



COUNTY OF SANTA BARBARA

Planning and Development

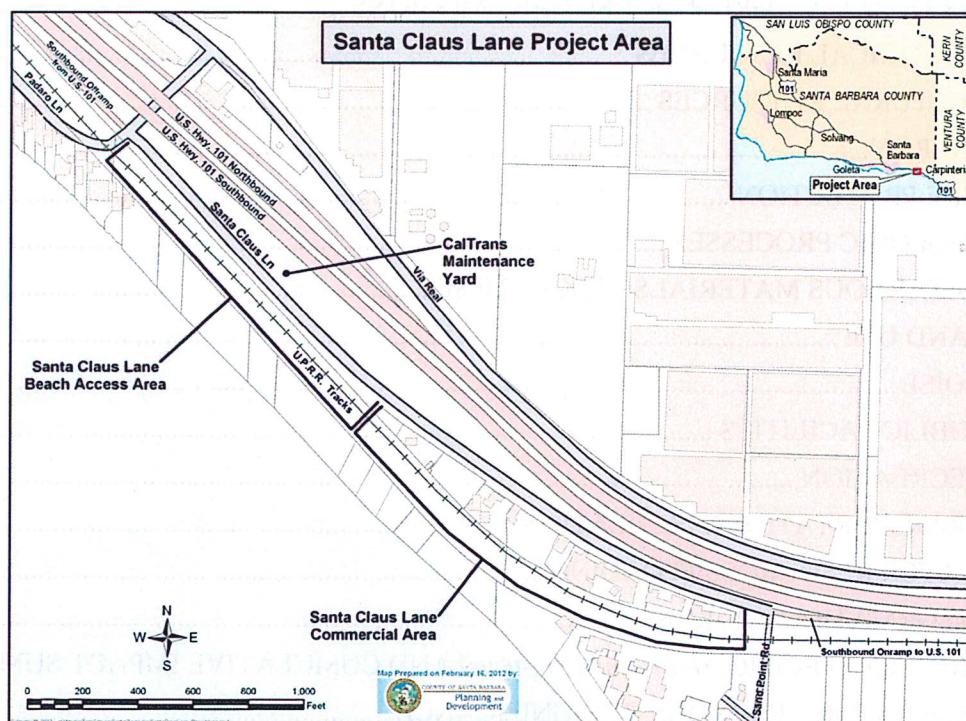
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Draft Mitigated Negative Declaration Santa Claus Lane Beach Access and Streetscape Improvements Project

Case Numbers:

19DVP-00000-00028, 19CDP-00000-00066, and
19NGD-00000-00005

July 24, 2019



Owner/Applicant
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, CA 93101

For more information contact Kyle Jordan, Planner, Long Range Planning Division
(805) 884-6848

1.0 REQUEST/PROJECT DESCRIPTION

Santa Claus Lane is a two-lane roadway in the Toro Canyon Plan area that extends approximately 3,000 feet from Padaro Lane to Spindrift/Sand Point Road and the U.S. Highway 101 (U.S. 101) southbound on-ramp to the southeast. The County of Santa Barbara (County) proposes streetscape improvements along Santa Claus Lane to improve access to the beach, provide new recreational amenities to the public, increase accessibility to all users of the project area, and improve drainage and safety along Santa Claus Lane. The proposed improvements would occur entirely within Caltrans right-of-way (ROW), County ROW, Union Pacific Railroad (UPR) ROW, and County-owned parcels. The project would encompass approximately 5.91 acres (257,595 square feet), shown as Assessor Parcel Numbers (APN) 005-010-025, 005-440-002, and 005-440-003.

1.1 PROJECT OBJECTIVES

The objectives of the proposed streetscape improvements are as follows:

- Implement *Toro Canyon Plan* Action C-TC-1.1 and DevStd C-TC-1.2, which call for the County to pursue streetscape improvements along Santa Claus Lane to address parking, landscaping, and infrastructure needs;
- Improve coastal access to the beach via alternative modes of transportation;
- Increase parking along Santa Claus Lane;
- Develop stormwater control features to contain runoff and reduce flooding in the commercial area;
- Implement *Toro Canyon Plan* Action PRT-TC-2.4 by providing public amenities such as restrooms, rinse stations, and trash/recycle bins;
- Complete a gap in the California Coastal Trail;
- Improve safety and traffic circulation;
- Improve aesthetics; and
- Promote economic development in the commercial area.

1.2 PROJECT CHARACTERISTICS

Collectively, the project includes:

Expanded Roadway:

The project would demolish, re-grade, and replace the entire length of Santa Claus Lane. The project would lower the existing profile of Santa Claus Lane by approximately 1 foot to contain stormwater flows within new curbs and gutters, conform to existing grades at commercial properties, and allow for American with Disabilities Act (ADA)-compliant access. The project would maintain two travel lanes in each direction. Each lane would be approximately 14 feet wide to allow for angled parking. Asphalt and concrete surfacing would provide formal all-weather parking throughout the project site.

Additional parking:

The project would increase the total number of parking spaces in the project site from the approximately 254 existing informal and marked stalls to approximately 331 marked stalls. The project would provide parking stalls on both sides of Santa Claus Lane, including 304 angled “head-in stalls,” 19 parallel stalls, and eight ADA-compliant stalls. Additionally, the project proposes a new short-term loading zone in front of the beach access point and restrooms. The additional parking is intended to meet the existing high demand for parking during weekends, holidays, and the summer season.

Roundabout:

A roundabout is proposed at the intersection of Santa Claus Lane, Spindrift Lane/Sand Point Road, and the U.S. 101 southbound on-ramp. The proposed roundabout is intended to improve circulation and traffic control along the commercial corridor of Santa Claus Lane and improve sight distance for vehicles

Utility Relocation:

Four privately owned and maintained streetlights within County ROW along Santa Claus Lane will require relocation and replacement. Existing utilities including utility boxes, fire hydrants, and water meters would be reset to the new roadway elevation. Additional utilities may require relocation to clear conflicts with proposed improvements.

Landscaping:

The project will include new landscaping in bioretention areas and screening plantings intended to preserve and enhance the aesthetic value and character of the setting (Attachment 2, Conceptual Landscape Plan).

Construction:

Construction activities for the project would include clearing, grubbing, excavating, grading, landscaping and other activities. Construction is expected to occur in four stages with construction activities anticipated to commence in the fall of 2021, after the peak summer tourist period, and continue through the winter of 2023. The following summarizes the anticipated stages of construction.

- Stage #1 – Construction of the north side of Santa Claus Lane
- Stage #2 – Construction of the south side of Santa Claus Lane (beach area)
- Stage #3 – Construction of the south side of Santa Claus Lane (commercial area)
- Stage #4 – Construction of the roundabout at the intersection of Santa Claus Lane, Spindrift Lane, and the U.S. 101 on-ramp

Construction would require the use of heavy equipment to widen and lower the grade of the roadway, as well as haul equipment and materials. Every effort will be made to reduce temporary inconveniences to existing uses and emergency services, including police, fire, and medical response. Construction would be phased to keep Santa Claus Lane open during construction. Traffic control will either be maintained with one lane closed at a time, or with two 10 foot travel lanes and temporary roadway realignments within the project site. On-site signage will be posted to advise motorists of detours, lane closures, and pedestrian crossings. Staging areas would be located within the existing paved roadway and adjacent dirt shoulders within the project site. Construction equipment includes: manual and power hand tools, backhoes, skip loaders, front loaders, excavators, small cranes, vibratory compactors, concrete pump trucks, 10-wheeler dump trucks, demolition equipment (e.g., saw cut machines, jackhammers, air compressors), paving machines, steel drum compaction rollers, finish rollers, and other such equipment. Parking would be temporarily restricted adjacent to work zones, as well as contractor staging areas within the project site.

The proposed project would disturb approximately 257,595 square feet of area for grading, paving, and construction. Approximately 15,400 cubic yards of cut and 1,000 cubic yards of fill would be required. Vegetation located within the grading limits would be removed prior to or during construction. Most of this vegetation is composed of non-native species, including ice plant. Up to 71 non-native trees would also be removed, including 29 palms, 6 eucalyptus, and 27 cypress. No native trees or special status plant species would be removed.

2.0 PROJECT LOCATION

General Location:

Santa Claus Lane is located along the south coast of Santa Barbara County, approximately 2½ miles south of the community of Summerland and approximately 1/2 mile north of the City of Carpinteria, between the U.S. 101 and the UPR tracks (Attachment 1, Project Location Map), in the *Toro Canyon Plan* area and the First Supervisorial District. Santa Claus Lane is approximately 3,000 feet long and intersects Padaro Lane/Via Real/U.S. 101 interchange to the north and Spindrift Lane/Sand Point Road/U.S. 101 southbound on-ramp to the south.

weekends and holidays. Striped on-street parking exists adjacent to local businesses along the seaward side of Santa Claus Lane. Unstructured on-street parking exists throughout the landward side of the roadway, adjacent to Caltrans ROW. There is no formal parking along the beach area, but beach users typically park in the unpaved shoulders on both sides of Santa Claus Lane and walk to the sandy beach via numerous informal unmarked paths winding through ruderal vegetation and over the UPR tracks. The existing roadway has sufficient space for approximately 254 vehicles to park within the project site; however, due to the informal nature of the parking, the actual use of unmarked parallel parking is not typically efficient, resulting in fewer parking spaces available for use. There are no established bike lanes, equestrian, or hiking trails in the vicinity of the project.

Commercial development and vegetation partially obstruct views of the ocean from the roadway. U.S. 101, vegetation, and temporary storage of construction materials and roadway excavation debris in the Caltrans storage yard, partially obstruct views of the Santa Ynez Mountains.

The project site is located in the Arroyo Paredon watershed approximately 0.35 mile southeast of Arroyo Paredon creek and 0.05 mile (250 feet) northwest of Carpinteria Salt Marsh Reserve, also known as El Estero. Biologists identified and mapped created wetlands within the project site. There are approximately seven isolated patches of man-made wetlands delineated within the project site that are immediately adjacent to UPR ROW. These delineated wetlands total approximately 0.86 acres in area.

Vegetation north of Santa Claus Lane consists of ice plant mats and non-native ornamental trees. Vegetation south of the roadway consists of ruderal vegetation, drainage ditches with wetland features, and ornamental landscaping in the commercial area. The beach along Santa Claus Lane is not designated as an Environmentally Sensitive Habitat (ESH) in the *Toro Canyon Plan* (2005). Biologists surveyed the project area for biological resources; no special status species were identified or expected to occur within the vicinity of the project site (Althouse and Meade, Inc., 2018).

The site is located in Seismic Zone 4 and is estimated to be within two miles of Mission Ridge-Arroyo Parida- Santa Ana fault and the Mesa-Rincon fault (Caltrans, 2019). All of coastal California is located within Seismic Zone 4. Mission Ridge-Arroyo Parida-Santa Ana fault and Mesa-Rincon fault are considered potentially active and capable of producing moderate seismic events.

Three soil map units from Natural Resources Conservation Service (NRCS) Soil Survey Geographic Database (SSURGO) and Soil Surveys occur in the project area: Aquents, fill areas (AC), which are reclaimed areas resulting from the filling of low, poorly-drained areas near the ocean; Camarillo variant, fine sandy loam (Cb), which are soils typically occurring on floodplains, toe slopes, and terraces; and Beaches (BE); (United States Department of Agriculture, 2017).

Surrounding land uses include U.S. 101, commercial uses to the southeast, UPR ROW to the southwest, and single-family residential uses to the north and south. Caltrans ROW consists of sloped embankments associated with U.S. 101 and a Caltrans storage yard with portable work site trailers. The Caltrans storage yard is used to stockpile construction debris and construction materials and to temporarily store maintenance equipment. The storage yard is secured with cyclone fencing that runs along the north side of Santa Claus Lane. UPR tracks run parallel to Santa Claus Lane to the south. The UPR tracks separate the roadway from the beach. The UPR tracks are used by Amtrak passenger trains and UPR freight trains.

Santa Claus Lane is the single point of access to the commercial development and to the Sand Point Road and Casa Blanca residential developments located at the southern end of the roadway. Santa Claus Lane is one of only two commercial areas in the *Toro Canyon Plan* area. The commercial area is comprised of mostly one and two-story commercial establishments.

3.2 ENVIRONMENTAL BASELINE

The environmental baseline from which the project's impacts are measured consists of the physical environmental conditions in the vicinity of the project, as described above.

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less Than Significant	No Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?		✓			
b. Change to the visual character of an area?		✓			
c. Glare or night lighting which may affect adjoining areas?		✓			
d. Visually incompatible structures?		✓			

Existing Setting:

The project site is located approximately 1/2 mile north of the City of Carpinteria, in a semi-rural area characterized by beach, commercial, and transportation uses. The Santa Claus Lane roadway is bordered by U.S. 101 to the north and UPR ROW to the south. The project site includes public views of the beach, ocean, and Santa Ynez Mountains. Views to the north along the project site consist of fill slopes associated with U.S. 101, the Caltrans storage yard, intermittent trees and ruderal vegetation, cyclone fencing, and intermittent views of the Santa Ynez Mountains. Views to the south include intermittent views of the ocean and beach, mixed use and commercial land uses, and the Carpinteria Salt Marsh. Fill slopes elevate U.S. 101 approximately 50 feet above the Santa Claus Lane roadway in portions of the project site. Southbound motorists on U.S. 101 have views of the project area, nearby beach, and ocean. However, vegetation, the Caltrans storage yard, and buildings in the commercial area intermittently obstruct these views. Santa Claus Lane roadway users also have views of the beach and ocean that are intermittently obstructed by vegetation and riprap in the beach area. Views of the beach and ocean from Santa Claus Lane are completely blocked by vegetation and buildings in the commercial area.

County Environmental Thresholds:

The County's Visual Aesthetics Impact Guidelines classify the urban fringe, coastal and mountainous areas, and travel corridors as "especially important" visual resources. A project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The guidelines address public, not private views.

The project site lies within the California coastal zone. Policies of the *Coastal Act* require the scenic and visual qualities of coastal areas to be considered and protected as a resource of public importance. The County has adopted a *Local Coastal Program* (LCP) which contains the County's View Corridor Overlay District. The View Corridor Overlay District is intended to protect significant coastal view corridors from U.S. 101 to the ocean. It partially covers the northwestern end of the project site. The portion of U.S. 101 that runs along Santa Claus Lane is eligible but not officially designated as a State Scenic Highway.

(a,b,d) Less than significant with mitigation.

The proposed project includes various streetscape improvements, such as a multi-use path, sidewalks, bike racks, and restrooms. As discussed below, some, but not all, of these improvements could affect scenic views open to the public or other aesthetics/visual resources.

Streetscape and Sidewalks:

The project includes a reconstructed roadway, roundabout, multi-use path, curbs, gutters, sidewalks, and other ground-level hardscape which would not project into the public's sight lines or obstruct any scenic

therefore, would be temporary in nature (currently estimated to be 26 months). In addition, mitigation measure Aest-04 would require the construction contractor to provide adequate receptacles and otherwise ensure that the project site remains free of construction and employee trash and debris. As a result, impacts from construction activities would be less than significant with mitigation.

Lighting:

The project includes replacing the existing, tall, industrial appearing streetlights (cobra-head style) in the commercial area with shorter, pedestrian-scale streetlights. The proposed streetlights would be more aesthetically pleasing and characteristic of a small commercial area. No street lighting is proposed for the beach area of the project site. Some minor safety lighting is proposed for the restroom. Impacts associated with lighting are discussed in threshold (c), below.

Retaining Walls:

The proposed retaining walls on the landward (north) side of Santa Claus Lane would adjoin and/or be set into existing fill slopes of U.S. 101 and the Caltrans storage yard. They would range from approximately 2 to 6 feet in height, but would not protrude above the crest of the adjacent fill slopes. Therefore, the retaining walls would not be visible from U.S. 101 and would not obstruct views of the beach or ocean as seen from U.S. 101.

Beachgoers as well as motorists, bicyclists, and pedestrians along Santa Claus Lane have intermittent views of the Santa Ynez Mountains to the north. Existing vegetation and the fill slopes of U.S. 101 and the Caltrans storage yard block some views of the mountains. The proposed retaining walls would not protrude above the crest of the existing fill slopes and, therefore, would not affect existing views of the mountains as seen from the beach, Santa Claus Lane, or other public viewing places.

Several measures are planned to minimize potential visual impacts of the retaining walls as seen from Santa Claus Lane. Specifically, the retaining walls would have earth-tone colors and a textured, non-reflective finish. They would also vary in height throughout the project site which will reduce potential visual massing and follow the contours of the adjacent fill slopes. Parked vehicles and proposed landscaping in the bioretention areas along the north side of the County ROW will break-up views of the retaining walls as seen from Santa Claus Lane. Considering these measures, the proposed retaining walls would be compatible with and subordinate in appearance to the surrounding landforms and setting and would not have a significant impact on the visual character of the area.

(c) Less than significant with mitigation.

Santa Claus Lane has four existing cobra-head streetlights in the commercial area and no streetlights or lighting in the beach area. The project does not propose new streetlights in the beach area. The project would replace and, in some instances, relocate the four existing streetlights in the commercial area with approximately ten smaller, pedestrian-scale streetlights. These lights will be located to ensure adequate pedestrian and safety, and would have reduced intensity of lighting and smaller illumination areas. In addition, mitigation measure MM Aest-03, requires the new streetlights to be of low glare design, minimum height, and hooded to direct light downward to minimize glare and light trespass onto adjacent properties.

The proposed restrooms would low intensity exterior lights for personal safety and key-controlled interior lights for emergency purposes. Mitigation measure MM Aest-01 requires SBAR review to ensure elements (e.g., design, scale, and materials) of the proposed lighting plan are compatible with the surroundings. Mitigation measure MM Aest-03 requires that exterior safety lighting fixtures would be shielded, low-intensity, hooded, and directed downward to limit lighting impacts.

If construction occurs during the night time, mitigation measure MM Bio-05 requires construction lighting is shielded away from sensitive areas. Therefore, impacts from glare or night lighting would be less than significant with mitigation.

- MM Aest -04 **Aest-04 Construction Site Clean-Up.** The Contractor shall provide an adequate number of covered receptacles for construction and employee trash to prevent trash & debris from blowing offsite. The Contractor shall ensure waste is picked up as frequently as needed, and shall ensure the site is free of trash and debris when construction is complete.
- PLAN REQUIREMENTS:** Plan specifications shall include notes that the site is to remain trash-free throughout construction.
- TIMING:** The Contractor shall designate and provide the County with the name and phone number of a contact person(s) responsible for trash prevention and site clean-up.
- MONITORING:** County Resident Engineer shall inspect periodically throughout grading and construction activities and prior to Final Inspection to ensure the construction site is free of all trash and debris.

With the incorporation of these measures, residual impacts would be less than significant.

4.3a AIR QUALITY

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less Than Significant	No Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?			✓		
b. The creation of objectionable smoke, ash or odors?			✓		
c. Extensive dust generation?		✓			

Existing Setting:

Santa Barbara County is part of the Central South Coast Air Basin, which also includes Ventura and San Luis Obispo counties. Ambient air quality within the basin is generally good. However, the area periodically experiences atmospheric temperature inversion layers (generally between May and October) which tend to prevent the rapid dispersion of pollutants. Presently, Santa Barbara County is in attainment of the California Ambient Air Quality Standards (CAAQS) for NO₂, SO₂, CO, sulphates (SO_{4,2}), hydrogen sulfide (H₂S), and lead (Pb) and in nonattainment of the CAAQS for O₃ (8-hour) and PM₁₀ and is unclassified for PM_{2.5}. The major sources of ozone precursor emissions in the County are motor vehicles and marine vessels, the petroleum industry, and solvent use. Sources of PM₁₀ include mineral quarries, grading, demolition, agriculture tilling, road dust, and vehicle exhaust (PM_{2.5}). The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

The project site is an existing two-lane roadway. Surrounding land uses include U.S. 101 and an associated Caltrans storage yard to the north, commercial uses to the southeast, UPR tracks to the southwest, and single-family residential uses to the north and south. The project site is not currently developed with any land uses that produce operational emissions. The majority of the emissions produced within the project site and vicinity are from vehicles traveling along Santa Claus Lane and U.S. 101. Mobile sources of emissions increase during peak summer weekends because of the popularity of the beach. Heavy traffic congestion within the project site occurs during peak summer weekends; drivers will frequently idle while waiting for parking along Santa Claus Lane.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following typical groups who are most likely to be affected by air pollution: children under 14 years of age; elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. The sensitive receptors nearest to the project site include single-family residences approximately 100 feet from project construction activities.

County Environmental Thresholds:

Chapter 5 of the *Environmental Thresholds and Guidelines Manual* (County of Santa Barbara, 2018) addresses air quality. The thresholds provide that a proposed project will not have a significant impact on air quality if operation of the project will:

- Emit (from all project sources, mobile and stationary), less than the daily trigger for offsets for any pollutant (currently 55 pounds per day for NO_x and ROC, and 80 pounds per day for PM₁₀);

Additionally, the project would not increase population or exposure of sensitive receptors to substantial pollutant concentrations. Any increases in particulate matter and emissions would be construction related and temporary. Therefore, impacts would be less than significant

(c) Less than significant with mitigation.

Construction of the proposed project would require grading and earth moving activities that would disturb approximately 5.9 acres (257,595 square feet). The project would require approximately 15,400 cubic yards of cut, and 1,000 cubic yards of fill. Earth moving operations in the project site would have the potential to generate short-term emissions of fugitive dust and PM10. Since the County violates the state standard for PM10, the County requires dust reduction measures for all discretionary construction activities based on the policies in the 1979 *Air Quality Attainment Plan*, which was most recently updated in the 2016 *Ozone Plan*. Implementation of the County's dust control mitigation measure MM Air-01 would reduce potential impacts to a less than significant level. The project would not generate excessive dust after construction.

Cumulative Impacts:

As the proposed mitigation would reduce potential impacts on air quality to a less than significant level, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on air quality.

Mitigation and Residual Impact:

The following mitigation measure would reduce the project's air quality impacts to a less than significant level:

- MM Air-01 **MM Air-01 Dust Control.** The Contractor shall comply with the following dust control components at all times including weekends and holidays:
- a. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
 - b. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.
 - c. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.
 - d. Wet down the construction area after work is completed for the day and whenever wind exceeds 15 mph.
 - e. When wind exceeds 15 mph, have site watered at least once each day.
 - f. Order increased watering as necessary to prevent transport of dust off-site.
 - g. Cover soil stockpiled for more than two days or treat with soil binders to prevent dust generation. Reapply as needed.

PLAN REQUIREMENTS: These dust control requirements shall be included in the Stormwater Pollution Prevention Plan (SWPPP).

TIMING: The dust control components apply from the beginning of any grading or construction throughout all development activities.

MONITORING: The County Resident Engineer shall conduct site inspections to ensure compliance. APCD inspectors shall respond to nuisance complaints.

With the incorporation of this measure, residual impacts would be less than significant.

No single project generates sufficient GHG emissions to affect the global climate. Rather, global climate change results from GHG emissions generated from many sources over time (IPCC, 2014). According to CEQA Guidelines Section 15064.4(b), “the lead agency should focus its analysis on the ... incremental contribution of the project’s emissions to the effects of climate change. A project’s incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions.” Therefore, global climate change is a cumulative impact under CEQA.

Public agencies may use a threshold of significance to determine the significance of cumulative impacts from a project’s GHG emissions. CEQA Guidelines Section 15064.4(b) states,

A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

The County has not adopted a threshold of significance for non-industrial sources of GHG emissions. CEQA Guidelines Section 15064.7(c) states, “[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies ... provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

The San Luis Obispo County Air Pollution Control District (SLOAPCD) has adopted a numeric threshold of significance for GHG emissions for the construction and operation of residential, commercial, industrial, and public land uses and facilities (SLOAPCD, 2012). Projects with annual emissions that exceed 1,150 metric tons of carbon dioxide equivalent per year (MTCO₂e/year) would result in a cumulatively considerable contribution of GHG emissions and would have a cumulatively significant impact to global climate change. In contrast, a project’s incremental contribution to climate change would not be cumulatively considerable (i.e., less than significant cumulative impact) if its emissions would be less than 1,150 MTCO₂e/year.

The County is using SLOAPCD’s 1,150 MTCO₂e/year GHG emission threshold of significance to determine the significance of the proposed project’s GHG construction and operational emissions. SLOAPCD’s threshold of significance is appropriate for the proposed project for the following reasons:

- Adopted for the purpose of environmental protection and review under CEQA, and, in particular, for determining the significance of impacts from a specific project’s GHG emissions.
- Developed consistent with Assembly Bill 32 (California Global Warming Solutions Act of 2006), which established the State of California’s 2020 GHG emissions reduction goal.
- Considers a specific project’s incremental contribution to climate change, and whether its incremental contribution would be cumulatively considerable.
- Considers GHG emissions comprehensively by measuring in annual metric tons of carbon dioxide equivalent.
- Applies to GHG emissions from public land uses and facilities, such as the proposed project.
- Includes emissions from project construction and operational activities.
- Applies to the proposed project land use type. SLOAPCD assessed historical land use development trends within the county to estimate potential future development and resulting GHG emissions. City parks were included within the historic and potential future development trends. The “city park” land use type captures the principal features of the project that will generate GHG emissions.

Neither construction GHG emissions nor operational GHG emissions would exceed SLOAPCD's threshold of 1,150 MTCO₂e/year. Therefore, impacts from greenhouse gas emissions would be less than significant.

(b) No impact.

The proposed project was analyzed under the SBCAG Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) (SBCAG RTP/SCS, 2017) and UPlan land use model and associated Final EIR (SBCAG EIR, 2017). SBCAG adopted the RTP/SCS for the purpose of reducing GHG emissions. Therefore, the proposed project is consistent with the RTP/SCS goal of reducing GHG emissions.

Additionally, the project is in compliance with the ECAP, which contains goals, policies, and emission reduction measures (ERMs), and qualifies as the County's "plan to reduce greenhouse gas emissions" in accordance with CEQA Guidelines Section 15183.5. This project directly implements ERM-T5 Integrated Bikeway System and ERM-T6 Pedestrian Improvements by including a pedestrian and multi-use path to expand the bikeway system, and improving pedestrian safety by including sidewalks along the entire length of the project. Therefore, the project would not conflict with a plan adopted for the purpose of reducing GHG emissions.

Cumulative Impacts:

SLOAPCD's 1,150 MTCO₂e/year GHG emission threshold of significance considers a project's incremental contribution to climate change, and whether or not it is cumulatively considerable. As discussed above, the project is below the threshold of 1,150 MTCO₂e/year. Therefore, the project's incremental contribution to a cumulative effect is not cumulatively considerable, and the project's GHG emissions will not have a significant impact on the environment.

Mitigation and Residual Impacts:

As there are no significant impacts, mitigation is not necessary and residual impacts would not occur.

Flora:

The study area consists of the following plant communities and land uses: 0.20 acre of arroyo willow (*Salix lasiolepis*) thickets, 0.25 acre of mulefat (*Baccharis salicifolia* subspecies *salicifolia*) thickets, 2.28 acres of ice plant (primarily *Carpobrotus* species) mats, 0.11 acre of giant reed (*Arundo donax*) breaks, 0.13 acre of herbaceous wetland, 1.64 acres of ruderal vegetation, 3.37 acres of urban mix (anthropogenic landscaping), and 16.06 acres of anthropogenic development (residential, commercial, and roadways).

Plant communities located within the study area are described in further detail, below:

Arroyo willow thickets are located along Padaro channel (south of Santa Claus Lane) and in a small patch west of Spindrift Lane/Sand Point Road, totaling approximately 0.20-acre. Arroyo willow (*Salix lasiolepis*) dominates the canopy and is a native facultative wetland (FACW) indicator plant species. The arroyo willow thickets are hydrologically sourced by perennial runoff.

Mulefat thickets are located in the central-western portion of the Study Area, approximately 0.25-acre. Mulefat dominates this plant community and is a native facultative (FAC) indicator plant species, receiving periodic flooding.

Herbaceous wetland within the study area includes three small areas that total approximately 0.13-acre of herbaceous wetland in association with two constructed channels (Padaro and Sand Point Road channels). The channels convey nuisance water and sheet flow runoff during rain events. Plant species consist of herbaceous native and non-native vegetation such as cattail (*Typha* sp.), willow dock (*Rumex salicifolius*), and kikuyu grass (*Pennisetum clandestinum*).

Giant reed breaks occur in the southeastern portion of the study area along the Sand Point Road channel, totaling approximately 0.11 acres. Giant reed breaks consist of one species, *Arundo donax*, which typically occurs in moist areas and is an introduced, invasive facultative wetland (FACW) indicator species.

Anthropogenic development, ice plant mats, ruderal, and urban mix have been influenced by landscaping, non-native cultivars, soil disturbance, and/or development and comprise 23.35 acres of the study area.

Sensitive plant species:

Sensitive plant species known to occur in the vicinity of the study area include southern tarplant (*Centromadia parryi* subsp. *australis*), red sand verbena (*Abronia maritima*), and salt marsh bird's beak (*Chloropyron maritimum* ssp. *maritimum*). Biologists did not detect any unique, rare, or threatened plants in the study area during botanical surveys (March, April, May, June, and July 2017). The biologists conducted botanical surveys according to agency guidelines (USFWS, CDFW, California Native Plant Society).

Wetlands:

Althouse and Meade conducted jurisdictional delineations in the study area during spring 2017 (Althouse & Meade, 2017a, 2017b). Within the study area, biologists delineated 0.32-acre of USACE jurisdictional wetlands. USACE jurisdictional wetlands and waters must have the following three indicators: (1) hydric soils, (2) wetland hydrology, (3) and hydrophytic vegetation. State and County jurisdictional wetlands and waters must have at least one of the criteria identified above. Biologists also delineated 0.86-acres of State and County jurisdictional wetlands.

The biologists determined that wetlands in the study area are created, low-functioning wetlands associated with highway, roadway, and/or railroad infrastructure that have formed in ditches and basins. They are low-quality due to regular disturbance and adjacent land uses (Althouse & Meade, 2018).

Fauna:

In a letter dated August 3, 2016, U.S. Fish and Wildlife Service (USFWS) responded to the public notice for the Draft MND for the Santa Claus Lane Pedestrian At-Grade Rail Crossing project (14NGD-00000-00015). USFWS stated that federally protected species, California red-legged frog, western snowy plover, light-footed clapper rail, and salt marsh bird's-beak, may be negatively affected by project activities and

(c, d) Less than significant with mitigation.

Native and non-native vegetation:

The proposed project includes the removal of existing vegetation located within the grading limits. The study area includes the following habitat types: anthropogenic areas, arroyo willow thickets, mulefat thickets, ice plant mats, giant reed breaks, herbaceous wetland, and ruderal and urban mix (Althouse & Meade, 2018). Table 4-4 lists the direct impacts (permanent and temporary) to the all the habitat types within the study area.

Table 4-4: Potential Habitat Impacts

<i>Habitat Type</i>	<i>Acres within Study Area</i>	Permanent Direct Impacts		Temporary Direct Impacts	
		<i>Acres</i>	<i>Percent</i>	<i>Acres</i>	<i>Percent</i>
Anthropogenic	16.06	4.28	27%	0.19	1%
Arroyo willow thicket	0.20	0.13	65%	0.01	5%
Mulefat thickets	0.25	0.05	20%	0.03	12%
Ice plant mats	2.28	0.78	34%	0.02	1%
Giant reed breaks	0.11	>0.01	5%	0.01	9%
Herbaceous wetland	0.13	>0.01	4%	0.01	8%
Ruderal	1.64	0.04	2%	0.02	1%
Urban mix	3.37	0.48	14%	0.03	1%
Total	24.04	5.76	--	0.31	--

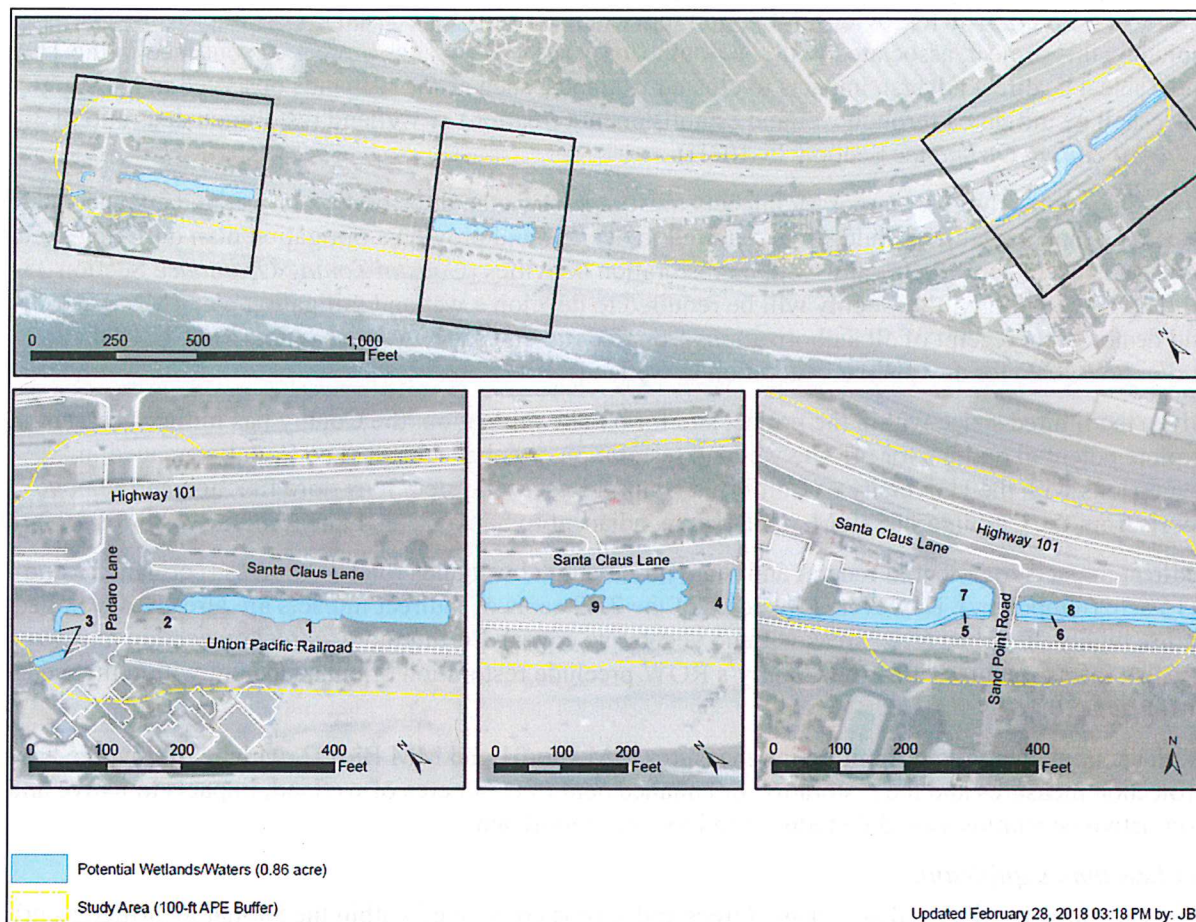
As shown in Table 4-4, anthropogenic areas, consisting of paved roadway, dirt shoulders, and hardscaping make up the majority of the project area. The arroyo willow thickets and mulefat thicket habitat areas are native facultative indicator species. However, the biologists found both habitat areas to be low functioning. The arroyo willow thicket areas convey nuisance water within built drainage ditches, and the mulefat thickets contain low plant diversity.

Wetlands:

Wetlands and non-wetland waters of the U.S. are subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE). Wetlands and waters under the jurisdiction of the State are regulated by the California Department of Fish and Wildlife (CDFW) and/or Regional Water Quality Control Board (RWQCB). Federal and state jurisdictional waters and wetlands are considered sensitive under the County's CEQA thresholds.

The proposed project will impact a small amount of created wetlands. The impacted wetlands formed in built ditches and basins and are considered low functioning wetlands associated with U.S. 101 and UPR facilities. Exhibits 4-1 and 4-2 show the location of identified wetlands under federal and state jurisdiction, totaling 0.86-acres of jurisdictional wetlands in the study area.

Exhibit 4-2: Delineation of State Jurisdictional Areas



After identifying potential jurisdictional wetlands, the biologists determined direct and indirect impacts to the wetlands. Direct impacts include any development or activity that would occur within delineated wetlands. Indirect impacts include any development or activity that occurs within 100 feet of wetlands, which encompasses the standard wetlands buffer strip specified in *Coastal Land Use Plan* Policy 9-9.

As shown in Table 4-5, direct impacts to potential federal jurisdictional wetlands total 0.09 acre (permanent) and less than 0.01 acre (temporary). Direct impacts to potential state jurisdictional wetlands total 0.2 acre (permanent) and 0.08 acre (temporary).

Table 4-5: Potential Wetlands Impacts and Mitigation

Wetland Type and Number	Permanent Direct Impact (acres)	Mitigation (3:1)	Temporary Direct Impact (acres)	Mitigation (1:1)
State 1 ^a	0.08	0.24	<0.01	<0.03
State 2 ^a	--	--	<0.01	<0.03
State 3 ^a	0.02	0.06	0.00	0.00
State 4 ^a	<0.01	<0.03	--	--
State 5 ^a	--	--	--	--
State 6 ^a	--	--	<0.01	<0.01
State 7 ^b	0.06	0.18	0.01	0.01
State 8 ^b	--	--	0.02	0.02
State 9 ^b	0.05	0.15	0.05	0.05
Total acres	0.20	0.66	0.08	0.08

^aFederal/State wetland

^bState wetland

herbicides, pesticides, animal life, human habitation, and non-native plants that would change the existing habitat.

A benefit of the proposed project is improved stormwater management through the use of concrete curbs and gutters, lowering the roadway elevation, and the installation of bioretention areas. The project will be subject to the Central Coast RWQCB's post-construction stormwater management requirements. A Stormwater Pollution Prevention Plan (SWPPP) would identify best management practices (BMPs) to prohibit the entry of pollutants from the project site during construction (MM Wat-01). Therefore, the project would have little potential to indirectly impact the Carpinteria Salt Marsh Reserve through stormwater conveyance, pollutant discharge, and changes in landscaping. In addition, implementation of stormwater BMPs (MM Wat-02), designated construction storage and washout areas (MM Bio-03 and MM Bio-04), and standard erosion control would prevent sedimentation from leaving the project site during construction. Therefore, the project would not introduce herbicides, pesticides, animal life, human habitation, and non-native plants or other factors that would change or hamper the existing habitat. Impacts would be less than significant with the implementation of mitigation measures MM Bio-03, MM Bio-04, and MM Wat-01 through MM Wat-03.

(g-h) Less than significant.

The biologists did not detect any special status species during surveys and found the habitat quality in the study area poorly suited for special status animals (Althouse & Meade, 2018). Biologists determined that the habitat quality in the study area is poorly suited for special status species due to the limited extent and type of habitat present and frequent disturbances. Therefore, impacts to state or federal endangered or threatened animals would be less than significant.

(i) Less than significant with mitigation.

The overall quality of habitat is poor in the project site due to frequent disturbance, vegetation clearance, periodic trains, and the presence of people and pets (Althouse & Meade, 2018). The biologists completed wildlife surveys which included observations of animal presence and wildlife signs such as nests, tracks, and scat. The study area supports marginal nesting, roosting, foraging and breeding habitat for both terrestrial and aquatic species (Althouse & Meade, 2018). The biologist concluded the proposed project is unlikely to reduce wildlife abundance or diversity

(Althouse & Meade, 2018). The biologists observed no special status animals in the study area during biological surveys. The biologists used CNDDB to determine the potential for animal species to occur in the vicinity of the project area, identified within the surrounding seven United States Geological Survey (USGS) 7.5-minute quadrangles. The biologists found no sensitive animal species are anticipated to occur in the project site with high or moderate potential, with the exception of nesting birds.

The trees in the study area are generally spread out with iceplant or bare ground in the understory. No nests were observed in the trees and only one nest was detected in the roadside myoporum during spring 2017 surveys. Therefore, removal of trees will not substantially impact the quantity or quality of nesting areas or access to food sources. Nevertheless, vegetation removal and construction activities associated with the project could result in potentially significant impacts to nesting birds if conducted during the nesting season. For example, noise generated from heavy equipment and alarms may disturb breeding and nesting birds. The federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13) protects migratory non-game native bird species by international treaty. Sections 3503, 3503.5 and 3513 of the California Fish and Game Code (CFGC) prohibit take (as defined therein) of all native birds and their active nests, including raptors and other migratory non-game birds (as listed under the federal MBTA). To conform to the MBTA and CFGC, mitigation measure MM Bio-06 requires preconstruction nesting bird surveys to ensure no direct impacts occur to any nesting birds or their eggs, chicks, or nests during the typical bird breeding season. Requirements for minimizing impacts to nesting birds prescribed under MM Bio-06 would reduce potentially significant impacts to less than significant. Therefore, the project's impacts to existing fish or wildlife habitat would be less than significant with mitigation.

- ii. Protective fencing/staking/barriers shall be maintained throughout all grading & construction activities.
- c. In the event of unexpected damage or removal of wetland habitat on adjoining property, the following mitigation measures shall be followed:
 - i. If it becomes necessary (as authorized by the County) to disturb or remove any plants w/in adjoining wetland habitat area, a County-approved biologist shall direct the work. Wetland plants shall be restored onsite. Plants shall be replaced at a minimum using the standards of the Transportation Corridor Wetland Overlay and under the direction of the County-approved biologist. If unexpected permanent impacts occur on adjoining wetland habitat, the County will prepare a wetland restoration plan for wetland replacement to be planted offsite at a 3:1 mitigation ratio.
- ii. Grading shall be designed to ensure that habitat areas have proper drainage during and after construction, per biologist recommendations.

REQUIREMENTS: The County shall include as notes or depictions all plan components listed above, graphically depicting all those related to earth movement, construction, and temporarily and/or permanently installed protection measures prior to initiation of construction. The Contractor shall install wetland habitat protection measures on adjoining properties prior to initiation of construction.

MONITORING: The Contractor shall demonstrate to the County Resident Engineer and County-approved biologist that wetland habitat on adjoining properties identified for protection were not damaged or removed or, if damage or removal occurred, that correction is completed as required by the Habitat Protection Plan prior to Final Inspection.

MM Bio-02

MM Bio-02 Wetland Mitigation Plan. The Contractor shall submit a wetland enhancement, restoration, and/or establishment (creation) plan prepared by a County-approved qualified professional and designed to mitigate permanent and temporary direct wetland impacts (e.g., fill in wetlands) and indirect wetland impacts (e.g., development in wetland buffer strip). The plan shall meet and/or include the following components:

- a. Fill or other impacts to wetlands or reduction of wetland buffer strips resulting from new development shall conform to the following:
 - i. New development shall be sited and designed to avoid fill or other impacts to wetlands. Impacts to wetlands that cannot be avoided through the implementation of siting and design alternatives shall be minimized to the maximum extent feasible and fully mitigated, with priority given to onsite mitigation. Offsite mitigation measures shall only be approved when it is not feasible to fully mitigate impacts onsite.
 - ii. New development shall be sited and designed to provide a minimum 100-foot wetland buffer strip in a natural condition along the upland limits of wetlands. If there is no feasible alternative that can provide a 100-foot wetland buffer strip, the alternative that can provide the widest buffer shall be selected, and impacts shall be minimized to the maximum extent feasible.
 - iii. Mitigation shall be provided for direct impacts to wetlands (e.g., fill in wetlands) and indirect impacts to wetlands (e.g., development in wetland buffer strips). Mitigation measures shall include, at a minimum, wetland establishment

- viii. Final Report. A final monitoring report prepared by a qualified professional that evaluates whether the required wetland enhancement, wetland restoration, or wetland establishment has achieved the goals and success criteria set forth in the approved mitigation plan.

PLAN REQUIREMENTS: The County shall include the components of the wetland enhancement, restoration, and/or establishment plan in Landscape and Irrigation Plans if these are required and location warrants inclusion.

TIMING: The County shall approve the wetland enhancement, restoration, and/or establishment plan prior to issuance of Zoning Clearance.

MONITORING: The Contractor conducting wetland enhancement, restoration, and/or establishment shall demonstrate to the County that all required components of the approved plan(s) are in place as required prior to project completion and maintained throughout the maintenance period.

MM Bio-03

MM Bio-03 Equipment Storage-Construction. The Contractor shall designate one or more construction equipment filling and storage areas to contain spills, facilitate clean-up and proper disposal and prevent contamination from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. The areas shall be approved by the County and located at least 100 feet from the mapped wetlands, sensitive biological resources, storm drains, and the Carpinteria Salt Marsh Reserve.

PLAN REQUIREMENTS: The Contractor shall designate the P&D approved construction storage location plan specifications.

TIMING: The Contractor shall install the equipment storage area prior to commencement of construction.

MONITORING: County Resident Engineer staff shall ensure compliance prior to and throughout construction.

MM Bio-04

MM Bio-04 Equipment Washout-Construction. The Contractor shall designate one or more washout areas for the washing of concrete trucks, paint, equipment, or similar activities to prevent wash water from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. The areas shall be approved by the County and located at least 100 feet from the mapped wetlands, sensitive biological resources, storm drains, and the Carpinteria Salt Marsh Reserve. Polluted water and materials shall be contained in these areas and removed from the site as needed.

PLAN REQUIREMENTS: The Contractor shall designate the approved equipment washout area location on plan specifications.

TIMING: The Contractor shall install the equipment washout area prior to commencement of construction activities needing these facilities.

MONITORING: County Resident Engineer shall ensure compliance prior to and throughout construction.

MM Bio-05

MM Bio-05 Night Time Monitoring. Biologists shall be on-site during any night time demolition, grading, and construction which may impact the Carpinteria Salt Marsh Reserve. The qualified biological monitor shall ensure compliance with light placement such that artificial lighting is shielded and directed away from the Carpinteria Salt Marsh Reserve or active nesting areas and focused on the ground.

TIMING: County shall designate an approved biologist prior to the commencement of construction.

MONITORING: The County Resident Engineer shall site-inspect as appropriate.

4.5 CULTURAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less Than Significant	No Impact	Reviewed Under Previous Document
a. Cause a substantial adverse change in the significance of any object, building, structure, area, place, record, or manuscript that qualifies as a historical resource as defined in CEQA Section 15064.5?			✓		
b. Cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource pursuant to CEQA Section 15064.5?			✓		
c. Disturb any human remains, including those located outside of formal cemeteries?			✓		
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✓		

Existing Setting:

Archaeological Resources:

At least 90 percent of the project site has been impacted by previous ground disturbance and development activities associated with roads, residential and commercial structures, and utilities. Santa Claus Lane has been repaved numerous times and sits at a profile nearly 10 feet above the sandy beach area, suggesting that fill may have been added to this area during road construction (Hamilton et al., 2017).

previous recommendation that 3785–3825 Santa Claus Lane is not eligible for listing on the NRHP as a district or individually, and further recommended that this resource is not eligible for the CRHR or as a County Landmark or County Place of Historic Merit due to significant loss of integrity.

Æ also updated the previous County Landmark and Places of Historic Merit evaluation for 3749 Santa Claus Lane and 3765 Santa Claus Lane and evaluated these resources for historical significance by applying the NRHP and CRHR criteria. Æ concurred with the previous recommendation that 3749 Santa Claus Lane and 3765 Santa Claus Lane are not eligible as County Landmarks or Places of Historic Merit, but also recommended that these resources are not eligible for listing on the NRHP or the CRHR. In addition, Æ identified one previously unrecorded resource, Santa Claus Lane, as a roadway, and evaluated its historical significance by applying NRHP, CRHR, and County Landmark/Places of Historic Merit criteria. Based on research and field observations, Æ concluded that Santa Claus Lane (roadway) is not eligible for the NRHP, CRHR, or as a County Landmark or as a County Place of Historic Merit.

Tribal Cultural Resources:

To date, Santa Barbara County has received one tribal request, from the Barbareño/Ventureño Band of Mission Indians, to participate in government-to-government consultation pursuant to Public Resources Code (PRC) Section 21080.3 and in accordance with the provisions of Assembly Bill (AB) 52. On December 27, 2016, the County mailed a formal notice of the initiation of CEQA review for the proposed project to Julie Tumamait-Stenslie, Chair, Barbareño/Ventureño Band of Mission Indians. The notice provided notification of the opportunity for consultation under AB 52 and included a description of the proposed project, and a copy of the Preliminary 65% Project Plans from the County of Santa Barbara Department of Public Works. No response to the offer of AB 52 consultation was received, and no tribal cultural resources (TCR) were identified within the project area.

County Environmental Thresholds:

Chapter 8 of the County's *Environmental Thresholds and Guideline Manual* (County of Santa Barbara, 2018) contains guidelines for the identification, significance evaluation, and mitigation of impacts to cultural resources, including archaeological, historic, and tribal cultural resources. In accordance with the requirements of CEQA, these guidelines specify that if a resource cannot be avoided, it must be evaluated for importance using the criteria in CEQA Guidelines Section 15064.5(a)(3)A-D. Generally, a lead agency must consider a cultural resource to be "historically significant" if the resource meets the significance criteria for listing in the California Register of Historical Resources. CEQA calls cultural resources that meet these criteria "historical resources."

CEQA Guidelines Section 15064.5(b) states that "... a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." As defined in CEQA Guidelines Section 15064.5(b), substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Impact Discussion:

(a, b) Less than significant.

Archaeological Resources:

Æ's background research, records search, and Phase 1 archaeological study did not identify any known or previously recorded archaeological resources, human remains, or other cultural resources within or adjacent to the project area. In addition, the entire project area has been impacted by road, utility, railroad, and building construction and portions of the project area appear to be built on fill. To comply with the historical and archaeological policies in the County's *Land Use Element*, the County's Coastal Development Permit for the project will include a standard archaeological discovery condition of approval, which requires that any previously unidentified cultural resources discovered during site development shall be treated in accordance with Chapter 8 of the *Environmental Thresholds and Guidelines* (County of Santa Barbara, 2018). The required treatment includes suspension of work, notification of the County, and protection of the area from further construction disturbance until a

4.6 ENERGY

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less Than Significant	No Impact	Reviewed Under Previous Document
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?				✓	
b. Requirement for the development or extension of new sources of energy?				✓	

Existing Setting:

Southern California Edison and Southern California Gas provide electric and natural gas service to the project site and vicinity. Currently, four privately owned and maintained streetlights in the commercial area are the only facilities within the County ROW of Santa Claus Lane that require electric services. No facilities require gas service.

County Environmental Thresholds:

The County's *Environmental Thresholds and Guidelines Manual* does not contain significance thresholds for electrical and/or natural gas service impacts (County of Santa Barbara, 2018). Therefore, this analysis is based on the two questions in Table 4.6, above.

Impact Discussion:

(a, b) No impact.

Construction of the project would require consumption of minor amounts fossil fuels, associated with construction equipment. However, no substantial long-term increase in demand for energy would occur as a result of the project. The project would not substantially increase the demand of existing sources of energy in the project site. The project would relocate and replace the four existing streetlights in the commercial area with approximately 10 smaller, pedestrian-scale streetlights. No lighting is proposed in the beach area other than low-level safety lighting for the restrooms. The project does not include any new facilities that would require natural gas. The project would result in no increase in the demand of existing sources of energy, or require the development or extension of new sources of energy to service the project. Therefore, the project would have no impact on energy resources.

Cumulative Impacts:

As the proposed project would not have any impacts on energy resources, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on the regional demand for energy.

Mitigation and Residual Impact:

As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

District. Therefore, adequate fire hydrants, pressure, and emergency vehicle access exist and the project would be located within a safe fire department response zone, and therefore will have no impacts.

Cumulative Impacts:

As the proposed project would not create significant fire hazards, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on fire protection resources.

Mitigation and Residual Impact:

As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

County Environmental Thresholds:

Pursuant to the County's *Environmental Thresholds and Guidelines Manual* (County of Santa Barbara, March 2018), impacts related to geological resources may have the potential to be significant if the proposed project involves any of the following characteristics:

1. The project site or any part of the project is located on land having substantial geologic constraints, as determined by P&D or PW. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development.
2. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.
3. The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.
4. The project is located on slopes exceeding 20% grade.

Geologic impacts are considered potentially significant if the proposed development activity, including all proposed mitigation measures, could result in substantially increased erosion, landslides, soil creep, mudslides, or unstable slopes. In addition, impacts are considered significant when a project would expose people or structures to major geologic hazards (County of Santa Barbara, 2018).

Impact Discussion:

(a) Less than significant.

The project site is not underlain by any mapped faults. The closest mapped fault to the site is the Mesa-Rincon Creek Fault and Mission Ridge-Arroyo Parida-Santa Ana Fault. Similar to most of the south coast of Santa Barbara County, the project site is susceptible to seismic hazards and to severe shaking during an earthquake. However, the proposed streetscape improvements include sidewalks, curbs, gutters, and other improvements that would not be susceptible to substantial damage from seismic events and the proposed project would not increase population or employment opportunities within this area. The proposed restroom facility would comply with existing building regulations, which would reduce potential ground shaking impacts caused by movement.

The project proposes to re-grade and widen an existing two-lane roadway in a flat, previously developed area. Therefore, the project would not exasperate the exposure or production of landslides, liquefaction, soil creep, mudslides, ground failure or similar hazards.

(b) Less than significant.

The project is estimated to require approximately 15,400 cubic yards of cut and 1,000 cubic yards of fill of grading. Grading would primarily excavate and re-compact earth materials within the Santa Claus Lane ROW and project limits to reconstruct the roadway and construct the proposed streetscape improvements. Soils within the ROW have been heavily disturbed and are composed of artificial fill associated with roadway and U.S. 101 construction. Cut and fill slopes would be stabilized, compacted, and revegetated, where appropriate. Therefore, grading activities would not result in significant geologic impacts related to the disruption, displacement, compaction, or over covering of soils, and, therefore, impacts would be less than significant.

(c) Less than significant.

Predictions about the long-term effects of global climate change include rising sea levels due to the melting of glaciers and thermal expansion. The State of California released updated sea level rise science and projections its "Rising Seas in California: An Update on Sea-Level Rise Science" and "State of California Sea-Level Rise Guidance" documents (Griggs et al., 2017; California Natural Resources Agency and California Ocean Protection Council, 2018). The State predicts that the "likely range" (67%

(Caltrans, 2017). Additionally, the project does not require extensive pile driving, therefore the probability of exceeding architectural damage risk levels for continuous vibrations from construction is very low. Therefore, potential construction-related vibrations would not affect adjoining commercial and residential properties and impacts would be less than significant.

(l) Less than significant.

The project includes no mining operations and minimal grading. Therefore, the project does not require excavation and disposal of excavated spoils, tailings, and sediments and impacts would be less than significant.

Cumulative Impacts:

As the proposed project would not have significant impacts on geologic processes and geologic processes are site-specific and not cumulative by nature, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on geologic processes.

Mitigation and Residual Impact:

Mitigation measures MM Wat-01 and MM Wat-02 would reduce the project's effects on geology and soils to a less than significant level. With the incorporation of these mitigation measures, residual impacts would be less than significant.

within the project site. Therefore, impacts to former hazardous materials storage and discharge sites are considered less than significant.

(b-h) No impact.

No hazardous materials were used, stored or spilled on the project site in the past, and there are no aspects of the proposed project that would include or involve hazardous materials at levels that would constitute a hazard to human health or the environment.

Cumulative Impacts:

As the proposed project would have less than significant impacts related to hazardous materials, the proposed project combined with other similar projects would not result in cumulatively considerable impacts related to hazardous materials.

Mitigation and Residual Impact:

As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

Environmental Thresholds:

The County's *Environmental Thresholds and Guidelines Manual* (County of Santa Barbara, 2018) contains no specific thresholds for land use. Generally, a potentially significant impact can occur if a project would result in substantial growth inducing effects or result in a physical change in conflict with County policies adopted for the purpose of avoiding or mitigating an environmental effect.

Impact Discussion:

(a) No impact.

The proposed project consists of streetscape improvements and new restrooms and recreational amenities within the Santa Claus Lane corridor. The proposed project is intended to support the existing commercial and recreational uses in the area by increasing parking and circulation, multi-modal access and recreational amenities. The project would not introduce new land uses. The proposed improvements would complement and would be compatible with existing land uses within and near the project site. Therefore, the project would have no impacts on existing land uses.

(b) No impact.

The proposed project is consistent with all plans, policies, and regulations adopted for the purpose of mitigating an environmental effect. The proposed project is consistent with the adopted *Toro Canyon Plan*, *Comprehensive Plan* and *Coastal Land Use Plan*. The project implements *Toro Canyon Plan* Action C-TC-1.1 and DevStd C-TC-1.2, which call for the County to pursue streetscape improvements along Santa Claus Lane to address parking, landscaping, and infrastructure needs.

In December 2018, the California Coastal Commission certified Local Coastal Plan Amendment No. LCP-4-STB-18-0071-2-Part A (Highway 101 HOV: Carpinteria to Santa Barbara), which added policies related to wetlands, public access and recreation to allow for the development of several transportation improvement projects. The Santa Claus Lane Beach Access and Streetscape Improvements project is one of six public access and recreation projects proposed along the U.S. 101 corridor which would result in regional improvements to alternative transportation modes for the purposes of increasing access to coastal resources. The project would enhance coastal access and provide community members with a safe, reliable and continuous pedestrian and bicycle route by completing a gap in the California Coastal Trail. The LCPA amended a wetland protection policy in the *Coastal Land Use Plan* and created the Transportation Corridor Wetland Overlay (TCWO) District in Article II (*Coastal Zoning Ordinance*). Policy 9-9 of the *Coastal Land Use Plan* was amended to allow the proposed project to occur within the 100-foot wetland buffer in conformance with development standards of the TCWO. Mitigation measures MM BIO-01 and MM BIO-02 in section 4.4 Biological Resources address the potential impacts to wetlands. Therefore, the project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

(c, d) Less than significant.

The proposed project consists of streetscape improvements and new recreational amenities within the County ROW. The project would not introduce new residential, commercial, or other land uses which would result in growth or concentration of population.

The proposed project would extend public water and sewer services in the commercial area 640 feet northwest along Santa Claus Lane to serve the proposed restroom. The proposed restroom location is within the Carpinteria Water District's service boundary but outside of the Carpinteria Sanitary District's service boundary. Therefore, the County is requesting a sphere of influence expansion and annexation of County ROW into the Carpinteria Water District's service boundary.

The extension of water and sanitary lines and associated sphere of influence expansion and annexation request would not have the potential to serve new development beyond the proposed restrooms. Existing water and sewer lines already serve the commercial and residential areas to the east and west of the proposed restrooms. Residential parcels (zoned 10-R-1) on the beach are owned by a mix of private and public owners and currently undeveloped. A *Mean High Tide Line Study Report* prepared by the State Lands Commission determined it is unlikely that any of the residential parcels on the beach could be

4.11 NOISE

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less Than Significant	No Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?			✓		
b. Short-term exposure of people to noise levels exceeding County thresholds?		✓			
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?			✓		

Existing Setting:

The project site has high ambient noise levels. Maps and studies for the County's Noise Element (County of Santa Barbara, 1979) show that the project site is located within the 70 dB or greater noise contour for the existing community noise environment. The application materials for the mixed-use commercial/residential development at 3715 Santa Claus Lane (approximate center of project site) included a noise level assessment (45dB.com, May 23, 2006). The assessment concluded that existing exterior sound levels on the northeast side of the site facing Highway 101 are at 70 dB(A), while existing exterior sound levels on the southwest side of the site facing the UPR ROW are at 68 dB(A). Sources of this noise include vehicles on U.S. Highway 101 and railroad uses within the UPR ROW.

The County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara, 2018) states that noise-sensitive land uses include residential dwellings, transient lodging, hospitals, educational facilities, libraries, churches, and places of public assembly. Noise-sensitive land uses within or near the project site consist of residential dwellings. The mixed-use commercial/residential development at 3715 Santa Claus Lane is the only noise-sensitive land use (residential component) within the project site. Several restaurants, shops, offices, and other commercial uses also exist within the project site. However, the County's Environmental Thresholds and Guidelines Manual does not consider commercial or beach uses to be noise-sensitive land uses. Residential uses near the project site include single-family dwellings on Padaro Lane, which are approximately 100 feet northwest of the project site, and single-family dwellings along Sand Point Road within Casa Blanca Beach Estates, which are approximately 250 feet southwest of the project site.

Environmental Thresholds:

Noise is generally defined as unwanted or objectionable sound that is measured on a logarithmic scale and expressed in decibels (dB(A)). The duration of noise and the time period at which it occurs are important values in determining impacts on noise-sensitive land uses. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (L_{dn}) are noise indices that account for differences in intrusiveness between day- and night-time uses. In practice, CNEL and L_{DN} are virtually identical and are used interchangeably.

Chapter 13, Noise Thresholds, of the County's *Environmental Thresholds and Guidelines Manual* establishes the following noise threshold: "A proposed development that would generate noise levels in excess of 65 dB(A) CNEL and could affect sensitive receptors would generally be presumed to have a significant impact."

Impact Discussion:

(a,c) Less than significant.

The project would not result in any new long-term sources of noise or increase long-term ambient noise levels. For example, the project would not increase the capacity of Santa Claus Lane or change traffic volumes and, therefore, would not increase noise levels. The project does not include new land uses or

MM Noise-01

MM Noise-01 Sound Control and Equipment Shielding. Construction noise shall be limited to 65 dB(a) CNEL as measured at the property line of any parcel with an existing residential use. The contractor may utilize a combination of techniques to reduce the impact of construction to less than 65 dB(a) CNEL threshold, such as the following noise attenuation techniques:

- Use new or well-maintained construction equipment that reduces sound levels.
- Maintain acoustic shielding of stationary construction equipment that generates noise that exceeds 65 dB(a).
- Implement a phased construction schedule to minimize or avoid multiple noise-generating activities occurring at the same time.
- Reschedule or phase construction activity.
- Locate stationary construction equipment away from noise-sensitive land uses.
- Use vibration dampeners, aprons, or enclosures.
- Use stored supplies as a noise barrier.
- Pre-drill holes for pile-driven activities.
- Turn off idling equipment.
- Use other noise-dampening and sound diversion techniques.

TIMING: The contractor shall demonstrate compliance with noise standards to the County Resident Engineer prior to commencement of construction and throughout construction activities.

MONITORING: County Resident Engineer shall ensure compliance prior to and throughout construction, and shall respond to complaints.

With the incorporation of this measure, residual impacts would be less than significant.

Impact Discussion:

(a, b) No impact.

The proposed project does not include residences, businesses, or other new land uses that would result in additional population to the area, including new residents or students. The project will not require new or altered police protection and health facilities. Therefore, the proposed project would have no impact on existing police, health, or education services.

(c) Less than significant.

The proposed includes streetscape improvements and recreational amenities, including trash and recycling receptacles. Beachgoers and other visitors would generate solid waste comparable to existing conditions. This small amount of solid waste would have a less than significant impact on landfill capacity.

(d) Less than Significant.

The project would extend CSD's existing sewer line approximately 640 feet northwest from its current location to the proposed restroom. The new line would be a 6-inch lateral (Stantec, 2019). The public rinse station, if approved by CSD, would require a sand interceptor to avoid sand and silt entering the sewer system. The extended sewer main would be gravity fed and would not require a lift or pump station. CSD has adequate capacity to serve the proposed restroom facility. As discussed in Section 4.10, Land Use, the extension of the sewer line would not have the potential to serve new development beyond the proposed restroom. Therefore, impacts to sewer facilities would be less than significant.

(e) Less than significant.

As stated in Sections 1.1, Project Objectives, and 4.15, Water Resources/Flooding, the proposed project would improve existing site drainage and control peak runoff rates. Proposed streetscape improvements include filter/buffer strips, multifunctional landscape areas, and infrastructure designed to reduce post-construction storm runoff and reduce flooding of commercial properties and sidewalks during storm events. Stormwater runoff would filter through bioretention areas and leave the site through five outlets near the intersection with Padaro Lane, the northern boundary of the commercial zone, the commercial zone, and the near the proposed roundabout. The construction of the proposed stormwater control features would not result in significant impacts and impacts are considered less than significant.

Cumulative Impacts:

As the proposed project would have less than significant impacts related to public facilities, the proposed project combined with other similar projects would not result in cumulatively considerable impacts related to public facilities.

Mitigation and Residual Impact:

As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

Mitigation and Residual Impact:

The following mitigation measure would reduce the project's transportation/circulation impacts to a less than significant level:

MM Traf-01 MM Rec-01 Public Access during Construction. Public access to the beach shall be maintained during construction, while ensuring public safety. The Contractor shall provide for maintenance of public access routes to the beach, such that physical construction interference shall be kept to a minimum.

TIMING: Measures to maintain public access shall be implemented throughout the construction period.

MONITORING: County Resident Engineer shall perform site inspections throughout the construction phase to ensure the measures are fully implemented.

With the incorporation of this measure, residual impacts would be less than significant.

operations to LOS F indicating congested operations. As shown in Table 4-6, Santa Claus Lane carries relatively low traffic volumes and operates at LOS A on weekdays and weekends.

Table 4-6: Existing Roadway Operations

Roadway Segment	Roadway Classification	Existing ADT	Acceptable Capacity	LOS*
Santa Claus Lane e/o Padaro Lane	P-3 Roadway	2,950 (Weekday) 3,200 (Weekend)	10,990 ADT	LOS A LOS A

* LOS based on ADT using *Toro Canyon Plan* capacity criteria of 10,990 ADT for P-3 roadways

Environmental Thresholds:

According to the *Environmental Thresholds and Guidelines Manual* (County of Santa Barbara, 2018), project-generated traffic is assessed against four threshold criteria to determine a significant traffic impact. The *Environmental Thresholds and Guidelines* states the following as a preface: "It should be noted that the following criteria are guidelines for the majority of potential traffic impacts. The list of criteria is not intended to be all inclusive as the potential for impact may vary depending upon the environmental setting and nature of the project."

A significant traffic impact would occur when any of the following four criteria are met:

1. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by 0.20, 0.15, or 0.10 for an intersection operating at LOS A, B, or F, or sends at least 15, 10 or 5 trips to an intersection operating at LOS D, E, or F.
2. Project access to a major road or arterial road would require a driveway that would create an unsafe situation, or would require a new traffic signal or major revisions to an existing traffic signal.
3. Project adds traffic to a roadway that has design features or receives use which would be incompatible with substantial increases in traffic that will become potential safety problems with the addition of project or cumulative traffic. Exceeding the roadway capacity designated in the Circulation Element may indicate the potential for the occurrence of the above impacts.
4. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Impact Discussion:

(a) Less than significant.

The Santa Claus Lane roadway carries low traffic volumes and operates at LOS A during weekday and weekends. Table 4-7 shows the roadway operates well below the acceptable capacity for a P-3 roadway, as designated in the *Toro Canyon Plan*.

Table 4-7 lists the existing levels of service for the four intersections evaluated by ATE. As shown in Table 4-7, the four intersections currently operate at LOS A during the weekday PM peak hour and LOS A-B during the weekend peak hour, which meet the County's LOS C standard county-wide, as well as the LOS B standard for roadways and intersections within Toro Canyon. ATE also forecasted the proposed roundabout to operate at LOS A during the weekday PM peak hour and the weekend peak hour.

(d) No impact.

No bus routes or truck routes currently use Santa Claus Lane. The nearest bus stops and routes are on Via Real, near the intersection of Padaro Lane, outside of the project site. The proposed project would provide a new multi-use trail that would enhance existing bicycle network safety and connectivity by completing a gap in the California Coastal Trail. Therefore, there are no impacts related to transit and movement of people and/or goods.

(e) No impact.

The project would not alter existing rail traffic along the UPR railroad tracks. No water or air transport facilities exist within or near the project site. Therefore, no impacts to waterborne, rail, or air traffic would occur.

(f) Less than significant with mitigation.

Short-term construction activity:

Short-term construction staging and construction vehicle movements in the County ROW could result in increased traffic hazards, such as conflicts with pedestrians, bicyclists, and passenger vehicles. However, mitigation measure MM Traf-01 would require that the construction staging areas are placed in locations that minimize traffic hazards to motor vehicles, bicyclists, and pedestrians, and that traffic control is provided during all construction hours. Therefore, impacts during short-term construction would be less than significant with mitigation measure MM Traf-01.

Long-term operational activity:

The project proposes streetscape improvements to reduce traffic hazards and improve safety for motorists, bicyclists, and pedestrians. For example, the proposed project would decrease vehicle speeds by installing curb extensions and a new roundabout at the intersection of Santa Claus Lane, Spindrift Lane/Sand Point Road, and the U.S. 101 southbound on-ramp. A new separated Class I bikeway/multi-use path on the north side of Santa Claus Lane would provide a protected path for bicyclists and pedestrians and reduce conflict with vehicles. The proposed ADA-compliant sidewalks and crosswalks would increase safety and access for pedestrians. Lastly, the proposed project would not result in significant increases in traffic to the site. Therefore, the proposed project would have no long-term impacts as it relates to increased traffic hazards and it would not add traffic to a roadway which would exceed capacity designated in the *Circulation Element*.

(g) No impact.

Santa Claus Lane is relatively flat with little horizontal curvature and no existing sight distance issues. The proposed project would lower the profile of the roadway and maintain existing vertical and horizontal curvatures. The proposed roundabout would remove existing vegetation and improve sight distance from Spindrift Lane/Sand Point Road. Therefore, the project would not cause inadequate sight distance.

The project site currently has adequate ingress and egress and would retain the same access points. Santa Claus Lane has adequate capacity and operates at acceptable LOS. Emergency vehicles can currently access the site unhindered. The proposed roundabout would improve circulation, particularly site egress. The proposed expanded roadway and marked parking spaces would further improve circulation during peak visitation periods. The proposed project is expected to generate a negligible amount of new vehicle trips and would not require new driveways. As a result, the proposed project would not result in impacts to inadequate ingress/egress, general road capacity, and/or emergency access.

(h) No impact.

Santa Claus Lane is not included as one of the freeways, highways, or principal arterials in the Congestion Management Plan (CMP) network (SBCAG, 2016). As discussed previously, the proposed roadway and surrounding intersections all operate at acceptable LOS and the project is expected to generate a negligible amount of trips. Any additional trips are expected to occur outside of the typical AM and PM weekday peak hours. As a result, the proposed project would have no impacts to the CMP system.

4.15 WATER RESOURCES/FLOODING

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less Than Significant	No Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			✓		
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?		✓			
c. Change in the amount of surface water in any water body?		✓			
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc.) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?		✓			
e. Alterations to the course or flow of flood water or need for private or public flood control projects?			✓		
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?			✓		
g. Alteration of the direction or rate of flow of groundwater?			✓		
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?			✓		
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?			✓		
j. The substantial degradation of groundwater quality including saltwater intrusion?			✓		
k. Substantial reduction in the amount of water otherwise available for public water supplies?			✓		
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?		✓			

Existing Setting:

Santa Claus Lane is approximately 3,000 feet in length, with a roadway elevation of approximately 20 feet at the high point. The relatively flat roadway, proximity to the beach, low lying railroad corridor, and lack of storm water capacity make drainage an ongoing problem in the project area. Santa Claus Lane is susceptible to drainage and flooding issues (Flood Insurance Rate Zone AE) and directly abuts the 100 year flood hazard overlay in the beach area. Commercial businesses often place sandbags in front of entryways to prevent flooding during large rain events. The existing roadway has limited drainage and lacks physical infrastructure (e.g., curbs and gutters, bioretention areas). Adjacent areas, such as Padaro

Impact Discussion:

(a) Less than significant.

The proposed project would occur within County ROW and Caltrans ROW, in areas that have been previously developed or disturbed. No construction is proposed within any rivers or creeks. Therefore, project construction would not result in changes in currents, or the course or direction of water movements, in either marine or fresh waters. This impact would be less than significant.

(b-d) Less than significant with mitigation.

Construction of the project has the potential to result in increased amounts of discharge or temporary changes to drainage patterns in the project site. However, mitigation measures MM Wat-01 and MM Wat-02 require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and the incorporation of pollution prevention BMPs to minimize short-term construction impacts. The SWPPP would address erosion, sediment, coastal water quality and pollution control during all phases of construction. Therefore, through the implementation of project-specific BMPs, short term construction impacts to water quality would be less than significant with mitigation.

The project, including the widened roadway and new curbs and gutters, sidewalks, and multi-use path would increase the amount of impervious surfaces (from approximately 3.53 acres to 4.63 acres) and, therefore, potentially increase surface-water runoff from the project site. However, the project is located in the statewide NPDES general permit area and subject to the Central Coast RWCQB's post-construction stormwater management requirements. Therefore, the project will be required to develop a final Post-Construction Stormwater Control Plan that addresses BMPs for site design, runoff treatment and source measures, and stormwater retention (MM Wat-03). The final Post-Construction Stormwater Control Plan will require review from Project Clean Water.

The primary design strategy is to convey post-construction stormwater runoff from impervious surfaces into landscaped bioretention areas for treatment and percolation through the use of curbs and gutters and gradually sloped surfaces. The landscaped bioretention areas will allow for depth and percolation with cobble, sand and compost mix, and base layers as outlined in Project Clean Water's *Stormwater Technical guide for Low Impact Development* (County of Santa Barbara, 2017). Treated runoff is designed to meander downstream through the series of landscaped bioretention areas sited throughout the project site before exiting the project site through outlet structures sited at the low points throughout the roadway. Bioretention areas near outlets are purposely oversized in order to capture any excess runoff from upstream bioretention areas. Five existing storm drain culverts (18"-24") near the intersection with Padaro Lane, the northern boundary of the commercial zone, the commercial zone, and the near the proposed roundabout would route storm water drainage under Santa Claus Lane, with approximately 16,000 square feet of bioretention area is proposed throughout the project to retain and infiltrate runoff. The collective volume of all bioretention facilities are designed to capture a design storm of 2.3 inches for a 95th percentile storm event.

The project does not propose any change to land use or operation of the site; therefore, no permanent effects associated with discharge into or contamination of surface waters would result above that which currently exists. The project would include low impact development (LID) features and bioretention areas to retain and infiltrate runoff. Therefore, with the implementation of BMPs and approval of drainage and storm water plans, project impacts would be less than significant with mitigation.

(e, f) Less than significant.

The project is partially located in a 100-year floodplain, tsunami inundation area, and an area susceptible to coastal hazards including sea level rise. Rising sea levels will increase the incidence of flooding in coastal areas with altitudes at or near sea level. Flooding from sea level rise is due to an increased frequency and severity of tidal flooding and greater coastal flooding during storm events (County of Santa Barbara, 2017). However, the project is a transportation improvement project, and would not generate or increase flooding or tsunami impacts nor introduce new land uses or the development of habitable structures which could expose people or property to a significant risk due to failure of a levee or dam as a

- MM Wat-01** **MM Wat-01 Stormwater Pollution Prevention Plan (SWPPP).** The Contractor shall prepare a Stormwater Pollution Prevention Plan (SWPPP), which shall include BMPs to be implemented and monitoring prior to and during construction. The SWPPP shall be designed to address erosion, sediment, coastal water quality and pollution control during all phases of construction. BMPs shall be included to address temporary sediment control, temporary soil stabilization, construction scheduling, impacts to vegetation, wind erosion, sediment tracking, waste management, materials handling, vehicle and equipment operations, and groundwater discharge.
- PLAN REQUIREMENTS:** Project-specific BMPs and requirements from the SWPPP shall be included in plan specifications.
- TIMING:** The Contractor shall submit the SWPPP for County review. The SWPPP requirements shall be implemented prior to the commencement of construction.
- MONITORING:** County Resident Engineer shall perform site inspections throughout the construction phase to ensure the measures are fully implemented.

MM Wat-03 **MM Wat-03 Post-Construction Stormwater Control Plan.** The County shall prepare a final Post-Construction Stormwater Control Plan designed to prevent the entry of pollutants from the project site into the storm drain system after construction. The Post-Construction Stormwater Control Plan shall follow the County Stormwater Technical Guide. The Post-Construction Stormwater Control Plan shall include maps, figures, supporting design calculations, and a narrative explaining the methods and approach proposed to protect or enhance coastal water quality. The plan shall include supporting information including but not limited to the infiltration and retention properties of the native or engineered substrate, depth to groundwater, and the hydraulic design and pollutant treatment/removal capability of the proposed improvements adequate to ensure that water quality will be protected.

PLAN REQUIREMENTS: The County shall submit the final Post-Construction Stormwater Control Plan to the Water Resources Division for a courtesy review prior to issuance of Zoning Clearance.

TIMING: The County shall submit the final Post-Construction Stormwater Control Plan to the Water Resources Division for a courtesy review prior to issuance of Zoning Clearance. The Post-Construction Stormwater Control Plan measures shall be constructed and operation prior to project completion and maintained in working order.

MONITORING: County Resident Engineer and staff shall site inspect for installation prior to Final Inspection.

With the incorporation of these measures, residual impacts would be less than significant.

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7.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less Than Significant	No Impact	Reviewed Under Previous Document
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory?		✓			
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?			✓		
3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.)			✓		
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓			
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR?			✓		

Impact Discussion:

1. Substantially Degrade the Quality of the Environment.

The project does not have the potential to substantially degrade the quality of the environment. Implementation of mitigation measures MM Bio-01 through MM Bio-06 would ensure that the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would not contribute significantly to greenhouse gas emissions or significantly increase energy consumption, and would not eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation.

2. Disadvantage Long-Term Environmental Goals.

The proposed project is designed to achieve the objectives listed in Section 1.1 Project Objectives. The proposed project does not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals. Therefore, impacts would be less than significant.

10.0 RECOMMENDATION BY P&D STAFF

On the basis of the Initial Study, the staff of Planning and Development:

- _____ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.
- ☒ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the PROJECT DESCRIPTION and identified additional mitigation measures would successfully mitigate the potentially significant impacts. Staff recommends the preparation of an MND. The MND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.
- _____ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an EIR be prepared.
- _____ Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

_____ With Public Hearing _____ Without Public Hearing

Project Evaluator: Kyle Jordan

Date: 7-23-19

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

- ☒ I agree with staff conclusions. Preparation of the appropriate document may proceed.
- _____ I DO NOT agree with staff conclusions. The following actions will be taken:
- _____ I require consultation and further information prior to making my determination.

SIGNATURE: Allen Bell DRAFT NEGATIVE DECLARATION DATE: July 24, 2019

SIGNATURE: _____ REVISION DATE: _____

SIGNATURE: _____ FINAL NEGATIVE DECLARATION DATE: _____

12.0 ATTACHMENTS

1. Project Location Map
2. Conceptual Landscape Plan
3. Air Quality Emission Output (CalEEMod)
4. Biological Report for Santa Claus Lane Streetscape Improvements Project
5. Phase 1 and Phase 2 Report: Archaeological Survey and Historic Resources Evaluation for the Santa Claus Lane Beach Access and Streetscape Improvement Project
6. Sewer Feasibility Report
7. Traffic Analysis Report