description of the approved Randall Road Debris Basin Project is summarized below. Please refer to Section 3.0 of the certified Final EIR for a complete description of the approved project. Proposed changes to the previously approved Randall Road Debris Basin Project are discussed in Section 4 of this EIR Addendum.

## 3.1 PROJECT PROPONENT AND LEAD AGENCY

The project proponent and Lead Agency is the Santa Barbara County Flood Control District (FCD), located at 130 E. Victoria Street, Suite 200, Santa Barbara, California 93101.

## 3.2 PROJECT LOCATION AND EXISTING LAND USES

The Randall Road Debris Basin Project is located in the community of Montecito, specifically at the intersection of East Valley Road (State Route 192) and Randall Road. The project site is composed of 10 parcels totaling approximately 9.2 acres in area. 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.

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. 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.

## 3.3 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.

## 3.4 PROJECT CHARACTERISTICS

A detailed description of the approved Randall Road Debris Basin Project can be found in Section 3.3 of the certified Final EIR. Section 4.0 of this EIR Addendum describes proposed changes to Randall Road Debris Basin Project.

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 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.

### 3.4.1 Debris Basin

The proposed debris basin would encompass approximately eight acres in area, including the re-constructed channel, debris basin and access areas. 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. Three access ramps would be provided to allow equipment access to the debris basin bottom for periodic maintenance. Steel debris racks would be provided in the debris basin bottom.

### 3.4.2 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. 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.

### 3.4.3 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.

### 3.4.4 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 in the Final EIR. 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.

## 3.5 CONSTRUCTION

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

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.

## 3.6 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 tasks are described below.

### 3.6.1 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 one to two years, while channel shaping and reestablishment involving heavy equipment is likely to be less frequent.

### 3.6.2 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 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. 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.

### 3.6.3 Restoration Maintenance

It is anticipated that the proposed restoration plantings discussed in Section 3.4.4 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.

## 4.0 REVISED RANDALL ROAD DEBRIS BASIN PROJECT DESCRIPTION

The Randall Road Debris Basin Project was approved by the Board of Supervisors on August 18, 2020, but the facilities have not yet been constructed. The changes to the approved project description consist of two potential scenarios, phased and non-phased debris basin construction. The non-phased scenario would be implemented unless the progress of property acquisition dictates that a phased construction scenario is required.

Consistent with the approved project, the revised debris basin would remain an "off channel" basin. 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.

Revised EIR graphics are provided, including the project location map (Figure A-1), revised debris basin design (Figures A-2 and A-3) and revised restoration plan (Figure A-4). Note that Figure A-2 shows the Phase 1 debris basin design, which is only applicable to the phased construction scenario. Both Figures A-2 and A-3 show an earthen berm for screening views of the site from East Valley Road, which represents implementation of Mitigation Measure **MM AES-1**.

There have been no changes to the Randall Road Debris Basin project objectives as described in Section 1.4 of the certified Final EIR.

## 4.1 PHASED CONSTRUCTION

Primary changes to the approved project description associated with phased construction are summarized below:

1. The debris basin design has been modified to delete project components on the east bank of San Ysidro Creek (including earthwork or restoration) on APN 007-120-090. However, construction access on this parcel would be required. This results in a reduction in the project site area from approximately 9.2 acres to 8.5 acres, and a reduction in the area of the portion of the debris basin east of San Ysidro Creek. In addition, the amount of excavation and other earthwork on APN 007-120-100 would be slightly reduced.

2. The debris basin would be constructed in two phases, with construction limited to five parcels (APNs 007-120-032, -033, -034, -035 and -036) in Phase 1 which would produce an interim debris basin in the northern portion of the site and construction on the remaining portion of the basin in 2022 (Phase 2) on four parcels (APNs 007-120-054, -100, -101 and -103).

3. Change 1 listed above would result in a reduction in excavation volumes from about 97,000 cubic yards (per the certified Final EIR) to about 90,000 cubic yards total, with about 60,000 cubic yards in Phase 1. The total volume of earth material to be exported would be about the same as that estimated in the certified Final EIR (87,000 cubic yards).

4. Channel recontouring and sloping of streambanks would be reduced as work on the east bank would be reduced (see Change 1 above). Rock placement within the creek channel would be deleted.

5. Rock would be placed on the basin slopes and at the base of the debris racks.

6. The conceptual restoration plan provided in the certified EIR has been modified to accommodate the revised basin design, newly proposed rock on the basin slopes and eliminate planting areas on APN 007-120-090, including the basin slope and creekside areas.
7. Phase 1 debris basin construction would occur from April through December 2021, with Phase 2 construction occurring from April to December 2022. However, the total number of work days would not be substantially greater than for the approved project (150), because additional mobilization and demobilization work days associated with two construction seasons would be mostly offset by the reduced work days associated with the smaller volume of excavation and smaller basin area.

### 4.1.1 Revised Debris Basin

The proposed improvements would encompass approximately 8.5 acres in area, including the modified channel, revised debris basin and access areas (see Figures A-2 and A-3). The Phase 1 basin would be approximately 3.2 acres in area, with an additional 2.5 acres added in Phase 2. The bottom surface of the debris basin would be approximately 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.

The revised debris basin would include Class VII rock (one-half ton) and Class III rock (25 pound) to be placed on the basin slopes, sloped channel banks and at the base of the debris racks.

Consistent with approved project, three access ramps would be provided to allow equipment access to the debris basin bottom for periodic maintenance, and steel debris racks would be provided in the debris basin bottom.

### 4.1.2 Revised Channel Improvements

The San Ysidro Creek channel and bank recontouring would be reduced. The western bank would be sloped back to form the eastern limits of the debris basin and protected with Class VII rock. The eastern channel bank along northern portion of the basin (to be constructed in Phase 1) would not be graded or modified. The eastern channel bank along southern portion of the basin (to be constructed in Phase 2) would be graded to form a 2:1 slope and protected with Class VII rock. Rock or other earth material would not be placed in the channel bottom.

### 4.1.3 Hiking Trail

No changes to the hiking trail are proposed.

### 4.1.4 Revised Restoration Plan

Excluding the debris basin bottom, most of the area affected by excavation would be replanted with native plant species. The revised Restoration Plan is provided as Figure A-4. 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 revised Plan includes four planting areas as shown in Figure A-4.

**Embankment Planting Areas (Zone A)**. The objectives for this zone are to provide dense, multi-layered vegetation that would provide visual screening for the debris basin as well as native habitat. Plant species have been selected to provide a mosaic of coastal sage scrub and chaparral shrubs, trees, and understory plant materials. Flowering species of visual interest may be installed in the lowest layer along the berm, while more dense shrubs such as lemonade-berry and small trees such as toyon would comprise the middle-layers, with interspersed taller native trees to make up the tree canopy.

**Basin Slopes (Zone B)**. This zone would likely be dry for much of the year, but may be periodically inundated in larger storm events, and also would receive overland flow as rainwater drains into the basin from the adjacent properties. The objectives for Zone B are to provide slope stability and a blend of native species that can tolerate dry conditions and periodic wet conditions, and to provide moderate visual screening around the basin from Randall Road. The plant palette would include a layered canopy, flowering species, shrubs, and large native trees. Large specimen trees such as coast live oaks and sycamores would be installed without understory vegetation to encourage a mosaic of habitat types in this zone. Clusters of coast live oaks, sycamores would be placed to create groves and micro habitats within the larger planting zones. Memorial trees may also be installed in this zone to be observed from the Randall Road trail.

**Creekside Planting Areas (Zone C)**. This zone would be periodically inundated by storm flows and may be disturbed during high-flows and/or when maintenance of the channel is required. The objectives of Zone C are to provide bank stability, riparian shade and habitat, and to create a resilient, diverse plant community that would rapidly re-sprout and re-colonize after any incidental disturbance. The plant palette would include willows, elderberry, mulefat, and coyote brush which grow rapidly and would provide the initial successional stage of habitat. The plant palette would also include larger trees such as cottonwoods, coast live oak, and sycamore to provide habitat and shade. Native monkeyflowers would be included as this species was noted in the channel during 2020 surveys. A blend of other appropriate riparian and coastal scrub shrubs are included to provide resilience for dry conditions.

**Overflow Planting Areas (Zone D)**. This zone is made up of areas along the creek corridor at which a lower plant community is desired to avoid impeding storm flow and enable proper drainage and function of the facility. At the upstream and downstream ends of the basin, these zones would allow overtopping water flow to break out into the basin and back into the creek channel. This zone includes creekside areas near the debris racks, where lower vegetation (no large shrubs and trees) is desired to avoid root damage to the debris racks or other maintenance conflicts at these structures. The plant palette in Zone D would include a blend of native *Carex* and rush (*Juncus*) species, deergrass, blackberry, and mugwort which would assist in stabilizing the slope and providing habitat heterogeneity.

### 4.1.5 Construction

Construction of the revised project would be the same as the approved project with the following modifications:

- Construction activities including excavation and export of earth material would be phased with about 60,000 cubic yards excavated and 58,000 cubic yards exported in Phase 1 (2021). The balance (about 30,000 cubic yards excavated and exported) would occur in Phase 2 (2022). Peak day and average day truck trips would not change.
- Export of earth material would occur in Phase 1 over a 45 to 60 day period, and a 20 to 30 day period in Phase 2.
- Basin construction in Phase 1 would not include APN 007-120-100; however, this parcel may be used for construction staging.
- Basin construction in Phase 1 would not include APN 007-120-054; however, a screening berm would be constructed on this parcel along East Valley Road (see Figure A-2).

### 4.1.6 Routine Maintenance

Routine maintenance of the revised project would be the same as the approved project except any maintenance conducted following the 2021/2022 storm season would be limited to the interim debris basin constructed in Phase 1.

## 4.2 NON-PHASED CONSTRUCTION

Primary changes to the approved project description associated with non-phased construction are summarized below:

1. The debris basin design has been modified to delete project components on the east bank of San Ysidro Creek (including earthwork or restoration) on APN 007-120-090. However, construction access on this parcel would be required. This results in a reduction in the project site area from approximately 9.2 acres to 8.5 acres, and a reduction in the area of the portion of the debris basin east of San Ysidro Creek. In addition, the amount of excavation and other earthwork on APN 007-120-100 would be slightly reduced.

2. Change 1 listed above would result in a reduction in excavation volumes from about 97,000 cubic yards (per the certified Final EIR) to about 90,000 cubic yards total. The total volume of earth material to be exported would be about the same as that estimated in the certified Final EIR (87,000 cubic yards).
3. Channel recontouring and sloping of streambanks would be reduced as work on the east bank would be reduced (see Change 1 above). Rock placement within the creek channel would be deleted.
4. Rock would be placed on the basin slopes and at the base of the debris racks.
5. The conceptual restoration plan provided in the certified EIR has been modified to accommodate newly proposed rock on the basin slopes and eliminate planting areas on APN 007-120-090, including the basin slope and creekside areas.
6. The construction duration may be slightly less than estimated for the approved project (150 work days).

### 4.2.1 Revised Debris Basin

The proposed improvements would encompass approximately 8.5 acres in area, including the creek channel, revised debris basin and access areas (see Figure A-3). The revised debris basin would be the same as described in Section 4.1.1 (Phases 1 and 2 combined) but constructed in a single year.

### 4.2.2 Revised Channel Improvements

The revised channel improvements would be the same as described in Section 4.1.2 (Phases 1 and 2 combined) but constructed in a single year.

### 4.2.3 Hiking Trail

No changes to the hiking trail are proposed.

### 4.2.4 Revised Restoration Plan

The revised restoration plan would the same as described in Section 4.1.4.

### 4.2.5 Construction

Construction activities associated with the revised project would be the same as the approved project. However, APN 007-120-100 may be used a staging area during initial debris basin excavation.

### 4.2.6 Routine Maintenance

Routine maintenance of the revised project would be the same as the approved project.

PROJECT LOCATION:

LEGEND:

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

0 100 200
FEET

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.

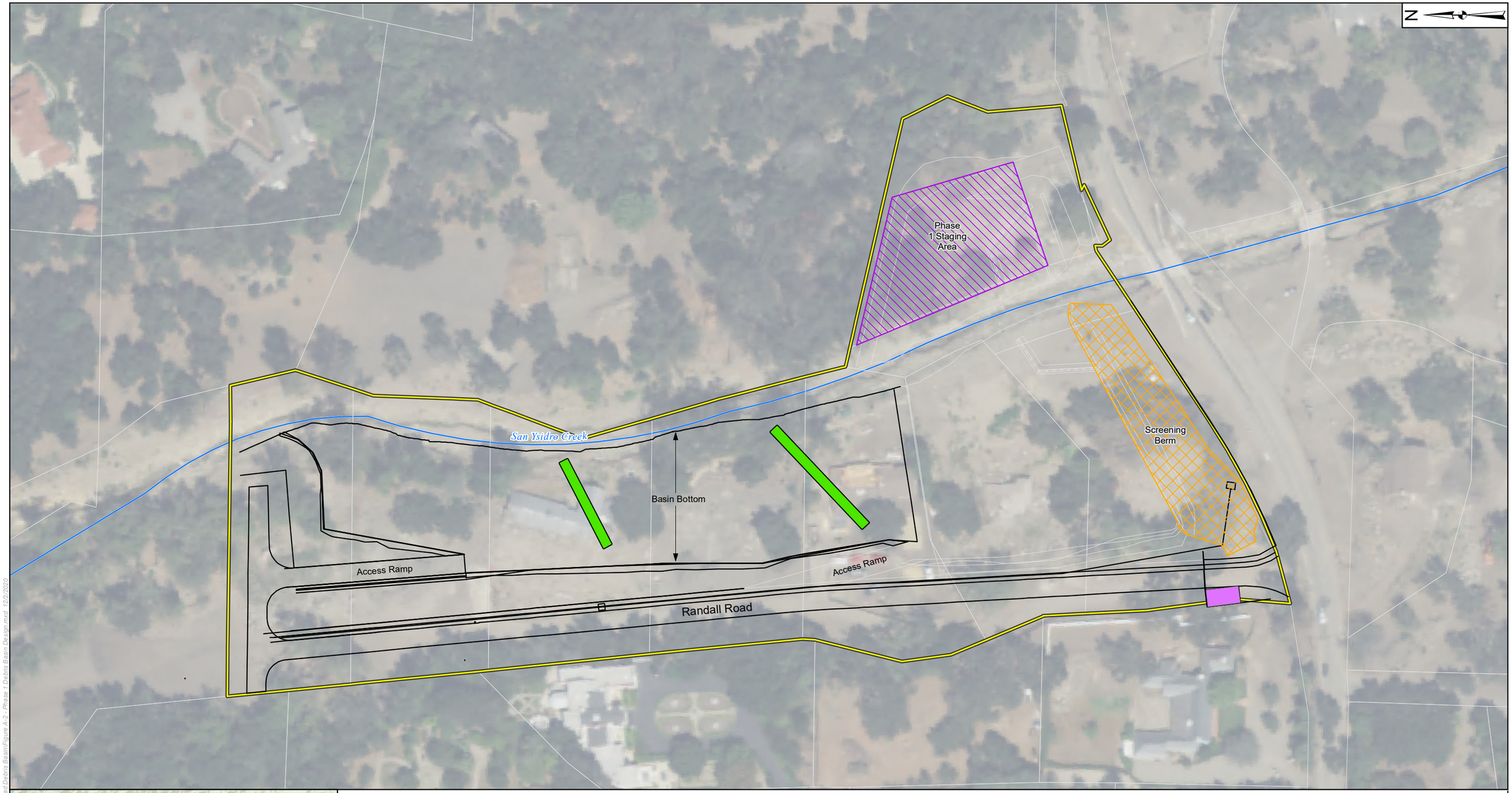
padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

| PROJECT NAME: | |
|---|---|
| RANDALL ROAD DEBRIS BASIN<br>SANTA BARBARA COUNTY, CA | |
| PROJECT NUMBER: 1902-2132 | DATE: November 2020 |

PROJECT LOCATION MAP

FIGURE A-1

Z:\GIS Projects\GIS Maps\Map Project\Randall Road Debris Basin\Figure A-1 - Project Location Map.mxd 11/25/2020




PROJECT LOCATION:

LEGEND:

- San Ysidro Creek
- Debris Rack
- Phase 1 Staging Area
- Proposed Parking Area
- Screening Berm
- Project Site
- Assessor Parcel Boundary

0 50 100
FEET

*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.*

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

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

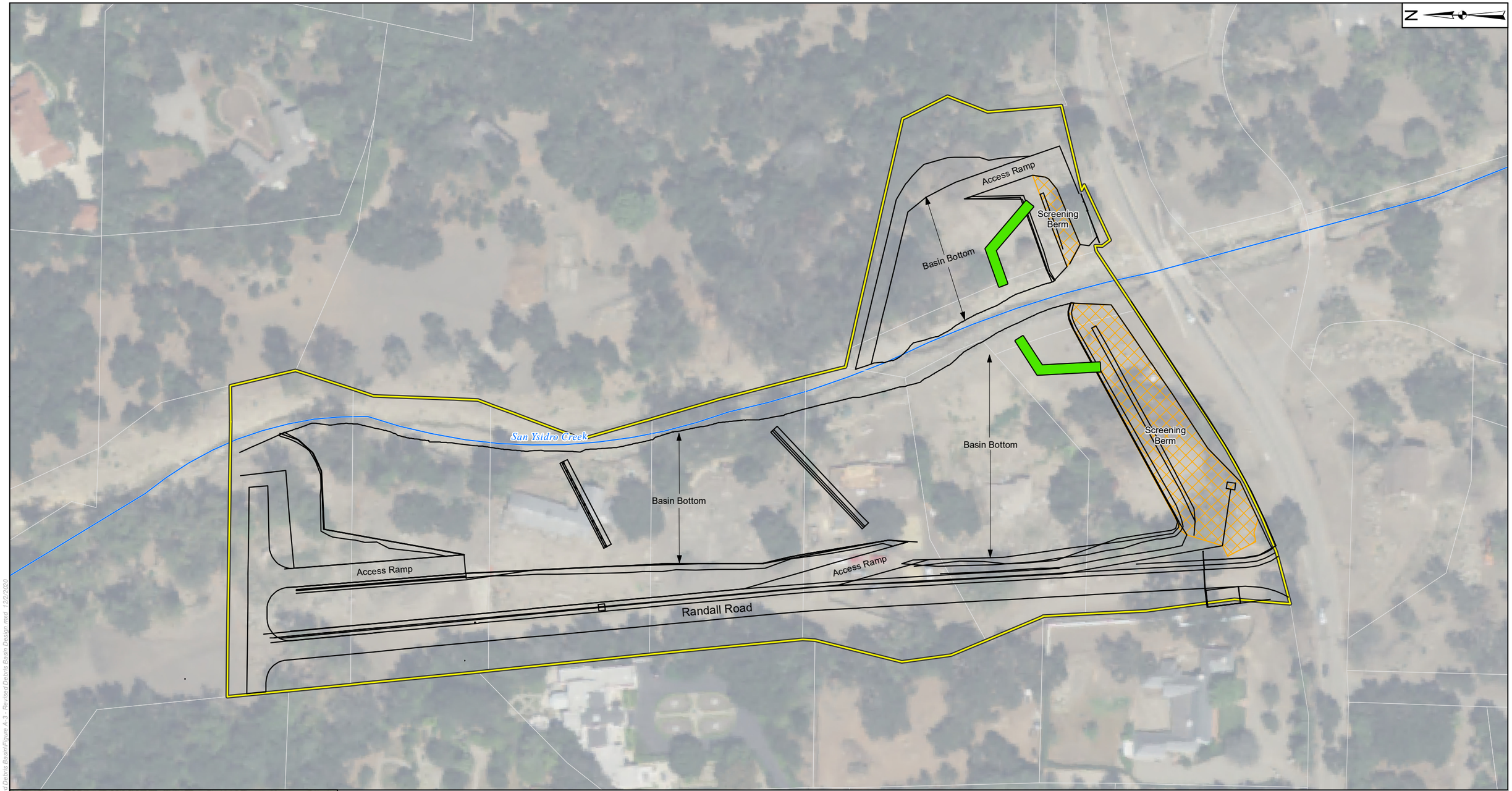
PROJECT NUMBER: 1902-2132

DATE: December 2020

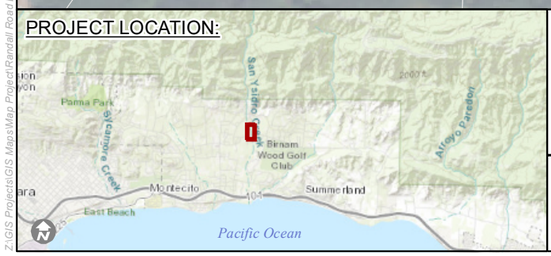
# REVISED DEBRIS BASIN DESIGN - PHASE 1

FIGURE A-2

Z:\GIS Projects\GIS Maps\Map Project\Randall Road Debris Basin\Figure A-2_Phase 1 Debris Basin Design.mxd 12/2/2020




PROJECT LOCATION:




LEGEND:

- Revised Basin Design
- San Ysidro Creek
- Debris Rack
- Screening Berm
- Project Site
- Assessor Parcel Boundary

0 50 100
FEET

*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.*

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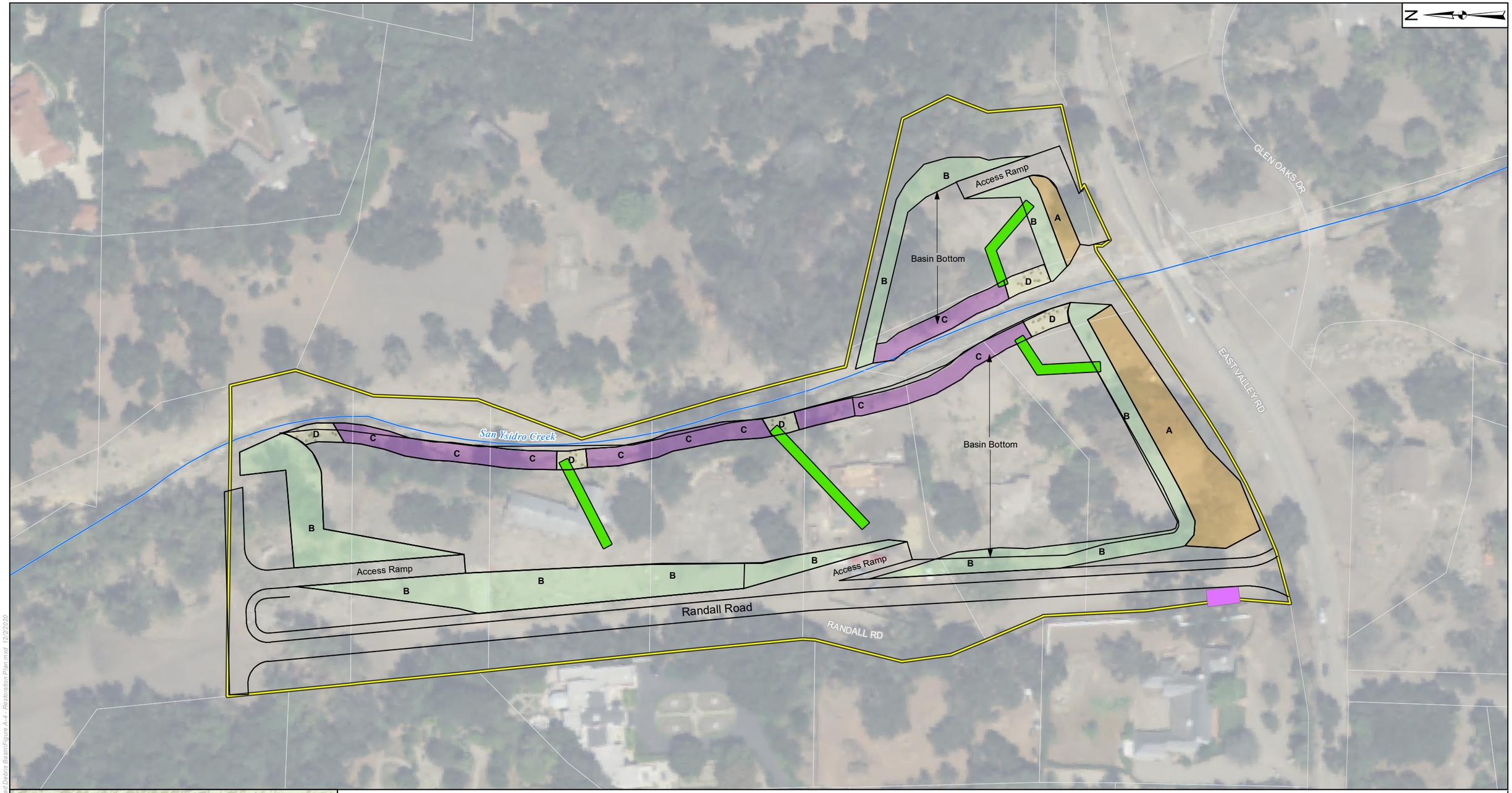
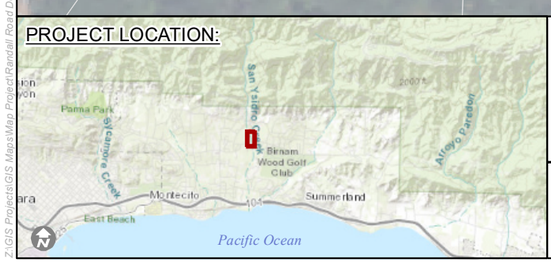
| PROJECT NAME: | | |
|---|---|---|
| RANDALL ROAD DEBRIS BASIN<br>SANTA BARBARA COUNTY, CA | | REVISED DEBRIS BASIN DESIGN |
| PROJECT NUMBER: 1902-2132 | DATE: December 2020 | FIGURE A-3 |

Z:\GIS Projects\GIS Maps\Map Project\Randall Road Debris Basin\Figure A-3 - Revised Debris Basin Design.mxd 12/2/2020




PROJECT LOCATION:




LEGEND:

- San Ysidro Creek
- Revised Basin Design
- 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
- D - Overflow Planting Area

0 50 100
FEET

*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.*

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ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

| PROJECT NAME: | | |
|---|---|---|
| RANDALL ROAD DEBRIS BASIN<br>SANTA BARBARA COUNTY, CA | | |
| PROJECT NUMBER: 1902-2132 | DATE: December 2020 | |

# REVISED RESTORATION PLAN

FIGURE
A-4

Z:\GIS Projects\GIS Maps\Map Project\Randall Road Debris Basin\Figure A-4 - Restoration Plan.mxd 12/2/2020

# 5.0 COMPARATIVE EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4 of the certified Final EIR provides a detailed discussion of the impacts of constructing and operating the Randall Road Debris Basin Project. This Section focuses on potential changes in environmental impacts associated with implementation of the Revised Randall Road Debris Basin Project. Specifically, impacts attributable to the Revised Randall Road Debris Basin Project are compared with the analysis and findings within the certified Final EIR to determine if new significant impacts or increased severity in previously identified significant impacts would occur. Table 1 provides a comparison of the impacts of the approved Randall Road Debris Basin Project as analyzed in the certified Final EIR to the Revised Randall Road Debris Basin Project. As noted in Table 1, for a majority of the impacts identified in the certified Final EIR, the Revised Randall Road Debris Basin Project impacts would the same or reduced as compared to the approved Randall Road Debris Basin Project. Additional analysis is provided in sections that follow Table 1.

Note that the environmental setting has not changed since the Final EIR was certified. The existing conditions at the project site as described in Section 4.0 of the certified Final EIR have not substantially changed.

**Table 1. Comparison of the Impacts of the Approved Randall Road Debris Basin Project and the Revised Randall Road Debris Basin Project**

| Impact Description | Approved Randall Road Debris Basin Project | Revised Randall Road Debris Basin Project | |
|---|---|---|---|
| | | Phased Construction | Non-phased Construction |
| **Impact AES-1:** Debris basin construction would temporarily degrade the scenic quality of public views from East Valley Road. | Significant but mitigable (Class II) | Impacts would be greater, but remain significant but mitigable (Class II), see discussion in Section 5.1. Mitigation Measure **MM AES-1** would continue to be applicable | Significant but mitigable (Class II), see discussion in Section 5.1. Mitigation Measure **MM AES-1** would continue to be applicable |
| **Impact AES-2:** The proposed debris basin would permanently degrade the scenic quality of public views from East Valley Road. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.1 | Less than significant (Class III), see discussion in Section 5.1 |
| **Impact AES-3:** Periodic routine maintenance of the proposed debris basin would degrade the scenic quality of public views from East Valley Road. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.1 | Less than significant (Class III), see discussion in Section 5.1 |
| **Impact AQ-1:** Debris basin construction would generate air pollutant emissions that would adversely impact local and regional air quality. | Less than significant (Class III) | Annual emissions would be reduced, and remain less than significant (Class III), see discussion in Section 5.2 | Less than significant (Class III), see discussion in Section 5.2 |
| **Impact AQ-2:** Routine maintenance of the proposed debris basin would generate air pollutant emissions that would adversely impact local and regional air quality. | Significant but mitigable (Class II) | Significant but mitigable (Class II), see discussion in Section 5.2. Mitigation Measure **MM AQ-1** would continue to be applicable | Significant but mitigable (Class II), see discussion in Section 5.2. Mitigation Measure **MM AQ-1** would continue to be applicable |

| Impact Description | Approved Randall Road Debris Basin Project | Revised Randall Road Debris Basin Project | |
|---|---|---|---|
| | | Phased Construction | Non-phased Construction |
| **Impact AQ-3:** Construction and routine maintenance activities would generate greenhouse gas emissions. | Less than significant (Class III) | Annual construction emissions would be reduced, and remain less than significant (Class III), see discussion in Section 5.2 | Less than significant (Class III), see discussion in Section 5.2 |
| **Impact BIO-1**: Project construction and routine maintenance would result in the long-term loss of coast live oak woodland and California sycamore stands. | Less than significant (Class III) | Loss of oak woodland would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 | Loss of oak woodland would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 |
| **Impact BIO-2**: The proposed project would result in the modification of County-defined wetlands and Environmentally Sensitive Habitat. | Less than significant (Class III) | Impacts would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 | Impacts would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 |
| **Impact BIO-3**: The proposed project would result in the loss of mature native trees. | Significant but mitigable (Class II) | The number of native trees removed would be reduced, but remain significant but mitigable (Class II), see discussion in Section 5.3. Mitigation Measure **MM BIO-1** would continue to be applicable | The number of native trees removed would be reduced, but remain significant but mitigable (Class II), see discussion in Section 5.3. Mitigation Measure **MM BIO-1** would continue to be applicable |
| **Impact BIO-4**: The proposed project may impede migration of steelhead. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.3 | Less than significant (Class III), see discussion in Section 5.3 |
| **Impact BIO-5**: The proposed project would result in the loss of suitable oak woodland habitat for oak titmouse. | Less than significant (Class III) | Loss of oak woodland would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 | Loss of oak woodland would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 |
| **Impact BIO-6**: The proposed project would result in the loss of suitable eucalyptus habitat for migrating rufous hummingbird. | Less than significant (Class III) | Loss of eucalyptus habitat would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 | Loss of eucalyptus habitat would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 |
| **Impact BIO-7**: The proposed project would result in the loss of suitable breeding habitat for Lawrence's goldfinch. | Less than significant (Class III) | Loss of breeding habitat would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 | Loss of breeding habitat would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 |
| **Impact BIO-8**: The proposed project would result in the loss of suitable woodland breeding habitat for Cooper's hawk. | Less than significant (Class III) | Loss of woodland habitat would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 | Loss of woodland habitat would be reduced, and remain less than significant (Class III), see discussion in Section 5.3 |

| Impact Description | Approved Randall Road Debris Basin Project | Revised Randall Road Debris Basin Project | |
|---|---|---|---|
| | | Phased Construction | Non-phased Construction |
| **Impact BIO-9**: Proposed debris basin construction and/or routine maintenance activities may disrupt breeding of migratory birds. | Significant but mitigable (Class II) | Impacts would be increased but remain significant but mitigable (Class II), see discussion in Section 5.3. Mitigation Measure **MM BIO-2** would continue to be applicable | Significant but mitigable (Class II), see discussion in Section 5.3. Mitigation Measure **MM BIO-2** would continue to be applicable |
| **Impact CR-1**: Debris basin construction has the potential to adversely affect unreported archeological resources. | Significant but mitigable (Class II) | Significant but mitigable (Class II), see discussion in Section 5.4. Mitigation Measure **MM CR-1** would continue to be applicable | Significant but mitigable (Class II), see discussion in Section 5.4. Mitigation Measure **MM CR-1** would continue to be applicable |
| **Impact GEO-1**: Construction of the proposed project and routine maintenance activities may result in increased soil erosion along San Ysidro Creek. | Less than significant (Class III) | Impacts would be reduced and remain less than significant (Class III), see discussion in Section 5.5 | Impacts would be reduced and remain less than significant (Class III), see discussion in Section 5.5 |
| **Impact WR-1**: Proposed construction and routine maintenance activities may result in surface water contamination. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.6 | Less than significant (Class III), see discussion in Section 5.6 |
| **Impact WR-2**: Project construction activities would utilize local groundwater supplies. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.6 | Less than significant (Class III), see discussion in Section 5.6 |
| **Impact WR-3**: The proposed debris basin would attenuate peak storm flows and capture sediment and debris. | Beneficial (Class IV) | Beneficial (Class IV), see discussion in Section 5.6 | Beneficial (Class IV), see discussion in Section 5.6 |
| **Impact WR-4**: The proposed debris basin would increase infiltration of surface water to the Montecito Groundwater Basin. | Beneficial (Class IV) | Beneficial (Class IV), see discussion in Section 5.6 | Beneficial (Class IV), see discussion in Section 5.6 |
| **Impact N-1**: Noise generated by debris basin construction activities would temporarily adversely affect nearby noise-sensitive land uses (residences). | Significant but mitigable (Class II) | Impact duration (two construction seasons) would increase, but would remain significant but mitigable (Class II), see discussion in Section 5.7. Mitigation Measures **MM N-1** and **MM N-2** would continue to be applicable | Significant but mitigable (Class II), see discussion in Section 5.7. Mitigation Measures **MM N-1** and **MM N-2** would continue to be applicable |
| **Impact N-2**: Vibration generated by debris basin construction activities would temporarily adversely affect nearby residences. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.7 | Less than significant (Class III), see discussion in Section 5.7 |
| **Impact N-3**: Noise generated by routine maintenance activities would periodically adversely affect nearby noise-sensitive land uses (residences). | Significant but mitigable (Class II) | Significant but mitigable (Class II), see discussion in Section 5.7. Mitigation Measure **MM N-1** would continue to be applicable | Significant but mitigable (Class II), see discussion in Section 5.7. Mitigation Measure **MM N-1** would continue to be applicable |
| **Impact N-4**: Vibration generated by routine maintenance activities would periodically adversely affect nearby residences. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.7 | Less than significant (Class III), see discussion in Section 5.7 |

| Impact Description | Approved Randall Road Debris Basin Project | Revised Randall Road Debris Basin Project | |
|---|---|---|---|
| | | Phased Construction | Non-phased Construction |
| **Impact N-5**: Blasting-related noise may adversely affect residents in the project area. | Significant but mitigable (Class II) | Impact duration (two construction seasons) would increase, but remain significant but mitigable (Class II), see discussion in Section 5.7. Mitigation Measure **MM N-3** would continue to be applicable | Significant but mitigable (Class II), see discussion in Section 5.7. Mitigation Measure **MM N-3** would continue to be applicable |
| **Impact HAZ-1**: Construction and routine maintenance activities may result in inadvertent discharge of small quantities of hazardous materials. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.8 | Less than significant (Class III), see discussion in Section 5.8 |
| **Impact HAZ-2**: Construction and routine maintenance activities would occur in an area supporting flammable vegetation and may increase risk of wildland fire. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.8 | Less than significant (Class III), see discussion in Section 5.8 |
| **Impact T-1**: Trucking of earth material/debris removed during debris basin construction may exacerbate peak hour traffic congestion at affected intersections. | Significant but mitigable (Class II) | Significant but mitigable (Class II), see discussion in Section 5.9. Mitigation Measure **MM T-1** would continue to be applicable | Significant but mitigable (Class II), see discussion in Section 5.9. Mitigation Measure **MM T-1** would continue to be applicable |
| **Impact T-2**: Trucking of earth material/debris removed during debris basin routine maintenance may exacerbate peak hour traffic congestion at affected intersections. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.9 | Less than significant (Class III), see discussion in Section 5.9 |
| **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. | Significant but mitigable (Class II) | Significant but mitigable (Class II), see discussion in Section 5.9. Mitigation Measure **MM T-2** would continue to be applicable | Significant but mitigable (Class II), see discussion in Section 5.9. Mitigation Measure **MM T-2** would continue to be applicable |
| **Impact PH-1**: The project-related conversion of residential parcels to a debris basin may result in construction of replacement housing elsewhere in Montecito. | Less than significant (Class III) | Less than significant (Class III), see discussion in Section 5.10 | Less than significant (Class III), see discussion in Section 5.10 |

## 5.1 VISUAL RESOURCES/AESTHETICS

### 5.1.1 Setting

The setting information provided in Section 4.1.1 of the certified Final EIR remains relevant to describe the visual resources and aesthetics environment at and in the vicinity of the project site.

### 5.1.2 Impact Analysis

5.1.2.1 Phased Construction

**Impact AES-1: Debris basin construction would temporarily degrade the scenic quality of public views from East Valley Road**. The revised debris basin would have a smaller footprint such that the number of trees removed would be reduced from 131 to 105. However, the smaller footprint and reduced number of trees removed would not substantially reduce the degradation of the scenic quality of public views as compared to the approved project. Phased construction would extend the construction period from about eight months to up to 20 months (April 2021 to December 2022), which would increase the duration of the project-related reduction in the scenic quality of the site. Therefore, this impact would be greater than the approved project but remain mitigable (Class II).

**Impact AES-2: The proposed debris basin would permanently degrade the scenic quality of public views from East Valley Road**. The revised debris basin design would be very similar to the approved project, especially as viewed from East Valley Road. Therefore, the permanent degradation of the scenic quality of public views would be virtually the same as the approved project and remain a less than significant impact (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**. The revised debris basin design would be very similar to the approved project, and routine maintenance activities would be the same. Therefore, the degradation of the scenic quality of public views associated with routine maintenance activities would be virtually the same as the approved project and remain a less than significant impact (Class III).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to visual resources or a substantial increase in the severity of previously identified significant effects.

5.1.2.2 Non-phased Construction

**Impact AES-1: Debris basin construction would temporarily degrade the scenic quality of public views from East Valley Road**. The revised debris basin would have a smaller footprint such that the number of trees removed would be reduced from 131 to 105. However, the smaller footprint and reduced number of trees removed would not substantially reduce the degradation of the scenic quality of public views as compared to the approved project. Overall, this impact would be virtually the same as the approved project and remain significant but mitigable (Class II).

**Impact AES-2: The proposed debris basin would permanently degrade the scenic quality of public views from East Valley Road**. The revised debris basin design would be very similar to the approved project, especially as viewed from East Valley Road. Therefore, the permanent degradation of the scenic quality of public views would be virtually the same as the approved project and remain a less than significant impact (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**. The revised debris basin design would be very similar to the approved project, and routine maintenance activities would be the same. Therefore, the degradation of the scenic quality of public views associated with routine maintenance activities would be virtually the same as the approved project and remain a less than significant impact (Class III).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to visual resources or a substantial increase in the severity of previously identified significant effects.

### 5.1.3 Mitigation Measures

The Revised Randall Road Debris Basin Project would be subject to the mitigation measure provided in Section 4.1.2.2 of the certified Final EIR (**MM AES-1**; construction screening). This measure remains relevant and applicable and would be included in the Mitigation Monitoring and Reporting Plan for the Revised Randall Road Debris Basin Project as amended. Note that implementation of mitigation measure **MM AES-1** is shown on the revised debris basin design as a screening berm (see Figures A-2 and A-3), which would be constructed as part of Phase 1 should phased construction occur.

### 5.1.4 Residual Impacts

Implementation of the mitigation measure provided in the certified Final EIR would reduce visual resources/aesthetics impacts of the Revised Randall Road Debris Basin Project to a level of less than significant.

## 5.2 AIR QUALITY/GREENHOUSE GAS EMISSIONS

### 5.2.1 Setting

The setting information provided in Section 4.2.1 of the certified Final EIR has not changed and remains relevant to describe the air quality and regulatory setting of the project area.

### 5.2.2 Impact Analysis

5.2.2.1 Phased Construction

**Impact AQ-1: Debris basin construction would generate air pollutant emissions that would adversely impact local and regional air quality**. The revised debris basin would have a smaller footprint and slightly lower excavation volumes such that the total amount of construction-related air pollutant emissions may be reduced. Phased construction would result in air pollutant emissions spread over a longer time period, which would substantially reduce annual emissions. However, peak day air pollutant emissions would be the same as the approved project. As with the approved project, revised project construction air pollutant emissions would not exceed the SBCAPCD Rule 202 threshold and remain a less than significant impact to air quality (Class III).

**Impact AQ-2: Routine maintenance of the proposed debris basin would generate air pollutant emissions that would adversely impact local and regional air quality**. The revised debris basin design would be very similar to the approved project, and routine maintenance activities would be the same. Therefore, air pollutant emissions would be virtually the same as the approved project and remain a significant but mitigable impact (Class II).

**Impact AQ-3: Construction and routine maintenance activities would generate greenhouse gas emissions**. The revised debris basin would have a smaller footprint and slightly lower excavation volumes such that the total amount of construction-related greenhouse gas emissions may be reduced. Phased construction would result in greenhouse gas emissions spread over a longer time period, which would substantially reduce annual emissions. As with the approved project, revised project greenhouse gas emissions would not exceed the adopted threshold and remain a less than significant impact to global climate change (Class III).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to air quality or global climate change or a substantial increase in the severity of previously identified significant effects.

5.2.2.2 Non-phased Construction

**Impact AQ-1: Debris basin construction would generate air pollutant emissions that would adversely impact local and regional air quality**. The revised debris basin would have a smaller footprint and slightly lower excavation volumes such that the total amount of construction-related air pollutant emissions may be reduced. However, peak day air pollutant emissions would be the same as the approved project. As with the approved project, revised project construction air pollutant emissions would not exceed the SBCAPCD Rule 202 threshold and remain a less than significant impact to air quality (Class III).

**Impact AQ-2: Routine maintenance of the proposed debris basin would generate air pollutant emissions that would adversely impact local and regional air quality**. The revised debris basin design would be very similar to the approved project, and routine maintenance activities would be the same. Therefore, air pollutant emissions would be virtually the same as the approved project and remain a significant but mitigable impact (Class II).

**Impact AQ-3: Construction and routine maintenance activities would generate greenhouse gas emissions**. The revised debris basin would have a smaller footprint and slightly lower excavation volumes such that the total amount of construction-related greenhouse gas emissions may be reduced. As with the approved project, revised project greenhouse gas emissions would not exceed the adopted threshold and remain a less than significant impact to global climate change (Class III).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to air quality or global climate change or a substantial increase in the severity of previously identified significant effects.

### 5.2.3 Mitigation Measures

The Revised Randall Road Debris Basin Project would be subject to the mitigation measures provided in Section 4.2.2.2 of the certified Final EIR (**MM AQ-1**; emissions reduction measures). These measures remain relevant and applicable and would be included in the Mitigation Monitoring and Reporting Plan for the Revised Randall Road Debris Basin Project as amended.

### 5.2.4 Residual Impacts

Residual air quality impacts from the Revised Randall Road Debris Basin Project would remain less than significant.

## 5.3 BIOLOGICAL RESOURCES

### 5.3.1 Setting

The setting information provided in Section 4.3.1 of the certified Final EIR has not changed and remains relevant to describe the biological resources and regulatory environment of the project site.

### 5.3.2 Impact Analysis

5.3.2.1 Phased Construction

**Impact BIO-1: Project construction and routine maintenance would result in the long-term loss of coast live woodland and California sycamore stands**. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres. Similar to the restoration plan provided in the certified Final EIR, the revised 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. Impacts to native plant communities would be slightly reduced and remain 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. Placement of rock in the channel has been deleted from the revised project, and streambank grading has been reduced. However, grading of the banks and placement of Class VII rock at the toe of the bank would still occur. Overall, impacts to County-defined wetlands and ESH would be reduced as compared to the approved project. Consistent with the approved project, implementation of the restoration plan would offset impacts. Therefore, project-related impacts to County-defined wetlands and ESH would remain less than significant (Class III).

**Impact BIO-3: The proposed project would result in the loss of mature native trees**. The revised debris basin design would reduce the number of mature native trees removed to up to 46, including 28 coast live oak, 17 California sycamore and one California bay tree. These trees would be removed as part of Phase 1 site preparation. The impact of the revised project would remain 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**. Consistent with the approved project, the revised debris basin design does not include any features such as dams, weirs, culverts or side channels that would impede steelhead passage through the debris basin site. Placement of rock in the channel has been deleted from the revised project which may reduce impacts to steelhead habitat. Both the approved and revised project would keep storm 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. Consistent with the approved project, the revised project would not substantially affect steelhead migration and impacts would remain less than significant (Class III).

**Impact BIO-5: The proposed project would result in the loss of suitable oak woodland habitat for oak titmouse**. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres. 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. Impacts to the local oak titmouse population would be slightly reduced and remain less than significant (Class III).

**Impact BIO-6: The proposed project would result in the loss of suitable eucalyptus habitat for migrating rufous hummingbird**. The revised debris basin design would reduce the permanent loss of eucalyptus groves from 0.63 to 0.30 acres, which may be used as a nectar source by migrating rufous hummingbirds. 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. Impacts to the rufous hummingbird population migrating through the area would be reduced and remain less than significant (Class III).

**Impact BIO-7: The proposed project would result in the loss of suitable breeding habitat for Lawrence's goldfinch**. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres, 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. Impacts to the local Lawrence's goldfinch population would be slightly reduced and remain 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**. The revised debris basin design would reduce permanent loss of suitable woodland breeding and foraging habitat (oaks, sycamores, eucalyptus) from 1.42 to 1.04 acres. 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. Impacts to the Cooper's hawk population would be reduced and remain 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 revised project construction and/or routine maintenance activities would be virtually the same as for the approved project but would occur over two breeding seasons. 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 would be greater than the approved project but remain significant but mitigable (Class II).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects to biological resources or a substantial increase in the severity of previously identified significant effects.

5.3.2.2 Non-phased Construction

**Impact BIO-1: Project construction and routine maintenance would result in the long-term loss of coast live oak woodland and California sycamore stands**. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres. Similar to the restoration plan provided in the certified Final EIR, the revised 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. Impacts to native plant communities would be slightly reduced and remain 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. Placement of rock in the channel has been deleted from the revised project, and streambank grading has been reduced. However, grading of the banks and placement of Class VII rock at the toe of the bank would still occur. Overall, impacts to County-defined wetlands and ESH would be reduced as compared to the approved project. Consistent with the approved project, implementation of the restoration plan would offset impacts. Therefore, project-related impacts to County-defined wetlands and ESH would remain less than significant (Class III).

**Impact BIO-3: The proposed project would result in the loss of mature native trees**. The revised debris basin design would reduce the number of mature native trees removed to up to 46, including 28 coast live oak, 17 California sycamore and one California bay tree. The impact of the revised project would remain 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**. Consistent with the approved project, the revised debris basin design does not include any features such as dams, weirs, culverts or side channels that would impede steelhead passage through the debris basin site. Placement of rock in the channel has been deleted from the revised project which may reduce impacts to steelhead habitat. Both the approved and revised project would keep storm 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. Consistent with the approved project, the revised project would not substantially affect steelhead migration and impacts would remain less than significant (Class III).

**Impact BIO-5: The proposed project would result in the loss of suitable oak woodland habitat for oak titmouse**. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres. 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. Impacts to the local oak titmouse population would be slightly reduced and remain less than significant (Class III).

**Impact BIO-6: The proposed project would result in the loss of suitable eucalyptus habitat for migrating rufous hummingbird**. The revised debris basin design would reduce the permanent loss of eucalyptus groves from 0.63 to 0.30 acres, which may be used as a nectar source by migrating rufous hummingbirds. 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. Impacts to the rufous hummingbird population migrating through the area would be reduced and remain less than significant (Class III).

**Impact BIO-7: The proposed project would result in the loss of suitable breeding habitat for Lawrence's goldfinch**. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres, 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. Impacts to the local Lawrence's goldfinch population would be slightly reduced and remain 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**. The revised debris basin design would reduce permanent loss of suitable woodland breeding and foraging habitat (oaks, sycamores, eucalyptus) from 1.42 to 1.04 acres. 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. Impacts to the Cooper's hawk population would be reduced and remain 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 revised project construction and/or routine maintenance activities would be virtually the same as for the approved project. 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 remain significant but mitigable (Class II).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects to biological resources or a substantial increase in the severity of previously identified significant effects.

### 5.3.3 Mitigation Measures

The Revised Randall Road Debris Basin Project would be subject to the mitigation measures provided in Section 4.3.2.2 of the certified Final EIR:

- **MM BIO-1:** native tree replacement.
- **MM BIO-2**: avoidance of breeding birds.

These measures remain relevant and applicable and would be included in the Mitigation Monitoring and Reporting Plan for the Revised Randall Road Debris Basin Project as amended.

### 5.3.4 Residual Impacts

Implementation of the mitigation measures provided in the certified Final EIR would reduce biological resources impacts of the Revised Randall Road Debris Basin Project to a level of less than significant.

## 5.4 CULTURAL RESOURCES

### 5.4.1 Setting

The setting information provided in Section 4.4.1 the certified Final EIR has not changed and remains relevant to describe the cultural environment of the project area.

### 5.4.2 Impact Analysis

5.4.2.1 Phased Construction

**Impact CR-1: Debris basin construction has the potential to adversely affect unreported archeological resources**. The revised debris basin design would reduce the impact area from 9.2 to 8.5 acres; therefore, the potential for discovery of unreported cultural resources would be slightly reduced. Consistent with the approved project, construction of the revised debris basin would require extensive excavation and cultural resources (isolated artifacts, intact deposits, burials) may be encountered. Therefore, impacts remain potentially significant (Class II).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects to cultural resources or a substantial increase in the severity of previously identified significant effects.

5.4.2.2 Non-phased Construction

**Impact CR-1: Debris basin construction has the potential to adversely affect unreported archeological resources**. The revised debris basin design would reduce the impact area from 9.2 to 8.5 acres; therefore, the potential for discovery of unreported cultural resources would be slightly reduced. Consistent with the approved project, construction of the revised debris basin would require extensive excavation and cultural resources (isolated artifacts, intact deposits, burials) may be encountered. Therefore, impacts remain potentially significant (Class II).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects to cultural resources or a substantial increase in the severity of previously identified significant effects.

### 5.4.3 Mitigation Measures

The Revised Randall Road Debris Basin Project would be subject to the mitigation measures provided in Section 4.4.2.2 of the certified Final EIR (**MM CR-1**; cultural resource avoidance and evaluation). These measures remain relevant and applicable and would be included in the Mitigation Monitoring and Reporting Plan for the Revised Randall Road Debris Basin Project as amended.

### 5.4.4 Residual Impacts

Implementation of the mitigation measures provided in the certified Final EIR would reduce cultural resources impacts of the Revised Randall Road Debris Basin Project to a level of less than significant.

## 5.5 GEOLOGICAL PROCESSES

### 5.5.1 Setting

The geologic conditions in the project area as described in Section 4.5.1 of the certified Final EIR have not changed, and information provided remains relevant to describe the current geologic setting.

### 5.5.2 Impact Analysis

5.5.2.1 Phased Construction

**Impact GEO-1: Construction of the proposed project and routine maintenance activities may result in increased soil erosion along San Ysidro Creek**. Consistent with the approved project, debris basin excavation, channel modification and maintenance-related reshaping of the channel and banks within surface flows associated with the revised project would increase soil erosion within San Ysidro Creek. However, reduced earthwork within San Ysidro Creek associated with the revised project would reduce the need for work within surface flows, and reduce soil erosion. As with the approved project, surface water would be diverted around work areas using berms and a temporary trench or pipe. With implementation of this measure, project-related soil erosion would be minimized and remain a less than significant impact (Class III).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects to geologic processes or a substantial increase in the severity of previously identified significant effects.

5.5.2.2 Non-phased Construction

**Impact GEO-1: Construction of the proposed project and routine maintenance activities may result in increased soil erosion along San Ysidro Creek**. Consistent with the approved project, debris basin excavation, channel modification and maintenance-related reshaping of the channel and banks within surface flows associated with the revised project would increase soil erosion within San Ysidro Creek. However, reduced earthwork within San Ysidro Creek associated with the revised project would reduce the need for work within surface flows, and reduce soil erosion. As with the approved project, surface water would be diverted around work areas using berms and a temporary trench or pipe. With implementation of this measure, project-related soil erosion would be minimized and remain a less than significant impact (Class III).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects to geologic processes or a substantial increase in the severity of previously identified significant effects.

### 5.5.3 Mitigation Measures

Consistent with approved project, the Revised Randall Road Debris Basin Project would not result in any significant impacts related to geologic processes; therefore, mitigation measures are not needed.

### 5.5.4 Residual Impacts

Since significant impacts were not identified, residual geologic processes impacts associated with the Revised Randall Road Debris Basin Project would remain less than significant.

## 5.6 WATER RESOURCES

### 5.6.1 Setting

Information provided in Section 4.6.1 of the certified Final EIR has not changed and remains relevant to describe the water resources setting of the project area.

### 5.6.2 Impact Analysis

The hydraulic study prepared for the approved project applies to the revised project. Consistent with the approved project, the revised project would not result in an 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.

#### 5.6.2.1 Phased Construction

**Impact WR-1: Proposed construction and routine maintenance activities may result in surface water contamination**. The revised project would implement the same measures as the approved project to minimize water quality impacts including:

- 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.
- Application of herbicide (if needed in problem areas) according to the District's standard mitigation measure for responsible herbicide application.
- Implementation of a storm water pollution prevention plan.

Consistent with the approved project, potential impacts to surface water quality associated with the revised project would remain less than significant (Class III).

**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**. Water consumption associated with the revised project would be virtually same as the approved project. Consistent with the approved project, construction-related groundwater consumption of the revised project would remain a less than significant impact (Class III) to groundwater supplies.

**Impact WR-3: The proposed debris basin would attenuate peak storm flows and capture sediment and debris**. The revised project with phased construction would result in a slightly smaller debris basin overall (about 0.1 acres) and would require two years to complete. However, Phase 1 would provide an interim basin to capture sediment and debris during the 2021/2022 storm season. Consistent with the approved project, the revised project would 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. Although the ultimate basin would be slightly smaller than the approved project and would require two years to construct and provide the full benefit, storm flow attenuation and sediment/debris capture impacts would remain beneficial (Class IV).

**Impact WR-4: The proposed debris basin would increase infiltration of surface water to the Montecito Groundwater Basin**. Consistent with the approved project, the revised project would detain flood waters within the 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 this impact would remain beneficial (Class IV).

Based on the analysis conducted above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects to water resources or a substantial increase in the severity of previously identified significant effects.

5.6.2.2 Non-phased Construction

**Impact WR-1: Proposed construction and routine maintenance activities may result in surface water contamination**. The revised project would implement the same measures as the approved project to minimize water quality impacts including:

- 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.
- Application of herbicide (if needed in problem areas) according to the District's standard mitigation measure for responsible herbicide application.
- Implementation of a storm water pollution prevention plan.

Consistent with the approved project, potential impacts to surface water quality associated with the revised project would remain less than significant (Class III).

**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**. Water consumption associated with the revised project would be virtually same as the approved project. Consistent with the approved project, construction-related groundwater consumption of the revised project would remain a less than significant impact (Class III) to groundwater supplies.

**Impact WR-3: The proposed debris basin would attenuate peak storm flows and capture sediment and debris**. The revised project would result in a slightly smaller debris basin (about 0.1 acres). Consistent with the approved project, the revised project would 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. Although the revised debris basin would be slightly smaller than the approved project, storm flow attenuation and sediment/debris capture impacts would remain beneficial (Class IV).

**Impact WR-4: The proposed debris basin would increase infiltration of surface water to the Montecito Groundwater Basin**. Consistent with the approved project, the revised project would detain flood waters within the 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 this impact would remain beneficial (Class IV).

Based on the analysis conducted above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects to water resources or a substantial increase in the severity of previously identified significant effects.

### 5.6.3 Mitigation Measures

Consistent with approved project, the Revised Randall Road Debris Basin Project would not result in any significant impacts related to water resources; therefore, mitigation measures are not needed.

### 5.6.4 Residual Impacts

Since significant impacts were not identified, residual water resources impacts associated with the Revised Randall Road Debris Basin Project would remain less than significant.

## 5.7 NOISE

### 5.7.1 Setting

Setting information provided in Section 4.7.1 of the certified Final EIR has not changed and remains relevant to describe the noise environment of the project area.

### 5.7.2 Impact Analysis

5.7.2.1 Phased Construction

**Impact N-1: Noise generated by debris basin construction activities would temporarily adversely affect nearby noise-sensitive land uses (residences)**. Noise generated by construction of the revised project would be the same as the approved project. However, this noise would be spread over two shorter construction seasons. The longer overall duration of noise associated with phased construction may be considered more annoying by local residents and considered a greater impact than the approved project (single construction season). However, construction-related noise impacts would remain significant but mitigable (Class II).

**Impact N-2: Vibration generated by debris basin construction activities would temporarily adversely affect nearby residences**. Construction-related vibration associated with the revised project would be the same as the approved project. However, the vibration would be spread over two shorter construction seasons. The longer overall duration of vibration associated with phased construction is not anticipated to be considered more annoying by local residents since it would be barely perceptible. Therefore, construction-related vibration impacts would be the same as the approved project and remain 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 of the revised project would be the same as the approved project. Therefore, routine maintenance-related noise impacts would remain significant but mitigable (Class II).

**Impact N-4: Vibration generated by routine maintenance activities would periodically adversely affect nearby residences**. Routine maintenance-related vibration associated with the revised project would be the same as the approved project. Therefore, routine maintenance-related vibration impacts would remain less than significant (Class III).

**Impact N-5: Blasting-related noise may adversely affect residents in the project area**. Blasting-related noise generated by construction of the revised project would be the same as the approved project. However, this noise would be spread over two shorter construction seasons. The longer overall duration of blasting noise associated with phased construction may be considered more annoying by local residents and considered a greater impact than the approved project (single construction season). However, blasting-related noise impacts would remain significant but mitigable (Class II).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to noise and vibration or a substantial increase in the severity of previously identified significant effects.

5.7.2.2 Non-phased Construction

**Impact N-1: Noise generated by debris basin construction activities would temporarily adversely affect nearby noise-sensitive land uses (residences)**. Noise generated by construction of the revised project would be the same as the approved project. Therefore, construction-related noise impacts would remain significant but mitigable (Class II).

**Impact N-2: Vibration generated by debris basin construction activities would temporarily adversely affect nearby residences**. Construction-related vibration associated with the revised project would be the same as the approved project. Therefore, construction-related vibration impacts would remain 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 of the revised project would be the same as the approved project. Therefore, routine maintenance-related noise impacts would remain significant but mitigable (Class II).

**Impact N-4: Vibration generated by routine maintenance activities would periodically adversely affect nearby residences**. Routine maintenance-related vibration associated with the revised project would be the same as the approved project. Therefore, routine maintenance-related vibration impacts would remain less than significant (Class III).

**Impact N-5: Blasting-related noise may adversely affect residents in the project area**. Blasting-related noise generated by construction of the revised project would be the same as the approved project. Therefore, blasting-related noise impacts would remain significant but mitigable (Class II).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to noise and vibration or a substantial increase in the severity of previously identified significant effects.

### 5.7.3 Mitigation Measures

The Revised Randall Road Debris Basin Project would be subject to the mitigation measures provided in Section 4.7.2.2 of the certified Final EIR:

- **MM N-1:** construction scheduling and noise reduction measures.
- **MM N-2**: rock crushing noise reduction measures.
- **MM N-3**: blasting scheduling and notification.

These measures remain relevant and applicable and would be included in the Mitigation Monitoring and Reporting Plan for the Revised Randall Road Debris Basin Project as amended.

### 5.7.4 Residual Impacts

Implementation of the mitigation measures provided in the certified Final EIR would reduce noise and vibration impacts of the Revised Randall Road Debris Basin Project to a level of less than significant.

## 5.8 HAZARDS AND HAZARDOUS MATERIALS

### 5.8.1 Setting

The setting information provided in Section 4.8.1 of the certified Final EIR has not changed and remains relevant to describe the land use and regulatory setting of the project area.

### 5.8.2 Impact Analysis

5.8.2.1 Phased Construction

**Impact HAZ-1: Construction and routine maintenance activities may result in inadvertent discharge of small quantities of hazardous materials**. Construction and routine maintenance activities associated with the revised project would be the same as the approved project. Consistent with the approved project, 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 remain 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**. Sources of ignition associated with the construction and routine maintenance of the revised project would be the same as the approved project. Consistent with the approved project, the project-related increase in the risk of wildland fire to adjacent developed areas would remain less than significant (Class III).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to hazards and hazardous materials or a substantial increase in the severity of previously identified significant effects.

5.8.2.2 Non-phased Construction

**Impact HAZ-1: Construction and routine maintenance activities may result in inadvertent discharge of small quantities of hazardous materials**. Construction and routine maintenance activities associated with the revised project would be the same as the approved project. Consistent with the approved project, 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 remain 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**. Sources of ignition associated with the construction and routine maintenance of the revised project would be the same as the approved project. Consistent with the approved project, the project-related increase in the risk of wildland fire to adjacent developed areas would remain less than significant (Class III).

Based on the analysis provided above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to hazards and hazardous materials or a substantial increase in the severity of previously identified significant effects.

### 5.8.3 Mitigation Measures

Consistent with approved project, the Revised Randall Road Debris Basin Project would not result in any significant impacts related to hazards and hazardous materials; therefore, mitigation measures are not needed.

### 5.8.4 Residual Impacts

Since significant impacts were not identified, residual hazards and hazardous materials impacts associated with the Revised Randall Road Debris Basin Project would remain less than significant.

## 5.9 TRANSPORTATION/TRAFFIC

### 5.9.1 Setting

Setting information provided in Section 4.9.1 of the certified Final EIR has not changed and remains relevant to describe the transportation facilities and conditions of the project area.

### 5.9.2 Impact Analysis

5.9.2.1 Phased Construction

**Impact T-1: Trucking of earth material/debris removed during debris basin construction may exacerbate peak hour traffic congestion at affected intersections**. Peak hour and daily trips associated with the construction of the revised project would be same as for the approved project. Therefore, peak hour traffic congestion would remain a significant but mitigable impact (Class II).

**Impact T-2: Trucking of earth material/debris removed during debris basin routine maintenance may exacerbate peak hour traffic congestion at affected intersections**. Peak hour and daily trips associated with the routine maintenance of the revised project would be same as for the approved project. Consistent with the approved project, peak hour trips would be up to 12 and LOS at the affected intersections is anticipated to be better than LOS D, such that traffic congestion associated with routine maintenance would remain 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**. Consistent with the approved project, heavy-duty trucks entering or leaving the project site associated with construction and routine maintenance of the revised project may result in traffic safety impacts. These impacts would remain significant but mitigable (Class II).

Based on the analysis conducted above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to transportation/traffic or a substantial increase in the severity of previously identified significant effects.

5.9.2.2 Non-phased Construction

**Impact T-1: Trucking of earth material/debris removed during debris basin construction may exacerbate peak hour traffic congestion at affected intersections**. Peak hour and daily trips associated with the construction of the revised project would be same as for the approved project. Therefore, peak hour traffic congestion would remain a significant but mitigable impact (Class II).

**Impact T-2: Trucking of earth material/debris removed during debris basin routine maintenance may exacerbate peak hour traffic congestion at affected intersections**. Peak hour and daily trips associated with the routine maintenance of the revised project would be same as for the approved project. Consistent with the approved project, peak hour trips would be up to 12 and LOS at the affected intersections is anticipated to be better than LOS D, such that traffic congestion associated with routine maintenance would remain 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**. Consistent with the approved project, heavy-duty trucks entering or leaving the project site associated with construction and routine maintenance of the revised project may result in traffic safety impacts. These impacts would remain significant but mitigable (Class II).

Based on the analysis conducted above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to transportation/traffic or a substantial increase in the severity of previously identified significant effects.

### 5.9.3 Mitigation Measures

The Revised Randall Road Debris Basin Project would be subject to the mitigation measures provided in Section 4.9.2.2 of the certified Final EIR:

- **MM T-1:** truck routing and scheduling.
- **MM T-2**: traffic control.

These measures remain relevant and applicable and would be included in the Mitigation Monitoring and Reporting Plan for the Revised Randall Road Debris Basin Project as amended.

### 5.9.4 Residual Impacts

Implementation of the mitigation measures provided in the certified Final EIR would reduce transportation/traffic impacts of the Revised Randall Road Debris Basin Project to a level of less than significant.

## 5.10 POPULATION AND HOUSING

### 5.10.1 Setting

The setting information provided in Section 4.10.5.1 of the certified Final EIR has not changed and remains relevant to describe the land use setting of the project area.

### 5.10.2 Impact Analysis

5.10.2.1 Phased Construction

**Impact PH-1: The project-related conversion of residential parcels to a debris basin may result in construction of replacement housing elsewhere in Montecito**. Consistent with the approved project, the revised 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 approved or revised project would not result in the direct displacement of any housing. Consistent with the approved project, the revised project would prevent reconstruction of these eight residences and could indirectly lead to construction of new housing in the Montecito area. Impacts associated with construction of replacement housing would remain 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.

Based on the analysis conducted above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to population and housing or a substantial increase in the severity of previously identified significant effects.

5.10.2.2 Non-phased Construction

**Impact PH-1: The project-related conversion of residential parcels to a debris basin may result in construction of replacement housing elsewhere in Montecito**. Consistent with the approved project, the revised 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 approved or revised project would not result in the direct displacement of any housing. Consistent with the approved project, the revised project would prevent reconstruction of these eight residences and could indirectly lead to construction of new housing in the Montecito area. Impacts associated with construction of replacement housing would remain 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.

Based on the analysis conducted above, the Revised Randall Road Debris Basin Project would not result in any new significant environmental effects related to population and housing or a substantial increase in the severity of previously identified significant effects.

### 5.10.3 Mitigation Measures

Consistent with approved project, the Revised Randall Road Debris Basin Project would not result in any significant impacts related to population and housing; therefore, mitigation measures are not needed.

### 5.10.4 Residual Impacts

Since significant impacts were not identified, residual population and housing impacts associated with the Revised Randall Road Debris Basin Project would remain less than significant.