## Santa Claus Lane Class I Bike Path

Adjacent to U.S. 101 between Estero Street in the City of Carpinteria and Sand Point Road in the county of Santa Barbara District 5-SB-101-4.0/4.8 EA 05-1G410 and Project ID 0515000012



## Initial Study with Proposed Mitigated Negative Declaration

Prepared by the State of California Department of Transportation

October 2019



## **General Information About This Document**

#### What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Santa Barbara County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

#### What you should do:

- Please read the document.
- Additional copies of the document and the related technical studies are available for review at the Caltrans District 5 Midway Office at 2885 South Higuera Street in San Luis Obispo; Santa Barbara County Association of Governments (SBCAG) Office at 260 N. San Antonio Rd Suite B in Santa Barbara; and the Carpinteria City Library at 5141 Carpinteria Avenue in Carpinteria.
- The document can also be accessed electronically and downloaded at the following website: <u>http://dot.ca.gov/caltrans-near-me/district-5</u>.
- Please contact Caltrans if you would like a public hearing for this project.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline.
  - Submit comments by U.S. mail to: California Department of Transportation, Environmental Planning, Attention: Jason Wilkinson, Environmental Branch Chief, 50 Higuera Street, San Luis Obispo CA 93401.
  - Submit comments via email to: jason.wilkinson@dot.ca.gov.

#### What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the Federal Highway Administration (FHWA), may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

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05-SB-101-PM 4.0/4.8 EA 05-1G410 and Project ID 0515000012

Santa Claus Lane Class I Bike Path between Estero Street in the City of Carpinteria and Sand Point Road in the County of Santa Barbara

### **INITIAL STUDY**

#### with Proposed Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code (Federal) 42 USC 4332(2)(C)

> THE STATE OF CALIFORNIA Department of Transportation

John/Luchetta

Environmental Office Chief Central Coast Environmental Management California Department of Transportation CEQA Lead Agency

10-25-19

Date

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#### **Proposed Mitigated Negative Declaration**

#### **Project Description**

The California Department of Transportation (Caltrans) proposes to construct a Class I Bike Path adjacent to the southbound lanes of U.S. 101 between Estero Street, near the Carpinteria Avenue off-ramp in the City of Carpinteria, and Sand Point Road in the County of Santa Barbara.

#### Determination

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Mitigated Negative Declaration is subject to change based on comments received from interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

The proposed project would have no effect on the following resources:

Agriculture and Forestry Cultural Resources Energy Geology and Soils Land Use and Planning Air Quality (permanent impacts) Noise (permanent impacts) Mineral Resources Population and Housing Public Services Tribal Cultural Resources Wildfire

In addition, the project would have no significant effect on:

Construction Air Quality and Greenhouse Gas Emissions Coastal Zone Traffic and Transportation Hazards and Hazardous Waste Materials Hydrology Construction Noise Recreation

The project will have no significantly adverse effect on aesthetics, biological resources, water quality, and utilities and service systems because the following mitigation measures would reduce potential effects to insignificance:

- WQ-1: Work areas would be reduced to the maximum extent feasible, and staging areas would be in the upland area outside of the drainage.
- WQ-2: Best Management Practices, such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.
- WQ-3: Appropriate hazardous material Best Management Practices would be implemented to reduce the potential for chemical spills or contaminant releases into the creek, including any non-stormwater discharge.
- WQ-4: All equipment refueling, and maintenance would be conducted in the upland staging area outside of the drainage. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.
- WQ-5: Erosion control would be conducted using seed mixes with noninvasive species.
- BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that would prevent the spread of invasive species on-site or off-site.
- BIO-2: Mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 to ensure no net loss of wetlands or associated riparian habitat.
- BIO-3: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed onsite. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional offsite mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area.
- BIO-4: To mitigate for temporary impacts, restoration plantings will be completed onsite and in-kind, utilizing native species.
- BIO-5: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Planting Plan which will be included in the final Mitigation Monitoring Plan (MMP) prepared by a Caltrans biologist. The plan will include all measures for coastal wetlands in the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities, monitoring schedules, and reporting to ensure survival of planted vegetation and re-establishment of functions and values. The final MMP will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The MMP

will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.

- BIO-6: Permanent impacts to California Coastal Commission (CCC) wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the City and County's' Transportation Corridor Wetland Overlay District
- BIO-7: Encroachment into CCC wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the City and County's Transportation Corridor Wetland Overlay District.
- BIO-8: If any special-status plant species are observed during the surveys, high visibility Environmentally Sensitive Area protective fending would be installed around the special-status plants to prevent construction staff or equipment from entering the Environmentally Sensitive Area. The Environmentally Sensitive Area fencing would include a minimum buffer radius to be determined by a qualified biologist.
- BIO-9: If special-status plant species cannot be avoided, impacts to special-• status plant species will be mitigated by implementing the following measures, (a) replace species within the project right of way through installation of plantings/seed material; and/or (b) retain topsoil and duff material from the project site, or mitigation bank within the known geographic range of the species, for redistribution on the site following construction. A minimum replacement ratio of 2:1 shall be provided. Planting materials and methods, short- and long-term maintenance requirements, success criteria, and monitoring and reporting methodology shall be implemented so that within five years, perennial species replacement plantings shall have a 75 percent survivability goal. For annual species, seeding of the targeted specialstatus species shall achieve 15 percent relative cover within five years. The percent cover shall be determined using a recognized methodology, selected by the project biologist in coordination with the appropriate resource agencies; however, the Daubenmire or point intercept methods as described by Sampling Vegetation Attributes (Natural Resources Conservation Service 1996) are recommended. Compensatory mitigation plantings shall be monitored guarterly. Any required maintenance shall also be conducted quarterly. Maintenance activities will include weeding, debris removal, replanting (if necessary), repair of any vandalism, fertilizing, and/or pest control. Maintenance activities will be dictated by the results of the quarterly monitoring effort. Quarterly reports and annual monitoring reports shall be submitted to Caltrans and the affected regulatory agencies. The annual monitoring report submitted at Year 5 shall serve as a final completion report if the mitigation is successful.

- BIO-10: If federally listed plant species are determined to occur within the biological study area and cannot be avoided, the project will obtain incidental take authorization from the U.S. Fish and Wildlife Service through a Federal Endangered Species Act Section 7 Biological Opinion and Incidental Take Statement.
- BIO-11: If plant species listed by the state as endangered or threatened are found to occur within the biological study area and cannot be avoided, the project must obtain incidental take authorization from the California Department of Fish and Wildlife through a California Endangered Species Act Section 2081 Incidental Take Permit.
- BIO-12: To avoid potentially adverse impacts to the wandering (saltmarsh) skipper, focused surveys for this species will be conducted by a qualified biologist the year prior to construction to determine a work window to prevent impacts on this species, as necessary. Additional surveys will be conducted prior to disturbance to determine presence or absence of the species.
- BIO-13: A qualified biologist will examine the Area of Potential Impacts (API) for western pond turtles and silvery legless lizards no more than 24 hours before project activities begin and during any initial vegetation, woody debris, or tree removal or any other initial ground-disturbing activities. If either of these species is observed at any time before or during project activities, work activities with the potential to harm the species will cease. The individual will be allowed to leave the area of its own volition, if possible, or it will be relocated by a qualified biologist, in compliance with applicable project permit requirements.
- BIO-14: If trimming, or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys will be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys will be repeated if trimming or removal activities are suspended for five days or more.
- BIO-15: If an active bird nest is found in a tree proposed to be removed, Caltrans will coordinate with California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The nest area will be avoided until the nest is vacated and juveniles have fledged.
- BIO-16: If a sharp-shinned hawk, great blue heron, snowy egret, or whitetailed kite are observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.
- VIS-1: Staging areas would be located away from the public view where feasible. These areas would be fenced to reduce visibility and would be kept clean and orderly. Soil and debris piles would be covered when not in active use.

- VIS-2: Vegetation removal would be minimized to the extent feasible. Vegetated areas temporarily disturbed by the project would be restored following project construction using a context sensitive design that is visually compatible with the surrounding landscape and consistent with existing policy regarding wetlands protection and buffers.
- VIS-3: Impacts to native oak trees with a greater than six inches diameter at breast height would be offset by planting at a 3:1 replacement ratio for each oak tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). All oak tree plantings will be monitored to ensure successful revegetation at six months, and then one per year for three years following the plantings. All replacement plantings will be detailed in Caltrans' Landscape Planting Plans, to be developed during final design of the project.
- VIS-4: Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible.
- VIS-5: Barriers, fencing, and other hardscape elements would be designed using materials and aesthetic treatments that are compatible with the surrounding landscape features.
- VIS-6: Signage would be designed and located to minimize impacts on views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.
- UT-1: Coordination between Caltrans and service providers would strive to ensure that utility and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the proposed project would be relocated, avoided, or protected in place.

John Luchetta Environmental Office Chief Central Coast Environmental Management California Department of Transportation CEQA Lead Agency

Date			
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## 1.1 Introduction

The California Department of Transportation (Caltrans), in cooperation with the Santa Barbara County Association of Governments, City of Carpinteria (City), and County of Santa Barbara (County), propose to construct a Class I bike path on southbound U.S. 101 between Estero Street, near the Carpinteria Avenue off-ramp in the City of Carpinteria, and Sand Point Road in Santa Barbara County. See **Figure 1-1** Project Vicinity Map and **Figure 1-2** Project Location Map.

The project has been planned for several decades and is included in both the City's General Plan Circulation Element (City of Carpinteria, 2003) and the County's Comprehensive Plan Circulation Element (Santa Barbara County, 2014). The project is also endorsed by cycling advocacy groups and noted in the Santa Barbara County Association of Governments Fast Forward 2040 Regional Transportation Plan/Sustainable Communities Strategy (Santa Barbara County Association of Governments, 2017) and the Santa Barbara County Association of Governments, 2017) and the Santa Barbara County Association of Governments, 2017) and the Santa Barbara County Association of Governments, 2015). The bike path would be constructed almost entirely within Caltrans right of way, with a small portion in City right of way. Caltrans is the lead agency under the California Environmental Quality Act (known as CEQA).

#### Background

The project is part of a series of independent transportation improvement projects that are proposed along the U.S. 101 corridor, including the U.S. 101: Carpinteria to Santa Barbara Project (formerly known as South Coast 101 HOV Lanes project). The transportation improvements proposed within the U.S. 101 corridor are inter-related and progressing in parallel with one another. The proposed project was identified as a balancing provision based on coastal policy conflicts resulting from the proposed implementation of multiple projects planned along the U.S. 101 corridor. The Local Coastal Program amendments include a requirement that the proposed project shall be completed no later than completion of the adjacent phase of construction for the U.S. 101: Carpinteria to Santa Barbara Project.

### 1.2 Purpose and Need

This section describes the underlying purpose and need to which the alternatives have been developed. The purpose and need of this project are as follows.

#### 1.2.1 Purpose

The purpose of this project is to:

Improve bicycle and pedestrian travel by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the County, and Carpinteria Avenue in Carpinteria.

Complete a segment of the California Coastal Trail consistent with the circulation and bikeway systems outlined in the County's Comprehensive Plan, City's General Plan, the statewide California Coastal Trail Map, and the Plan for Improved Agency Partnering (Caltrans and California Coastal Commission, 2016).

Enhance and improve coastal access for bicycles and pedestrians consistent with local coastal policies and plans.

#### 1.2.2 Need

Between Santa Claus Lane and Carpinteria Avenue, bicycle traffic is diverted inland via Padaro Lane, Via Real, and Santa Ynez Avenue; there is currently no continuous, direct route along the coast. This diversion also creates a gap in the California Coastal Trail. Some portions of the existing route are not wide enough to accommodate standard bicycle lanes, and bicyclists must compete with vehicular traffic for space along the route.

### **1.3 Project Description**

The project would include construction of a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in Santa Barbara County; the bike path would be approximately 0.8-mile in length and would ultimately be part of the California Coastal Trail. The California Coastal Trail is a network of public trails along the 1,200-mile California coastline.

The project area is bounded by Union Pacific Railroad tracks to the south and U.S. 101 to the north (see **Figure 1-3**). Though U.S. 101 is designated as a north-south corridor, it is situated in an east-west direction within the project area; the northbound lanes run in a western direction and southbound lanes run in an eastern direction. In addition, the project area includes the Carpinteria Salt Marsh, which is directly adjacent to and south of the Union Pacific Railroad tracks.

Figure 1-1 Project Vicinity Map







## Figure 1-3 Project Area Map



The 2-lane bike path would include a 4-foot northbound (westbound) lane, a 4-foot southbound (eastbound) lane, and varied shoulder width of approximately 2 feet on each side, for a total width of approximately 12 feet (see **Figure 1-4**). The paved bike path would run along the southbound shoulder of U.S. 101. The bike path would be constructed almost entirely within Caltrans right of way, and no permanent right of way would be required from Union Pacific Railroad; however, a temporary construction easement would be required from Union Pacific Railroad; however, a temporary construction of the retaining wall. A limited portion of the bike path would be constructed in city right of way at the Estero Street connection point. The bike path would be profiled at approximately the same elevation as the southbound lanes of U.S. 101, and it has been designed to avoid impacts to coastal wetlands to the extent feasible. Wall-mounted lights may be installed approximately 2.5 to three feet above the bike path surface. If used, lighting would consist of low-level lighting fixtures to enhance public safety.

To construct the bike path at the same elevation as U.S. 101, approximately 10,000 square feet (or 2,000 linear feet) of retaining wall would be required along the Union Pacific Railroad right of way line. The height of the retaining wall would vary between one foot to eight feet, depending on the existing grade. The retaining wall would be constructed on cast-in-drilled-hole piles, which would be drilled at a maximum depth of 24 feet.

In order to protect individuals traveling on the bike path from traffic on U.S. 101, a bridge railing (Type ST-70 or similar) would be placed between the southbound lanes of the highway and the northern boundary of the bike path. The 3.5-foot high bridge railing would be constructed on a 0.5-foot high concrete footing along the segment of bike path directly adjacent to U.S. 101; thus, the total height of the barrier rail would be 4 feet. In addition, a 4-foot tall open rail fence (cable rail or similar) would be placed along Union Pacific Railroad right of way along the southern boundary of the bike path. At the eastern (southern) end of the project limits, the bike path would be constructed on a portion of what is currently the Carpinteria Avenue off-ramp. This portion of the off-ramp would be vacated by the realignment of the freeway ramp as part of the U.S. 101: Carpinteria to Santa Barbara Project, and a portion of the existing paved surface would be available for reuse. The Class I bike path would transition to existing Class II facilities at Estero Street. Minor modifications are proposed at this location, including pavement striping and crosswalk, landscaped planters, curb extensions, and extensions to existing storm drain facilities.

#### Figure 1-4 Typical Cross Sections



## **Typical Cross Section Without Open Railing**

## **Typical Cross Section With Open Railing**



At the western (northern) end of the project limits, the bike path would terminate just west of the Sand Point Road/Santa Claus Lane intersection, where a bike path is being proposed by the County. Minor modifications are proposed at this intersection, such as pavement striping for a crosswalk.

Implementation of the project would result in approximately 40,000 sf of additional impervious surface. In addition, construction activities would result in approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts on wetlands under jurisdiction of the California Coastal Commission.

The project would also result in approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachments into the California Coastal Commission wetlands buffer.

There is a 16-inch high-pressure gas line and telecommunications line located near the project area. These utilities would be protected in place along U.S. 101; however, the telecommunications line may need to be relocated at the eastern edge of the project area, near the Carpinteria Avenue off-ramp in the City, which would be conducted by Caltrans as part of a separate project (South Coast HOV 101 Lanes Project).

## **1.4 Project Alternatives**

This section describes the proposed action and the project alternatives that were developed to meet the purpose and need of the project. Two alternatives are proposed, the No Build Alternative and Build Alternative.

#### 1.4.1 Build Alternatives

Only one Build Alternative is being considered, as described in Section 1.3.

#### 1.4.2 No-Build Alternative

The No Build Alternative would not result in any changes to existing conditions; a gap in the California Coastal Trail would remain, and bicyclists would continue to travel on surface roadways. The No Build Alternative would not meet the purpose and need for the project.

### 1.5 Comparison of Alternatives

Two alternatives are being considered, a No Build Alternative and a Build Alternative. The No Build Alternative would not include any construction or result in changes to existing conditions; the project area would remain in its current condition, and there would be no direct environmental impacts to the project area. This alternative would not meet the purpose and need of the project. The Build Alternative would construct a Class I bike path between the southbound U.S. 101 lanes and the Union Pacific Railroad right of way; the environmental impacts associated with the Build Alternative are outlined in the subsequent chapters of this document.

# **1.6** Alternatives Considered but Eliminated from Further Discussion

Two build alternatives were considered but eliminated from further consideration:

Construct the Class I bike path on an alignment south of the alignment currently proposed, partially within the existing drainage ditch between U.S. 101 and the Union Pacific Railroad tracks. This alternative would include three "pinch points" where the path would be reduced to a width of 10 feet. This alternative was eliminated due to increased impacts to coastal wetlands, increased impervious surface area, and multiple pinch points.

Construct the Class I bike path to approximately 400 feet west of Estero Street in Carpinteria. This alternative was eliminated since the Estero Street connection point would provide a more logical and safer transition point for bicycles and pedestrians than a "mid-block" transition.

## 1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Section 404 Nationwide Permit Verification	A pre-construction Notification package would be submitted after environmental document approval
Regional Water Quality Control Board	Section 401 Water Quality Certification	A Water Quality Certification application would be submitted after environmental document approval.
California Department of Fish and Wildlife	Section 1602 Streambed Alteration agreement	A Streambed Alteration Notification package would be submitted after environmental document approval.
County of Santa Barbara	Coastal Development Permit	A Coastal Development Permit application would be submitted to the County after environmental document approval
City of Carpinteria	Coastal Development Permit	A Coastal Development Permit application package would be submitted to the city after environmental document approval.
State Resources control Board	Section 402 coverage under the National Pollutant Discharge Elimination System Construction General Permit (Order No. 2009- 0009-DWQ)	Part of construction contract

#### Table 1: Permit and Approvals Needed

## **Chapter 2** Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis done for the project, the following environmental issues were considered, but no adverse impacts were identified. So, there is no further discussion of these issues in this document.

- **Existing and Future Land Use**: Construction or operation of the project would not affect any existing land uses and is compatible with future uses (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- **Consistency with State, Regional, and Local Plans and Programs**: Construction or operation of the project would be consistent with state, regional, and local plan programs (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- **Wild and Scenic Rivers**: The project would not impact any wild and scenic rivers because the project is not within or near a wild and scenic river. The nearest wild and scenic river is the Sespe Creek, which is approximately 35 miles northeast of the project area (National Wild and Scenic Rivers System, 2009).
- **Parks and Recreational Facilities**: The project would not impact any parks and recreational facilities because there are no parks and recreational facilities in the project area. The nearest park or recreational facility is Marsh Park, which is approximately one mile south of the project area (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- **Growth**: Based on the scope of work, construction or operation of the project would not affect growth in the project area (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- **Farmlands:** The project would not impact any farmlands because there are no farmlands located in the project area. The project is not adjacent to areas designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (California Department of Conservation, 2016).
- **Timberlands**: The project would not impact any timberlands because there are no timberlands located in the project area. The nearest timberland is

approximately 25 miles northwest of the project area (California Department of Fish and Wildlife, 2018).

- **Community Character and Cohesion**: Construction or operation of the project would not affect community character and cohesion in the project area because the project would not result in changes to the neighborhood, negatively impact quality of life, cause a change in social values, or require relocation of a portion of the population (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- **Cultural Resources**: Based on conclusions made by the 2016 Historic Property Survey Report and the 2015 Archaeological Survey Report, construction or operation of the project would not result in significant impacts to cultural resources (DUKE CRM, 2015) (GPA Consulting, 2016).
- **Geology, Soils, Seismicity and Topography**: Based on the 2010 Geotechnical Report (prepared for the South Coast 101 HOV Lanes Project), the project would not result in significant impacts on geology, soils, seismicity, and/or topography (Department of Transportation Division of Engineering, Geotechnical Services, 2010).
- **Air Quality**: The proposed project is a bike path; therefore, no long-term impacts are anticipated to air quality. Construction impacts as they relate to air quality are addressed in Section 2.2.4.
- **Noise**: The proposed project is a bike path; therefore, no long-term impacts are anticipated to noise. Construction impacts as they relate to noise are addressed in Section 2.2.5.
- **Paleontology**: Based on the 2014 Addendum to Paleontological Evaluation Report (prepared for the South Coast 101 High Occupancy Vehicle Lane Project), the project would not result in significant impacts to paleontological resources (Central Coast Technical Studies Branch, 2014).
- **Energy**: Construction or operation of the project would not significantly affect energy consumption and would be consistent with state and local plans (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- **Wildfire**: Construction or operation of the project would not result in an increased risk of wildfires, nor would the project impair an adopted emergency evacuation plan (City of Carpinteria, 2003) (Santa Barbara County, 2014). The project area lies between a coastal marsh, railroad tracks, U.S. 101, and a built-up urban area. It is outside any CalFire very high fire hazard severity zone.

## 2.1 Human Environment

#### 2.1.1 Coastal Zone

#### Regulatory Setting

The California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs. Local coastal programs determine the short- and long-term use of coastal resources in their jurisdictions consistent with the California Coastal Act goals.

According to the California Coastal Commission, the coastal zone generally extends three nautical miles offshore, including all offshore islands, and extends inland 1,000 yards from the mean high tide line (California Coastal Action 30103) (California Coastal Commission, 2018). The project is located within the Santa Barbara County coastal zone and falls within two local coastal plan areas, the County's Coastal Land Use Plan and the City's General Plan and Local Coastal Program (County of Santa Barbara, 2014) (City of Carpinteria, 2003). The County adopted a separate coastal land use plan in 1982 (amended in March 2019) and the City adopted a local coastal plan in combination with their general plan (amended in November 2015). Both local coastal plans discussed in the section above were certified by the California Coastal Commission per the California Coastal Act of 1976 §§ 30108.6, 30500.

#### Local Coastal Plans

#### Santa Barbara County Coastal Land Use Plan (1982–Republished May 2014)

The Santa Barbara County Coastal Land Use Plan is a separate element of the County's Comprehensive Plan pursuant to Public Resources Code Section 30500 of the California Coastal Act of 1976. The purpose of the Coastal Land Use Plan is to protect coastal resources and provide greater access and recreational opportunity for the public, while allowing orderly and well-planned urban development of coastal-dependent and coastal-related industries (County of Santa Barbara, 2014). The plan proposes that urbanrural boundaries be established to redirect growth from an outward expansion to one of infill development. A Coastal Development Permit is required for projects within the coastal zone to ensure compliance with this plan and the California Coastal Act.

#### Local Coastal Program Amendment

In March 2019, the County completed processing an amendment to its Local Coastal Program through the California Coastal Commission. The amendment was required due to policy conflicts resulting from the proposed implementation of multiple projects within the County (California Coastal Commission Case No. LCP-4-STB-18-0071-2-Part A). The Local Coastal Program amendment consisted of revisions to the Coastal Land Use Plan (County Resolution No. 18-174) and the Coastal Zoning Ordinance (County

Ordinance No. 5050), which included a Transportation Corridor Wetland Overlay District (County Ordinance No. 5053), to allow for development of these projects. The proposed bike path was identified as a balancing provision and a way to enhance coastal access and non-motorized travel within the U.S. 101. To comply with the LCP, the proposed project would be constructed concurrently with or be completed by the time the associated segment within the U.S. 101 corridor is open for use.

#### Resolution No. 18-174

The Coastal Land Use Plan amendment added new and modified existing wetland protection and recreation policies to address anticipated policy conflicts associated with multiple proposed transportation projects. These policies now allow new development, along with a list of specific public projects, to encroach into wetlands or within the 100-foot wetland buffer strip.

#### Ordinance No. 5050 and 5053

The Article II amendment (Ordinance No. 5050) allows for transportation improvements and provides specific standards of development along or near the U.S. 101 corridor in the County, including multiple proposed transportation projects. The Article II amendment (Ordinance No. 5053) created a new Transportation Corridor Wetland Overlay, which provides specific development standards for projects where wetland encroachment would occur. The Transportation Corridor Wetland Overlay ensures a more precise level of planning than ordinarily possible under the existing Article II for transportation-related projects that are in or adjacent to wetlands and/or wetland buffer strips.

#### City of Carpinteria General Plan and Local Coastal Land Use Plan (2003)

The City's General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for implementation of various programs such as the zoning ordinance The Land Use Plan establishes the type and intensity of land uses and guides growth and development. The Land Use Element is the heart of the Land Use Plan of the City's Local Coastal Program (California Coastal Act of 1976, 30108.5) and, together with the implementation programs, makes up the City's Local Coastal Program. The General Plan sets forth the community's commitment to maintain its small beach-town lifestyle while accommodating an appropriate balance of economic vibrancy. The City's General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for the various implementation programs, such as the zoning ordinance.

#### Local Coastal Program Amendment

In November 2015, the City completed processing an amendment to its Local Coastal Program through the California Coastal Commission based on policy conflicts resulting from the proposed implementation of various projects within Carpinteria (Carpinteria Project 09-1522-LCPA/ORD). The Local Coastal Program amendment consisted of revisions to the Land Use Plan and Implementation Plan portions of the certified Local Coastal Program to allow for the development of multiple proposed projects. The proposed bike path project was identified as a balancing provision that enhances coastal access and non-motorized travel within the U.S. 101 corridor. To comply with the Local Coastal Program amendment, the proposed project would be constructed concurrently with or be completed by the time the associated segment within the U.S. 101 corridor is open for use.

#### Santa Barbara County Circulation Element (1980–Republished in April 2014)

The circulation element is one of seven elements mandated by state law for inclusion in the County's General Plan. Santa Barbara County's Circulation Element identifies key roadway links throughout the unincorporated areas of the County and guides decisions on new development. The objective of the circulation element is to provide traffic capacity guidelines intended to maintain acceptable levels of service on roadways and intersections in the County while allowing reasonable growth within the communities in the unincorporated areas of the County (Santa Barbara County, 2014).

The project is consistent with the County's circulation element policy, Policy C, which states that "The County shall continue to develop programs that encourage the use of alternative modes of transportation including, but not limited to, an updated bicycle route plan, park and ride facilities, and transportation demand management ordinances." (Santa Barbara County, 2014).

#### Santa Barbara County Bicycle Master Plan (May 2012)

The purpose of the County's Bicycle Master Plan is to help guide the construction of new bicycle-related infrastructure. The Bicycle Master Plan also lists the priorities for implementation, along with a description of future financial needs for the projects. The following policies and plans identified in the Bicycle Master Plan are related to the project.

#### Relationship to Land Use Planning

The planned future bike paths identified in the Bicycle Master Plan are intended to provide connections to and through major urban centers in both the incorporated and unincorporated parts of the County. The goal is to give people who choose not to rely exclusively on the automobile safe and convenient transportation options by developing a comprehensive bike path network with seamless connections between the eight cities and the County. The overall bike path network should strive to connect residential areas with major job centers, shopping and services, and recreational areas.

#### Consistency with Regional Plans and City Plans

Bicyclists should experience seamless connections on bike paths as they pass from jurisdiction to jurisdiction. The project has been reviewed for consistency with regional and city plans, and the entire bike path network would be comprehensive and consistent.

# Regional Active Transportation Plan (Santa Barbara County Association of Governments, 2015)

An updated Regional Active Transportation Plan was adopted in August 2015. The updated Active Transportation Plan serves to update the regional bicycle network, link to policies in Santa Barbara County Association of Government's 2040 Regional Transportation Plan and Sustainable Community Strategy and articulate a vision for enhancing bicycle use in Santa Barbara County (Santa Barbara County Association of Governments, 2015). The updated Active Transportation Plan incorporates and reflects locally adopted bicycle transportation plans, including new local plans adopted since the draft was completed (Santa Barbara County Association of Governments, 2009).

#### County of Santa Barbara Comprehensive Plan

The Scenic Highway Element of the County's General Plan includes the following applicable goal that pertains to scenic resources:

a) Enhance and preserve the valuable scenic resources located along roadways within the County.

In addition, the following applicable preservation measure pertains to eligible scenic routes:

#### Regulation of Grading and Landscaping

The prevention of earthwork detrimental to the scenic quality of eligible corridors will be implemented by the existing County grading ordinance (Chapter 14 of the Santa Barbara County Code).

#### City of Carpinteria General Plan and Local Coastal Plan

The Open Space, Recreation, & Conservation Element of the City's General Plan includes the following applicable objectives and policies to protect visual resources within Carpinteria.

#### Affected Environment

The project is part of a series of independent transportation improvement projects that are proposed along the U.S. 101 corridor, including the U.S. 101: Carpinteria to Santa Barbara Project (formerly known as South Coast 101 HOV Lanes project). The transportation improvements proposed within the U.S. 101 corridor are inter-related and progressing in parallel with one another. As noted above, the proposed project was identified as a balancing provision based on coastal policy conflicts resulting from the proposed implementation of multiple projects planned along the U.S. 101 corridor. The Local Coastal Program amendments include a requirement that the proposed project shall be completed no later than completion of the adjacent phase of construction for the U.S. 101: Carpinteria to Santa Barbara Project.

#### Environmental Consequences

Construction activities would result in approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts on wetlands under the jurisdiction of the California Coastal Commission. The project would also result in approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachment into the California Coastal Commission wetlands buffer. Prior to the County's Local Coastal Program amendment, these impacts would have conflicted with the County's Local Coastal Program; however, following approval of the County's Local Coastal Program amendment in March 2019, the project now complies with the Coastal Land Use Plan and the Coastal Zoning Ordinance.

The project would not conflict with wetland setbacks identified in several coastal policies. The County's Local Coastal Program amendment led to the development of Resolution No. 18-174 Ordinance No. 5053 which modified the existing wetland protection policies. Resolution No. 18-174 allows new development, along with a list of specific public projects, including this project, to encroach into wetlands or within the 100-foot wetland buffer strip. Ordinance No. 5053 created a new Transportation Corridor Wetland Overlay District, providing specific development standards for projects where wetland encroachment would occur. The City's Local Coastal Program amendment also led to policy revisions of the Land Use Plan and Implementation Plan to allow for development of various improvements along the U.S. 101 corridor and the related transportation network in the City. In the project area, coastal wetlands are in the southern portion of the project between the Carpinteria/County boundary.

The project would improve bicycle and pedestrian travel by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the County, and Carpinteria Avenue in Carpinteria. In addition, the project will complete a segment of the California Coastal Trail that would be consistent with the circulation and bikeway systems outlined in the County's Comprehensive Plan, City's General Plan, the statewide California Coastal Trail Map, and the Plan for Improved Agency Partnering (Caltrans and California Coastal Commission, 2016). The project would enhance and improve coastal access for bicyclists and pedestrians which is consistent with local coastal policies and plans.

#### Avoidance, Minimization, and/or Mitigation Measures

The project is consistent with the County and City's Local Coastal Programs and has been designed to comply with the mitigation requirements outlined in both the County and City's amended Local Coastal Programs. Specific mitigation requirements have been identified for projects identified in the Local Coastal Program, that may impact a wetland and/or wetland buffer strip, including this project. Mitigation requirements would be provided for direct impacts to wetlands (e.g., fill in wetlands) and indirect impacts to wetlands (e.g., new development in wetland buffer strips). Applicable measures to minimize impacts have been incorporated into their respective topics in Section 2.3.

#### 2.1.2 Utilities and Emergency Services

#### Affected Environment

#### Carpinteria Valley Water District

The project is located within the Carpinteria Valley Water District. The Carpinteria Valley Water District mission is to provide potable water to all residential, commercial, and agricultural customers in the Carpinteria Valley at a reasonable cost.

Established in 1941, the Carpinteria Valley Water District is located in the southern coastal portion of the County and includes portions of the City. The Carpinteria Valley Water District, which spans approximately 11,300 acres, is bound on the south by the Pacific Ocean, and on the north by the foothills of the Santa Ynez mountains (Carpinteria Valley Water District, 2018). Carpinteria Valley Water District uses 75 miles of pipeline to provide water to approximately 15,494 people (Carpinteria Valley Water District, 2018).

#### Carpinteria Sanitary District

The project is located within the Carpinteria Sanitary District. The Carpinteria Sanitary District is an independent special district which provides wastewater collection, and treatment and disposal services to the residents and businesses of the City of Carpinteria and surrounding unincorporated areas in the Carpinteria Valley.

Independent special districts are voted into existence by the citizens they serve and are sanctioned under California law to perform specific local government functions within certain boundaries. The Carpinteria Sanitary District was formed in 1928 pursuant to the Sanitary District Act of 1923. It derives its authority in the California Health and Safety Code (Sections 6400-6830).

#### Landfills

Four landfills operate within the County and include the County operated Tajiguas Landfill, the City of Santa Maria-operated landfill, the City of Lompoc-operated landfill, and the federally operated Vandenberg Air Force Base Landfill. The County operated Tajiguas Landfill serves the project area. In addition, the City of Carpinteria's waste is collected by Harrison Industries and is transported to Toland Road Landfill in Ventura County (Harrison Industries, 2019).

#### Natural Gas, Electricity, and Telecommunication Services

Natural gas services in the project area are provided by the Southern California Gas Company; a 16-inch high-pressure gas line is located near the project area. Electricity in the project area is provided by Southern California Edison. Other utility services in the area include telephone and cable or satellite television services.

#### Flood Control

Flood control is provided and maintained by the Santa Barbara County Flood Control District.

#### Police Protection

Police protection and traffic enforcement in the project area are provided by the City through an agreement with the County Sheriff, the County Sheriff's Department, and the California Highway Patrol. No police or sheriff's facilities are near the project area. The nearest police and sheriff department that services the project area is the Carpinteria Sheriff's Department, located approximately 2 miles southeast of the project area.

#### Fire Protection

Fire protection within the project area is provided by the Carpinteria-Summerland Fire Protection District. The nearest fire station that services this area is the Carpinteria-Summerland Fire Department, which is located approximately 2.5 miles southeast of the project area.

#### Environmental Consequences

A 16-inch high-pressure gas line is located within 0 to 4 feet of the project area. In addition, there is currently a telecommunications line located near the project area that will be relocated by Caltrans as part of a separate project (i.e., the South Coast HOV Lanes). These utilities would be protected in place along U.S. 101; however, the telecommunications line may need to be relocated near the Carpinteria Avenue off-ramp in the City. If the telecommunications line needs to be relocated as a result of the project, the relocation of utilities would be coordinated in conjunction with service provider to avoid disruption of the utility service. The project would also include extensions to existing storm drain facilities crossing U.S. 101 and terminating at the Union Pacific Railroad/Caltrans right of way line. With implementation of Mitigation Measure UT-1, impacts to any utilities would be less than significant.

Construction of a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in the City and Sand Point Road in the County would not impact or change water demand. Temporary water usage would be required during project construction. However, there are sufficient water supplies available to serve water demands of general construction activities including cleaning surfaces, mixing with concrete or other materials, and suppressing dust.

The project would include Low Impact Development design features, such as landscaped planters at the roadway tie-ins that would act as bio-swales and/or retention basins, instead of paved areas or standard storm drains, lessening water runoff. Significant water demand for the landscaping elements are not expected. Therefore, impacts to the Carpinteria Valley Water District's water supply would be less than significant.

The project consists of the construction of a bike path, and during operation would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. However, construction of the project would not result in more than 350 tons of construction debris. Therefore, the project is not anticipated to result in any impacts related to solid waste reduction goals or affect state or local standards and impacts would be less than significant.

#### Avoidance, Minimization, and/or Mitigation Measures

**UT-1:** Coordination between Caltrans and service providers would strive to ensure that utility and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the proposed project would be relocated, avoided, or protected in place.

#### 2.1.3 Traffic and Transportation/Pedestrian and Bicycle Facilities

#### **Regulatory Setting**

#### Updates to CEQA Guidelines (December 2018)

#### Section 15064.3, Subdivision (b)(2): Transportation Projects

While subdivision (b)(1) of Section 15064.3 addresses vehicle miles traveled associated with land use projects, subdivision (b)(2) of the same section focuses on impacts that result from certain transportation projects. Subdivision (b)(2) clarifies that projects that have the potential to reduce vehicle miles traveled, such as pedestrian, bicycle and transit projects, should be presumed to have a less than significant impact.

#### Affected Environment

U.S. 101 is the most heavily traveled transportation facility in the County and serves as a vital north-south connection between Northern California and Southern California (California Department of Transportation, 2014). U.S. 101 also plays a vital role in enabling motorists to access local communities, including: Ventura, Summerland, Montecito, Santa Barbara, Carpinteria, Goleta and other nearby coastal areas.

In the City of Carpinteria, between Santa Claus Lane (in the west) and Carpinteria Avenue (in the east), bicycle traffic is diverted inland via Padaro Lane, Via Real, and Santa Ynez Avenue; therefore, it does not provide a continuous, direct route along the coast. This diversion creates a gap in the California Coastal Trail. Some portions of the existing route between Santa Claus Lane and Carpinteria Avenue are designated Class II or III bike lanes, or there is no designation at all. Some portions of the existing route are not wide enough to accommodate standard bicycle lanes, and bicyclists must compete with vehicular traffic for space along the route.

#### Environmental Consequences

The project is a Complete Streets project that would construct a Class I bike path and improve bicycle and pedestrian travel consistent with local coastal policies and plans by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the County, and Carpinteria Avenue in Carpinteria.

As discussed in the regulatory setting above, the project is consistent with CEQA Guidelines Section 15064.3, subdivision (b)(2) for Transportation Projects, since construction of the project has the potential to reduce vehicle miles traveled. Therefore, transportation impacts would be less than significant.

In accordance with Regional Active Transportation Plan Policy 3.1, the project would protect users of the bike path from traffic on U.S. 101 by installing a bridge railing (Type ST-70 or similar) between the southbound lanes of the highway and the northern boundary of the bike path. At the southern boundary of the bike path, a 4-foot tall open rail fence (cable rail or similar) would also be placed along the Union Pacific Railroad right of way. The bike path would run along the southbound shoulder of U.S. 101 and terminate at two intersections. Project improvements would include a shoulder buffer on both sides of the bike path from traffic on U.S. 101. Therefore, safety impacts to pedestrians and bicyclists would be less than significant.

The project would maintain access to adjacent properties and would not temporarily or permanently impact access or movement of emergency service providers. The project would not impair emergency access during construction because one lane will remain open in each direction throughout. During project operation, the bike path would connect to Sand Point Road/Santa Claus Lane at the western (northern) end and to Carpinteria Avenue at the eastern (southern) end and would not impact permanent access to emergency response or evacuation routes. Therefore, impacts to access or movement of emergency vehicles would be less than significant.

#### Avoidance, Minimization, and/or Mitigation Measures

The project would result in a less than significant impact to traffic and transportation, and pedestrian and bicycle facilities. Therefore, avoidance, minimization, and/or avoidance measures are not required.

#### 2.1.4 Visual/Aesthetics

#### **Regulatory Setting**

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with...enjoyment of aesthetic, natural, scenic and historic environmental qualities (Public Resources Code, Section 21001(b)).

#### Affected Environment

A Visual Impact Assessment (2019) was completed for the project and the results are included in the discussions below.

The project area is relatively flat with a gentle slope to the southwest and is surrounded by the foothills of the Santa Ynez Mountains approximately 1.5 miles to the northeast of the project area, the 230-acre Carpinteria Salt Marsh Reserve adjacent to and south and west of the project area, and the Pacific Ocean approximately 0.2 mile to the southwest of the project area. The bike path would run along the southbound shoulder of U.S. 101 between the highway shoulder and an existing drainage channel.

Land uses near the proposed bike path include the U.S. 101 corridor, commercial businesses at the northwest limits, residential properties to the north of the project area and across U.S. 101, residences along Sand Point Road across the Carpinteria Salt Marsh Reserve, the Union Pacific Railroad along southern boundary of the project area, and commercial properties at the southeast limits. There are views of mountains to the north and distant views of the Pacific Ocean on the on-ramp just past Sand Point Road to the south from the proposed bike path.

This segment of U.S. 101 is eligible for listing as a scenic highway, and is valued for its scenic qualities, and local planning regulations reflect a high concern for protecting visual resources along U.S. 101. The project area is also within the Coastal Zone, where development is regulated by the California Coastal Commission, and visual resources are considered as part of the Coastal Development Permit process.

#### Character and Quality

The project area is comprised of transportation and commercial corridors, and open space (Carpinteria Salt Marsh Reserve) that consist of a mixture of form, line, color, textures, and patterns. Existing structures, vegetation, and other landscape elements vary in scale and dominance. Visual diversity in the
project area is high, and continuity is moderately low. Seasonal changes within the visual setting are minimal, because most of the existing landscaping is perennial and weather in the area is temperate throughout the year. The visual character, in general, is that of a semi-rural coastal corridor. Visual quality varies somewhat throughout the project area but is moderate overall.

#### Light and Glare

Nighttime lighting is limited along U.S. 101; however, there is some street lighting on the local roadways and certain commercial businesses are lighted at night.

#### Viewers

There are two major types of viewer groups: viewers of the project area and viewers from the project area. Viewers of the project area are people who have views of the existing freeway and views of the proposed bike path. Viewers of the project area include business owners, employees, and patrons that may be using the commercial businesses within the project area, including Santa Claus Lane and Carpinteria Avenue; visitors/recreational users within the project area, primarily those driving along U.S. 101; and residents along Sand Point Road. Viewers from the project area are people who have views from the existing freeway and views of the proposed bike path. These viewers are people who have views from the bike path. Viewers from the project area include commuters and residents traveling along the new bike path, and visitors/recreational users including business patrons and other travelers that may be passing through or staying in the area.

#### **Environmental Consequences**

There are no officially designated State Scenic Highways within the project area. However, this segment of U.S. 101 is eligible as a scenic highway and is valued for its scenic qualities. In addition, local planning regulations reflect a high concern for protecting visual resources along U.S. 101. The project would result in visual changes primarily associated with removal of existing vegetation in the drainage ditch and construction of fencing and barriers along the proposed bike path. With implementation of avoidance and minimization measures VIS-1 through VIS-6 discussed below, impacts would be less than significant.

There is a potential that wall-mounted lights may be installed approximately 2.5 to three feet above the bike path surface. If used, lighting would consist of low-level lights to enhance public safety. The low-level lights would be low to the ground and situated so that the light illuminates the ground only. Visibility of lighting from the highway and surrounding areas would be minimal and would not be expected to interfere with existing views or add a substantial amount of nighttime glare. Therefore, impacts to visual resources would be less than significant.

#### Avoidance, Minimization, and/or Mitigation Measures

The following measures to avoid, minimize, and mitigate for visual impacts would be incorporated into the project:

**VIS-1:** Staging areas would be located away from the public view where feasible. These areas would be fenced to reduce visibility and would be kept clean and orderly. Soil and debris piles would be covered when not in active use.

**VIS-2:** Vegetation removal would be minimized to the extent feasible. Vegetated areas temporarily disturbed by the project would be restored following project construction using a context sensitive design that is visually compatible with the surrounding landscape and consistent with existing policy regarding wetlands protection and buffers.

**VIS-3:** Impacts to native oak trees with a greater than six inches diameter at breast height would be offset by planting at a 3:1 replacement ratio for each oak tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). All oak tree plantings will be monitored to ensure successful revegetation at six months, and then one per year for three years following the plantings. All replacement plantings will be detailed in Caltrans' Landscape Planting Plans, to be developed during final design of the project.

**VIS-4:** Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible.

**VIS-5:** Barriers, fencing, and other hardscape elements would be designed using materials and aesthetic treatments that are compatible with the surrounding landscape features.

**VIS-6:** Signage would be designed and located to minimize impacts on views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.

# 2.2 Physical Environment

## 2.2.1 Hydrology and Floodplain

#### **Regulatory Setting**

There are no regulations that pertain to hydrology or the floodplain within the project area.

#### Affected Environment

A Location Hydraulics Study for the Franciscan Court watershed was prepared May 17, 2019. Information from this study is based on a previous

study (Stantec, January 20, 2017) that determined a base flood flow rate for this watershed of Q100 = 318 Cubic Feet per Second. This flow rate has been used in all modeled scenarios. The impacted area designated as the "Franciscan Court watershed" consists of several semi-urban watersheds that drain upstream of Highway 192 to U.S. 101, generally ponding on the parallel road (Via Real) before either passing under U.S. 101 through a series of culverts or overflowing onto the freeway. The watershed encompasses the area in between Sant Point Road and Santa Monica Road.

## Regional Hydrology

The project area is located in the South Coast Hydrologic Unit within the Carpinteria Hydrologic Sub-Area. The South Coast Hydrologic Unit is made up of small coastal watersheds that originate in the southern Los Padres National Forest and drain to the Santa Barbara coast. Most of these creeks originate in steep chaparral, southern coastal scrub and woodland habitat, flow through mid-elevations that often support estate homes and other rural residential uses, and then run through flat coastal terraces to the ocean. From Santa Barbara through Carpinteria, the coastal terraces are mostly developed.

The Carpinteria Hydrologic Sub-Area (sub-area) includes a watershed area of 32,624 acre, (see **Figure 2-1**). The hydrology in the sub-area has been substantially impaired by the drainage of farmlands, addition of impervious surface areas, concrete lining of Franklin Creek and Santa Monica Creek, modifications to the Carpinteria Salt Marsh, and installation of debris basins in the upper watershed areas (California Department of Transportation, 2014). Refer to Section 2.2.2 (Water Quality and Storm Water Runoff) for further discussion of creeks within this watershed.

A portion of the project area is in a Zone A floodplain based on the current Flood Insurance Rate Map that was revised to reflect a Letter of Map Revision, effective 2/28/13. The area is designated as an approximate one percent chance floodplain, but no elevations have been calculated, (see **Figure 2-2**).

## **Environmental Consequences**

The proposed 12-foot-wide bikeway would be situated immediately adjacent to the southbound U.S. 101 shoulders, from the Carpinteria Avenue off-ramp to the Santa Claus Lane on-ramp. The bikeway would continue south and terminate at the intersection of Estero Street and Carpinteria Avenue. In the northerly direction, the bikeway would end at the intersection of Sand Point Road and Santa Claus Lane. To construct the bikeway at the same elevation as U.S. 101, an approximate 2,000 linear feet of retaining wall would be required to be installed parallel to the Union Pacific Railroad line. The retaining wall height would vary between one and eight feet with an average height of approximately five feet, depending on the existing grade. To protect bicyclists traveling on the bike path from traffic on U.S. 101, a 3.5-foot-high bridge railing (Type ST-70 or similar) with a 0.5-foot-high concrete footing would be installed between the southbound lanes of the highway and the northern boundary of the bike path. Scuppers, which are outlets placed in a structure to facilitate drainage, would be installed in the concrete footing to allow U.S. 101 drainage to flow toward the westerly embankment.

The project area is in a 100-year flood hazard area (refer to **Figure 2-2**), and the drainage ditch is subject to periodic flooding. Excavation associated with construction of the bike path would increase the width of certain segments of the drainage ditch, which would be expected to increase flow capacity in the ditch. The final increase in capacity would be determined during final design. The project would be designed to provide sufficient hydraulic capacity in the ditch to accommodate runoff flows from the bike path.







## Figure 2-2 Federal Emergency Management Agency Flood Map

A one-dimensional Hydrologic Engineering Center River Analysis System hydraulic model was used to determine the flow path and water surface elevations for the flow that would back up and flow over U.S. 101 because of the runoff from the Franciscan Court watershed. Cross sections were cut at Via Real, several locations along U.S. 101, along the proposed bike path, and at the Union Pacific Railroad. Models were created to represent pre-project condition, the post-project condition with and without sound walls, and the post-project condition with sound walls and the proposed bike path.

Base Flood Water Elevation was calculated to be 13.63 feet for pre-project and 12.83 for post-project. The proposed improvements were found to maintain or reduce the base flood water surface elevation at each cross section for the post-project scenarios indicating that the project will not negatively impact that watershed. The water elevation between Union Pacific Railroad and southbound U.S. 101 remained the same for pre- and postproject scenarios.

#### Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required. Please refer to Section 2.2.2 for measures related to storm water and water quality.

## 2.2.2 Water Quality and Storm Water Runoff

#### **Regulatory Setting**

#### Clean Water Act Section 401

Section 401 of the Clean Water Act ensures that federally permitted activities comply with the federal Clean Water Act and state water quality laws. Section 401 is implemented through a review process that is conducted by the California Regional Water Quality Control Board, and is triggered by the Section 404 permitting process. Since a Clean Water Act Section 404 permit from U.S. Army Corps of Engineers will be necessary for this project, a Regional Water Quality Control Board Section 401 Water Quality Certification will also likely be required.

#### Porter-Cologne Water Quality Act

Under California's Porter-Cologne Water Quality Control Act, discharges to wetlands and other "waters of the State" are subject to state regulation. Under California State law, discharges of "waste" (including clean fill, riprap or other revetment, excavation sidecasting, dredge spoils, soil displaced while clearing vegetation, etc.) where it could affect waters of the State must first file a report with the appropriate Regional Water Quality Control Board, which will regulate the discharge as necessary to protect the beneficial uses of the waters. Discharging without filing the required report may result in civil

penalties and the discharger may be also required to remove the discharged material and restore the condition of the water body.

In general, the Regional Water Quality Control Board will regulate discharges to federally non-jurisdictional isolated waters in much the same way as they do for federal-jurisdictional waters, using the Porter-Cologne Act rather than Clean Water Act authority. The Regional Water Quality Control Board issues a Waste Discharge Requirement Permit under the Porter-Cologne Water Quality Act if only federally non-jurisdictional waters of the State will be potentially impacted. No Waste Discharge Requirement permit will be required for this project, because federally jurisdictional waters will also be impacted and all impacts to waters of the State will be authorized under the Clean Water Act Section 401 permitting process.

# State Water Resources Control Board and Regional Water Quality Control Boards

The State Water Resources Control Board determines water rights, sets water pollution control policy, issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving basin plans, Total Maximum Daily Loads, and National Pollution Discharge Elimination System permits. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

#### National Pollution Discharge Elimination System Program

## Municipal Separate Storm Sewer Systems

Section 402(p) of the Clean Water Act requires the issuance of National Pollutant Discharge Elimination System permits for five categories of storm water dischargers, including MS4s. The U.S. Environmental Protection Agency defines an MS4 as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water." The State Water Resources Control Board has identified Caltrans an owner/operator of an MS4 pursuant to federal regulations. Caltrans' MS4 Permit covers all Caltrans right of way, properties, facilities, and activities in the state. The State Water Resources Control Board or the Regional Water Quality Control Board issues National Pollutant Discharge Elimination System permits for five years, and permit requirements remain active until a new permit has been adopted. Caltrans' MS4 Permit, currently under revision, contains three basic requirements:

Caltrans must comply with the requirements of the Construction General Permit (see below);

Caltrans must implement a year-round program in all parts of the state to effectively control storm water and non-storm water discharges; and

Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices to the Maximum Extent Practicable, and other measures as the State Water Resources Control Board determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the Stormwater Management Program to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The Stormwater Management Program assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The Stormwater Management Program describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest Stormwater Management Program to address storm water runoff.

## Construction General Permit

The Construction General Permit (Order No. 2009-009-DWQ, as amended by 2010-0014-DWG), adopted on November 16, 2010, became effective on February 14, 2011. The permit regulates storm water discharges from construction sites which result in a Disturbed Soil Area of one acre or greater, and/or smaller sites that are part of a larger common plan of development. For all projects subject to the Construction General Permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan.

By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre must comply with the provisions of the Construction General Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for substantial water quality impairment resulting from the activity as determined by the Regional Water Quality Control Board. Operators of regulated construction sites are required to develop Stormwater Pollution Prevention Programs; to

implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and pre- and post-construction aquatic biological assessments during specified seasonal windows.

#### Santa Barbara County Stormwater Management Program

The Storm Water Management Program was prepared by the County pursuant to the General Permit. The goals of the Storm Water Management Program are to protect the health of the public and the environment, meet Clean Water Act mandates through compliance with the General Permit requirements and applicable regulations, and increase public involvement and awareness.

#### City of Carpinteria Stormwater Management Plan

The City's Stormwater Management Plan was prepared in compliance with the General Permit with the goal of protecting the health of the public, the environment, and water quality from the impacts of storm water runoff. The Stormwater Management Program outlines a program comprised of guiding principles, strategies, and procedures for the protection of water quality and reduction of pollutant discharges to the maximum extent practicable.

#### Affected Environment

The project area is within the Franciscan Court watershed, which consists of several semi-urban watersheds that drain from upstream of Foothill Road (State Highway 192) to U.S. 101, generally ponding on the parallel Via Real before either passing under U.S. 101 through a series of culverts or overflowing the freeway. The watershed is located north of U.S. 101 between Sand Point Road and Santa Monica Road in and around the City of Carpinteria.

The project area consists primarily of a manmade drainage ditch that parallels southbound U.S. 101. The footprint of the drainage ditch varies, but in general is approximately 20 feet wide from top-of-bank to top-of-bank. The drainage ditch lies between the southbound lanes of the U.S. 101 and the Union Pacific Railroad right of way. Urban runoff provides a semi-permanent flow in the drainage ditch, which originates primarily from U.S. 101 via surface flow; however, four drainage culverts also carry runoff from the north side of U.S. 101 into the drainage ditch. Flow direction within the drainage ditch varies, with some flows directed eastward and some directed westward.

Receiving water bodies include the Carpinteria Salt Marsh, which is adjacent to, and south and west of the project area (directly south of the Union Pacific Railroad tracks); the Pacific Ocean, approximately 0.2 mile south and west of the project area; Santa Monica Creek, approximately 0.35 mile south and east of the project area; and Franklin Creek, approximately 0.5 mile south and east of the project area, see **Figure 2-3**.

Santa Monica Creek and Franklin Creek are both concrete lined and drain into the Carpinteria Salt Marsh. Water in the drainage ditch flows either directly to the Carpinteria Salt Marsh through a culvert within the project area, or to Santa Monica Creek through a culvert east of the project area; however, all flows eventually reach the Carpinteria Salt Marsh and Pacific Ocean.

#### Groundwater

The project area is located in the Carpinteria Groundwater Basin, which underlies approximately 12 square miles in the Carpinteria Valley, extends east of the Santa Barbara County line into Ventura County, and includes the Toro Canyon sub-basin in the western portion of the groundwater basin. Groundwater in the project area is generally shallow (between approximately two and 18 feet below ground surface) and does not meet drinking water standards, showing elevated levels of pollutants, including fertilizers, herbicides and pesticides (Addendum to Water Quality Assessment Report, South Coast HOV Lanes, 2014). However, groundwater is used for agricultural purposes, with a yield of 5,000 acre-feet per year from the groundwater basin.

There are no specific water quality objectives/standards for the drainage ditch in the project area, or for the adjacent and nearby water bodies (i.e., Santa Monica Creek, Franklin Creek, Carpinteria Salt Marsh, and the Pacific Ocean). A summary of the most stringent water quality objectives for water bodies within the South Coast Hydrologic Unit are included in **Figure 2-3** below. The Basin Plan should be referenced for more details about the water quality objectives (Central Coast RWQCB, 2011).

Water quality problems most frequently encountered in the Central Coast Region include excessive salinity or hardness of local ground waters (Central Coast RWQCB, 2011). Surface water problems are less frequently evident, although bacterial contamination of coastal waters has been a problem in Morro Bay and south Santa Barbara County. There are no impaired waters in the project area.

## Figure 2-3 Water Bodies Near Project Area



# Table 2: Surface Water Quality Objectives for the South CoastHydrologic Unit

Constituent	Water Quality Objective
Color	Shall not cause nuisance or adversely affect beneficial uses.
Tastes and Odor	Shall not cause nuisance or adversely affect beneficial uses or
	cause undesirable tastes or odors to edible organisms.
Floating Material	Shall not cause nuisance or adversely affect beneficial uses.
Suspended Material	Shall not cause nuisance or adversely affect beneficial uses.
Settleable Material	Shall not cause nuisance or adversely affect beneficial uses.
Oil and Grease	Shall not cause nuisance, adversely affect beneficial uses, or result in visible film on water surface.
Biostimulatory Substances	Shall not cause nuisance or adversely affect beneficial uses.
Sediment	Shall not cause nuisance or adversely affect beneficial uses.
Turbidity	Where natural turbidity is between zero and 50 Jackson turbidity Units increases shall not exceed 20 percent. Where natural turbidity is between 50 and 100 Jackson Turbidity Units, increases shall not exceed 10 percent. Where natural turbidity is greater than 100 Jackson Turbidity Units, increases shall not exceed 10 percent.
Dissolved Oxygen	Shall not be less than seven parts per million.
Toxicity	Shall be maintained free of toxic substances in concentrations that are toxic to, or that produce detrimental physiological responses in, human, plant, animal, or aquatic life.
Pesticides	Shall not reach concentrations that adversely affect beneficial uses. Shall not increase concentrations in bottom sediments or aquatic life.
Bacteria (fecal coliform)	Five samples in a 30-day period shall not exceed a log mean of 200/100 milliliters. Ten percent of samples in a 30-day period shall not exceed 400/100 milliliters. At all areas for SHELL, the median total coliform concentration throughout the water column for any 30-day period shall not exceed 70/100 milliliters, nor shall more than 10 percent of the samples collected during any 30-day period exceed 230/100 milliliters for a five-tube decimal dilution test or 330/100 milliliters when a 3-tube decimal dilution test is used.
рН	Shall not be depressed below 6.5 nor raised above 8.3. Changes in normal ambient pH levels shall not exceed 0.5 in fresh waters.
Radioactivity	Shall not be present in concentrations that are deleterious to life forms. Waters shall not contain concentrations of radionuclides in excess of the limits specified in California Code of Regulations, Title 22, Chapter 15, Article 5, Sections 64441 and 64443, Table 4.
Temperature	Natural receiving water temperature of intrastate waters shall not be altered unless it can be demonstrated to the satisfaction of the Regional Water Quality Control Board that such alteration in temperature does not adversely affect beneficial uses.
Methyl Blue Activated Substances	Not to exceed 0.2 parts per million
Phenols	Not to exceed 1.0 parts per million

Chapter 2 • Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

Constituent	Water Quality Objective
Polychlorinated Biphenyls	Not to exceed 0.3 micrograms per liter
Phinalate Esters	Not to exceed 0.002 micrograms per liter
Cadmium	Shall not exceed .003 milligrams per liter in hard water or .0004 mg/l in soft water at any time. (Hard water is defined as water exceeding 100 milligrams per liter of calcium carbonate
	The maximum permissible value for waters designated
Chromium	shellfish harvesting shall be 0.01 mg/l.
Other Chemical Constituents	Refer to Tables 3.1, 3.2, 3.3, 3.4 and 3.5 of the Basin Plan.

Source: Regional Water Quality Control Board, Central Coast Region, 2011

Water quality problems most frequently encountered in the Central Coast Region include excessive salinity or hardness of local ground waters (Central Coast RWQCB, 2011). Surface water problems are less frequently evident, although bacterial contamination of coastal waters has been a problem in Morro Bay and south Santa Barbara County. There are no impaired waters in the project area.

#### Environmental Consequences

During construction, the project may potentially release pollutants into the drainage ditch, including oil, grease, and other chemicals from construction equipment and activities, as well as the potential for erosion resulting from ground disturbance and vegetation removal. The project would create additional impervious surfaces, resulting in potential increased volume and rate of runoff that could carry pollutants (oil, grease, pesticides, fertilizers) into the drainage ditch and nearby water bodies. With implementation of design measures, avoidance, minimization, and mitigation measures, and compliance with regulatory permits, potential impacts to water quality would be substantially minimized, and the project would not result in a violation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

#### Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid, minimize, and mitigate impacts on water quality and storm water runoff:

**WQ-1:** Work areas would be reduced to the maximum extent feasible, and staging areas would be in the upland area outside of the drainage.

**WQ-2:** Best Management Practices, such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.

**WQ-3:** Appropriate hazardous material Best Management Practices would be implemented to reduce the potential for chemical spills or contaminant releases into the creek, including any non-stormwater discharge.

**WQ-4:** All equipment refueling, and maintenance would be conducted in the upland staging area outside of the drainage. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.

**WQ-5:** Erosion control would be conducted using seed mixes with non-invasive species.

## 2.2.3 Hazardous Waste and Materials

## **Regulatory Setting**

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement Resource Conservation and Recovery Act (RCRA) in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

#### Affected Environment

A letter of review of the previously completed Addendum to the Initial Site Assessment, South Coast State Route 101 High Occupancy Vehicle Project (June 2010) was written in December 2017 for this project. The documents and databases reviewed include the following:

Water Quality Assessment Report (2010), Santa Claus Lane Class I Bike Path Project;

Addendum to Initial Site Assessment (2010), South Coast State Route 101 High Occupancy Vehicle Project;

Preliminary Site Investigation (2010), South Coast State Route 101 High Occupancy Vehicle Project;

State Water Resources Control Board database; and

State Department of Toxics Substances Control Board database.

The review of these documents and databases identified six locations within the project area, each categorized as low risk to the project. This review also revealed that previous studies have not surveyed for aerially deposited lead (ADL) and it is recommended that an ADL survey is conducted as part of a Phase II survey (Wallace Kuhl & Associates, 2017)

The six facilities within the project buffer zone (within one-quarter mile) were identified as sources of possible soil/groundwater contamination sites and are listed in **Table 3**. Upon completion of review, all six sites were found to have limited impacts to soil and groundwater and thus, the six sites were assessed as low risk to the project (Wallace Kuhl & Associates, 2017).

Name and Address Site Information		Risk	
Chevron Station 9-3005 (Facility #19) 4290 Via Real	Active service station with reported petroleum hydrocarbon impacts	<b>Low</b> (Case closed within the State Water Resources Control Board Geotracker database)	
7- Eleven Store (Facility #20) 4410 Via Real	Active service station with reported petroleum hydrocarbon impacts	<b>Low</b> (Case closed within the State Water Resources Control Board Geotracker database)	
Union Oil Service Station (Facility #21) 4401 Via Real	Active service station with reported petroleum hydrocarbon impacts	<b>Low</b> (Case closed within the State Water Resources Control Board Geotracker database)	
U.S. 101	Identified as having the potential for impacts associated with aerially deposited lead, thermoplastic paints (roadway striping), lead based paints and asbestos within bridges and piping.	Low	
Ocean Breeze Int'l (Facility #18) 4290 Via Real	This facility is the listed location of historic gasoline and diesel underground storage tanks (USTs)	Low	
Sandyland Nursery (Facility #17) 3890 Via Real	This facility is the listed location of historic gasoline and diesel underground storage tanks (USTs), generator of unspecified oil-containing wastes, generator of pesticide rinse water.	Low	

 Table 3: Sites of Potential Concern

## Environmental Consequences

The project involves construction of a bike path and is not anticipated to create a significant hazard to the public through the transport, use, or disposal of hazardous materials during construction or during operation. Project construction would require the use of materials that could be hazardous, such as paints, sealants, and cement; however, the transport, use, and disposal of these materials would be conducted in compliance with applicable state and local laws. Any hazardous materials that are used for the project would be properly handled and contained. Additionally, based on the 2017 Addendum to the Initial Site Assessment, project impacts to soil or groundwater are categorized as low and limited. As discussed in response to guestion IX-a. construction of the project may require the use of materials that could be hazardous such as paints, sealants, and cements. However, the use of these materials would be subject to appropriate handling and containment measures. During project construction, spill prevention and control procedures and practices would be implemented to prevent, control, and clean-up spills. Therefore, impacts resulting from the transport, use or disposal of hazardous materials would be less than significant.

As discussed in Section 21.2, project construction would not impede access to adjacent properties and would not permanently impact access or movement of emergency service providers because one lane in each direction on U.S. 101 would remain open at all times. The project would not hinder a rapid emergency response in the event of an accidental hazardous waste or materials release or spill. Therefore, impacts to emergency response for an accidental hazardous waste or materials release or spill. Therefore, impacts to emergency response for an accidental hazardous waste or materials release or spill would be less than significant.

#### Avoidance, Minimization, and/or Mitigation Measures

The project would result in a less than significant impact from hazardous waste and materials, and would therefore not require avoidance, minimization, and/or avoidance measures.

#### 2.2.4 Air Quality

#### Affected Environment

As a bike path project, the project would not be subject to long-term air quality analysis. Only construction impacts will be considered.

The information in this section is based on the Construction Air Quality Technical Memorandum prepared in January 2018 for this project (AMBIENT, 2018). The project is located in an area that is in nonattainment for state ozone and particulate matter ( $PM_{10}$ ) ambient air quality standards. The area is designated as either in attainment or unclassified for all federal ambient air quality standards. Therefore, federal air quality conformity requirements do not apply to the project.

#### Environmental Consequences

During construction, short-term degradation of air quality may occur due to the release of particular emissions (airborne dust) generated by construction activities including, excavation, grading, hauling, and other activities. Additionally, emissions from construction equipment area also expected and would include CO, NOx, volatile organic compounds (VOC); directly emitted PM<sub>10</sub> and PM<sub>2.5</sub>; and toxic air contaminants (TAC), such as diesel PM.

Construction-generated emissions were quantified based on project-specific construction data provided for the project, using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. During construction, activities including site preparation, grading, construction and paving of the bike path would generate approximately 0.09 tons/year of ROG, 1.0 tons/year of NO<sub>X</sub>, 0.64 tons/year of CO, 0.10 tons/year of PM<sub>10</sub>, and 0.06 tons/year of PM<sub>2.5</sub>, (see **Table 4**). Greenhouse gas emissions (GHG) would total approximately 135 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) over the anticipated construction period of 7 to 8 months.

Construction Phase	ROG (tons/ year)	NOX (tons/ year)	CO (tons/ year)	PM10 (tons/ year)	PM <sub>2.5</sub> (tons/ year)	GHG Emissions (MTCO2e)
Site Preparation	0.02	0.33	0.18	0.02	0.01	54.3
Grading	0.03	0.40	0.22	0.06	0.04	47.0
Construction	0.03	0.21	0.19	0.01	0.01	26.8
Paving	0.01	0.06	0.05	0.01	<0.01	6.9
Totals	0.09	10	0.64	0 10	0.06	135.0

#### **Table 4: Construction-Generated Emissions**

Note: Construction-generated emissions were quantified using the CalEEMod computer program, version 2016.3.2. This table includes implementation of fugitive dust control measures. Source: (AMBIENT, 2018)

During construction, the principal sources of pollutant emissions include fugitive dust and engine exhaust from construction equipment. Typical construction equipment used would include various off-road equipment, including front-end loaders, backhoes, dozers, rollers, pavers, paving equipment, and various other equipment. PM<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>10</sub> emissions also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating.

The application of water or other soil stabilizers used to control dust can reduce construction-generated emissions by approximately 50 to 61 percent, depending on the emissions source, methods of control, and frequency of application. However, the project would comply with Caltrans' Standard Specifications, Section 14-9 through implementation of measure AQ-1, which requires compliance with air-pollution-control rules, regulations, ordinances,

and statutes, including emission-reduction requirements and idling limitations for construction equipment and vehicles.

Construction-generated emissions would be temporary and limited to the immediate project area surrounding the construction site. With implementation of measure AQ-1, construction-generated fugitive dust and mobile-source emissions would be controlled. Therefore, impacts to air quality would be less than significant.

Sensitive populations, also known as sensitive receptors, are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics and CO are of particular concern. Sensitive receptors include specific population groups, as well as the land uses where individuals would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses would include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants, such as residential dwellings, schools, parks, playgrounds, childcare centers, convalescent homes, and hospitals.

Air quality standards help protect members of the population who are most sensitive to the adverse health effects of air pollution. Existing land uses in the project area consist of a mix of commercial and residential land uses. The closest sensitive receptors to the project include residential dwellings located along Carpinteria Avenue, near the eastern boundary of the project area, and along Spindrift Lane and Sand Point Road, near the western boundary of the project area.

Irritating odors are often associated with particulates. Some examples of sources of odors include gasoline and diesel engine exhausts and street paving. During construction, the project could result in potential odors from exhaust emissions from construction equipment, as well as the vehicles used to transport materials to and from the site, including the motor vehicles of the construction crew. However, odors would be temporary during the construction period. Further, the bike path will be constructed along the southbound shoulder of U.S. 101 where odors from vehicles travelling U.S. 101 exist. Following construction, odors from the project area would not be greater than the existing odors emitted prior to project construction. Therefore, impacts to air quality would be less than significant.

#### Avoidance, Minimization, and/or Mitigation Measures

**AQ-1:** The construction contractor shall comply with Caltrans' Standard Specifications (2018) including, but not limited to, the following:

Section 14-9 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution

control district and air quality management district regulations and local ordinances.

Sections 7-1.04, 10-5, and 18-1.03 are directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.

Section 13-4.03F includes specifications for the minimization of dust associated with street sweeping.

Section 13-7.03C is directed at controlling dust at construction site entrances and the tracking of soil and sediment onto public roads.

# 2.2.5 Noise and Vibration

As a bike path project, the project would not be subject to long-term noise quality analysis. Only construction impacts will be considered. The information in this section is based on the Construction Noise and Ground-borne Vibration Technical Memorandum prepared in October 2017 for this project.

# Affected Environment

Noise is generally defined as unwanted, objectionable, or undesirable sound that disturbs people and potentially causes an adverse psychological or physiological effect on human health (County, 2009) (General Plan/Local Coastal Land Use Plan & Environmental Impact Report, State Clearinghouse Number 1997121111, 2003). Noise is typically unwanted sound and is therefore an important factor in the quality of urban life. The level of annoyance that noise causes depends on several factors, including: magnitude, frequency, and duration of each noise event.

Based on noise measurement surveys conducted for the South Coast 101 High Occupancy Vehicle Project, the ambient average-hourly daytime noise levels generally range from the low 60s to the low 70s (in dBA sound level equivalent ( $L_{eq}$ )). The project area is bounded by Union Pacific Railroad tracks to the south and U.S. 101 to the north; ambient noise levels in the project area are largely influenced by vehicle traffic on U.S. 101 and area roadways.

Existing land uses in the project area consist of a mix of commercial and residential land uses. The nearest noise-sensitive receptors near the project area include residential dwellings generally located along Carpinteria Avenue near the eastern boundary of the project area, and along Spindrift Lane and Sand Point Road near the western boundary of the project area. The nearest residential dwellings are located near the eastern project area boundary along Carpinteria Avenue, approximately 75 feet from the project area. Residential land uses, places of worship, and lodging facilities are also located north of the project area along Via Real, across U.S. 101.

Groundborne vibration is sound that is radiated through the ground. The rumbling sound caused by vibration is called groundborne noise. The ground motion caused by vibration is measured as peak particle velocity in inches per second. Typical outdoor sources of perceptible groundborne vibration would include construction equipment and traffic on rough roads.

#### Environmental Consequences

The primary source of noise in the project area is from vehicle traffic on U.S. 101 and area roadways. Land uses near the project include residential and commercial; the nearest sensitive receptors include residential dwellings approximately 75 feet east of the project area. The project would include construction of a bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in the County. The bike path would be approximately 0.8-mile in length. The paved bike path would run along the southbound shoulder of U.S. 101. The project would not increase ambient noise levels above existing levels. However, during construction, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction.

Construction equipment commonly used on roadway construction projects can be expected to generate intermittent noise levels ranging from approximately 77 to 90 dBA maximum sound level (L<sub>max</sub>) at 50 feet and average-hourly noise levels associated with the operation of individual pieces of construction equipment can range from approximately 72 to 82 dBA L<sub>eq</sub> (see **Table 5**). Noise produced by construction equipment would be reduced over distance at a rate of approximately 6 decibels per doubling of distance.

Equipment	Lmax	Leq
Backhoes	78	74
Bulldozers	82	78
Compressors	78	74
Cranes	81	73
Concrete Pump Truck	81	74
Drill Rigs	79	72
Dump Trucks	77	73
Hydraulic Break Rams	90	80
Front End Loaders	79	75
Pneumatic Tools	85	82
Pumps	81	78
Rollers	80	73
Scrapers	84	80

Table 5: Construction Equipment Noise Level (dBA at 50 feet)

Source: (AMBIENT, 2017)

Based on the County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara, 2018), noise from grading and construction activity proposed within 1,600 feet of sensitive receptors would generally be affected

by noise levels over 65 dBA. However, with implementation of Caltrans Standard Specifications, Section 14-8.02, construction noise would not exceed 86 dBA at a distance of 50 feet from the project site between the hours of 9 pm and 6 am. Short-term noise impacts would occur during project construction, however no significant noise impact from construction is anticipated because construction activities would be short-term, intermittent, and dominated by already-present local traffic noise.

Groundborne vibration generated by road vehicles can have a significant environmental impact on nearby buildings. In the project area, most structures appear to be of newer construction; no fragile or historic structures were identified. Transient vibration sources, such as blasting, and demolitionrelated activities would not be necessary for this project.

Although there are no federal, state, or local regulatory standards for groundborne vibration, Caltrans has developed vibration criteria based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for evaluation of groundborne vibration levels apply to continuous vibration sources, which would include vibration generated by most construction equipment and activities, including those anticipated to occur with implementation of the project (see **Table 6**). Groundborne vibration levels associated with off-road equipment anticipated to be used for project construction are listed in **Table 7**.

Human Response	Maximum Threshold Criteria (inches per second peak particle velocity)
Barely perceptible	0.01
Distinctly perceptible	0.04
Strongly perceptible (Level at which continuous	0.1
vibrations begin to annoy people.)	
Level considered annoying to people in buildings.	0.2
Severe (Level considered unpleasant by people	0.4
exposed to continuous vibrations and unacceptable to	
some people walking on bridges.)	

Table 6: Guideline Vibration Anno	yance Potential Criteria
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*Note:* Reflects threshold criteria for continuous/frequent intermittent sources. Continuous/frequent intermittent sources include most construction equipment, including impact pile drivers, pop-stick compactors, crack-and-seat equipment, vibratory pile drivers, vibratory compaction equipment, and various off-road equipment. Excludes transient sources that create a single isolated event, such as blasting or drop balls. *Source: (AMBIENT, 2017)* 

Equipment	Peak Particle Velocity at 25 feet (inches/second)		
Pile Drive (Impact)—Upper Range	1.518		
Pile Drive (Impact)—Typical	0.644		
Pile Drive (Impact)—Typical	0.170		
Crack-and-Seat Operations	2.4		
Caisson Drilling	0.089		
Vibratory Roller	0.210		
Large Bulldozers	0.089		
Loaded Trucks	0.076		
Jackhammer	0.035		
Small Bulldozers	0.003		

## Table 7: Representative Vibration Levels for Construction Equipment

Source: (AMBIENT, 2017)

The highest predicted groundborne vibration levels would be associated with crack-and-seat operations such as pavement breaking, which can generate vibration levels of 2.4 inches per second peak particle velocity (in/sec ppv) at 25 feet. Vibration levels associated with other construction equipment generally range from approximately 0.003 to 0.089 inches per second peak particle velocity at 25 feet.

Based on the equipment vibration levels noted in **Table 7**, the probability of exceeding architectural damage risk levels for continuous vibrations from project construction is very low. Based on preliminary information for the project, pile driving and pavement breaking are not anticipated.

Specific construction activities, locations, and equipment to be used for this project have not yet been identified. Therefore, groundborne vibration levels exceeding commonly applied thresholds for structural damage and human annoyance could potentially occur.

#### Avoidance, Minimization, and/or Noise Abatement Measures

#### Construction Noise

**N-1:** Project construction shall comply with Caltrans' Standard Specifications, Section 14-8.02. Per Section 14-8.02 Noise Control, construction noise shall not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.

# 2.3 Biological Environment

#### 2.3.1 Natural Communities

This section discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. Wetland communities are discussed in Section 2.3.2.

## **Regulatory Setting**

#### California Environmental Quality Act

Guidance for determining CEQA significance thresholds is based on Appendix G of the State CEQA Guidelines. Using these guidelines, activities requiring CEQA review within the project area could have a significant impact on biological resources if they:

Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or specialstatus species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;

Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;

Have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404;

Interfere substantially with the movement of any resident or migratory species of wildlife, wildlife corridors, or wildlife nursery sites;

Conflict with any local policies or ordinances protecting biological resources;

Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan.

#### California Coastal Act

The California Coastal Act mandates that local governments prepare a land use plan and schedule of implementing actions to carry out its policies. The California Coastal Act places the highest priority on the preservation and protection of natural resources, including Environmentally Sensitive Habitat Areas (ESHAs) (e.g., wetlands and dunes). The proposed project is located within the Coastal Zone of California, and the California Coastal Act is under the jurisdiction of the County and the City. As such, the project will require Coastal Development Permits from the County and the City to satisfy provisions of the California Coastal Act.

#### County of Santa Barbara

The Article II amendment (Ordinance No. 5053) of the County's Local Coastal Program amendment, created a new Transportation Corridor Wetland Overlay District, which provides specific development standards for projects where wetland encroachment would occur. The Transportation Corridor Wetland Overlay District ensures a more precise level of planning than ordinarily possible under the existing Article II for transportation-related projects that are in or adjacent to wetlands and/or wetland buffer strips. In the project area, coastal wetlands are located in the southern portion of the project area between the Carpinteria/County boundary. Construction activities would result in approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts on wetlands under the jurisdiction of the California Coastal Commission. The project would also result in approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachment into the California Coastal Commission wetlands buffer. Prior to the County's Local Coastal Program amendment, these impacts would have been in conflict with the County's Local Coastal Program amendment in March 2019, the project now complies with the Coastal Land Use Plan and the Coastal Zoning Ordinance.

A portion of the project is within the County's Transportation Corridor Wetland Overlay District. A Coastal Development Permit would be required from the County for portions of the project area that are within County limits.

## City of Carpinteria

The City has a Local Coastal Program (amended in 2015) that governs coastal policy within Carpinteria's limits. Several proposed projects, including this project, would now be consistent with the Local Coastal Program, with the addition of a Transportation Corridor Wetland Overlay District and text amendments to the zoning code (Section 14.42.040 – development standards), which establish mitigation protocols for the direct loss of wetland and wetland buffer, as well as create development standards for improvements, that would be allowed to encroach into wetland and wetland buffers. A portion of the project is within the Transportation Corridor Wetland Overlay District. A Coastal Development Permit would be required from the City for portions of the project area that are within Carpinteria's limits. The permit would be approved in accordance with the Transportation Corridor Wetland Overlay District and the project would be constructed in compliance with the conditions of approval issued by the City.

## Affected Environment

A biological survey was conducted in the Biological Study Area (also known as BSA) by qualified biologists on March 28, 2014. The entire Biological Study Area was visually surveyed on foot except for a small landscaped area with ornamental vegetation where aerial imagery was used (see **Figure 2-4**). All vegetation communities within the Biological Study Area were inventoried and identified where feasible to verify the presence or absence of protected species and/or their habitat.

The Carpinteria Salt Marsh Reserve is directly adjacent to and south of the Union Pacific Railroad tracks. Carpinteria Salt Marsh Reserve is one of the few remaining saltwater marshes along the coast of southern California and provides high scientific value because of its relatively undisturbed condition. The marsh also provides habitat for a number of plant and animal species, some of which are classified as endangered, threatened, or otherwise sensitive species. The Biological Study Area is not directly within the Carpinteria Salt Marsh Reserve, but small portions of the Biological Study Area contain similar but disturbed habitat as the Carpinteria Salt Marsh Reserve, and proximity to the marsh and sustained inundation from the culvert runoff has maintained the continuance of the project corridor as a wetland.

#### Vegetation Communities

The Biological Study Area includes a combination of wetland and upland vegetation. Existing vegetation communities are highly degraded and dominated by non-native species. Many species indicative of the nearby salt marsh community have been found growing in the Biological Study Area. Habitat descriptions for the vegetation in the Biological Study Area generally follows *A Manual of California Vegetation*, which defines habitats based on the plant associations found in a series or a particular plant community (Sawyer, J.O, T. Keeler-Wolf, and J.M. Evens, 2009). A summary of vegetation and habitats identified is provided below. Wetland communities are discussed in Section 2.3.2.

#### Cattail Marshes

Cattail Marshes are dominated by cattail (*Typha domingensis, Typha latifolia* and *Typha angustifolia*). Cattails are an emergent perennial hydrophyte growing up to 1.5 meters tall. Typha species commonly hybridize when they grow in mixed stands. Important associated species in the Biological Study Area include goldenrod and flatsedge (*Cyperus eragrostis*).

#### California Bulrush Marsh-Goldenrod

California Bulrush Marsh-Goldenrod is found in brackish to freshwater marshes, shores, bars and river mouth estuaries. This community appears to dominate edges of marshes adjacent to open water. The co-dominant species in this community are California bulrush and goldenrod. In the Biological Study Area, California Bulrush Marsh-Goldenrod communities are in the area where culverts open into the drainage ditch.

# Figure 2-4 Biological Study Area



#### Pickleweed Mats

Pickleweed Mats are found from coastal marshes to inland alkaline seeps. The dominant species in this community is pickleweed. Pickleweed is a somewhat shrubby perennial with scalelike leaves and fleshy stems. Two common associates found in the Biological Study Area are flatsedge and saltgrass (*Distichlis spicata*). There are pickleweed mats on the west end of the drainage ditch in the Biological Study Area.

#### Arroyo Willow Scrub

Arroyo Willow Scrub is found in dense riparian thickets that inhibit understory development. It is dominated by arroyo willow. Arroyo Willow Scrub is mainly found in loose, sandy, or fine gravelly alluvium deposited near stream channels during flood flows. This early seral type requires repeated flooding to prevent succession to the Southern Willow Riparian Forest community, and generally does best in seasonally flooded or saturated, freshwater wetland habitats, such as floodplains and low-gradient depositions along rivers and streams, at elevations below 1,800 meters (Holland, 1986) (Sawyer, J.O. and T. Keeler-Wolf, 1995). This community is within almost the entire length of the drainage ditch in the Biological Study Area.

#### Giant Reed

Giant Reed-dominated riparian habitat consists of monotypic or nearly monotypic stands of giant reed. Giant reed is a fairly widespread, highly invasive noxious weed in Southern California. Typically, it grows in moist soils in and along streambeds. In California, it is most commonly associated with waterways with altered hydrologic regimes (e.g., dams) and/or disturbed riparian vegetation, but can also establish in the understory of native riparian vegetation (Dudley, 2000). Giant Reed is on the east end of the drainage ditch in the Biological Study Area.

#### Upland Communities

Upland vegetation communities dominate the elevated areas along the roads and some of the upper banks of the drainage ditch. Below are descriptions of the specific vegetation communities found within the upland habitat within the Biological Study Area.

Upland communities within the Biological Study Area include:

Ornamental Landscaping

Poison Oak Scrub

**Iceplant Mats** 

Giant Wild Rye Grassland

## Giant Wild Rye Grassland

Giant Wild Rye Grassland is generally found on somewhat steep, northerly slopes at low elevations. This community is dominated by giant wild rye (*Elymus condensatus*). Important associated species in the Biological Study Area include: spiny rush (*Juncus textilis*), poison oak, (*Toxicodendron diversilobum*), and California wild grape (*Vitis californicus*). This community is found in the Biological Study Area on the west end of the drainage.

## Iceplant Mats

Iceplant mats are found on bluffs, disturbed land, and sand dunes along the immediate coastline. This community is dominated by hottentot fig (*Carpobrotus edulis*). Iceplant mats are an invasive plant and have spread beyond landscaped areas and invade coastal dunes, coastal bluff scrub, and coastal prairies (Sawyer, J.O, T. Keeler-Wolf, and J.M. Evens, 2009). They compete with natives for moisture, space, and nutrients and create adverse conditions for the establishment of native species. Iceplant mats are found on the freeway median and along the banks of the drainage ditch in the Biological Study Area.

## Poison Oak Scrub

Poison Oak Scrub can be found on the immediate coast in to interior mesic slopes. This community is dominated by poison oak. Poison Oak Scrub can be almost entirely monotypic with very low diversity or it can have a high diversity of emergent trees and herbaceous species. In the Biological Study Area, associated species are giant wild rye grass, California wild grape, and California blackberry (*Rubus ursinus*). Poison Oak Scrub is at the west end of the Biological Study Area.

## Ornamental Landscaping

Ornamental Landscaping includes areas where the vegetation predominately consists of non-native horticultural plants. Typically, the vegetation consists of introduced trees, shrubs, flowers, and turf grass. In the Biological Study Area, golden wattle is a typical species found in this community. Ornamental Landscaping is at the east end of the Biological Study Area near commercial buildings, between the U.S. 101/Carpinteria Avenue off-ramp and U.S. 101, and along the edge of the drainage ditch.

#### Environmental Consequences

Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Associated temporary and permanent impacts to riparian habitat resulting from grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures would result in the following: Construction of the bicycle path and retaining structures (Fill) would result in approximately 0.293 acre of temporary impacts and approximately 0.581 acre of permanent impacts on riparian habitat. Temporary impacts to

on riparian habitat would also result from temporary dewatering/diversion and vegetation trimming within the ditch. However, with implementation of the avoidance, minimization, and mitigation measures WQ-1 through WQ-5 found in Section 2.2.1 and BIO-1 through BIO-5 provided below, any impacts on riparian habitat would be less than significant. There are no other sensitive natural communities (other than wetlands discussed in Section 2.3.2) with potential to occur in the Biological Study Area.

#### Avoidance, Minimization, and/or Mitigation Measures

To avoid, minimize, and mitigate impacts on natural communities, the following measures would be implemented:

**BIO-1:** Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that will prevent the spread of invasive species onsite or off-site.

**BIO-2:** Mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 to ensure no net loss of wetlands or associated riparian habitat.

**BIO-3:** Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed onsite. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional offsite mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area.

**BIO-4:** To mitigate for temporary impacts, restoration plantings will be completed onsite and in-kind, utilizing native species.

**BIO-5:** Mitigation plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan which will be included in the final Mitigation Monitoring Plan prepared by a Caltrans biologist. The plan will include all measures for coastal wetlands in the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities, monitoring schedules, and reporting to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.

## 2.3.2 Wetlands and Other Waters

## Regulatory Setting

In addition to the regulations provided in Section 2.2.1 and 2.2.2, the following regulations would be applicable to Wetlands and Other Waters.

## California Fish and Game Code Section 1602

California Fish and Game Code (CFGC) Section 1602 requires any person, state or local agency, or public utility proposing a project that may affect a river, stream, or lake to notify the California Department of Fish and Wildlife before beginning the project. If activities will result in the diversion or obstruction of the natural flow of a stream; substantially alter its bed, channel, or bank; impact riparian vegetation; or, adversely affect existing fish and wildlife resources, a Lake and Streambed Alteration Agreement is required. It presents conditions of approval by the California Department of Fish and Wildlife relative to the project.

A Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife will be required for this project. The boundary of the California Department of Fish and Wildlife jurisdiction for this project is the edge of the stream channel to the top of bank or the adjacent riparian zone. However, there are no specific regulations or guidance on determining this boundary. Riparian zones are generally considered areas that are "transitional between terrestrial and aquatic ecosystems" and have a unique set of physical ecological factors in comparison to the surrounding landscape (Griggs., 2009).

#### Rivers and Harbors Act of 1899

Section 10 of the Rivers and Harbors Act (RHA) prohibits the unauthorized obstruction or alteration of any navigable water of the United States, or the accomplishment of any other work including excavation or fill affecting the course, location, condition, or physical capacity of such waters unless the work has been recommended by the Chief of Engineers. A Section 10 permit from the U.S. Army Corps of Engineers is required to build any structure in the channel or along the banks of navigable waters of the United States that changes the course, conditions, location or capacity of the waterway.

#### Affected Environment

A wetland delineation was conducted by qualified biologists on March 28, 2014 and September 10, 2014. A focused plant survey and an updated assessment of field conditions and jurisdictional boundaries were conducted by qualified biologists on May 16, 2017.

Wetland communities in the Biological Study Area are Palustrine systems, as defined by the Classification of Wetlands and Deepwater Habitats of the United States (Cowardin et al., 1979). Wetland/riparian habitat types (classes)

within the Biological Study Area include Palustrine Emergent Wetland and Palustrine Scrub/Shrub Wetland. The Palustrine System includes all non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and all such wetlands that exist in tidal areas where salinity due to ocean-derived salts is below 0.5 percent. Below are descriptions of the wetland habitats within the Biological Study Area and the specific vegetation communities within those habitats.

#### Palustrine Emergent Wetland

The Emergent Wetland class is characterized by erect, rooted, herbaceous hydrophytes, excluding mosses and lichens. Vegetation is present for most of the growing season in most years. These wetlands are usually dominated by perennial plants. Emergent wetland species in the Biological Study Area include, but are not limited to, California bulrush (*Schoenoplectus californicus*), goldenrod (*Euthamia occidentalis*), and pickleweed (*Sarcocornia pacifica*).

## Palustrine Scrub/Shrub Wetland

Palustrine Scrub/Shrub Wetland is characterized by woody tree species that are at least six meters tall. Palustrine Scrub/Shrub Wetland includes dominant riparian species with large leaves (as opposed to coniferous or needle-like leaves) that are either evergreen or winter deciduous. Palustrine Scrub shrub wetland species in the Biological Study Area include arroyo willow (*Salix lasiolepis*), giant reed (*Arundo donax*), and golden wattle (*Acacia longifolia*).

#### Agency Jurisdiction

## U.S. Army Corps of Engineers

The limits of U.S. Army Corps of Engineers jurisdiction were delineated using the Ordinary High-Water Mark of the drainage ditch. Wetland diagnostic characteristics, including hydrophytic vegetation, hydric soils, and wetland hydrology, were assessed at six soil test pits within the drainage culverts during the field surveys conducted on March 28, 2014 and September 10, 2014. For the purposes of this delineation, U.S. Army Corps of Engineers wetlands (Clean Water Act Wetlands) include palustrine emergent wetlands. Approximately 0.49 acre within the Biological Study Area was delineated as Clean Water Act Wetlands; all wetland areas were within the drainage culverts (see **Table 8**).

Regulatory Agency	Total Jurisdiction within the Biological Study Area
U.S. Army Corps of Engineers Clean Water Act Wetlands (support all three wetland parameters – hydrophytic vegetation, hydric soils, and wetland hydrology)	0.49 acre
Regional Water Quality Control Board Jurisdiction (includes Clean Water Act wetlands and riparian habitat)	2.36 acres
California Department of Fish and Wildlife Jurisdiction (same as Regional Water Quality Control Board jurisdiction)	2.36 acres
California Coastal Commission Wetlands (are defined by one or two wetland parameters)	2.36 acres
California Coastal Commission Wetlands Buffer Defines as undeveloped uplands surrounding wetlands)	1.97 acres

## Table 8: Agency Jurisdiction within the Biological Study Area

All the areas identified as being under jurisdiction of the U.S. Army Corps of Engineers were identified as Clean Water Act Wetlands; non-wetland waters of the United States were not identified within the Biological Study Area. Based on observation and sampling of vegetation, soils and hydrology no additional areas outside the drainage ditch exhibited the required wetland characteristics during the time of the surveys.

## Regional Water Quality Control Board Jurisdiction

The limits of Regional Water Quality Control Board jurisdiction were characterized as the boundary of the palustrine emergent wetland (Clean Water Act wetland) or the boundary of the adjacent palustrine scrub/shrub wetland (riparian zone), when applicable. For the purposes of this delineation, waters of the State extend from the Clean Water Act wetlands or the boundary of the adjacent palustrine scrub/shrub wetland (riparian zone), when applicable. Approximately 2.36 acres within the Biological Study Area was delineated as Clean Water Act Wetlands and riparian habitat; all wetland areas were within the drainage ditch (see **Table 8**). No isolated waterbodies, which could qualify as isolated waters, were identified in the Biological Study Area.

## California Department of Fish and Wildlife Jurisdiction

The limits of the California Department of Fish and Wildlife jurisdiction were characterized as the boundary of the palustrine emergent wetland (Clean Water Act wetland) or the boundary of the adjacent palustrine scrub/shrub wetland (riparian zone), when applicable. Approximately 2.36 acres within the Biological Study Area is considered the California Department of Fish and Wildlife jurisdiction pursuant to Section 1602 of the California Fish and Game Code, all wetlands areas were within the drainage ditch (see **Table 8**).

# California Coastal Commission

The California Coastal Commission Jurisdiction limits were characterized as the palustrine emergent wetland (Clean Water Act wetland) or the boundary of the adjacent palustrine scrub/shrub wetland (riparian zone), when applicable. Approximately 2.36 acres within the Biological Study Area were delineated as California Coastal Commission wetlands; all wetlands areas were within the drainage ditch (see **Table 8**). In addition, the area between the California Coastal Commission wetlands and the U.S. 101 shoulder to the north and Union Pacific Railroad tracks to the south (approximately 1.97 acres within the Biological Study Area) is considered California Coastal Commission Wetlands Buffer. The entire Biological Study Area is within the California Coastal Zone, and therefore under jurisdiction of the California Coastal Commission.

## Environmental Consequences

Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Associated temporary and permanent impacts to wetland and riparian habitat would result from grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures. Temporary impacts to wetlands would also result from temporary dewatering/diversion and vegetation trimming within the ditch.

Construction of the bicycle path and retaining structures would result in approximately 0.197 acre of temporary impacts and 0.009 acre of permanent impacts to wetlands regulated by the U.S. Army Corps of Engineers and the Regional Water Quality Control Board and approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts to wetlands under jurisdiction of the California Coastal Commission (see **Table 9** and **Table 10**). The project would also result in approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachments into California Coastal Commission wetlands buffer.

However, with implementation of the avoidance, minimization, and mitigation measures BIO-6 and BIO-7 provided below, impacts on wetlands and other waters of the United States and State would be less than significant. Further, the project would not conflict with any local policies or ordinances protecting biological resources.

Jurisdictional Area	City	County	Total
U.S. Army Corps of Engineers Clean Water Act Wetlands	0.004	0.005	0.009
Regional Water Quality Control Board Jurisdiction	0.303	0.287	0.590
California Department of Fish and Wildlife Jurisdiction	0.303	0.287	0.590
California Coastal Commission Wetlands	0.303	0.287	0.590
California Coastal Commission Wetlands Buffer	0.448	0.183	0.631

## Table 9: Permanent Impacts to Jurisdictional (in acres)

Table 10: Temporary Impacts to Jurisdictional (in acres)

Jurisdictional Area	City	County	Total
U.S. Army Corps of Engineers Clean Water Act Wetlands <sup>1</sup>	0.004	0.193	0.197
Regional Water Quality Control Board Jurisdiction <sup>2</sup>	0.122	0.368	0.490
California Department of Fish and Wildlife Jurisdiction <sup>3</sup>	0.122	0.368	0.490
California Coastal Commission Wetlands⁴	0.122	0.368	0.490
California Coastal Commission Wetlands Buffer <sup>5</sup>	0.112	0.091	0.203

## Avoidance, Minimization, and/or Mitigation Measures

In addition to the measures listed above in Section 2.3.1, the following measures would be implemented to mitigate potential impacts to Wetlands and Other Waters:

**BIO-6:** Permanent impacts to California Coastal Commission wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the Transportation Wetland Corridor Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019).

**BIO-7:** Encroachment into California Coastal Commission wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the Transportation Corridor Wetland Overlay District for the

City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019).

## 2.3.3 Plant Species

## Regulatory Setting

The U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife have regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special-status is a general term for species that are provided varying levels of regulatory protection. This section of the document discusses all other special-status plant species, including the California Department of Fish and Wildlife species of special concern, U.S. Fish and Wildlife Service candidate species, and California Native Plant Society (CNPS) rare and endangered plants. There are no regulations that would pertain to special-status plant species within the Biological Study Area.

## Affected Environment

A biological survey was conducted in the Biological Study Area by qualified biologists on March 28, 2014 and a focused plant survey and an updated assessment of field conditions was conducted by qualified biologists on May 16, 2017. The entire Biological Study Area was visually surveyed on foot except for a small landscaped area with ornamental vegetation where aerial imagery was used. All plant species within the Biological Study Area were inventoried and identified where feasible to verify the presence or absence of protected species and/or their habitat.

According to the California Natural Diversity Database, California Native Plant Society, and the U.S. Fish and Wildlife Service searches, 24 special-status plant species were identified as having potential to be in the Biological Study Area based on geographical location; however, based on additional research regarding existing populations and required habitat, and the results of projectlevel surveys, there is potential for five special-status plant species to occur in the Biological Study Area, including: Santa Barbara morning glory (*Calystegia sepium* ssp. *binghamiae*), paniculate tarplant (*Deinandra paniculata*), southwestern spiny rush (*Juncus acutus* ssp. *leopoldii*), Hoffman's bitter gooseberry (*Ribes amarum* var. *hoffmannii*), and black-flowered figwort (*Scrophularia atrata*).

#### Santa Barbara Morning Glory

The Santa Barbara Morning Glory is a perennial rhizomatous herb found in marshes and swamps (coastal) and riparian scrub (alluvial). There is wetland habitat in the Biological Study Area; however, this species is thought to have been extirpated from most of its habitat in central and southern California.
This species was not observed during project-level surveys, which were conducted during the typical blooming period for this species.

## Paniculate Tarplant

The paniculate tarplant is an annual herb that is found usually in very mesic and sometimes sandy soils in coastal scrub, vernal pools, and valley and foothill grasslands. This species was not observed during project-level surveys, which were conducted during the typical blooming period for this species.

## Southwestern Spiny Rush

The southwestern spiny rush is a perennial rhizomatous herb found in coastal dunes (mesic), meadows and seeps (alkaline), and marshes and swamps (coastal salt). This species was not observed during project-level surveys, which were conducted during the typical blooming period for this species.

# Hoffman's Bitter Gooseberry

The Hoffman's bitter gooseberry is a perennial deciduous shrub found in riparian woodlands and chaparral habitat. The Hoffman's bitter gooseberry was not blooming during the field surveys; however, this species would have been identifiable without the flower and was not observed.

# Black-Flowered Figwort

The black-flowered figwort is a perennial herb that is found in closed-cone coniferous forests, chaparral, coastal dunes, coastal scrub, and riparian scrub. This species was not observed during project-level surveys, which were conducted during the typical blooming period for this species.

# Environmental Consequences

Although there is suitable habitat for five special-status plant species in the Area of Potential Impact (known as API), no special-status plants were observed during the field surveys in 2014 and 2017. Based on the results of the surveys, special-status species are unlikely to be within the Area of Potential Impact. However, because of the extended timeframes involved in processing the environmental documents, there is the potential that special-status species could become established within the Area of Potential Impact prior to the completion of the final environmental document. Updated floristic surveys will be conducted in 2019 prior to approval of the final environmental document to confirm presence or absence of special-status plant species. With implementation of the avoidance, minimization, and mitigation measures BIO-8 through BIO-11 provided below, impacts on special-status plant species would be less than significant.

## Avoidance, Minimization, and/or Mitigation Measures

If special-status plants are found during additional surveys, the following measures would be implemented:

**BIO-8**: If any special-status plant species are observed during surveys, high visibility Environmentally Sensitive Area protective fencing would be installed around the special-status plants to prevent construction staff or equipment from entering the Environmentally Sensitive Area. The Environmentally Sensitive Area fencing would include a minimum buffer radius to be determined by a qualified biologist.

**BIO-9:** If special-status plant species cannot be avoided, impacts to specialstatus plant species will be mitigated by implementing the following measures, (a) replace species within the project right of way through installation of plantings/seed material; and/or (b) retain topsoil and duff material from the project site, or mitigation bank within the known geographic range of the species, for redistribution on the site following construction. A minimum replacement ratio of 2:1 shall be provided. Planting materials and methods, short- and long-term maintenance requirements, success criteria, and monitoring and reporting methodology shall be implemented so that within five years, perennial species replacement plantings shall have a 75 percent survivability goal. For annual species, seeding of the targeted specialstatus species shall achieve 15 percent relative cover within five years. The percent cover shall be determined using a recognized methodology, selected by the project biologist in coordination with the appropriate resource agencies; however, the Daubenmire or point intercept methods as described by Sampling Vegetation Attributes (Natural Resources Conservation Service 1996) are recommended. Compensatory mitigation plantings shall be monitored quarterly. Any required maintenance shall also be conducted quarterly. Maintenance activities will include weeding, debris removal, replanting (if necessary), repair of any vandalism, fertilizing, and/or pest control. Maintenance activities will be dictated by the results of the quarterly monitoring effort. Quarterly reports and annual monitoring reports shall be submitted to Caltrans and the affected regulatory agencies. The annual monitoring report submitted at Year 5 shall serve as a final completion report if the mitigation is successful.

**BIO-10:** If federally listed plant species are determined to occur within the biological study area and cannot be avoided, the project will obtain incidental take authorization from the U.S. Fish and Wildlife Service through a Federal Endangered Species Act Section 7 Biological Opinion and Incidental Take Statement.

**BIO-11:** If plant species listed by the state as endangered or threatened are found to occur within the biological study area and cannot be avoided, the project must obtain incidental take authorization from the California Department of Fish and Wildlife through a California Endangered Species Act Section 2081 Incidental Take Permit.

# 2.3.4 Animal Species

This section also includes information on wildlife corridors and habitat connectivity. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation is the division of sensitive habitat, which may reduce its biological value.

# **Regulatory Setting**

# California Fish and Game Code

California Fish and Game Code Section 3503 includes provisions to protect the nests and eggs of birds. Sections 3511, 4700, 5050, and 5515 include provisions to protect Fully Protected species. The California Department of Fish and Wildlife is unable to authorize incidental take of Fully Protected species when activities are proposed in areas inhabited by those species. Any take of nesting birds and Fully Protected species must be avoided. Senate Bill 857 amended the California Fish and Game Code adding Article 3.5 (commencing with Section 156) to Chapter 1 of Division 1 of, the Streets and Highway Code, relating to fish passage. Specific provisions require that Caltrans locate, assess and remediate barriers to fish passage, specifically for anadromous naturally spawning salmon and steelhead populations.

# Affected Environment

A biological survey and habitat assessment for sensitive species were conducted in the Biological Study Area by qualified biologists on March 28, 2014. The entire Biological Study Area was visually surveyed on foot except for a small landscaped area with ornamental vegetation where aerial imagery was used. All animal species within the Biological Study Area were inventoried and identified where feasible to verify the presence or absence of protected species and/or their habitat.

Although there is suitable habitat for 10 special-status species in the project area, none were observed during field surveys in 2014 and 2017. However, the following species have the potential to be in the Area of Potential Impact: wandering (saltmarsh) skipper (*Panoquina errans*), silvery legless lizard (*Anniella pulchra*), western pond turtle (*Emys marmorata.*), Cooper's hawk (*Accipiter coorperii*), sharp-shinned hawk (*Accipiter striatus*), great blue heron (*Ardea herodias*), snowy egret (*Egretta thula*), white-tailed kite (*Elanus leucurus*), loggerhead shrike (*Lanius ludovicianus*), and yellow warbler (*Setophaga petechia*).

## Wandering (Saltmarsh) Skipper

The wandering (saltmarsh) skipper is listed as S2 by the California Department of Fish and Wildlife; S2 species are considered imperiled in the state. The wandering (saltmarsh) skipper is a small light-brown butterfly that is found along the coast and inhabits ocean bluffs, and open spaces near the ocean. The flight season extends from March to November and peaks during the summer (June to September). The flight season is when the females will lay eggs at the base of the larval host plants. This species range extends along the California coast from the cape region of Baja California to Sant Barbara County. This species requires moist saltgrass for larval development. No wandering (saltmarsh) skippers were observed during field surveys conducted on March 21, 2014, but they have been observed in the Carpinteria Salt Marsh Reserve, southwest of the Biological Study Area so there is potential for this species to be present.

## Silvery Legless Lizard

The silvery legless lizard is listed as a Species of Special Concern by the California Department of Fish and Wildlife. The silvery legless lizard is found in loose, sandy soils or leaf litter, with plant cover typically in sand dunes along the coast. No silvery legless lizards were observed during field surveys.

# Western Pond Turtle

The western pond turtle is listed as a Species of Special Concern by the California Department of Fish and Wildlife. The western pond turtle is found in slow-moving rivers, streams, lakes ponds, wetlands, reservoirs, and brackish estuarine waters. This species prefers areas that provide logs, algae, or vegetation for cover, and boulders for basking. No western pond turtles were observed during field surveys; however, there are areas of ponded water and limited basking sites in Biological Study Area, and there is a low potential for this species to be in the Biological Study Area.

## Cooper's Hawk

The Cooper's hawk is on the California Department of Fish and Wildlife Watch List. This species is found deciduous and mixed forests and open woodland habitats such as riparian woodlands and semiarid woodlands of the southwest. They also frequent agricultural fields and urban areas. Once considered to be a rare to uncommon breeder along the south coast, Cooper's hawks are much more numerous and ubiquitous in most areas. The species has adapted to foraging and nesting in residential areas and in small stands of trees (like those along creeks and in parks), in otherwise urban settings. Although this species has potential to forage and nest in the Biological Study Area, the Cooper's hawk was not observed during field surveys.

## Sharp-Shinned Hawk

The sharp-shinned hawk is on the California Department of Fish and Wildlife Watch List. This species is an uncommon permanent resident and breeder in mid-elevation habitats. It breeds in ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats and prefers, but is not restricted to, riparian habitats. This species is found on north-facing slopes and nests usually within 275 feet of water. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage, it is not expected to nest in the Biological Study Area, and the sharp-shinned hawk was not observed during field surveys.

#### Great Blue Heron

The great blue heron is listed as an imperiled species, with a ranking of S4, by the California Department of Fish and Wildlife; S4 species are considered uncommon, but not rare in the state. This species nests colonially in tall trees, cliff sides, and sequestered spots on marshes. This species forages in marshes, lake margins, tide flats, rivers, streams, and wet meadows. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage in the Biological Study Area, it is not expected to nest in the Biological Study Area, and the great blue heron was observed during field surveys.

## Snowy Egret

The snowy egret is listed as an imperiled species, with a ranking of S4, by the California Department of Fish and Wildlife. This species nests colonially in tall trees, cliff sides, and sequestered spots on marshes. This species forages in marshes, swamps, meadows, seeps, riparian forests, riparian woodlands, and wetlands. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage in the Biological Study Area, it is not expected to nest in the Biological Study Area, and the snowy egret was not observed during field surveys.

## White-Tailed Kite

This species is listed as Fully Protected by the California Department of Fish and Wildlife. The white-tailed kite is found in low-elevation grassland, wetland, oak woodland, low shrub, open woodlands, or savannah habitats. Riparian areas adjacent to open space areas are typically used for nesting, where kites prefer dense, broad-leafed deciduous trees for nesting and night roosting. In California, kites are known to be reliant on California voles (*Microtus californicus*) as a prey source, and habitat quality is largely dependent on abundance and availability of California voles. Lightly grazed or ungrazed fields generally support larger prey populations as well as alfalfa, hay, and irrigated pasture agricultural areas. Wetlands or marshes where California voles tend to be abundant is also important foraging habitat. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage in the Biological Study Area, it is not expected to nest in the Biological Study Area, and the white-tailed kite was not observed during field surveys.

## Loggerhead Shrike

The loggerhead shrike is listed as a State Species of Concern by the California Department of Fish and Wildlife. This species is found in semi-open

country with lookout posts, such as wires, trees, and scrub. This species builds nests in thorny vegetation in semi-open terrain, from large clearings in wooded regions to open grassland or desert with a few scattered trees or large shrubs. There is suitable and foraging nesting habitat in the Biological Study Area. This species was observed nesting in Carpinteria Salt Marsh in 2004 (Lehman, P.E., 2018). Although the loggerhead shrike was not observed during field surveys, this species has a high potential to forage and nest in the Biological Study Area.

## Yellow Warbler

The yellow warbler is listed as a Species of Special Concern by the California Department of Fish and Wildlife. This species is found in riparian forest, riparian scrub, and riparian woodland habitats in close proximity to water. This species is frequently found nesting and foraging in willow shrubs and thickets, and can also be found in cottonwoods, sycamores, ash, and alders. The yellow warbler was not observed during field surveys; however, there is riparian vegetation including arroyo willow scrub in the Biological Study Area, and there is potential for this species to nest and forage in the Biological Study Area.

# Habitat Connectivity

A migration or wildlife corridor is an area of habitat that connects two or more patches of habitat that would otherwise be isolated from each other. Wildlife corridors are typically adjacent to urban areas. A functional wildlife corridor allows for ease of movement between habitat patches. Corridors are important in preventing habitat fragmentation. Habitat fragmentation is typically caused by human development and can lead to a decrease in biodiversity and ecosystem functionality.

The land surrounding the Biological Study Area is mostly developed, with the exception of the Carpinteria Salt Marsh Reserve to the south. According to the California Department of Fish and Wildlife, Biogeographic Information and Observation System, there are no essential wildlife connectivity areas or natural landscape blocks in the Biological Study Area. The Biological Study Area is not likely to be used as a migration or travel corridor but may be used for local wildlife movement and foraging in the drainage ditch. The Union Pacific Railroad corridor, which is between the Carpinteria Salt Marsh Reserve and the Biological Study Area, likely acts as an additional barrier to local migration.

# **Environmental Consequences**

The Cooper's hawk (*Accipiter coorperii*) (on the California Department of Fish and Wildlife Watch List), sharp-shinned hawk (*Accipiter striatus*) (on the California Department of Fish and Wildlife Watch List), great blue heron (*Ardea herodias*) (considered imperiled in the state by the California Department of Fish and Wildlife), snowy egret (*Egretta thula*) (considered

imperiled in the state by the California Department of Fish and Wildlife), white-tailed kite (Elanus leucurus) (a Fully Protected species), loggerhead shrike (Lanius Iudovicianus) (listed as a Species of Special Concern (SSC) by the California Department of Fish and Wildlife), yellow warbler (Setophaga petechia) (listed as SSC by the California Department of Fish and Wildlife), wandering saltmarsh skipper (Panoquina errans) (considered imperiled in the state by the California Department of Fish and Wildlife), silvery legless lizard (Anniella pulchra) (listed as a species of special concern (SSC) by the California Department of Fish and Wildlife), and western pond turtle (Emys marmorata), (listed as SSC by the California Department of Fish and Wildlife), have potential to be in the Biological Study Area. The Cooper's hawk, sharpshinned hawk, great blue heron, snowy egret, white-tailed kite, loggerhead shrike, and yellow-warbler could be directed impacted if they were nesting in the Area of Potential Impact during construction. The wandering saltmarsh skipper, silvery legless lizard, and western pond turtle could be directly impacted by construction activities if they were to be in the Area of Potential Impact during construction. In addition, special-status animal species could be indirectly impacted by temporary loss of habitat resulting from vegetation removal and re-contouring of the drainage ditch. However, with implementation of avoidance and minimization measures BIO-12 through BIO-16 discussed below, impacts on special-status animal species would be less than significant.

The Biological Study Area is not likely to be used as a wildlife migration or travel corridor. The Union Pacific Railroad corridor, which is between the Carpinteria Salt Marsh Reserve and the Biological Study Area, is expected to create an additional barrier to local migration. Therefore, the project is not expected to interfere with the movement of any native resident or migratory species.

## Avoidance, Minimization, and/or Mitigation Measures

To avoid, minimize, and mitigate impacts on special-status animals, the following measures would be implemented:

**BIO-12:** The wandering (saltmarsh) skipper was not observed during surveys of the Biological Study Area. Focused preconstruction surveys for this species will be conducted by a qualified biologist the year prior to construction. If the species is present at this time, avoidance measures will be included with the project, which could include a work window in potential habitat areas to prevent impacts to this species.

**BIO-13:** A qualified biologist will examine the Area of Potential Impact for western pond turtles and silvery legless lizards no more than 24 hours before project activities begin and during any initial vegetation, woody debris, or tree removal or any other initial ground-disturbing activities. If either of these species is observed at any time before or during project activities, work activities with the potential to harm the species will cease. The individual will

be allowed to leave the area of its own volition, if possible, or it will be relocated by a qualified biologist, in compliance with applicable project permit requirements.

**BIO-14:** If trimming, or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys will be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys will be repeated if trimming or removal activities are suspended for five days or more.

**BIO-15:** If an active bird nest is found in a tree proposed to be removed, Caltrans will coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The nest area will be avoided until the nest is vacated and juveniles have fledged.

**BIO-16:** If a sharp-shinned hawk, great blue heron, snowy egret, or whitetailed kite are observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.

# 2.3.5 Threatened and Endangered Species

# Regulatory Setting

# Federal Endangered Species Act

The Federal Endangered Species Act (FESA) provides legal protection for plants and animals that are in danger of extinction and classified as either threatened or endangered. Federal Endangered Species Act Section 7 requires federal agencies to make a finding on all federal actions as to the potential to jeopardize the continued existence of any listed species potentially affected by the action, including the approval by an agency of a public or private action, such as Federal Highway Administration funding or the issuance of a permit by the U.S. Army Corps of Engineers.

Critical Habitat is defined in Federal Endangered Species Act Section 3 as:

(i) The specific areas within the geographic area occupied by a species at the time it is listed in accordance with the Act, on which are found those physical or biological features that are:

(I) essential to the conservation of the species, and

(II) that may require special management considerations or protection; and

(ii) specific areas outside the geographic area occupied by a species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

Federal Endangered Species Act Section 7 requires that federal agencies shall, in consultation with the U.S. Fish and Wildlife Service and National Marine Fisheries Service, insure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of Critical Habitat. Per Federal Endangered Species Act Section 9, it is unlawful to "remove and reduce to possession" federally listed plant species from areas under federal jurisdiction. Federal Endangered Species Act Section 9 also protects federally listed fish and wildlife species from unlawful "take." "Take" is defined by Federal Endangered Species Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct."

The documentation submitted to the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service analyzing impacts to federally listed species and Critical Habitat is typically a Biological Assessment. Once the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service review a Biological Assessment for a project, they may issue a federal Biological Opinion and Incidental Take Statement under Federal Endangered Species Act Section 7 that includes provisions for legal take, provided that specific mitigation measures are employed for construction.

## California Endangered Species Act

California has a parallel mandate to the Federal Endangered Species Act, which is embodied in the California Endangered Species Act of 1984 and the Native Plant Protection Act of 1977. The California Endangered Species Act (CESA) ensures legal protection for plants listed as rare or endangered, and wildlife listed as threatened or endangered. The California Department of Fish and Wildlife regulates activities that may result in the "take" of such species. Take is defined as hunting, pursuing, catching, capturing, or killing, or attempting to hunt, pursue, catch, capture, or kill listed species. Unlike Federal Endangered Species Act, this definition does not encompass harm, harassment, or habitat modification, but rather includes only acts leading to the death of a listed species.

Take of state-listed species requires a California Fish and Game Code Section 2081 Incidental Take Permit from the California Department of Fish and Wildlife. This process requires submittal of a permit application package and is like the Federal Endangered Species Act consultation process, except that the California Department of Fish and Wildlife is the regulatory and decision-making agency. As no state listed species are anticipated to be subjected to take for this proposed project, a Section 2081 Incidental Take Permit from the California Department of Fish and Wildlife will not be required.

## Affected Environment

There is potential for three federal- or state-listed plant species to be in the Biological Study Area including the federally and state endangered marsh sandwort (*Arenaria paludicola*), federally and state endangered salt marsh bird's beak (*Chloroyron maritmum* ssp. *maritimum*), and the federally endangered and state threatened Gambel's watercress (*Nasturtium gambelii*). No federally listed plant species were observed during focused botanical surveys of the Biological Study Area.

A biological survey and habitat assessment for two federally listed wildlife species, California red-legged frog and tidewater goby, were conducted in the Biological Study Area by qualified biologists on March 28, 2014. Although these species are known to occur in the region, surveys have determined that potentially suitable habitat is either lacking or not present within the Biological Study Area. A summary of the survey results for each species is provided below.

# California Red-Legged Frog

There are no California Natural Diversity Database records of the California red-legged frog in the Carpinteria Salt Marsh. The nearest record of this species is from 2005 in the foothills of Carpinteria, approximately 2 miles from the Biological Study Area. In addition, this area is outside of California red-legged frog critical habitat and outside of "core areas" in the U.S. Fish and Wildlife Service recovery plan. Multiple surveys for this species conducted nearby as part of the U.S. 101: Carpinteria to Santa Barbara project were negative. This species was not observed during project-level surveys. There is a permanent water source with emergent vegetation in the Biological Study Area; however, the habitat in the Biological Study Area for this species is marginal. In addition, there is no direct connectivity to areas of known populations, and the freeway and other urban development create physical barriers to dispersal.

Water quality effects from the urban runoff running from the culverts beneath the freeway would likely restrict this species from inhabiting the drainage ditch. In addition, the salt water in the Carpinteria Salt Marsh, some of which flows into portions of the project area during high tide, would result in a salinity too high for this species, and would be restrictive.

Based on this, and the results of recent surveys and research, this species is not expected to be in the Biological Study Area.

### Tide-water Goby

The tide-water goby was not observed during project-level surveys. There is shallow, slow-moving water with emergent vegetation in the Biological Study Area; however, the habitat for this species is marginal. All records of this species in the Carpinteria Salt Marsh are historical, with the last record being in 1923. According to personal communication with Dr. Kevin Lafferty in January 2015, there are no tidewater gobies in the Carpinteria Salt Marsh at this time. Dr. Lafferty conducts tidewater goby surveys for the U.S. Fish and Wildlife Service in Santa Barbara and is considered an expert on this species. According to the Recovery Plan for this species, there is available habitat in Carpinteria Salt Marsh. However, tidewater gobies were last collected here in 1923, and were not found in 1995 or 2003 during targeted surveys conducted by Dr. Lafferty. In addition, according to the State Water Resources Board, the Carpinteria Salt Marsh is affected by high pollutant levels from agricultural land uses, urban/storm water, and sedimentation/siltation, which lowers the potential for this area to support the tidewater goby. Based on this, and the results of recent surveys and research, this species is not expected to be in the Biological Study Area.

## **Environmental Consequences**

As potential suitable habitats are either lacking or not present within the Biological Study Area, the California red-legged frog and tide-water goby are not anticipated to be impacted by the project.

The Federal Endangered Species Act Section 7 effect determination is that the project would have no effect on federally listed plant or animal species.

## Avoidance, Minimization, and/or Mitigation Measures

There would be no impact on threatened or endangered species; therefore, no avoidance, minimization, or mitigation measures are required.

## 2.3.6 Invasive Species

## Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State's invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a project.

# Affected Environment

There are several invasive species growing in the Biological Study Area that are listed by the Invasive Species Council of California as invasive to California, including giant reed, onion weed (*Asphodelis fistulosus*), sweet fennel (*Foeniculum vulgare*), and castor bean (*Ricinus communis*).

#### Environmental Consequences

Several species of invasive plants are found in the Biological Study Area; however, avoidance and minimization measures WQ-1 provided in Section 2.2.2, and BIO-1 provided in Section 2.3.1 would be implemented to avoid the spread of invasive plants and noxious weeds. The existing vegetation would be preserved to the extent feasible and Best Management Practices, such as identification of existing invasive species, avoidance of invasive species in erosion control, staff training, and equipment cleaning would be implemented in accordance with Executive Order 13112. Therefore, the introduction or spread of invasive species is not anticipated.

#### Avoidance, Minimization, and/or Mitigation Measures

None required.

# 3.1 Determining Significance under CEQA

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (known as CEQA) and the National Environmental Policy Act (known as NEPA). The Federal Highway Administration's responsibility for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016 and executed by the Federal Highway Administration and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the main differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, will be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (the project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental document.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Each and every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

# 3.2 CEQA Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (Best Management Practices) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 to provide you with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

# 3.2.1 Aesthetics

## **CEQA Significance Determinations for Aesthetics**

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

## No Impact

No scenic vista exists within or near the project limits.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

## Less than Significant Impact

This area is eligible as a state scenic highway, but has not officially been designated. As discussed in Section 2.1.4, Visual Aesthetics of this Initial Study/Mitigated Negative Declaration, the project would result in a less than significant impact with mitigation.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

## No Impact

The project area is located within an urban setting. It would not conflict with applicable zoning or any regulations governing scenic quality.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

# Less than Significant Impact

Wall-mounted lights may be installed approximately 2.5 to three feet above the bike path surface. However, the lights would be low level and low to the ground.

# 3.2.2 Agriculture and Forest Resources

# **CEQA Significance Determinations for Agriculture and Forest Resources**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? **No Impact** 

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? **No Impact** 

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined

by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? **No Impact** 

d) Result in the loss of forest land or conversion of forest land to non-forest use? **No Impact** 

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? **No Impact** 

The project would have no impacts for questions a-e. As discussed in the beginning of Chapter 2, the project limits do not include any nearby agriculture or forest resources.

# 3.2.3 Air Quality

# **CEQA Significance Determinations for Air Quality**

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

## No Impact

Although the project is in an area designated as a nonattainment area with respect to state ozone and PM10 ambient air standards, the project is included in the 2040 Regional Transportation Plan and Sustainable Communities Strategy. The project is in an area that is in attainment with federal air quality standards and would not obstruct implementation of the Clean Air Plan.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

# Less than Significant

As discussed in Section 2.2.4, Air Quality of this Initial Study/Mitigated Negative Declaration, Caltrans Standard Specifications, section 14-9, measure AQ-1 will be followed during construction of this project.

c) Expose sensitive receptors to substantial pollutant concentrations?

# Less than Significant

As discussed above and in Section 2.2.4, Air Quality of this Initial Study/ Mitigated Negative Declaration, Caltrans Standard Specifications, Section 149, measure AQ-1 would be followed during construction of the project to minimize pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

## Less than Significant

Same reasoning as above.

# 3.2.4 Biological Resources

#### **CEQA Significance Determinations for Biological Resources** Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or specialstatus species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

## Less than Significant with Mitigation

Special-status plant species have not been found and are not anticipated. However, updated floristic surveys will occur in 2019 prior to approval of the final environmental document in order to confirm presence or absence. As discussed in Section 2.3, Biological Environment, mitigation measures BIO-8 through BIO-11 would be added to the project if found.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

## Less than Significant with Mitigation

With implementation of avoidance, minimization, and mitigation measures, impacts on wetlands and other waters of the United States and State would be less than significant.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

## Less than Significant with Mitigation

With implementation of the avoidance, minimization, and mitigation measures BIO-6 and BIO-7, impacts on wetlands and other waters of the United States and State would be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

# No Impact

No fish migration or wildlife corridors occur within the biological study area.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **No Impact** 

The project would not conflict with any local policies or ordinances protecting biological resources.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? **No Impact** 

No Habitat Conservation Plan is in effect for this area.

## 3.2.5 Cultural Resources

## **CEQA Significance Determinations for Cultural Resources** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? **No Impact** 

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? **No Impact** 

c) Disturb any human remains, including those interred outside of dedicated cemeteries? **No Impact** 

As discussed at the beginning of Chapter 2, the project would result in no impacts to cultural resources.

# 3.2.6 Energy

# **CEQA Significance Determinations for Energy**

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? **No Impact** 

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? **No Impact** 

As discussed at the beginning of Chapter 2, the project would result in no impact to energy.

## 3.2.7 Geology and Soils

#### **CEQA Significance Determinations for Geology and Soils** Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? **No Impact** 

- ii) Strong seismic ground shaking? No Impact
- iii) Seismic-related ground failure, including liquefaction? **No Impact**
- iv) Landslides? No Impact

#### b) Result in substantial soil erosion or the loss of topsoil? No Impact

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? **No Impact** 

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? **No Impact** 

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? **No Impact** 

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **No Impact** 

As discussed at the beginning of Chapter 2, constructing the bike path project in this vicinity would result in no impact to geologic resources.

## 3.2.8 Greenhouse Gas Emissions

**CEQA Significance Determinations for Greenhouse Gas Emissions** Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

### Less than Significant

As discussed in section 3.3, Climate Change - Greenhouse Gas Emissions, of this Initial Study/Mitigated Negative Declaration, the project would result in a less than significant impact.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

#### Less than Significant

Refer to Section 3.3.

## 3.2.9 Hazards and Hazardous Materials

**CEQA Significance Determinations for Hazards and Hazardous Materials** Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

#### Less than Significant

As discussed in Section 2.2.3, Hazardous Waste and Materials, of this Initial study/Mitigated Negative Declaration, the project would result in a less than significant impact.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? **Less than Significant** 

Same reasoning as a).

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **No Impact** 

Refer to Section 2.2.3.

d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment? **No Impact** 

Refer to Section 2.2.3.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? **No Impact** 

Not applicable to the proposed project.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

#### Less than Significant

Refer to beginning of Chapter 2.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

#### No Impact

Refer to beginning of Chapter 2.

## 3.2.10 Hydrology and Water Quality

**CEQA Significance Determinations for Hydrology and Water Quality** Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

#### Less than Significant with Mitigation

As discussed in Section 2.2.1 Hydrology and Floodplain and Section 2.2.2 Water Quality and Storm Water Runoff of this Initial Study/Negative Declaration, the project would result in a less than significant impact with mitigation.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

## Less than Significant

Refer to Section 2.2.1.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site;

## Less than Significant with Mitigation

Refer to Section 2.2.1.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

## Less than Significant with Mitigation

Refer to Section 2.2.1

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

#### Less than Significant with Mitigation

Refer to Section 2.2.1.

iv) Impede or redirect flood flows?

#### Less than Significant with Mitigation

Refer to Section 2.2.1.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

#### Less than Significant with Mitigation

Refer to Section 2.2.1.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? **No Impact** 

Refer to Section 2.2.1.

#### 3.2.11 Land Use and Planning

**CEQA Significance Determinations for Land Use and Planning** Would the project:

a) Physically divide an established community? No Impact

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? **No Impact** 

As discussed at the beginning of Chapter 2, the project would result in no impact to land use and planning.

#### 3.2.12 Mineral Resources

**CEQA Significance Determinations for Mineral Resources** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? **No Impact** 

As discussed at the beginning of Chapter 2, the project would result in no impact to mineral resources.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? **No Impact** 

Not applicable to this project.

#### 3.2.13 Noise

# **CEQA Significance Determinations for Noise**

Would the project result in?

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

#### Less than Significant

As discussed in section 2.2.5, Noise and Vibration, of this Initial Study/Mitigated Negative Declaration, Caltrans standards will be followed during construction of the project.

b) Generation of excessive groundborne vibration or groundborne noise levels?

#### Less than Significant

Refer to Section 2.2.5.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

#### Less than Significant

Refer to Section 2.2.5.

#### 3.2.14 Population and Housing

#### **CEQA Significance Determinations for Population and Housing** Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? **No Impact** 

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? **No Impact** 

As discussed at the beginning of Chapter 2, the project would result in no impact to population and housing.

#### 3.2.15 Public Services

#### **CEQA Significance Determinations for Public Services**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

#### Fire protection? **No Impact**

As discussed at the beginning of Chapter 2, the bike path project would result in no impact to any public services.

#### Police protection? No impact

Same reasoning as above.

#### Schools? No Impact

Same reasoning as above.

#### Parks? No Impact

Same reasoning as above.

Other public facilities? No Impact

Same reasoning as above.

#### 3.2.16 Recreation

#### **CEQA Significance Determinations for Recreation**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **No Impact** 

As discussed at the beginning of Chapter 2, the project would result in no impact to recreation.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? **No Impact** 

Same reasoning as a.

### 3.2.17 Transportation

# **CEQA Significance Determinations for Transportation**

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

#### No Impact

The project would construct a missing link needed for local bicycle facilities. It would not conflict with other planned transportation infrastructure.

b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

#### Less than Significant

The bike path is consistent with local planning documents and fulfills the need for bicycles in this segment of U.S. 101.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

#### Less than Significant

The project is being designed with safety in mind for bicyclists, pedestrians, and automobiles.

d) Result in inadequate emergency access?

#### Less than Significant

Construction of the bike path will not interfere with emergency access.

#### 3.2.18 Tribal Cultural Resources

#### **CEQA Significance Determinations for Tribal Cultural Resources**

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in 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:

a) 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

#### No Impact

As discussed at the beginning of Chapter 2, the project would result in no impact to tribal and cultural resources.

b) 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. **No Impact** 

Same reasoning as a.

# 3.2.19 Utilities and Service Systems

## **CEQA Significance Determinations for Utilities and Service Systems** Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

## Less Than Significant with Mitigation

As discussed in Section 2.1.2, Utilities and emergency Systems of this Initial Study/Mitigated Negative declaration, the project would result in a less than significant impact with mitigation.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

## Less Than Significant

Except for water needed for planting native and drought tolerant vegetation, this project does not require water supplies.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **No Impact** 

Refer to Section 2.1.2.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

#### **Less than Significant Impact** See above.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? **No Impact** 

This statement is not applicable.

#### 3.2.20 Wildfire

#### **CEQA Significance Determinations for Wildfire**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? **No Impact** 

As discussed at the beginning of Chapter 2 and under the Climate Change discussion, the project would result in no impact to wildfire.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

#### **No Impact**

Same reasoning as above.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? **No Impact** 

Same reasoning as above.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? **No Impact** 

Same reasoning as above.

# 3.2.21 Mandatory Findings of Significance

# **CEQA Significance Determinations for Mandatory Findings of Significance**

a) 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 or eliminate important examples of the major periods of California history or prehistory?

## Less Than Significant Impact with Mitigation

Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Construction of the bicycle path and retaining structures would result in temporary and permanent impacts on riparian habitat and wetlands regulated by the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, California Department of Fish and Wildlife, and the California Coastal Commission. However, with implementation of the avoidance, minimization, and mitigation measures BIO-1 through BIO-7, impacts on riparian habitat and wetlands would be less than significant. Therefore, the project would not degrade the quality of the environment or substantially reduce the habitat of a fish or wildlife species. Special-status animal species could be directly impacted by construction activities if they were to be in the Biological Study Area during construction. In addition, special-status animal species could be indirectly impacted by loss of habitat resulting from vegetation removal and re-contouring of the drainage ditch. Threatened or endangered plants could be directly impacted if they were to be trampled during construction and could be indirectly impacted from dust and/or pesticide use. However, with implementation of avoidance, minimization, and mitigation measures BIO-8 through BIO-16, impacts on special-status plant and animal species would be less than significant. Therefore, the project would not cause a fish or wildlife population to drop below self-sustaining levels, 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.

b) 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.)

#### Less Than Significant Impact with Mitigation

The project would have potential impacts on the coastal zone, utilities, traffic and transportation/pedestrian and bicycle facilities, visual/aesthetics, hydrology and floodplain, water quality and storm water runoff, hazardous waste materials, air quality, noise and vibration, and the biological environment. Therefore, the project could contribute to cumulative impacts on these resources, most likely on visual resources. The new fencing associated with this project would contribute to cumulative visual impacts in the U.S. 101 corridor and would contribute to cumulative impacts related to increased urban character because it would result in the loss of vegetation and the introduction of minor hardscaping features into a rural coastal area. However, the project would be consistent with the adjacent transportation corridor and industrial uses located on both ends of the project area.

The geographic boundary for cumulative impacts is the SBCAG region. The Santa Barbara County Association of Governments 2040 Regional

Transportation Plan/Sustainable Communities Strategy identifies other current and reasonably foreseeable transportation projects in the region. The project is part of a series of independent transportation improvement projects that are proposed along the U.S. 101 corridor in the County to alleviate traffic congestion and improve local and regional mobility within the nearby community. This includes the U.S. 101: Carpinteria to Santa Barbara Project, which is proposed to add one high occupancy vehicle lane in each direction of U.S. 101 between Carpinteria and the City of Santa Barbara. The U.S. 101: Carpinteria to Santa Barbara project would also include repaying portions of U.S. 101 and upgrading the highway to meet current standards. The overall visual impact of the US 101: Carpinteria to Santa Barbara project would occur due to the increased urban character as a result of the added highway lanes, reduced landscaping, and proposed soundwalls at several locations (California Department of Transportation, 2014). However, new landscaping proposed for the U.S. 101: Carpinteria to Santa Barbara project, along with aesthetic treatment to walls, would help offset the urban appearance. The visual change related to the increase in scale and additional hardscape would be unavoidable and noticeable, and viewer sensitivity and response to change is expected to be high (California Department of Transportation, 2014). The U.S. 101: Carpinteria to Santa Barbara project would likely be constructed concurrently with this project.

There are several other major projects planned or under construction along the U.S. 101 corridor between the City of Goleta and south, into Ventura County that would increase the scale of visual elements and increase the urban character within the U.S. 101 corridor (GPA Consulting, 2019). Due to the inherent alternation scale, increase of hard surface, and loss of vegetative character of the other proposed projects, there would be cumulative visual impacts. However, this project, and other projects along the corridor, would individually minimize or mitigate visual impacts to lessen the visual change to the corridor. Therefore, the cumulative visual impacts of this project, combined with the other transportation improvement projects proposed along U.S. 101 would not be cumulatively considerable. With the implementation of mitigation measures, impacts would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

## Less than Significant Impact with Mitigation

The Initial Study analysis shows that the project would not have environmental effects causing substantial adverse effects on human beings, directly or indirectly. Impacts associated with aesthetics, the utility and service systems, water quality and storm water runoff, and the biological environment would all be reduced with implementation of mitigation measures mentioned in those corresponding sections, and in Appendix C. With implementation of these mitigation measures, impacts would be less than significant.

# 3.3 Climate Change

## Environmental Setting

The proposed project is located in Santa Barbara County on southbound U.S. 101 between Estero Street near the Carpinteria Avenue off-ramp in the city of Carpinteria (Carpinteria) and Sand Point Road in the County. The project consists of constructing a bike path which is consistent with the goals established for reducing greenhouse gas emissions. Major urbanized areas provide an excellent environment for bicycling and walking" (Santa Barbara County Association of Governments, 2013).

# **Project Analysis**

Greenhouse gas emissions from transportation projects can be divided into those produced during operation of the State Highway System and those produced during construction. The primary greenhouse gases produced by the transportation sector are carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. Carbon dioxide emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of methane and nitrous oxide are emitted during fuel combustion. In addition, a small amount of hydrofluorocarbons emissions is included in the transportation sector.

# **Operational Emissions**

The purpose of the proposed project is to improve bicycle and pedestrian travel in the project area; close a gap in the California Coastal Trail consistent with City, County, and statewide plans and policies; and enhance and improve coastal access for bicycles and pedestrians consistent with local coastal plans and policies. The proposed project will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project would not increase the number of travel lanes on U.S. 101, no increase in vehicle miles traveled would occur as result of project implementation. Therefore, this document focuses on greenhouse gas emissions during the construction period.

## **Construction Emissions**

Construction greenhouse gas emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions

produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction-generated greenhouse gas emissions were guantified based on project-specific construction data provided for the project, using the California Emissions Estimator Model, version 2016.3.2. Greenhouse gas emissions would total approximately 135 metric tons of carbon dioxide equivalents over the anticipated construction period of 7 to 8 months. All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all California Air Resources Board emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations that reduce construction vehicle emissions, such as equipment idling restrictions and properly tuned and maintained engines, also help reduce greenhouse gas emissions. Construction traffic control measures and a construction staging plan would help minimize constructionrelated traffic delays and idling.

# **CEQA** Conclusion

While the project will result in greenhouse gas emissions during construction, it is anticipated that the project would not result in any increase in operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With the implementation of construction greenhouse gas-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce greenhouse gas emissions. These measures are outlined in the following section.

## Greenhouse Gas Reduction Strategies

## Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 greenhouse gas emissions targets. Former Governor Edmund G. Brown promoted greenhouse gas reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.



# Figure 3-1 Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals

The transportation sector is integral to the people and economy of California. To achieve greenhouse gas emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. Greenhouse gas emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. A key state goal for reducing greenhouse gas emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (data from: https://www.climatechange.ca.gov/).

In addition, Senate Bill 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

## **Caltrans Activities**

Caltrans continues to be involved on the Governor's Climate Action Team as the California Air Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in Assembly Bill 32. Executive Order B-30-15, issued in April 2015, and Senate Bill 32 (2016), set an interim target to cut greenhouse gas emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

# California Transportation Plan (CTP 2040)

The California Transportation Plan (known as CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with carbon dioxide reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

Senate Bill 391 (Liu 2009) requires the California Transportation Plan to meet California's climate change goals under Assembly Bill 32. Accordingly, the California Transportation Plan 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. While Metropolitan Planning Organizations have primary responsibility for identifying land use patterns to help reduce greenhouse gas emissions, the California Transportation Plan 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

## Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performancebased framework to preserve the environment and reduce greenhouse gas emissions, among other goals. Specific performance targets in the plan that will help to reduce greenhouse gas emissions include the following:

Increasing percentage of non-auto mode share

Reducing vehicle miles traveled per capita

Reducing Caltrans' internal operational (buildings, facilities, and fuel) greenhouse gas emissions

## Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce greenhouse gas reduction emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy; contribute to the State's greenhouse gas reduction targets and advance transportation-related greenhouse gas emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

## Caltrans Policy Directives and Other Initiatives

The Caltrans Director's Policy 30 Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities. Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

## Project-Level Greenhouse Gas Reduction Strategies

The following measures will also be implemented in the project to minimize and reduce greenhouse gas emissions and potential climate change impacts from the project.

**GHG-1**: To improve energy efficiency, any necessary lighting would incorporate the use of LED lighting within the project limits.

**GHG-2:** To improve water efficiency, vegetation would be replaced with native and drought tolerant plants. Low-flow drip irrigation will be utilized during the plant establishment period.

**GHG-3**: The project is a Complete Streets project.

**GHG-4**: The project would Incorporate native plants and vegetation, which includes replacing more vegetation than was removed to the project design to increase carbon sequestration.

**GHG-5**: The project would Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.

**GHG-6**: During project construction idling would be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment per Caltrans standard specifications.

**GHG-7**: The project will reduce construction waste and maximize the use of recycled materials by potentially recycling concrete and metal beam guard railing for repair and maintenance in other areas. This would reduce consumption of raw materials, reduce landfill waste, and encourage cost savings.

**GHG-8:** Improved fuel efficiency would be encouraged for construction equipment by using the following methods: 1.) Maintain equipment in proper tune and working condition; 2.) Right size equipment for the job; 3.) Use equipment with new technologies.

GHG-9: Maximize use of recycled materials (e.g., tire rubber).

**GHG-10**: The project would attempt to balance earthwork by balancing cut and fill quantities to the maximum extent feasible.

**GHG-11**: Alternative fuels such as renewable diesel should be used for construction equipment.

**GHG-12**: Schedule truck trips outside of peak morning and evening commute hours.

**GHG 13:** Reduce need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.

# ADAPTATION

Reducing greenhouse gas emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

## Federal Efforts

Under the National Environmental Protection Act, known as "NEPA" assignment, Caltrans is obligated to comply with all applicable federal environmental laws and Federal Highway Administration NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S.C. ch. 56A § 2921 et seq). The Fourth National Climate Assessment (data from: https://nca2018.globalchange.gov/), published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways." Chapter 12, "Transportation," presents a key discussion of vulnerability assessments. It notes that "asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime."

The U.S. Department of Transportation Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of the Department of Transportation in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions (data from https://www.fhwa.dot.gov/environment/sustainability/resilience/policy\_and\_gui dance/usdot.cfm)."

Federal Highway Administration order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events,* December 15, 2014) established Federal Highway Administration policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems (data from https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm).

Federal Highway Administration has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (data from https://www.fhwa.dot.gov/environment/sustainability/resilience).

## State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. The 2018 California's Fourth Climate Change Assessment (data from: http://www.climateassessment.ca.gov/) is the state's latest effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- Adaptive capacity is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity an individual, a community, an organization, or a natural system to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience". Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- Vulnerability is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

Executive Order S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

Executive Order S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* in 2010, with instructions for how state agencies could incorporate "sea-level rise projections into planning and decision making for projects in California" in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the State of California Sea-Level Rise Guidance Update in 2018 (data from: http://www.opc.ca.gov/updating-californias-sea-level-rise-guidance/).

Executive Order B 30 15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This order recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of Executive Order B-30-15, the Office of Planning and Research published Planning and Investing for

a Resilient California: A Guidebook for State Agencies in 2017, to encourage a uniform and systematic approach (data from:

http://resources.ca.gov/climate/safeguarding/state-policies-and-programs/). Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

Assembly Bill 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, Paying it Forward: The Path Toward Climate-Safe Infrastructure in California (http://resources.ca.gov/climate/climate-safe-infrastructure-working-group-2/). The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

### **Caltrans Adaptation Efforts**

#### Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- Consequence Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

### **Project-Level Adaptation Strategies**

Sea-Level Rise

The project is located within the Santa Barbara County coastal zone and falls within two local coastal program areas, the County's Coastal Land Use Program and the City's General Plan and Local Coastal Program (County of Santa Barbara, 2014) (City of Carpinteria, 2003). The County adopted a separate coastal land use program in 1982 (amended in March 2019) and the City adopted a local coastal program in combination with their general plan (amended in November 2015). Both local coastal programs were certified by the California Coastal Commission per the California Coastal Act of 1976 §§ 30108.6, 30500. Local Coastal Program Resolution No. 18-174 allows new development, along with a list of specific public projects, including this project, to encroach into wetlands or within the 100-foot wetland buffer strip. The City's Local Coastal Program amendment also led to policy revisions of the Land Use Plan and Implementation Plan to allow for development of various improvements along the U.S. 101 corridor and the related transportation network in the City. The project would enhance and improve coastal access for bicyclists and pedestrians which is consistent with local coastal policies and plans. As previously stated, this bike path project serves as a balancing project for the U.S. 101 Widening: Carpinteria to Santa Barbara project (formerly known as the South Coast 101 HOV Lanes project).

The State of California 2018 Sea-Level Rise Guidance Document (Guidance) provides probabilistic projections for the height of sea-level rise along the California Coast using improved data from the Ocean Protection Council. The guidance document outlines a five-step approach for evaluating the risks associated with sea-level rise at a given location. The first step is identifying the nearest tide gauge. The Santa Barbara tide gauge is the nearest to the project area. The second and third steps involve estimating the projection year that should be used in the analysis, which would be year 2060 for the project assuming a 40-year design life and a construction year of 2020. The fourth and fifth steps involve assigning the risk and tolerance for the site. Caltrans' adopted policies are to use the high emissions scenario and a 1-in-200 chance (0.5 percent probability). At the Santa Barbara tide gauge, the most likely (66 percent probability) range of Sea-Level Rise under a highemissions scenario (RCP 8.5, "business-as-usual") in 2060 is projected to be between 0.6 and 1.3 feet compared to sea level in baseline year 2000. The 1in-200 chance Sea Level Rise is 2.5 feet, while under the most extreme scenario (no probability calculated), sea-level rise would reach 3.6 feet in 2060. The projected most likely annual rate of Sea Level Rise for Santa Barbara is between 0.13 inch (3.3 millimeters) and 0.32 inch (8.2 millimeters) per year. Sea-level rise projections for the Santa Barbara tide gauge are outlined in Table 3-1.

The project would be vulnerable to the effects of sea-level rise including inundation, wave impacts, and coastal flooding. The bike path would be profiled at approximately the same elevation as the southbound lanes of U.S. 101. Visualization of sea-level rise in the Cal-Adapt tool suggests potential maximum inundation depth of up to about 1.5 inches in the project area

during a 100-year storm with 1.6 feet (0.5 meter) of sea-level rise in 2060 (the most extreme case of H++) (see Figure 3-5). However, the Guidance indicates that the probability of sea-level rise reaching even 1 foot in 2060 under a high-emissions scenario is just 1.3 percent.

Sea-level rise will narrow beaches and drown marshes or turn them to mudflats with a loss of their ecosystem services including carbon sequestration (Langridge 2018). However, the proposed project would not conflict with wetland setbacks identified in several coastal policies (see Section 2.1.1, Coastal Zone). The project will comply with the mitigation requirements outlined in both the County's and City's amended local coastal plans. Applicable measures to minimize wetland impacts have been incorporated into topics in Section 2.3, Biological Environment.

The project design includes several features that would increase its adaptability to sea level rise including saltwater resistant concrete mixes; increased concrete cover over reinforcing steel; or epoxy coated steel. The wall laggings (between the piles) would be wood, which is a common building material used in and near the marine environment. In addition, concrete pavement would be used instead of asphalt concrete, which is more weather-resistant. Finally, the project would include open railing (ST-70/ST-75) on the freeway side of the bike path that allows water to flow through the railings instead of blocking the flow path.

Chapter 3 • CEQA Evaluation

Water Depth (in meters) Maximum innundation depth during a likely 100 year storm and 0.5 m SLR 2.51 - 3.00 0.00 - 0.50 3.01 - 3.50 0.51 - 1.00 1.01 - 1.50 3.51 - 4.00 1.51 - 2.00 4.00+ 2.01-2.50 rpinter 101 an OldeTown US 1 Ν 7.22 Sea Level Rise: Cal-Adapt, Satellite: © Mapbox © OpenStreetMap © DigitalGlobe

Figure 3-2 Cal Adapt Sea Level Rise—Water depth during likely 100-year storm (2040 worst-case emissions scenario)

Santa Claus Lane Bike Path • 100

#### Floodplain

The project area lies in a Federal Emergency Management Agency Zone "A.E." floodplain, a special flood hazard area subject to inundation by the 1 percent (100-year) annual flood. Constructing the bike path will create new impervious surfaces for stormwater runoff. The sheet flow would drain into the adjacent ditch and existing storm drain system. Project-related excavation would increase the width of some segments of the ditch, enhancing its capacity; the project will be designed to ensure the ditch provides enough capacity to accommodate additional drainage flow. Low-impact development features will be incorporated in project design to encourage surface water infiltration. See Section 2.2.1, Hydrology and Floodplain, for a detailed discussion.

### Temperature

*California's Fourth Climate Change Assessment Central Coast Summary Report* notes that maximum and minimum temperatures in this region are expected to increase through the next century. In Santa Barbara County, under the Representative Concentration Pathway 8.5 scenario, temperatures are projected to increase from the historical (1961–1990) average maximum of 68.6 degrees Fahrenheit to 71 degrees Fahrenheit by 2039, and to 75 degrees Fahrenheit by 2100. Maximum average annual temperature in the County is projected to reach 87.5 degrees Fahrenheit (Langridge 2018). Minimum temperatures could rise from historical average of 43 degrees Fahrenheit to 45.3 degrees Fahrenheit by 2039- and 50.2-degrees Fahrenheit by 2099 (data from https://www.climateassessment.ca.gov/). The projected range of temperature change is well within the temperature tolerances of pavement materials likely to be used for the bike lane.

#### Wildfire

The project area lies between a coastal marsh, railroad tracks, U.S. 101, and a built-up urban area. It is outside any CalFire very high fire hazard severity zone.

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## **Chapter 4** Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis required, potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements.

Agency consultation for this project has been accomplished through a variety of formal and informal methods, including Project Development Team meetings, interagency coordination meetings, and the like. Public participation will be sought through the release and review of this Initial Study with proposed Mitigated Negative Declaration. This chapter summarizes the results of Caltrans efforts to identify, address, and resolve project-related issues through early and continuing coordination.

- The Native American Heritage Commission (NAHC) was contacted for a review of the Sacred Lands file and a list of Native American Groups in September 2015 and August 2017. The Native American Heritage Commission stated there are no sacred lands in their file and provided a list of 16 Native American contacts in 2015, and a list of six Native American contacts in 2017. A letter was sent to the Native American contacts listed below. Only Patrick Tumamait responded and requested to speak with the lead agency.
  - Julie Lynn Tumamait-Stennslie, Barbareno/Ventureno Band of Mission Indians
  - Patrick Tumamait, Barbareno/Ventureno Band of Mission Indians
  - Kenneth Kahn, Tribal Chairman Santa Ynez Band of Chumash Indians
  - Eleanor Arrellanes, Barbareno/Ventureno Band of Mission Indians
  - Raudel Joe Banuelos, Jr., Barbareno/Ventureno Band of Mission Indians
  - Mia Lopez, Chairperson Coastal Band of the Chumash Nation
- A letter was sent to the following five Native American contacts in October 2017, in accordance with AB 52. No responses were received.
  - Eleanor Arrellanes, Barbareno/Ventureno Band of Mission Indians

- Julie Lynn Tumamait-Stennslie, Barbareno/Ventureno Band of Mission Indians
- Kenneth Kahn, Tribal Chairman Santa Ynez Band of Chumash Indians
- Mia Lopez, Chairperson Coastal Band of the Chumash Nation
- Patrick Tumamait, Barbareno/Ventureno Band of Mission Indians
- Letters were sent to the Carpinteria Valley Historical Society and Museum, Santa Barbara Trust for Historic Preservation Presidio Research Center, Santa Barbara County Historic Landmarks Advisory Commission (Commission), Santa Barbara County Genealogical Society, and Carpinteria Branch Library on Carpinteria Avenue in September 2017. Only the Commission responded via email on October 2, 2017 requesting additional information regarding historic resources in the vicinity of the project and requesting written reports of historic resources.
- A meeting was held with the Santa Claus Lane Business Association on October 1, 2018. Details related to the project were presented, and the group provided comments related to project design.
- A meeting was held with the Santa Barbara BIKE (Bike Coalition) in Carpinteria on November 8, 2018. Details related to the project were presented; the group asked questions related to project design and timing.

### **Chapter 5** List of Preparers

This document was prepared by the following Caltrans Central Region staff:

Yvonne Hoffmann, Associate Environmental Planner. B.S., Natural Resource Planning, Humboldt State University; 19 years of environmental planning experience and 13 years of city planning experience. Contribution: Oversight of Initial Study/Mitigated Negative Declaration.

Robert Carr, Associate Landscape Architect. B.S., Landscape Architecture, California Polytechnic State University, San Luis Obispo; 29 years of experience preparing Visual Impact Assessments. Contribution: Oversight of Visual Impact Assessment.

Damon Haydu, Associate Environmental Planner (Archaeology). M.A., Cultural Resource Management, Sonoma State University; B.A., Anthropology, University of California at Santa Cruz; more than 20 years of experience in California and Great Basin archaeology. Contribution: Professionally Qualified Staff-Principal Investigator, Prehistoric and Historical Archaeology.

Joel Kloth, Engineering Geologist. B.S., Geology, California Lutheran University; more than 30 years of experience in petroleum geology, geotechnical geology, and environmental engineering/geology-hazardous waste. Contribution: Oversight of Initial Site Assessment and Hazard Waste memorandum.

Isaac Leyva, Engineering Geologist. B.S., Geology; 29 years of experience in petroleum geology, environmental geology, geotechnical engineering. Contribution: Oversight of Water Quality Report.

Morgan Robertson, Associate Environmental Planner (Natural Sciences). M.S., Wildlife Biology, University of Alaska, Fairbanks; B.S., Biology, University of California, Davis; more than 20 years of biology experience. Contribution: Oversight of Natural Environmental Study.

Raymond Gomez, Transportation Engineer (Civil). B.S. Civil Engineering – Environmental Emphasis, Carroll College, Helena, MT; less than 1 year of experience in air quality and traffic noise modeling. Contribution: Oversight of Air and Noise Technical Studies.

This document was prepared by the following GPA Consulting staff:

Catrina Gomez, Senior Environmental Planner. M.S., Environmental Science and Management, Bren School of Environmental Science and Management, University of California at Santa Barbara; 15 years of environmental planning experience. Contribution: Quality Assurance Quality Control Reviewer. Laura Comstock, AICP, Senior Environmental Planner. Master of Urban and Regional Planning, University of Hawaii at Manoa; 7 years of environmental planning experience. Contribution: Technical Reviewer.

Allie Acuña, Associate Environmental Planner. B.S., Environmental Science and Management, University of California, Davis; 3 years of environmental planning experience. Contribution: Preparer of the Initial Study with Mitigated Negative Declaration.

Nicole Ackerman, Environmental Planner. B.S., Environmental Studies, California State University, Sacramento; 1 year of environmental planning experience. Contribution: Preparer of the Initial Study with Mitigated Negative Declaration.

Jennifer Johnson, Senior Biologist. B.S., Marine Biology, California State University, Long Beach; 10 years of biology experience. Contribution: Preparer of the Initial Study with Mitigated Negative Declaration.

Martin Rose, Senior GIS Analyst. BCE, MCP Georgia Institute of Technology; 20 years of GIS experience. Contribution: Spatial data analysis and mapping.

### **Chapter 6** Distribution List

The following is the Distribution List for the Santa Claus Lane Class I Bike Path Project.

County of Santa Barbara Planning and Development 123 E. Anapamu Street Santa Barbara, CA 93101

County of Santa Barbara Office of Public Works 105 E. Anapamu Street, #301 Santa Barbara, CA 93101

California Department of Fish & Wildlife Attn: Sarah Raines South Coast Region P.O. Box 279 Newbury Park, CA 91319

Santa Barbara County Flood Control Agency 123 E. Anapamu Street Santa Barbara, CA 93101

U.S. Fish & Wildlife Service Ventura Fish and Wildlife Office 2493 Portola Road, Suite B Ventura, CA 93003

Santa Barbara County Association of Governments Attn: Fred Luna 260 N. San Antonio Road, Suite B Santa Barbara, CA 93110

U.S. Army Corps of Engineers Los Angeles District 925 Wilshire Boulevard Los Angeles, CA 90017 Governor's Office of Planning & Research, State Clearinghouse 1400 Tenth Street P.O. Box 3044 Sacramento, CA 95812

State Water Resources Control Board P.O. Box 100 Sacramento, CA 95812

Santa Barbara County Air Pollution Control District Attn: Aeron Arlin Genet 260 N. San Antonio Road, Suite A Santa Barbara, CA 93110

Carpinteria Valley Chamber of Commerce 1056-B Eugenia Place Carpinteria, CA 93013

Hall of Records County Clerk-Recorder P.O. Box 159 Santa Barbara, CA 93102

Water Quality Control Board Central Coast Region Attn: Jon Rohrbough, P.E. 895 Aerovista Place, Suite 101 San Luis Obispo, CA 93401

Mayor Wade Nomura City of Carpinteria 5775 Carpinteria Avenue Carpinteria, CA 93013 Agricultural Commissioner's Office Santa Barbara Office 263 Camino del Remedio Santa Barbara, CA 93110

Department of Conservation 801 K Street, MS 24-01 Sacramento, CA 95814

California Air Resources Board 1001 I Street P.O. Box 2815 Sacramento, CA 95812

Santa Barbara Bicycle Coalition P.O. Box 92047 Santa Barbara, CA 93190

Carpinteria City Library 5141 Carpinteria Avenue Carpinteria, CA 93013

City of Carpinteria Community Development Department 5775 Carpinteria Avenue Carpinteria, CA 93013

U.S. Army Corps of Engineers North Coast Branch, Regulatory Division; Los Angeles District Attn: Crystal L. M. Huerta/Antal Szijj 2151 Alessandro Drive, Suite 110 Ventura, CA 93001

City of Carpinteria Attn: Dave Durflinger 5775 Carpinteria Avenue Carpinteria, CA 93013 Supervisor Das Williams 105 E. Anapamu Street, 4<sup>th</sup> Floor Santa Barbara, CA 93101

California Highway Patrol 6465 Calle Real Goleta, CA 93117

California Coastal Commission Central Coast Region 89 S. California Street, #200 Ventura, CA 93001

Mr. Steve Kent 1201 High Ridge Lane Santa Barbara, CA 93103

Eastside Branch Library 1102 E. Montecito Street Santa Barbara, CA 93103

Santa Barbara County Planning & Development 123 E. Anapamu Street, 3<sup>rd</sup> Floor Santa Barbara, CA 93101

Summerland Citizens Association P.O. Box 508 Summerland, CA 93067

### Appendix A Title VI Policy Statement



Appendix B • Avoidance, Minimization and/or Mitigation Summary

# **Appendix B** Avoidance, Minimization and/or Mitigation Summary

To ensure that all the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] that follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in the Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. Because the following Environmental Commitments Record is a draft, some fields have not been completed; they will be filled out as each of the measures is implemented.

**Note:** Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in this Environmental Commitments Record.

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
AQ-1: The construction contractor shall comply with Caltrans' Standard Specifications (2018) including, but not limited to, the following:	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
Section 14-9 specifically requires compliance with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.		
Sections 7-1.04, 10-5, and 18-1.03 are directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.		
Section 13-4.03F includes specifications for minimizing dust associated with street sweeping.		
Section 13-7.03C is directed at controlling dust at construction site entrances and the tracking of soil and sediment onto public roads.		
N-1: Project construction shall comply with Caltrans' Standard Specifications, Section 14-8.02. Per Section 14-8.02 Noise Control, construction noise shall not exceed 86 dBA Lmax at 50	Caltrans Environmental Construction Liaison/Resident Engineer	Construction

### **Environmental Commitment Record**

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
feet from the job site from 9 p.m. to 6 a.m.		
WQ-1: Work areas would be reduced to the maximum extent feasible, and staging areas would be in the upland area, outside of the drainage.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
WQ-2: Best Management Practices, such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
WQ-3: Appropriate hazardous material Best Management Practices would be implemented to reduce the potential for chemical spills or contaminant releases into the creek, including any non- stormwater discharge.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
WQ-4: All equipment refueling, and maintenance would be conducted in the upland staging area outside of the drainage. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
WQ-5: Erosion control would be conducted using seed	Caltrans Environmental Construction	Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
mixes with non-invasive species.	Liaison/Resident Engineer	
BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that would prevent the spread of invasive species on-site or off-site.	Caltrans resident engineer/Qualified Biologist	Construction
BIO-2: Mitigation for loss and disturbance of U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) jurisdictional areas will be mitigated at a minimum ratio of 1:1 to ensure no net loss of wetlands or associated riparian habitat.	Caltrans Biologist	Regulatory Permitting
BIO-3: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed onsite. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional offsite mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located	Caltrans Biologist	Regulatory Permitting

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
immediately adjacent to the project area.		
BIO-4: To mitigate for temporary impacts, restoration plantings will be completed onsite and in-kind, utilizing native species.	Caltrans Biologist	Construction/Post- Construction
BIO-5: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan to be included in the final Mitigation Monitoring Plan (MMP) prepared by a Caltrans biologist. The plan will include all measures for coastal wetlands in the Transportation Corridor Wetland Overlay District for the City of Carpinteria (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities, monitoring schedules, and reporting to ensure survival of planted vegetation and re- establishment of functions and values. The final Mitigation Monitoring Plan will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The Mitigation Monitoring Plan will be prepared when full	Caltrans Biologist	Design/Pre-Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
construction plans are prepared and will be finalized through the permit review process with regulatory agencies.		
BIO-6: Permanent impacts to California Coastal Commission (CCC) wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019).	Caltrans Biologist	Construction/Post- Construction
BIO-7: Encroachment into CCC wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the TWCOD for the City (2014) and the TCWOD for the County (2019).	Caltrans Biologist	Construction/Post- Construction
BIO-8: If any special-status plant species are observed during the surveys, high visibility Environmentally Sensitive Area (ESA) protective fending would be	Caltrans Biologist/Qualified Biologist	Pre- Construction/Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
installed around the special- status plants to prevent construction staff or equipment from entering the ESA area. The ESA fencing would include a minimum buffer radius to be determined by a qualified biologist.		
BIO-9: If special-status plant species cannot be avoided, impacts to special-status plant species will be mitigated by implementing the following measures, (a) replace species within the project right of way through installation of plantings/seed material; and/or (b) retain topsoil and duff material from the project site, or mitigation bank within the known geographic range of the species, for redistribution on the site following construction. A minimum replacement ratio of 2:1 shall be provided. Planting materials and methods, short- and long-term maintenance requirements, success criteria, and monitoring and reporting methodology shall be implemented so that within five years, perennial species replacement plantings shall have a 75 percent survivability goal. For annual species, seeding of the targeted special-status species shall achieve 15 percent relative cover within five years. The percent cover	Caltrans Biologist/Qualified Biologist	Construction/Post- Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
shall be determined using a recognized methodology, selected by the project biologist in coordination with the appropriate resource agencies; however, the Daubenmire or point intercept methods as described by Sampling Vegetation Attributes (Natural Resources Conservation Service 1996) are recommended. Compensatory mitigation plantings shall be monitored quarterly. Any required maintenance shall also be conducted quarterly. Maintenance activities will include weeding, debris removal, replanting (if necessary), repair of any vandalism, fertilizing, and/or pest control. Maintenance activities will be dictated by the results of the quarterly monitoring effort. Quarterly reports and annual monitoring reports shall be submitted to Caltrans and the affected regulatory agencies. The annual monitoring report submitted at Year 5 shall serve as a final completion report if the mitigation is successful.		
plant species are determined to occur within the biological study area and cannot be avoided, the project will obtain incidental take authorization from the U.S. Fish and Wildlife Service		

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
through a Federal Endangered Species Act Section 7 Biological Opinion and Incidental Take Statement.		
BIO-11: If plant species listed by the state as endangered or threatened are found to occur within the biological study area and cannot be avoided, the project must obtain incidental take authorization from the California Department of Fish and Wildlife through a California Endangered Species Act Section 2081 Incidental Take Permit.	Caltrans Biologist	Regulatory Permitting
BIO-12: To avoid potentially adverse impacts to the wandering (saltmarsh) skipper, focused surveys for this species will be conducted by a qualified biologist the year prior to construction to determine a work window to prevent impacts on this species, as necessary. Additional surveys will be conducted prior to disturbance to determine presence or absence of the species.	Caltrans Biologist/Qualified Biologist	Pre-Construction
BIO-13: A qualified biologist will examine the Area of Potential Impacts (API) for western pond turtles and silvery legless lizards no more than 24 hours before project activities begin and during any initial vegetation,	Caltrans Biologist/Qualified Biologist	Pre- Construction/Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
woody debris, or tree removal or any other initial ground- disturbing activities. If either of these species is observed at any time before or during project activities, work activities with the potential to harm the species will cease. The individual will be allowed to leave the area of its own volition, if possible, or it will be relocated by a qualified biologist, in compliance with applicable project permit requirements.		
BIO-14: If trimming, or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys will be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys will be repeated if trimming or removal activities are suspended for five days or more.	Caltrans Biologist/Qualified Biologist	Pre- Construction/Construction
BIO-15: If an active bird nest is found in a tree proposed to be removed, Caltrans will coordinate with CDFW to determine an appropriate buffer based on the habits and needs of the species. The nest area will be avoided until the nest is vacated and juveniles have fledged.	Caltrans Biologist	Pre- Construction/Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
BIO-16: If a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite are observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.	Caltrans Biologist	Construction
VIS-1: Staging areas would be located away from the public view where feasible. These areas would be fenced to reduce visibility, and would be kept clean and orderly. Soil and debris piles would be covered when not in active use.	Caltrans Resident Engineer/Contractor	Construction
VIS-2: Vegetation removal would be minimized to the extent feasible. Vegetated areas temporarily disturbed by the project would be restored following project construction using a context sensitive design that is visually compatible with the surrounding landscape and consistent with existing policy regarding wetlands protection and buffers.	Caltrans Resident Engineer/Contractor	Construction/Post- Construction
VIS-3: Impacts to native oak trees with a greater than six inches diameter at breast height would be offset by planting at a 3:1 replacement ratio for each oak tree removed, in accordance with Santa Barbara County's Draft	Caltrans Biologist	Construction/Post- Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
Guidelines for Urban Oak Trees (2006). All oak tree plantings will be monitored to ensure successful revegetation at six months, and then one per year for three years following the plantings. All replacement plantings will be detailed in Caltrans' Landscape Planting Plans, to be developed during final design of the project.		
VIS-4: Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the Highway 101 corridor and the proposed bike path to the extent feasible.	Caltrans Resident Engineer	Design
VIS-5: Barriers, fencing, and other hardscape elements would be designed using materials and aesthetic treatments that are compatible with the surrounding landscape features.	Caltrans Resident Engineer	Design
VIS-6: Signage would be designed and located to minimize impacts on views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.	Caltrans Resident Engineer	Design/Construction
UT-1: Coordination between Caltrans and service providers would strive to ensure that utility and services are not disrupted. Pre-construction utility	Caltrans Resident Engineer/Utility Service Providers	Pre- Construction/Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the proposed project would be relocated, avoided, or protected in place.		
GHG-1: To improve energy efficiency, any necessary lighting will incorporate the use of LED lighting within the project limits.	Caltrans Resident Engineer	Design/Construction
GHG-2: To improve water efficiency, vegetation will be replaced with native and drought tolerant plants. Low- flow drip irrigation will be utilized during the plant establishment period.	Caltrans Resident Engineer	Design/Construction
GHG-3: The project is a Complete Streets project.	Caltrans Resident Engineer	Design
GHG-4: The project will Incorporate native plants and vegetation, which includes replacing more vegetation than was removed to the project design to increase carbon sequestration.	Caltrans Resident Engineer	Design/Construction
GHG-5: The project will Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.	Caltrans Resident Engineer	Design/Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
GHG-6: During project construction idling will be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment per Caltrans standard specs.	Caltrans Resident Engineer/Contractor	Construction
GHG-7: The project will reduce construction waste and maximize the use of recycled materials by potentially recycling concrete and metal beam guard railing for repair and maintenance in other areas. This would reduce consumption of raw materials, reduce landfill waste, and encourage cost savings.	Caltrans Resident Engineer/Contractor	Construction
GHG-8: Improved fuel efficiency will be encouraged for construction equipment by using the following methods: 1.) Maintain equipment in proper tune and working condition; 2.) Right size equipment for the job; 3.) Use equipment with new technologies.	Caltrans Resident Engineer/Contractor	Construction
GHG-9: Maximize use of recycled materials (e.g., tire rubber).	Caltrans Resident Engineer/Contractor	Construction
GHG-10: The project will attempt to balance Earthwork by balancing cut and fill quantities to the maximum extent feasible.	Caltrans Resident Engineer/Contractor	Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
GHG-11: Alternative fuels such as renewable diesel should be used for construction equipment.	Caltrans Resident Engineer/Contractor	Construction
GHG-12: Schedule truck trips outside of peak morning and evening commute hours.	Caltrans Resident Engineer/Contractor	Construction
GHG 13: Reduce need for electric lighting by using ultra- reflective sign materials that are illuminated by headlights.	Caltrans Resident Engineer	Design/Construction

### **Appendix C** List of Technical Studies

Construction Air Quality Report Tehnical Memorandum Climate Change/Greenhouse Gas Emissions Evaluation Construction Noise & Groundborne Vibration Technical Memorandum Water Quality Morandum Natural Environment Study Location Hydraulic Study Historical Property Survey Report Historic Resource Evaluation Report Historic Architectural Survey Report Archaeological Survey Report Hazardous Waste Reports Initial Site Assessment Preliminary Site Investigation (Geophysical Survey) Scenic Resource Evaluation/Visual Assessment Initial Paleontology Study

Note: The majority of the studies listed above are based on Technical Studies prepared for the South Coast 101 HOV Lanes Project.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to the following email address: <u>d5.public.info@dot.ca.gov</u> Please indicate the project name and project identifying code (under the project name on the cover of this document) and specify the technical report or document you would like a copy of. Provide your name and email address or U.S. postal service mailing address (street address, city, state and zip code).