Lenzi, Chelsea

From: Achdjian, Carlo
Sent: Tuesday, August 3, 2021 8:48 AM
To: Van Mullem, Rachel
Cc: Holderness, Amber; Fayram, Tom; Lenzi, Chelsea; Grey, Skip
Subject: FW: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting
Attachments: Romo email.pdf

Importance: High

FYI, just in with 3 more email attachments in separate emails.

From: Todd A. Amspoker <tamspoker@ppplaw.com>
Sent: Tuesday, August 3, 2021 8:44 AM
To: Alexander, Jacquelyne <jralexander@countyofsb.org>
Cc: Achdjian, Carlo <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

Hi Ms. Alexander – I am sending you four documents that I would like added to the record for this morning's meeting regarding the Randall Road Debris Basin.

I will send in four separate emails, including this one. If you don't get all 4, please let Stacy in my office (copied here) and we will send the document in another way.

Thanks, Todd Amspoker

PRICE, POSTEL & PARMA LLP

Todd A. Amspoker
Price, Postel & Parma LLP
200 E. Carrillo Street, Suite 400
Santa Barbara, CA 93101
T: 805.962-0011
F: 805.965-3978
E: taa@ppplaw.com
Website: www.ppplaw.com

-------- Forwarded message --------
From: **Romo, Ben - OEM** <bromo@sbcoem.org>
Date: Thu, Aug 16, 2018 at 11:40 AM
Subject: Follow Up from Our Call
To: [redacted]

Hello Catherine,

I apologize for taking a couple days in getting back to you on the FEMA application issue and also with advice on how to maybe get a little help on insurance.

On the County's application to FEMA for hazard mitigation funding I have attached two forms that we need completed and returned. One is a statement of voluntary interest (the word doc). The other is a declaration of citizenship (the PDF).

Note that the voluntary interest form is prepopulated with information. We ask that you look at the info and make sure it is correct. Please make changes as you see the need and then sign the document.

In the declaration PDF, please note the top section where you indicate your citizenry/immigration status, and then toward the bottom, print your name, sign it, add DOB, and date it.

PLEASE NOTE: At some point our application will become a public document. Please change contact information to reflect addresses and phone numbers which you might be most comfortable being published publicly...like your business contact information might be the best.

As we shared, these forms obligate property owners to nothing. They are only meant to show willing interest in exploring the possibility of a buyout with us if our application is approved by FEMA.

We need both forms for our application which we have to complete next week. At this time, I have been informed that we need original versions of the forms...not copies or electronic versions for the application. If you can FedEx these back to us that would be ideal. If you would like to use our FedEx account I would be happy to find one for you. You may send them to me at:

Ben Romo

Montecito Center

1283 Coast Village Circle

Santa Barbara, CA 93108

805-680-7623

If you have any questions or would like to discuss, please call my cell.

Again, if you would like to learn more about the FEMA program to which we are applying this link will take you to a helpful webpage: https://www.fema.gov/media-library-data/1487973067729-d34bd451527229a45bad0ef5ac6ddf93/508_FIMA_Acq_FAQs_2_24_17_Final.pdf

Also, on the insurance front I have a couple of suggestions.

First I suggest you contact the Office of Assemblymember Monique Limon and specifically Angela Cisneros in her office. The quickest way to get started with Monique's office is to fill out the attached PDF, email it to Angela and set up a time to talk. Angela's email is Angelica.Cisneros@asm.ca.gov and Monique's office phone number is 805-564-1649. We have found them to be very helpful.

Also, I suggest considering a call to the Dept. of Insurance's Consumer Hotline, which I now understand helps people with individual questions about policies and coverage. They are open M-F 8am-5pm, and the rep let me know it is busiest in the mornings early in the week, and tapers off after that. The number **1-800-927-4357**.

Finally, I suggest that you call your neighbor Tony Nicoletti who is a wonderful man. He has been through the ringer with his insurance company and he recently got things resolved with the help of Monique's office and the DOI. I think it might be helpful to hear from him how he employed these contacts to apply the needed pressure on his insurance company to finally come to a settlement offer. He is happy to speak with you. His number is (805)895-2167.

I hope this is helpful. Thanks again for your interest in our hazard mitigation efforts.

As always, call me anytime if you have any questions concerns or whatever.

Thanks!

Ben 805-680-7623

Ben Romo

Community Recovery and Engagement Coordinator

Santa Barbara County Office of Emergency Management

Montecito Center for Preparedness, Recovery, and Rebuilding

1283 Coast Village Circle

Montecito, CA 93108

Office: (805) 845-7887

Cell: (805) 680-7623

Email: bromo@sbcoem.org

Notice of Voluntary Interest

Santa Barbara County Flood Control and Water Conservation District
Floodprone Property Acquisition Project
Homeowner Interest Sign-up Sheet and Voluntary Interest Notice

Please complete this form if you are interested in exploring further your options for reducing your flood losses. Signing this does not commit you to any action.

Property Address:

630 Randall Road, Santa Barbara, CA 93108

Owner(s) Mailing Address:

34 West 15th St. FL3, New York, NY 10011

Owner(s) Name(s):

Catherine W. Montgomery,

Trustee of the Montgomery Living Trust dated February 7, 2014

Contact Telephone Number:

805-698-9100

The local government is required by FEMA to inform you that your participation in this project for open-space acquisition is voluntary. Neither the *State* nor the *Local Government* will use its eminent domain authority to acquire the property for open-space purposes if you choose not to participate in a Hazard Mitigation Assistance grant program, or if negotiations fail.

_____ _____

Catherine W. Montgomery Date

Lenzi, Chelsea

From: Achdjian, Carlo
Sent: Tuesday, August 3, 2021 8:48 AM
To: Van Mullem, Rachel
Cc: Holderness, Amber; Fayram, Tom; Spencer, Maureen; Lenzi, Chelsea
Subject: FW: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting
Attachments: FEMA grant.pdf

From: Todd A. Amspoker <tamspoker@ppplaw.com>
Sent: Tuesday, August 3, 2021 8:44 AM
To: Alexander, Jacquelyne <jralexander@countyofsb.org>
Cc: Achdjian, Carlo <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: RE: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

#2

PRICE, POSTEL & PARMA LLP

Todd A. Amspoker
Price, Postel & Parma LLP
200 E. Carrillo Street, Suite 400
Santa Barbara, CA 93101
T: 805.962-0011
F: 805.965-3978
E: taa@ppplaw.com
Website: www.ppplaw.com

From: Todd A. Amspoker
Sent: Tuesday, August 3, 2021 8:44 AM
To: 'jralexander@co.santa-barbara.ca.us' <jralexander@co.santa-barbara.ca.us>
Cc: 'Achdjian, Carlo' <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

Hi Ms. Alexander – I am sending you four documents that I would like added to the record for this morning's meeting regarding the Randall Road Debris Basin.

I will send in four separate emails, including this one. If you don't get all 4, please let Stacy in my office (copied here) and we will send the document in another way.

Thanks, Todd Amspoker

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E: taa@ppplaw.com
Website: www.ppplaw.com

U.S. Department of Homeland Security
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

FEMA

October 27, 2020

Mark S. Ghilarducci, Director
Governor's Authorized Representative
California Office of Emergency Services
3650 Schriever Avenue
Mather, CA 95655

Reference: Application Approval, HMGP #4344-417-058R
County of Santa Barbara, Flood Control and Water Conservation District
Randall Road Debris Basin Project
FIPS #: 083-99083; Supplement #139

Dear Mr. Ghilarducci:

The Federal Emergency Management Agency (FEMA) have approved and issued Hazard Mitigation Grant Program (HMGP) funds for the County of Santa Barbara, Flood Control and Water Conservation District (sub-recipient), HMGP #4344-417-058R, Randall Road Debris Basin Project.

The total eligible costs are $18,005,391. As shown in the enclosed Obligation Report - Supplement #139, we have obligated $13,504,043.25 for up to 75 percent Federal share; the non-Federal share match is $4,501,347.75. These funds are available in SmartLink for eligible disbursements.

This HMGP grant approval and obligation of funds are subject to the following:

1. **Scope of Work (SOW)** – This project is receiving a conditional approval the acquisition of seven parcels of property along the San Ysidro Creek and construction of a new debris basin on the secure land. The objectives of the project are:

    a. Provide additional defense against debris flow originating from the upper reaches of the San Ysidro watershed that was not captured by the existing upstream debris basin on the San Ysidro Creek.
    b. Facilitate sediment recovery downstream.
    c. Enable anadromous fish passage.

    The conditional approval requires that no construction activities occur prior to FEMA completing the consultation process under ESA, NHPA, and any other applicable statute still pending which may require additional mitigation/conservation measures to be implemented during construction. This conditional approval allows the County to proceed with the purchase of the easement necessary for the basin construction. This interim action of purchasing land, if taken by the County, will not prejudice the ultimate decision on the proposed action, limit alternatives, and is justified independently of the proposed action.

2. **Budget Revisions and Cost Overruns** - In accordance with the 2015 Hazard Mitigation Assistance Unified Guidance, Part VI D.3, when budget changes are made, all programmatic requirements continue to apply. Additional information regarding budget adjustments and revisions can be found in 2 CFR Part 200.308. The Recipient must obtain FEMA's prior written approval for any budget revisions.

   Cost overruns must be approved by FEMA Region IX before implementation and the subgrant must continue to meet programmatic eligibility requirements, including cost effectiveness and cost share. Additional information can be found in 2 CFR Part 200.

3. **Activity Completion Date** – The work schedule in the application states the project completion time frame is 33 months. We will annotate July 27, 2023 as the project completion date. Please inform the subrecipient that work completed after this date is not eligible for federal funding, and federal funds may be de-obligated for work not completed within schedule for which there is no approved time extension.

4. **Grant Period of Performance** – The Period of Performance (POP) is the period during which the Cal OES is expected to complete all subgrant activities and costs within the grant. For 4344-DR-CA, the POP ends no later than April 2, 2023. POP extensions are approved by FEMA Headquarters. Please refer to Part VI.D.4 of the *Guidance* and advise the Subrecipient; FEMA may de-obligate Federal funds for any work not completed by **July 27, 2023** where no time extension is approved.

5. **National Environmental Policy Act (NEPA)** – This REC is providing conditional clearance for construction of a debris basin along Randall Road. The Sub-applicant (Santa Barbara County Flood Control District) proposes to purchase seven (7) parcels land at-risk while environmental review is being completed for the construction of the basin, creek channel widening, and other associated activities. The proposed project is located within San Ysidro Creek on Randall Road near the intersection of Randall Road and State Route 192, in the community of Montecito, Santa Barbara County, California (34.39949, -119.5298). The parcels to be purchased formerly held residential structures, destroyed during a debris flow event. The resulting debris and ruined structures were removed by the County soon after the event, and prior to the grant application, as these represented an immediate threat to public safety. The conditional approval requires that no construction activities occur prior to FEMA completing the consultation process under ESA, NHPA, and any other applicable statute still pending which my require additional mitigation/conservation measures to be implemented during construction but at the same time it allows the County to proceed with the purchase of the easement necessary for the basin construction. Changes on NEPA implementation that became effective September 14, 2020, allows the County to acquire interests in land prior to FEMA's final action (40 C.F.R. sec. 1501.1 "Limitations on Actions During the NEPA Process"). This interim action of purchasing land, if taken by the County, will not prejudice the ultimate decision on the proposed action, limit alternatives, and is justified independently of the proposed action. Attached is a September 24, 2020 request letter from the County related to the intend to purchase and the commitment of not holding FEMA responsible for such purchase should FEMA determine that a different alternative, including the no action, may be required.

   Project activities are covered in the FEMA 2014 PEA for Recurring Actions in Arizona, California, and Nevada as described in Sections 2.2 (Non-Emergency Debris Removal), 2.3.3 (Acquiring and Demolishing Existing Facilities), 2.4.1 (Repairing, Stabilizing, or Armoring Embankments), 2.4.4 (Constructing a Water Detention, Retention, Storage, or Conveyance Facility), 2.4.2 (Creating, Widening, Clearing, or Dredging a Waterway), and 2.4.5 (Constructing Other Flood Control Structures). As the proposed action would not result in substantial impacts

to the environment beyond those described in the PEA, no additional NEPA-specific public noticing or documentation is required. A list of typical Best Management Practices (BMPs) is attached. For proposed widening of San Ysidro Creek, encompassed with the boundaries of the proposed debris basin, USACE issued a draft Environmental Assessment on September 3, 2020.

6. This award of funds is subject to the enclosed *Standard Hazard Mitigation Grant Program Conditions*, amended August 2018. Federal funds may be de-obligated for work that does not comply with these conditions.

If you have any questions or need further assistance please contact me, or your staff may contact Thomas Berry, Sr. Grants Management Specialist, at Thomas.Berry@fema.dhs.gov, or phone at (510) 627-7180.

Sincerely,

For David Stearrett
Acting Director
Mitigation Division
FEMA Region IX

cc: Jennifer Hogan, State Hazard Mitigation Officer
Emily Winchell, Cal OES
Shafeel Koya, Cal OES
HM Grants Payments, Cal OES

Enclosures (5):
Obligation Report - Supplement #139
Project Management Report
Record of Environmental Considerations
SB County Letter 9/24/2020
Standard HMGP Conditions

FEDERAL EMERGENCY MANAGEMENT AGENCY
HAZARD MITIGATION GRANTS PROGRAM
Obligation Report w/ Signatures

Disaster No	FEMA Project No	Amendment No	State Application ID	Action No	Supplemental No	State	Recipient
4344	58 -R	0	417	1	139	CA	Statewide

Subrecipient: Santa Barbara (County)
Subrecipient FIPS Code: 083-99083

Project Title : Santa Barbara County, Randall Road Debris Basin Project

Total Amount Previously Allocated	Total Amount Previously Obligated	Total Amount Pending Obligation	Total Amount Available for New Obligation
$13,504,043.25	$13,504,043.25	$0.00	$0.00

Project Amount	Subrecipient Management Cost Amount	Total Obligation	IFMIS Date	IFMIS Status	FY
$13,504,043.25	$0.00	$13,504,043.25	10/27/2020	Accept	2021

Comments

Date: 10/27/2020 User Id: KMOJICA

Comment: Approved funding for Randall Road Debris Basin and Property Acquisition

Authorization

Preparer Name: KAREN MOJICA

Preparation Date: 10/27/2020

HMO Authorization Name: THOMAS BERRY

HMO Authorization Date: 10/27/2020

Authorizing Official Signature	Authorizing Official Title	Authorization Date
Authorizing Official Signature	Authorizing Official Title	Authorization Date

Disaster Number	FEMA Project Number	Amendment Number	App ID	State	Recipient
4344	**58-R**	**0**	**417**	**CA**	**Statewide**

Subrecipient: Santa Barbara (County)
FIPS Code: 083-99083 Project Title : Santa Barbara County, Randall Road Debris Basin Project

Mitigation Project Description

Amendment Status : Approved **Approval Status:** Approved

Project Title : Santa Barbara County, Randall Road Debris Basin Project

Recipient : Statewide **Subrecipient :** Santa Barbara (County)

Recipient County Name : Santa Barbara
Subrecipient County Name : Santa Barbara

Recipient County Code : 83
Subrecipient County Code : 83

Recipient Place Name : Santa Barbara (County)
Subrecipient Place Name : Santa Barbara (County)

Recipient Place Code : 0
Subrecipient Place Code : 99083

Project Closeout Date : 00/00/0000

Work Schedule Status

Amend #	Description	Time Frame	Due Date	Revised Date	Completion Date
0	Task A: Grant Administration and Project Management	31 months	00/00/0000	00/00/0000	00/00/0000
0	Task B: Environmental	16 months	00/00/0000	00/00/0000	00/00/0000
0	Task C: Final Design	16 months	00/00/0000	00/00/0000	00/00/0000
0	Task D: Permitting	16 months	00/00/0000	00/00/0000	00/00/0000
0	Task E: Land Acquisition	16 months	00/00/0000	00/00/0000	00/00/0000
0	Task F: Construction Bidding and Contracting	8 months	00/00/0000	00/00/0000	00/00/0000
0	Task G: Construction	8 months	00/00/0000	00/00/0000	00/00/0000
0	Project close out	3 months	00/00/0000	00/00/0000	00/00/0000

Approved Amounts

Total Approved Net Eligible	Federal Share Percent	Total Approved Federal Share Amount	Non-Federal Share Percent	Total Approved Non-Fed Share Amount
$18,005,391.00	75.000000000	$13,504,043.25	25.00000000	$4,501,347.75

Allocations

Allocation Number	IFMIS Status	IFMIS Date	Submission Date	FY	ES/DFSC Support Req ID	ES/DFSC Amend Nr	Proj Alloc Amount Fed Share	Subrecipient Management Cost	Total Alloc Amount
70	A	10/27/2020	10/27/2020	2021	3220124	3	$13,504,043.25	$0.00	$13,882,500.41
						Total	$13,504,043.25	$0.00	$13,882,500.41

Obligations

Action Nr	IFMIS Status	IFMIS Date	Submission Date	FY	SFS Support Req ID	SFS Amend Number	Suppl Nr	Project Obligated Amt - Fed Share	Subrecipient Management Cost	Total Obligated Amount
1	A	10/27/202	10/27/2020	2021	3280169	0	139	$13,504,043.25	$0.00	$13,504,043.25
							Total	$13,504,043.25	$0.00	$13,504,043.25

FEDERAL EMERGENCY MANAGEMENT AGENCY

RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Project HMGP 4344-417-58 (preliminary)

Title: Randall Road Debris Basin (preliminary)

NEPA DETERMINATION

Non Compliant Flag: No **EA Draft Date:** 10/21/2014 **EA Final Date:** 03/01/2019

EA Public Notice Date: 03/01/2019 **EA Fonsi** 03/08/2019 **Level:** EA

EIS Notice of Intent **EIS ROD Date:**

Comment This REC is providing conditional clearance for construction of a debris basin along Randall Road. The Subapplicant (Santa Barbara County Flood Control District) proposes to purchase seven (7) parcels land at-risk while environmental review is being completed for the construction of the basin, creek channel widening, and other associated activities. The proposed project is located within San Ysidro Creek on Randall Road near the intersection of Randall Road and State Route 192, in the community of Montecito, Santa Barbara County, California (34.39949, -119.5298). The parcels to be purchased formerly held residential structures, destroyed during a debris flow event. The resulting debris and ruined structures were removed by the County soon after the event, and prior to the grant application, as these represented an immediate threat to public safety. The conditional approval requires that no construction activities occur prior to FEMA completing the consultation process under ESA, NHPA, and any other applicable statute still pending which my require additional mitigation/conservation measures to be implemented during construction but at the same time it allows the County to proceed with the purchase of the easement necessary for the basin construction. Changes on NEPA implementation that became effective September 14, 2020, allows the County to acquire interests in land prior to FEMA¿s final action (40 C.F.R. sec. 1501.1 "Limitations on Actions During the NEPA Process"). This interim action of purchasing land, if taken by the County, will not prejudice the ultimate decision on the proposed action, limit alternatives, and is justified independently of the proposed action. Attached is a September 24, 2020 request letter from the County related to the intend to purchase and the commitment of not holding FEMA responsible for such purchase should FEMA determine that a different alternative, including the no action, may be required.

Project activities are covered in the FEMA 2014 PEA for Recurring Actions in Arizona, California, and Nevada as described in Sections 2.2 (Non-Emergency Debris Removal), 2.3.3 (Acquiring and Demolishing Existing Facilities), 2.4.1 (Repairing, Stabilizing, or Armoring Embankments), 2.4.4 (Constructing a Water Detention, Retention, Storage, or Conveyance Facility), 2.4.2 (Creating, Widening, Clearing, or Dredging a Waterway), and 2.4.5 (Constructing Other Flood Control Structures). As the proposed action would not result in substantial impacts to the environment beyond those described in the PEA, no additional NEPA-specific public noticing or documentation is required. A list of typical Best Management Practices (BMPs) is attached. For proposed widening of San Ysidro Creek, encompassed with the boundaries of the proposed debris basin, USACE issued a draft Environmental Assessment on September 3, 2020. - dcohen3 - 10/07/2020 21:35:43 GMT

EXTRAORDINARY

Extraordinary Circumstance Code	Description	Selected ?
	No Extraordinary Circumstances were selected	

ENVIRONMENTAL LAW / EXECUTIVE ORDER

Environmental Law/ Executive Order	Status	Description	Comment
Clean Air Act (CAA)	Completed	Project will not result in permanent air emissions - Review concluded	
Coastal Barrier Resources Act (CBRA)	Completed	Project is not on or connected to CBRA Unit or otherwise protected area - Review concluded	

RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Project HMGP 4344-417-58 (preliminary)

Title: Randall Road Debris Basin (preliminary)

Environmental Law/ Executive Order	Status	Description	Comment
Clean Water Act (CWA)	Completed	Project would affect waters, including wetlands, of the U.S.	USACE issued a provisional permit to Santa Barbara County on September 3, 2020 (SPL-2020-00099-CLH), and is currently pending 401 certification before finalization. - dcohen3 - 10/07/2020 21:05:59 GMT
	Completed	Project may require Section 404/401 or Section 9/10 (Rivers and Harbors Act) permit, including qualification under Nationwide Permits - Review concluded	
Coastal Zone Management Act (CZMA)	Completed	Project is not located in a coastal zone area and does not affect a coastal zone area - Review concluded	
Executive Order 11988 - Floodplains	Completed	Located in floodplain or effects on floodplain/flood levels	FEMA is in the process of conducting an 8-step evaluation for construction of the proposed debris basin construction and widening off San Ysidro Creek. USACE has issued a provisional Standard Individual Permit (SIP) permit allowing the discharge fill into 0.60 acre of waters of the U.S. for the County to create a new stream bed and bank by excavating approximately 2,000 cubic yards comprised of re-graded excavation and/or fill within the existing stream channel. The Environmental Assessment completed by USACE for the actions covered in the SIP incorporated review of EO 11988 & EO 11990. Inaddition, the County sponsored an H&H study showing a no rise analysis. - dcohen3 - 10/07/2020 20:36:22 GMT
	Completed	No adverse effect on floodplain and not adversely affected by the floodplain - Review concluded	
Executive Order 11990 - Wetlands	Completed	Located in wetlands or effects on wetlands	
	Completed	Possible adverse effect associated with constructing in or near wetland	
	Completed	Review completed as part of floodplain review - Review concluded	
Executive Order 12898 - Environmental Justice for Low Income and Minority Populations	Completed	No Low income or minority population in, near or affected by the project - Review concluded	
Endangered Species Act (ESA)	Completed	Listed species and/or designated critical habitat present in areas affected directly or indirectly by the	USACE consulted with NMFS for the project activities involving San Ysidro Creek due to the proposed action occurring within range

RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Project HMGP 4344-417-58 (preliminary)

Title: Randall Road Debris Basin (preliminary)

Environmental Law/ Executive Order	Status	Description	Comment
		federal action	of the endangered Southern California (SC) Distinct Population Segment of steelhead (Oncorhynchus mykiss) and designated critical habitat for the species. On February 27, 2020, NMFS received the USACE request for formal ESA Section 7 consultation covering the authorization to construct the Randall Road Debris Basin. On August 24, 2020, NMFS issued a Biological Opinion to USACE for construction and maintenance of the Randall Road debris basin on San Ysidro Creek. The Biological Opinion concluded that the proposed action is not likely to jeopardize the continued existence of the endangered SC steelhead, or destroy or adversely modify designated critical habitat for this species. Because the proposed action is likely to cause incidental take of endangered SC steelhead, the biological opinion includes an incidental take statement with reasonable andprudent measures and non-discretionary terms and conditions that are necessary and appropriate to minimize and monitor incidental take of endangered steelhead. - dcohen3 - 10/07/2020 20:57:51 GMTBased on the lack of suitable habitat upland and aquatic breeding habitat and the AMMs that the County has agreed to implement during project activities, the proposed project does not have the potential to affect the California red-legged frog. No EFH is designated for steelhead, and the project area begins approximately 1.6 miles inland and upstream, outside the range for Groundfish, Coastal Pelagics and Highly Migratory Species EFH. No USFWS designated Critical Habitat would be affected because none overlaps with the Action Area. Consultation with USFWS is not required, and an existing Biological Opinion for the covered project activities has been extended to FEMA by NMFS. Thus, with this conclusion, FEMA has complied with Section 7 of the ESA and MSA. Any changes to the scope of work must be resubmitted to FEMA for ESA and MSA compliance. - dcohen3 - 10/07/2020 21:02:39 GMT
	Completed	Likely to adversely affect species or designated critical habitat	
	Completed	Formal consultation concluded. (Biological Assessment and Biological Opinion attached) - Review concluded	
Farmland Protection Policy Act (FPPA)	Completed	Project does not affect designated prime or unique farmland - Review concluded	

RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Project HMGP 4344-417-58 (preliminary)

Title: Randall Road Debris Basin (preliminary)

Environmental Law/ Executive Order	Status	Description	Comment
Fish and Wildlife Coordination Act (FWCA)	Completed	Project does not affect, control, or modify a waterway/body of water - Review concluded	
Migratory Bird Treaty Act (MBTA)	Completed	Project located within a flyway zone	
	Completed	Project does not have potential to take migratory birds - Review concluded	
Magnuson-Stevens Fishery Conservation and Management Act (MSA)	Completed	Project located in or near Essential Fish Habitat	USACE consulted with NMFS for the project activities involving San Ysidro Creek due to the proposed action occurring within range of the endangered Southern California (SC) Distinct Population Segment of steelhead (Oncorhynchus mykiss) and designated critical habitat for the species. On February 27, 2020, NMFS received the USACE request for formal ESA Section 7 consultation covering the authorization to construct the Randall Road Debris Basin. On August 24, 2020, NMFS issued a Biological Opinion to USACE for construction and maintenance of the Randall Road debris basin on San Ysidro Creek. The Biological Opinion concluded that the proposed action is not likely to jeopardize the continued existence of the endangered SC steelhead, or destroy or adversely modify designated critical habitat for this species. Because the proposed action is likely to cause incidental take of endangered SC steelhead, the biological opinion includes an incidental take statement with reasonable and prudent measures and non-discretionary terms and conditions that are necessary and appropriate to minimize and monitor incidental take of endangered steelhead. No EFH is designated for steelhead, and the project area begins approximately 1.6 miles inland and upstream, outside the range for Groundfish, Coastal Pelagics and Highly Migratory Species EFH. The existing Biological Opinion for the covered project activities has been extended to FEMA by NMFS. - dcohen3 - 10/07/2020 21:05:07 GMT
	Completed	Project does not adversely affect Essential Fish Habitat - Review concluded	
National Historic Preservation Act (NHPA)	Completed	Applicable executed Programmatic Agreement (enter date in comments).	FEMA requested a records search from the Native American Heritage Commission Sacred Land File, and the result was 'positive' for the proposed project location. FEMA is in the process of conducting

RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Project HMGP 4344-417-58 (preliminary)

Title: Randall Road Debris Basin (preliminary)

Environmental Law/ Executive Order	Status	Description	Comment
			consultation with Native American tribes and the California State Historic Preservation Officer (SHPO). A pedestrian cultural resources survey of the project area was negative for resources, and FEMA anticipates making a determination of No Historic Properties Affected. No ground disturbance or other construction work may occur at the project location until FEMA completes consultation withtribes and the SHPO. - dcohen3 - 10/07/2020 20:52:55 GMT
	Completed	Building or structure 50 years or older or listed on the National Register in the project area and activity not exempt from review	
	Completed	Determination of No Historic Properties Affected (FEMA finding/SHPO/THPO concurrence attached) - Review concluded	
	Completed	Project affects undisturbed ground	
	Completed	Project area has potential for presence of archeological resources	
	Completed	Determination of no historic properties affected (FEMA finding/SHPO/THPO concurrence attached) - Review concluded	
Wild and Scenic Rivers Act (WSR)	Completed	Project is not along and does not affect Wild and Scenic River - Review concluded	

CONDITIONS

Special Conditions required on implementation of Projects:

No construction activities or any other physical work may occur at the project site prior to further notification from FEMA.

Source of condition: NEPA Determination Monitoring Required: No

Standard Conditions:

Any change to the approved scope of work will require re-evaluation for compliance with NEPA and other Laws and Executive Orders.

RECORD OF ENVIRONMENTAL CONSIDERATION (REC)

Project HMGP 4344-417-58 (preliminary)

Title: Randall Road Debris Basin (preliminary)

This review does not address all federal, state and local requirements. Acceptance of federal funding requires recipient to comply with all federal, state and local laws. Failure to obtain all appropriate federal, state and local environmental permits and clearances may jeopardize federal funding.

If ground disturbing activities occur during construction, applicant will monitor ground disturbance and if any potential archeological resources are discovered, will immediately cease construction in that area and notify the State and FEMA.

Santa Barbara County Public Works Department
Flood Control ♦ Water Agency ♦ Project Clean Water

September 24, 2020

Mr. Alessandro Amaglio
FEMA Region 9
1111 Broadway, STE 1200
Oakland, CA 94607-4052

RE: Randall Road Debris Basin Project (DR: 4344 GRANT NUMBER No. PJ0417) Property Acquisition

Dear Mr. Amaglio:

Pursuant to recent changes to federal regulations by the Council on Environmental Quality (CEQ) on the implementation of NEPA (effective 9/14/20), the County understands that FEMA may authorize Grant Applicants (in this case the County) to acquire interests in land prior to FEMA taking final action under NEPA. (40 C.F.R. sec. 1506.1.) As such, as previously discussed, the County is requesting authorization to proceed with land acquisition for the proposed Randall Road Debris Basin Project.

The County is also requesting confirmation from FEMA that these acquisition costs will not independently be deemed "ineligible costs" on the grounds that they were incurred prior to obtaining final environmental review clearance. However, we also understand that should the County choose to proceed with the acquisitions, the costs incurred would be eligible for reimbursement when and if NEPA is completed, the County would begin to invoice for costs under the approved Grant, including the costs incurred through these authorized acquisitions

The County understands that the above is conditioned on two important factors.

1. That the acquisition costs are at risk should FEMA select a different alternative than the debris basin project. Should that occur, none of the acquisition cost are reimbursable, and
2. That in no event would construction begin on the project prior to final environmental clearance.

Allowing the County to take these steps not only helps the residents that have suffered life changing trauma resulting from the 1-9 Debris Flow, but it also assures that these

Scott D. McGolpin
Public Works Director

Naomi Schwartz Building
130 E. Victoria Street, Suite 200, Santa Barbara, California 93101
PH: 805 568-3440 FAX: 805 568-3434 http://cosb.countyofsb.org/pwd/water/

Thomas D. Fayram
Deputy Public Works Director

properties will not be sold off to speculative development interests that would then threaten the project.

Thank you for your attention to this matter and for FEMA's assistance in helping the County deliver this very important project for the community.

Sincerely,

Thomas D. Fayram
Deputy Public Works Director

Standard Mitigation Grant Program (HMGP) Conditions

FEMA Region IX, August, 2018

The following list applies to Recipients and Subrecipients accepting HMGP funds from the Federal Emergency Management Agency (FEMA) of the Department of Homeland Security (DHS):

1. **Applicable Federal, State, and Local Laws and Regulations.** The Recipient/Subrecipient must comply with all applicable Federal, State, and Local laws and regulations, regardless of whether they are on this list or other project documents. DHS financial assistance Recipients and Subrecipients are required to follow the provisions of the State HMGP Administrative Plan, applicable Hazard Mitigation Assistance Uniform Guidance, and Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards located in Title 2 of the Code of Federal Regulations (CFR) Part 200, adopted by DHS in 2 CFR 3002.

2. **Financial Management Systems.** The Recipient and Subrecipient must maintain financial management systems to account for and track funds, as referenced in 2 CFR 200.302.

3. **Match or Cost Share.** Non-federal match or cost share must comply with 2 CFR 200.306, the scope of work (SOW), and any agreements among the Subrecipient, the Recipient, and FEMA.

4. **Budget Changes.** Unanticipated adjustments are permitted within the approved total cost. However, if costs exceed the federal share, the Subrecipient must notify the Governor's Authorized Representative (GAR) of overruns before implementation. The GAR shall submit a written request for approval to FEMA Region IX. The subaward must continue to meet HMGP requirements, including cost effectiveness and cost share. Refer to 2 CFR 200.308 for additional information.

5. **Real Property and Land.** The acquisition, use, and disposition must comply with 2 CFR 200.311.

6. **Equipment.** The acquisition, use, and disposition must comply with 2 CFR 200.313.

7. **Supplies.** Upon project completion, FEMA must be compensated for unused supplies, exceeding $5,000 (fair market value), and not needed for other federal programs. Refer to 2 CFR 200.314.

8. **Procurement.** Procurement procedures must be in conformance with 2 CFR 200.318-320.

9. **Monitoring and Reporting Program Performance.** The Recipient and Subrecipient must submit quarterly progress reports, as referenced in the 2 CFR 200.328 and State HMGP Administrative Plan.

10. **Records Retention.** In accordance with 2 CFR 200.333, financial/ programmatic records related to expenditures must be maintained at least 3 years after the date of Recipient's final expenditure report.

11. **Enforcement and Termination.** If the Recipient or Subrecipient fails to comply with the award or subaward terms, whether stated in a Federal statute or regulation, the State HMGP Administrative Plan, subpplication, a notice of award, an assurance, or elsewhere, FEMA may take one or more of the actions outlined in 2 CFR 200.338, including termination or partial termination of the award or subaward outlined in 2 CFR 200.339.

12. **Allowable Costs.** Funds are to be used for allowable costs in compliance with 2 CFR 200.403, the approved SOW, and any agreements among the Subrecipient, Recipient, and FEMA.

13. **Non-Federal Audit.** The Recipient and Subrecipient are responsible for obtaining audits in accordance with the Single Audit Act of 1984, in compliance with 2 CFR 200.501.

14. **Debarred and Suspended Parties.** Recipients and Subrecipients are subject to the non-procurement debarment and suspension regulations implementing Executive Orders 12549 and 12689, and 2 CFR 180. These regulations restrict federal financial assistance awards, subawards, and contracts with parties that are debarred, suspended, or otherwise excluded from or ineligible for participation in the federal assistance programs or activities.

15. **Equipment Rates.** Rates claimed for use of Subrecipient-owned equipment in excess of the FEMA-approved rates must be approved under State guidelines issued by the State Comptroller's Office or must be certified by the Recipient to include only those costs attributable to equipment usage less any fixed overhead and/or profit.

16. **Duplication of Funding between Public Assistance (PA) and HMGP.** Funding for PA Section 406 and HMGP Section 404 are permitted on the same facility/location, but the activities identified under each program must be distinct with separately accounted funds. At closeout, FEMA may adjust the funding to ensure the Subrecipient was reimbursed for eligible work from only one funding source.

17. **Historic Properties and Cultural Resources.** In compliance with 2 CFR 800, if a potential historic property or cultural resource is discovered during construction, the Subrecipient must cease work in the area and take all reasonable measures to avoid or minimize harm to the discovered property/resource. During construction, the Subrecipient will monitor ground disturbance activity, and if any potential archeological resources are discovered, will immediately cease work in that area, and notify the Recipient and FEMA. Construction in the area may resume with FEMA's written approval after FEMA's consultation, if applicable, with the State Historic Preservation Officer (SHPO).

18. **NEPA and Changes to the Scope of Work (SOW).** To comply with the National Environmental Policy Act (NEPA), and other Laws and Executive Orders, any change to the approved SOW shall be re-evaluated before implementation. Construction associated with a SOW change, prior to FEMA approval, may be ineligible for funding. Acceptance of federal funding requires environmental permits and clearances in compliance with all appropriate federal, state and local laws, and failure to comply may jeopardize funding.

    Within their authority, the Recipient and Subrecipient must use of all practicable means, consistent with other essential policies, to create and maintain productive harmony for people and nature, and fulfill the social, economic, and other needs of present and future generations of Americans.

Lenzi, Chelsea

From: Achdjian, Carlo
Sent: Tuesday, August 3, 2021 8:49 AM
To: Van Mullem, Rachel
Cc: Holderness, Amber; Fayram, Tom; Spencer, Maureen; Grey, Skip; Lenzi, Chelsea
Subject: FW: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting
Attachments: EIR addendum.pdf

From: Todd A. Amspoker <tamspoker@ppplaw.com>
Sent: Tuesday, August 3, 2021 8:45 AM
To: Alexander, Jacquelyne <jralexander@countyofsb.org>
Cc: Achdjian, Carlo <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: RE: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

#3

PRICE, POSTEL & PARMA LLP

Todd A. Amspoker
Price, Postel & Parma LLP
200 E. Carrillo Street, Suite 400
Santa Barbara, CA 93101
T: 805.962-0011
F: 805.965-3978
E: taa@ppplaw.com
Website: www.ppplaw.com

From: Todd A. Amspoker
Sent: Tuesday, August 3, 2021 8:44 AM
To: 'jralexander@co.santa-barbara.ca.us' <jralexander@co.santa-barbara.ca.us>
Cc: 'Achdjian, Carlo' <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: RE: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

#2

PRICE, POSTEL & PARMA LLP

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E: taa@ppplaw.com
Website: www.ppplaw.com

From: Todd A. Amspoker
Sent: Tuesday, August 3, 2021 8:44 AM
To: 'jralexander@co.santa-barbara.ca.us' <jralexander@co.santa-barbara.ca.us>
Cc: 'Achdjian, Carlo' <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

Hi Ms. Alexander – I am sending you four documents that I would like added to the record for this morning's meeting regarding the Randall Road Debris Basin.

I will send in four separate emails, including this one. If you don't get all 4, please let Stacy in my office (copied here) and we will send the document in another way.

Thanks, Todd Amspoker

PRICE, POSTEL & PARMA LLP

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RE: Proposed Randall Road Debris Basin – Addendum to the Environmental Impact Report

Please note, the Board of Supervisors is now scheduled to consider this item at the meeting:

January 12, 2021

(rather than the previously announced January 26 meeting)

The EIR Addendum document follows below this cover page.

TO: Santa Barbara County Board of Supervisors

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

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

DATE: January 12, 2021

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

Location: The project site is located in Santa Barbara County within the community of Montecito, specifically at the intersection of East Valley Road (State Route 192) and Randall Road (see Figure A-1).

1.0 INTRODUCTION

The Final EIR (State Clearinghouse no. 2019029104) was certified and the Randall Road Debris Basin Project was approved by the Board of Supervisors on August 18, 2020. The project consists of the construction and long-term periodic maintenance of a new debris basin on San Ysidro Creek to capture sediment and debris transported from the watershed upstream of the project site. To date, project construction has not been initiated.

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

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

2.0 BACKGROUND

2.1 STATE CEQA GUIDELINES SECTIONS 15162 AND 15164

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.0 APPROVED PROJECT DESCRIPTION IN THE EIR

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

3.1 PROJECT PROPONENT AND LEAD AGENCY

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

3.2 PROJECT LOCATION AND EXISTING LAND USES

The Randall Road Debris Basin Project is located in the community of Montecito, specifically at the intersection of East Valley Road (State Route 192) and Randall Road. The project site is composed of 10 parcels totaling approximately 9.2 acres in area. The proposed easement on the western portion of APN 007-120-090 would facilitate construction and routine maintenance of the debris basin. The project site includes Randall Road, a private roadway. In addition, APN 007-181-010 (owned by the District) located south of East Valley Road may be used as a temporary construction office (with office trailer and parking) or for staging and storage of materials and equipment. A temporary construction easement may be required within the California Department of Transportation (Caltrans) right-of-way along East Valley Road.

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

3.3 PROJECT OBJECTIVES

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

- Maximize coarse sediment and debris retention capacity to the extent feasible to address post-fire storm events in the watershed.

- Avoid change in land use, unless supported by affected property owners and the community.
- Facilitate steelhead passage in San Ysidro Creek to the extent feasible.
- Minimize debris basin maintenance requirements.

3.4 PROJECT CHARACTERISTICS

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

The proposed project consists of the construction and long-term periodic maintenance of a new debris basin on San Ysidro Creek to capture sediment and debris transported from the watershed upstream of the project site. The design of the project provides an area for deposition of large sediment loads and woody debris during/following larger storm events while maintaining natural sediment transport during smaller storm events. The debris basin would be constructed as an "off channel" basin, meaning the basin would only receive flows and material (sediment and debris) once the designed channel capacity has been exceeded which correlates to the water surface elevation generated in a 5-year flow event. Water flows of equal or lesser intensity than a 5-year event would remain in the channel to facilitate fine sediment transport and migratory fish passage. Flows above a 5-year event would exceed the channel capacity and leave the channel and expand into the debris basin.

3.4.1 Debris Basin

The proposed debris basin would encompass approximately eight acres in area, including the re-constructed channel, debris basin and access areas. The debris basin would be formed primarily by excavating down through the existing grade to create a sunken catchment area for debris adjacent to San Ysidro Creek. Three access ramps would be provided to allow equipment access to the debris basin bottom for periodic maintenance. Steel debris racks would be provided in the debris basin bottom.

3.4.2 Channel Improvements

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

3.4.3 Hiking Trail

Randall Road is a private dead-end street that serves only the residential properties within the debris basin project site. Since residences would not be reconstructed on these properties, and the District would purchase these properties, public vehicle access is not needed. Randall Road would be closed to public vehicle use and made available for pedestrian use as a partial connector trail to the San Ysidro Trail at East Mountain Drive.

3.4.4 Restoration Plan

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

3.5 CONSTRUCTION

Debris basin construction is currently planned for April through December 2021. The total number of work days would be about 150. About 97,000 cubic yards of earth material would be excavated to construct the debris basin, with a portion re-used on-site to re-configure the streambed and banks, line the lower slopes of the debris basin with rock, and construct access ramps and surface access roads. However, most of this material would be trucked off-site following any required sorting and rock crushing. Likely export sites are existing aggregate processing and sales operations in Santa Paula and/or Buellton. Rock sorting and crushing (as required) would be conducted below grade (within the constructed debris basin) when possible to minimize noise.

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

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

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

3.6 ROUTINE MAINTENANCE

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

3.6.1 Channel Maintenance

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

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

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

3.6.2 Debris Basin Maintenance

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

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

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

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

Routine maintenance would be typically conducted between 7 a.m. and 5 p.m. Monday through Friday. The maximum number of truck round trips for sediment/debris export would be about 50 per day. The anticipated local haul route is east on East Valley Road, then south on Sheffield Drive to U.S. Highway 101. However, alternative routes between East Valley Road and U.S. Highway 101 may be used depending on conditions at the time maintenance is conducted which may include San Ysidro Road or Hot Springs Road.

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

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

3.6.3 Restoration Maintenance

It is anticipated that the proposed restoration plantings discussed in Section 3.4.4 would be maintained and monitored for three to five years, including weeding, irrigation system repairs and adjustment, and monitoring the health of the plants and compliance with permit conditions.

4.0 REVISED RANDALL ROAD DEBRIS BASIN PROJECT DESCRIPTION

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

Consistent with the approved project, the revised debris basin would remain an "off channel" basin. Water flows of equal or lesser intensity than a 5-year event would remain in the channel to facilitate fine sediment transport and migratory fish passage. Flows above a 5-year event would exceed the channel capacity and leave the channel and expand into the debris basin.

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

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

4.1 PHASED CONSTRUCTION

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

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

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

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

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

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

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

4.1.1 Revised Debris Basin

The proposed improvements would encompass approximately 8.5 acres in area, including the modified channel, revised debris basin and access areas (see Figures A-2 and A-3). The Phase 1 basin would be approximately 3.2 acres in area, with an additional 2.5 acres added in Phase 2. The bottom surface of the debris basin would be approximately five to 20 feet below existing grade elevations (forming a subgrade excavation).

The debris basin bottom would be graded to slope towards the San Ysidro Creek channel at a 0.25 percent slope. The western, eastern and southern margins of the debris basin would be composed of side slopes with an approximately 2:1 slope (horizontal:vertical). The southern side slope would extend above grade forming a berm parallel to East Valley Road.

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

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

4.1.2 Revised Channel Improvements

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

4.1.3 Hiking Trail

No changes to the hiking trail are proposed.

4.1.4 Revised Restoration Plan

Excluding the debris basin bottom, most of the area affected by excavation would be replanted with native plant species. The revised Restoration Plan is provided as Figure A-4. This Plan should be considered preliminary and subject to change based on regulatory permit requirements and refinement of the project design. Temporary irrigation water needed during the initial plant establishment period would be provided by an existing on-site pipeline and meters. The revised Plan includes four planting areas as shown in Figure A-4.

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

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

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

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

4.1.5 Construction

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

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

4.1.6 Routine Maintenance

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

4.2 NON-PHASED CONSTRUCTION

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

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

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

4.2.1 Revised Debris Basin

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

4.2.2 Revised Channel Improvements

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

4.2.3 Hiking Trail

No changes to the hiking trail are proposed.

4.2.4 Revised Restoration Plan

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

4.2.5 Construction

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

4.2.6 Routine Maintenance

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

Figure A-1. Revised Project Location Map

11 x 17, color

Figure A-2. Revised Debris Basin Design – Phase 1 Only

11 x 17, color

Figure A-3. Revised Debris Basin Design

11 x 17, color

Figure A-4. Revised Restoration Plan

11 x 17, color

5.0 COMPARATIVE EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

5.1 VISUAL RESOURCES/AESTHETICS

5.1.1 Setting

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

5.1.2 Impact Analysis

5.1.2.1 Phased Construction

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

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

Impact AES-3: Periodic routine maintenance of the proposed debris basin would degrade the scenic quality of public views from East Valley Road. The revised debris basin design would be very similar to the approved project, and routine maintenance activities would be the same. Therefore, the degradation of the scenic quality of public views associated with routine maintenance activities would be virtually the same as the approved project and remain a less than significant impact (Class III).

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

5.1.2.2 Non-phased Construction

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

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

Impact AES-3: Periodic routine maintenance of the proposed debris basin would degrade the scenic quality of public views from East Valley Road. The revised debris basin design would be very similar to the approved project, and routine maintenance activities would be the same. Therefore, the degradation of the scenic quality of public views associated with routine maintenance activities would be virtually the same as the approved project and remain a less than significant impact (Class III).

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

5.1.3 Mitigation Measures

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

5.1.4 Residual Impacts

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

5.2 AIR QUALITY/GREENHOUSE GAS EMISSIONS

5.2.1 Setting

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

5.2.2 Impact Analysis

5.2.2.1 Phased Construction

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

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

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

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

5.2.2.2 Non-phased Construction

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

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

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

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

5.2.3 Mitigation Measures

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

5.2.4 Residual Impacts

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

5.3 BIOLOGICAL RESOURCES

5.3.1 Setting

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

5.3.2 Impact Analysis

5.3.2.1 Phased Construction

Impact BIO-1: Project construction and routine maintenance would result in the long-term loss of coast live woodland and California sycamore stands. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres. Similar to the restoration plan provided in the certified Final EIR, the revised Restoration Plan includes replanting of coast live oak, California sycamore and other native tree species, which would persist on the slopes around the perimeter of the basin. Impacts to native plant communities would be slightly reduced and remain less than significant (Class III).

Impact BIO-2: The proposed project would result in the modification of County-defined wetlands and ESH. Approximately 0.60 acres of County-defined wetlands and 1.56 acres of ESH occur within the project site. Placement of rock in the channel has been deleted from the revised project, and streambank grading has been reduced. However, grading of the banks and placement of Class VII rock at the toe of the bank would still occur. Overall, impacts to County-defined wetlands and ESH would be reduced as compared to the approved project. Consistent with the approved project, implementation of the restoration plan would offset impacts. Therefore, project-related impacts to County-defined wetlands and ESH would remain less than significant (Class III).

Impact BIO-3: The proposed project would result in the loss of mature native trees. The revised debris basin design would reduce the number of mature native trees removed to up to 46, including 28 coast live oak, 17 California sycamore and one California bay tree. These trees would be removed as part of Phase 1 site preparation. The impact of the revised project would remain significant (Class II) because more than 10 percent of the trees of biological value on the project site would be removed.

Impact BIO-4: The proposed project may impede migration of steelhead. Consistent with the approved project, the revised debris basin design does not include any features such as dams, weirs, culverts or side channels that would impede steelhead passage through the debris basin site. Placement of rock in the channel has been deleted from the revised project which may reduce impacts to steelhead habitat. Both the approved and revised project would keep storm flow in the channel until the 5-year event flow is reached, and then flow would widen and extend into the proposed debris basin. Therefore, flow would remain in the channel to allow passage by steelhead and not be lost to the debris basin. Consistent with the approved project, the revised project would not substantially affect steelhead migration and impacts would remain less than significant (Class III).

Impact BIO-5: The proposed project would result in the loss of suitable oak woodland habitat for oak titmouse. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres. The project-related loss of suitable habitat for oak titmouse is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Impacts to the local oak titmouse population would be slightly reduced and remain less than significant (Class III).

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

Impact BIO-7: The proposed project would result in the loss of suitable breeding habitat for Lawrence's goldfinch. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres, which is suitable breeding habitat for this species. The project-related loss of suitable habitat for Lawrence's goldfinch is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Impacts to the local Lawrence's goldfinch population would be slightly reduced and remain less than significant (Class III).

Impact BIO-8: The proposed project would result in the loss of suitable woodland breeding habitat for Cooper's hawk. The revised debris basin design would reduce permanent loss of suitable woodland breeding and foraging habitat (oaks, sycamores, eucalyptus) from 1.42 to 1.04 acres. The project-related loss of suitable habitat for this species is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Impacts to the Cooper's hawk population would be reduced and remain less than significant (Class III).

Impact BIO-9: Proposed debris basin construction and/or routine maintenance activities may disrupt breeding of migratory birds. Vegetation removal, noise, dust, and heavy equipment activity associated with revised project construction and/or routine maintenance activities would be virtually the same as for the approved project but would occur over two breeding seasons. These impacts may result in violation of the Federal Migratory Bird Treaty Act and Sections 3503 and 3513 of the California Fish and Game Code and would be greater than the approved project but remain significant but mitigable (Class II).

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

5.3.2.2 Non-phased Construction

Impact BIO-1: Project construction and routine maintenance would result in the long-term loss of coast live oak woodland and California sycamore stands. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres. Similar to the restoration plan provided in the certified Final EIR, the revised Restoration Plan includes replanting of coast live oak, California sycamore and other native tree species, which would persist on the slopes around the perimeter of the basin. Impacts to native plant communities would be slightly reduced and remain less than significant (Class III).

Impact BIO-2: The proposed project would result in the modification of County-defined wetlands and ESH. Approximately 0.60 acres of County-defined wetlands and 1.56 acres of ESH occur within the project site. Placement of rock in the channel has been deleted from the revised project, and streambank grading has been reduced. However, grading of the banks and placement of Class VII rock at the toe of the bank would still occur. Overall, impacts to County-defined wetlands and ESH would be reduced as compared to the approved project. Consistent with the approved project, implementation of the restoration plan would offset impacts. Therefore, project-related impacts to County-defined wetlands and ESH would remain less than significant (Class III).

Impact BIO-3: The proposed project would result in the loss of mature native trees. The revised debris basin design would reduce the number of mature native trees removed to up to 46, including 28 coast live oak, 17 California sycamore and one California bay tree. The impact of the revised project would remain significant (Class II) because more than 10 percent of the trees of biological value on the project site would be removed.

Impact BIO-4: The proposed project may impede migration of steelhead. Consistent with the approved project, the revised debris basin design does not include any features such as dams, weirs, culverts or side channels that would impede steelhead passage through the debris basin site. Placement of rock in the channel has been deleted from the revised project which may reduce impacts to steelhead habitat. Both the approved and revised project would keep storm flow in the channel until the 5-year event flow is reached, and then flow would widen and extend into the proposed debris basin. Therefore, flow would remain in the channel to allow passage by steelhead and not be lost to the debris basin. Consistent with the approved project, the revised project would not substantially affect steelhead migration and impacts would remain less than significant (Class III).

Impact BIO-5: The proposed project would result in the loss of suitable oak woodland habitat for oak titmouse. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres. The project-related loss of suitable habitat for oak titmouse is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Impacts to the local oak titmouse population would be slightly reduced and remain less than significant (Class III).

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

Impact BIO-7: The proposed project would result in the loss of suitable breeding habitat for Lawrence's goldfinch. The revised debris basin design would reduce the project-related loss of coast live oak woodland from 0.54 to 0.45 acres, which is suitable breeding habitat for this species. The project-related loss of suitable habitat for Lawrence's goldfinch is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Impacts to the local Lawrence's goldfinch population would be slightly reduced and remain less than significant (Class III).

Impact BIO-8: The proposed project would result in the loss of suitable woodland breeding habitat for Cooper's hawk. The revised debris basin design would reduce permanent loss of suitable woodland breeding and foraging habitat (oaks, sycamores, eucalyptus) from 1.42 to 1.04 acres. The project-related loss of suitable habitat for this species is very small as compared to that available in the Montecito area and would be offset in the long-term by proposed habitat restoration. Impacts to the Cooper's hawk population would be reduced and remain less than significant (Class III).

Impact BIO-9: Proposed debris basin construction and/or routine maintenance activities may disrupt breeding of migratory birds. Vegetation removal, noise, dust, and heavy equipment activity associated with revised project construction and/or routine maintenance activities would be virtually the same as for the approved project. These impacts may result in violation of the Federal Migratory Bird Treaty Act and Sections 3503 and 3513 of the California Fish and Game Code and remain significant but mitigable (Class II).

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

5.3.3 Mitigation Measures

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

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

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

5.3.4 Residual Impacts

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

5.4 CULTURAL RESOURCES

5.4.1 Setting

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

5.4.2 Impact Analysis

5.4.2.1 Phased Construction

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

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

5.4.2.2 Non-phased Construction

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

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

5.4.3 Mitigation Measures

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

5.4.4 Residual Impacts

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

5.5 GEOLOGICAL PROCESSES

5.5.1 Setting

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

5.5.2 Impact Analysis

5.5.2.1 Phased Construction

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

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

5.5.2.2 Non-phased Construction

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

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

5.5.3 Mitigation Measures

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

5.5.4 Residual Impacts

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

5.6 WATER RESOURCES

5.6.1 Setting

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

5.6.2 Impact Analysis

The hydraulic study prepared for the approved project applies to the revised project. Consistent with the approved project, the revised project would not result in an increase in the potential for flooding of adjacent land uses or flood-related damage to the East Valley Road bridge and Glen Oaks Drive bridge.

5.6.2.1 Phased Construction

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

- Limiting equipment use within the San Ysidro Creek channel to the dry season.
- Use of a surface flow diversion during basin construction.
- Restricting fueling and maintenance of equipment and vehicles to at least 100 feet from the San Ysidro Creek channel.
- Application of herbicide (if needed in problem areas) according to the District's standard mitigation measure for responsible herbicide application.
- Implementation of a storm water pollution prevention plan.

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

Impact WR-2: Project construction activities would utilize local groundwater supplies. The proposed project would not result in the long-term consumption of any groundwater. Water consumption associated with the revised project would be virtually same as the approved project. Consistent with the approved project, construction-related groundwater consumption of the revised project would remain a less than significant impact (Class III) to groundwater supplies.

Impact WR-3: The proposed debris basin would attenuate peak storm flows and capture sediment and debris. The revised project with phased construction would result in a slightly smaller debris basin overall (about 0.1 acres) and would require two years to complete. However, Phase 1 would provide an interim basin to capture sediment and debris during the 2021/2022 storm season. Consistent with the approved project, the revised project would attenuate peak storm flows and capture and store sediment and debris during post-fire storm events to minimize the potential for these flows to leave the San Ysidro Creek channel and damage adjacent land uses. Although the ultimate basin would be slightly smaller than the approved project and would require two years to construct and provide the full benefit, storm flow attenuation and sediment/debris capture impacts would remain beneficial (Class IV).

Impact WR-4: The proposed debris basin would increase infiltration of surface water to the Montecito Groundwater Basin. Consistent with the approved project, the revised project would detain flood waters within the debris basin for short periods following flood events larger than the 5-year storm event, which would allow for greater infiltration of surface water to the Montecito Groundwater Basin. This would increase the amount of groundwater in storage and this impact would remain beneficial (Class IV).

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

5.6.2.2 Non-phased Construction

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

- Limiting equipment use within the San Ysidro Creek channel to the dry season.
- Use of a surface flow diversion during basin construction.
- Restricting fueling and maintenance of equipment and vehicles to at least 100 feet from the San Ysidro Creek channel.
- Application of herbicide (if needed in problem areas) according to the District's standard mitigation measure for responsible herbicide application.
- Implementation of a storm water pollution prevention plan.

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

Impact WR-2: Project construction activities would utilize local groundwater supplies. The proposed project would not result in the long-term consumption of any groundwater. Water consumption associated with the revised project would be virtually same as the approved project. Consistent with the approved project, construction-related groundwater consumption of the revised project would remain a less than significant impact (Class III) to groundwater supplies.

Impact WR-3: The proposed debris basin would attenuate peak storm flows and capture sediment and debris. The revised project would result in a slightly smaller debris basin (about 0.1 acres). Consistent with the approved project, the revised project would attenuate peak storm flows and capture and store sediment and debris during post-fire storm events to minimize the potential for these flows to leave the San Ysidro Creek channel and damage adjacent land uses. Although the revised debris basin would be slightly smaller than the approved project, storm flow attenuation and sediment/debris capture impacts would remain beneficial (Class IV).

Impact WR-4: The proposed debris basin would increase infiltration of surface water to the Montecito Groundwater Basin. Consistent with the approved project, the revised project would detain flood waters within the debris basin for short periods following flood events larger than the 5-year storm event, which would allow for greater infiltration of surface water to the Montecito Groundwater Basin. This would increase the amount of groundwater in storage and this impact would remain beneficial (Class IV).

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

5.6.3 Mitigation Measures

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

5.6.4 Residual Impacts

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

5.7 NOISE

5.7.1 Setting

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

5.7.2 Impact Analysis

5.7.2.1 Phased Construction

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

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

Impact N-3: Noise generated by routine maintenance activities would periodically adversely affect nearby noise-sensitive land uses (residences). Noise generated by routine maintenance of the revised project would be the same as the approved project. Therefore, routine maintenance-related noise impacts would remain significant but mitigable (Class II).

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

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

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

5.7.2.2 Non-phased Construction

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

Impact N-2: Vibration generated by debris basin construction activities would temporarily adversely affect nearby residences. Construction-related vibration associated with the revised project would be the same as the approved project. Therefore, construction-related vibration impacts would remain less than significant (Class III).

Impact N-3: Noise generated by routine maintenance activities would periodically adversely affect nearby noise-sensitive land uses (residences). Noise generated by routine maintenance of the revised project would be the same as the approved project. Therefore, routine maintenance-related noise impacts would remain significant but mitigable (Class II).

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

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

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

5.7.3 Mitigation Measures

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

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

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

5.7.4 Residual Impacts

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

5.8 HAZARDS AND HAZARDOUS MATERIALS

5.8.1 Setting

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

5.8.2 Impact Analysis

5.8.2.1 Phased Construction

Impact HAZ-1: Construction and routine maintenance activities may result in inadvertent discharge of small quantities of hazardous materials. Construction and routine maintenance activities associated with the revised project would be the same as the approved project. Consistent with the approved project, due to the small amounts of hazardous materials used during construction activities and the implementation of standard spill avoidance and clean-up measures, potential impacts associated with use of hazardous materials for project construction and routine maintenance purposes would remain less than significant (Class III).

Impact HAZ-2: Construction and routine maintenance activities would occur in an area supporting flammable vegetation and may increase risk of wildland fire. Sources of ignition associated with the construction and routine maintenance of the revised project would be the same as the approved project. Consistent with the approved project, the project-related increase in the risk of wildland fire to adjacent developed areas would remain less than significant (Class III).

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

5.8.2.2 Non-phased Construction

Impact HAZ-1: Construction and routine maintenance activities may result in inadvertent discharge of small quantities of hazardous materials. Construction and routine maintenance activities associated with the revised project would be the same as the approved project. Consistent with the approved project, due to the small amounts of hazardous materials used during construction activities and the implementation of standard spill avoidance and clean-up measures, potential impacts associated with use of hazardous materials for project construction and routine maintenance purposes would remain less than significant (Class III).

Impact HAZ-2: Construction and routine maintenance activities would occur in an area supporting flammable vegetation and may increase risk of wildland fire. Sources of ignition associated with the construction and routine maintenance of the revised project would be the same as the approved project. Consistent with the approved project, the project-related increase in the risk of wildland fire to adjacent developed areas would remain less than significant (Class III).

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

5.8.3 Mitigation Measures

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

5.8.4 Residual Impacts

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

5.9 TRANSPORTATION/TRAFFIC

5.9.1 Setting

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

5.9.2 Impact Analysis

5.9.2.1 Phased Construction

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

Impact T-2: Trucking of earth material/debris removed during debris basin routine maintenance may exacerbate peak hour traffic congestion at affected intersections. Peak hour and daily trips associated with the routine maintenance of the revised project would be same as for the approved project. Consistent with the approved project, peak hour trips would be up to 12 and LOS at the affected intersections is anticipated to be better than LOS D, such that traffic congestion associated with routine maintenance would remain a less than significant impact (Class III).

Impact T-3: Trucking of earth material/debris removed during debris basin excavation or routine maintenance may reduce traffic safety due to poor sight distance. Consistent with the approved project, heavy-duty trucks entering or leaving the project site associated with construction and routine maintenance of the revised project may result in traffic safety impacts. These impacts would remain significant but mitigable (Class II).

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

5.9.2.2 Non-phased Construction

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

Impact T-2: Trucking of earth material/debris removed during debris basin routine maintenance may exacerbate peak hour traffic congestion at affected intersections. Peak hour and daily trips associated with the routine maintenance of the revised project would be same as for the approved project. Consistent with the approved project, peak hour trips would be up to 12 and LOS at the affected intersections is anticipated to be better than LOS D, such that traffic congestion associated with routine maintenance would remain a less than significant impact (Class III).

Impact T-3: Trucking of earth material/debris removed during debris basin excavation or routine maintenance may reduce traffic safety due to poor sight distance. Consistent with the approved project, heavy-duty trucks entering or leaving the project site associated with construction and routine maintenance of the revised project may result in traffic safety impacts. These impacts would remain significant but mitigable (Class II).

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

5.9.3 Mitigation Measures

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

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

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

5.9.4 Residual Impacts

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

5.10 POPULATION AND HOUSING

5.10.1 Setting

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

5.10.2 Impact Analysis

5.10.2.1 Phased Construction

Impact PH-1: The project-related conversion of residential parcels to a debris basin may result in construction of replacement housing elsewhere in Montecito. Consistent with the approved project, the revised project would result in the conversion of eight residential parcels to a public flood control facility. As these residences were destroyed or damaged beyond repair during the January 2018 debris flows, the approved or revised project would not result in the direct displacement of any housing. Consistent with the approved project, the revised project would prevent reconstruction of these eight residences and could indirectly lead to construction of new housing in the Montecito area. Impacts associated with construction of replacement housing would remain less than significant (Class III) because:

- The number of replacement housing units to be constructed would be small (eight maximum).
- The replacement housing units would be dispersed throughout the Montecito Planning Area which would minimize impacts at any one site.
- The replacement housing units would be constructed at different times (or years) which would minimize impacts at any one time.
- Mandated compliance with the Montecito Land Use & Development Code would limit impacts.

- The replacement housing units would undergo CEQA review by the County Planning & Development Department as independent projects and mitigation applied where required.

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

5.10.2.2 Non-phased Construction

Impact PH-1: The project-related conversion of residential parcels to a debris basin may result in construction of replacement housing elsewhere in Montecito. Consistent with the approved project, the revised project would result in the conversion of eight residential parcels to a public flood control facility. As these residences were destroyed or damaged beyond repair during the January 2018 debris flows, the approved or revised project would not result in the direct displacement of any housing. Consistent with the approved project, the revised project would prevent reconstruction of these eight residences and could indirectly lead to construction of new housing in the Montecito area. Impacts associated with construction of replacement housing would remain less than significant (Class III) because:

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

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

5.10.3 Mitigation Measures

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

5.10.4 Residual Impacts

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

Lenzi, Chelsea

From: Achdjian, Carlo
Sent: Tuesday, August 3, 2021 8:49 AM
To: Van Mullem, Rachel
Cc: Holderness, Amber; Fayram, Tom; Spencer, Maureen; Lenzi, Chelsea; Grey, Skip
Subject: FW: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting
Attachments: Article re commencement of construction.pdf

Importance: High

From: Todd A. Amspoker <tamspoker@ppplaw.com>
Sent: Tuesday, August 3, 2021 8:45 AM
To: Alexander, Jacquelyne <jralexander@countyofsb.org>
Cc: Achdjian, Carlo <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: RE: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

#4

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Website: www.ppplaw.com

From: Todd A. Amspoker
Sent: Tuesday, August 3, 2021 8:45 AM
To: 'jralexander@co.santa-barbara.ca.us' <jralexander@co.santa-barbara.ca.us>
Cc: 'Achdjian, Carlo' <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: RE: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

#3

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From: Todd A. Amspoker
Sent: Tuesday, August 3, 2021 8:44 AM
To: 'jralexander@co.santa-barbara.ca.us' <jralexander@co.santa-barbara.ca.us>
Cc: 'Achdjian, Carlo' <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: RE: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

#2

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From: Todd A. Amspoker
Sent: Tuesday, August 3, 2021 8:44 AM
To: 'jralexander@co.santa-barbara.ca.us' <jralexander@co.santa-barbara.ca.us>

Cc: 'Achdjian, Carlo' <cachdjian@countyofsb.org>; Stacy Hernandez <shernandez@ppplaw.com>
Subject: Flood Control Board of Directors meeting re Montgomery property, August 3 meeting

Hi Ms. Alexander – I am sending you four documents that I would like added to the record for this morning's meeting regarding the Randall Road Debris Basin.

I will send in four separate emails, including this one. If you don't get all 4, please let Stacy in my office (copied here) and we will send the document in another way.

Thanks, Todd Amspoker

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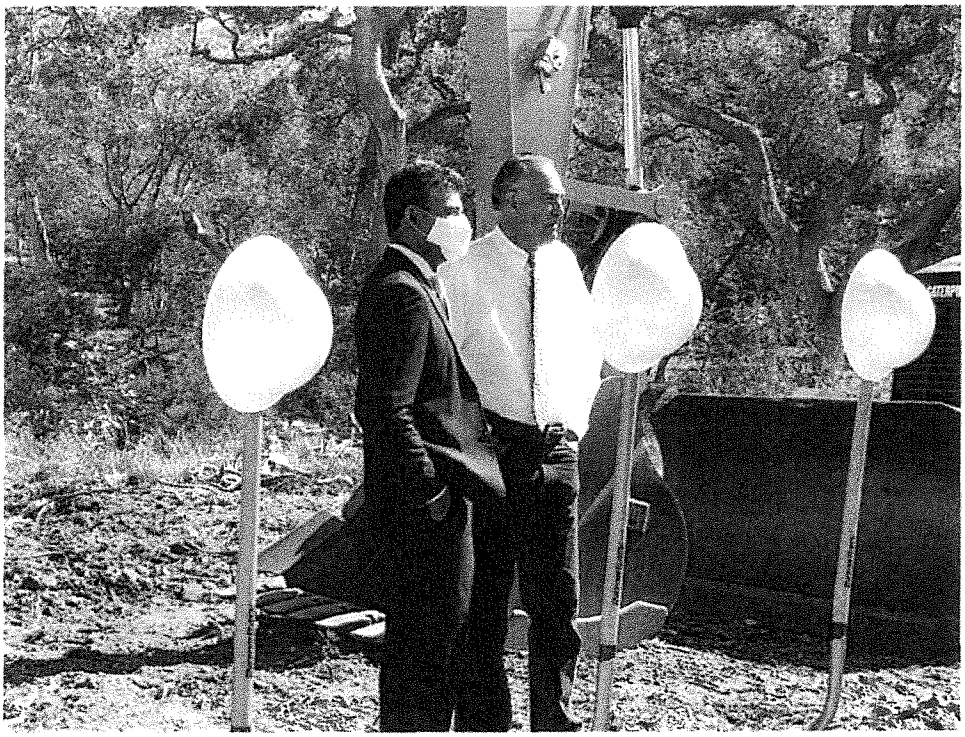
Big Dig Begins at Randall Road Debris Basin

Ceremony Recalls Lives Lost and Tells of Lives to Be Saved



At Monday morning's groundbreaking ceremony, Supervisor Das Williams and Curtis Skene spoke of the efforts made to secure seven properties on Randall Road for a new Montecito debris basin along San Ysidro Creek. | Credit: Jean Yamamura

By **Jean Yamamura**

Tue May 04, 2021 | 11:05am

Even the brush chipper working next door went quiet when Salud Carbajal called for a minute of silence to remember the people who died in Montecito during the terrible debris flow three years ago. "Take a look around us," Carbajal said, gesturing to the wall of rocks behind him surrounded by acres of dried mud, "and let's remember the 23 lives

lost. The roughly 100 people gathered to mark the commencement of the Randall Road Debris Basin fell silent, the only sound the quiet trickle of San Ysidro Creek competing with traffic passing on East Valley Road.

The new debris basin lies just above State Route 192, at a point where boulders and tree trunks "floating" on a massive mudflow tore through seven homes after a devastating downpour broke over the Thomas Fire–scarred foothills. Two people who lived on Randall Road were killed, Dr. Mark Montgomery and his 22-year-old daughter, Caroline Montgomery; Rebecca Riskin and Josie Gower were lost below the road.

Elected officials, Montecito Fire Chief Kevin Taylor, and Flood Control jefe Tom Fayram (far right) shovel up the ceremonial dirt for the debris basin. | Credit: Jean Yamamura

Neighbor Tony Cheetham recalled thinking an earthquake had struck when the jousting of boulders rumbling down the creek woke him up that morning in 2018. He was across East Valley Road from Randall Road. Kathy Waldref's mother lived in the family home on Randall Road, but her mother had been evacuated that night and has lived to see her 93rd year arrive next week. Waldref said she later found an electric clock in the debris, pulled from its socket and set awash at 3:43 a.m.

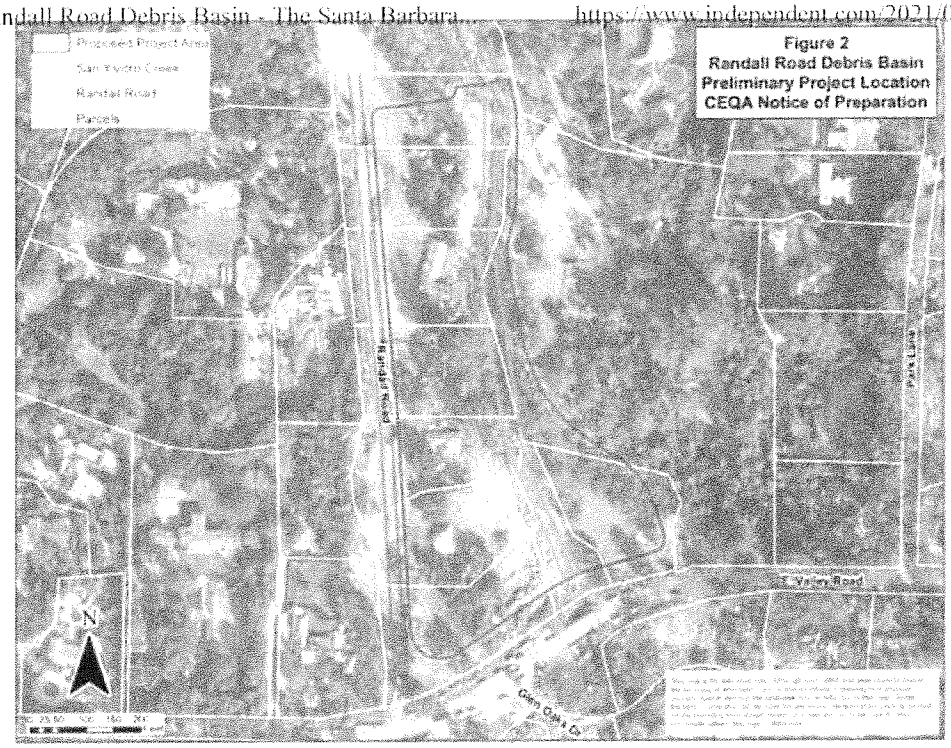
Santa Barbara County Public Works anticipates that the new debris

basin will allow the boulders and tree trunks to settle out during the next flood and let the surge of water and mud flow beneath the bridge.

And there will be another one. Curtis Skene had survived a similar mud flow in 1969 as a kid, and he sat cold and wet outside the same East Valley Lane home on January 9, 2018, pondering how to never let it happen again. At the "first shovel" ceremony on Monday, much of the morning's round of speeches went to praise Skene, who had visited each of his Randall Road neighbors, asking gently what they thought about selling their property to the county for a giant catchment basin. He brought the idea to Tom Fayram, visiting him in his office at County Flood Control, where Fayram called to engineer Jon Frye to come over: "I got goosebumps," Frye said of the moment Skene described the potential eight acres at Randall Road that had a near-perfect slope for a debris basin, 6 degrees.

Skene credited Vickie Riskin, who lost her cousin Rebecca to the disaster, for helping bring Randall Road residents around. Skene's partner, Kris Kirkelie, did the research that found handwritten accounts of the same area flooding back to the 1800s. Some of that is documented by the Bucket Brigade, Kirkelie said, among them two people who died while walking home in 1914 when the creek was in flood. The history of the area helped several of the residents consider a big dig preferable to rebuilding; six of them have accepted $1.4 million for their property from the county.

One home, funded for a rebuild by its insurance carrier, was purchased in 2019 for $4 million. That big outlay was in some ways a downpayment for FEMA, said Skene, as it convinced the federal agency that Santa Barbara County was serious about building the debris basin there. FEMA provided a grant of $13.5 million for the $17.5 million project, which is three times the normal-sized grant from the emergency agency. The last remaining parcel is that of Dr. Mark Montgomery. His widow, Catherine Montgomery, has been reluctant to part with the property, though the county continues to keep the door open in negotiations.



Credit: Courtesy

The Montgomery property lies near East Valley Road, and the county will build the upper portion of the debris basin first, splitting the project into two phases. Contractor Vince Lopez of Santa Maria said it will take about seven months to complete the first phase, and the second, if it comes to fruition, could be a few months more.

Carbajal, Montecito's county supervisor before his election to Congress in 2016, handed the podium to his successor, Supervisor Das Williams, who addressed the grassroots issues of valuing safety over aesthetics, and also deeper issues of the pain of loss. The Randall Road basin gave the community a way to "prevent other people from experiencing this pain and devastation," Williams said. "And we all will experience a crisis of this magnitude again."

Tue Aug 03, 2021 | 15:27pm
https://www.independent.com/2021/05/04/big-dig-begins-at-randall-road-debris-basin/