COUNTY OF SANTA BARBARA

Public Works, Transportation Division

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Initial Study and Mitigated Negative Declaration

Goleta Beach Park Bridge 51C-0158 Replacement Project

County Project No. 862319
County Case No. 13NGD-00000-00018

State Clearinghouse No. 2014051081

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

Engineer
Quincy Engineering, Inc.
3247 Ramos Circle
Sacramento, CA 95827-2512

For More Information, contact Charlie Elbert, County Project Manager, at (805) 568-3123

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1.0 INTRODUCTION

1.1 PURPOSE AND LEGAL AUTHORITY

The California Environmental Quality Act (CEQA) requires preparation of an Initial Study to identify potential environmental impacts associated with any proposed project that requires discretionary approval by a local, regional, or state agency. An Initial Study is generally used to assess whether significant environmental impacts would result from a project in order to determine the need for preparation of a Negative Declaration or Mitigated Negative Declaration (MND) or whether further analysis in an Environmental Impact Report (EIR) would be required.

The Santa Barbara County Department of Public Works has prepared this Initial Study for the proposed Goleta Beach Park Bridge Replacement Project (Bridge No. 51C-0158) pursuant to the requirements of CEQA. A list of cited references has been included as Attachment A.

1.2 PROJECT APPLICANT

County of Santa Barbara Public Works Department
123 E. Anapamu Street
Santa Barbara, California 93101
Contact: Charlie Elbert, Project Manager (805) 568-3123

1.3 PROJECT BACKGROUND

The Goleta Beach Park Bridge spans the Goleta Slough and provides the only vehicular access to Goleta Beach Park in Santa Barbara County. It also serves as a vital connection for the Coastal Route bike path across the Slough to the Park and continuing west to the University of California, Santa Barbara (UCSB). The existing bridge is structurally deficient due to conditions in the support piles that are weakening the bridge foundation and emergency repairs were necessary in 2008 to keep the bridge open to traffic.

The County proposes to replace the existing bridge with a new structure at an adjacent location to improve public safety and ensure that vehicular access to the Park is maintained. The project also includes a proposed habitat mitigation component, which includes modification or replacement of an existing culvert to allow more naturally influenced tidal flows into the parcel north of the bridge to restore/improve the coastal habitat in that area. The restoration activities are anticipated as a future permitting condition or mitigation measure to minimize the loss of habitat that would occur during bridge development. However, specific details for implementation of this component are not fully known at this time. The County will need to continue negotiations with the relevant permitting agencies and the property owner of that parcel (Southern California Gas Company) to determine whether restoration of this area would be feasible, the extent of restoration that would be required and how it could be accomplished.

Although it has not yet been determined exactly how (or if) this component would be implemented, the County has included it in the project description so that potential environmental effects of those actions could be identified and discussed. Therefore, the proposed restoration activities are analyzed qualitatively in this document.

1.4 PROJECT LOCATION

The proposed project is located in an unincorporated area of Santa Barbara County south of the city of Goleta (Section 20, Township 4 North, Range 28 West), within and adjacent to Goleta Beach Park (APN # 071-200-017, 5986 Sandspit Road). The bridge spans the Goleta Slough approximately 0.05 mile northwest of the Slough's entry into the Pacific Ocean and is within the California Coastal Zone. The city of Goleta's southeastern boundary extends to within approximately 0.5 mile northeast of the existing bridge location, and the community of Isla Vista lies approximately 1.3 miles to the west. The parcel north of the existing bridge considered for development of additional intertidal areas (APN #071-200-013) is situated directly north of the bridge and Goleta Beach Park.

The existing bridge sits approximately 400 feet south of State Route 217 (SR 217) and 1.5 miles south of U.S. Highway 101 (U.S. 101)/State Route 1 (SR 1) as it runs east/west through Goleta. It is located within a California Department of Transportation (Caltrans) right-of-way for SR 217. UCSB is approximately 0.5 mile to the west and the Goleta wastewater treatment facility and the southernmost portion of the Santa Barbara Municipal Airport are approximately 0.3 mile to the north. The bridge is within Santa Barbara County Supervisorial District 2.

Project site information is summarized in Table 1.1, below, and depicted in Figures 1.1 through 1.3.

Table 1.1. Site Information

Comprehensive Plan Designation	Coastal, Site is an urban area designated Public Utility north of the Slough and Existing Public or Private Park, Recreation, and/or Open Space south of the Slough
Zoning District, Article II, Coastal Zoning Ordinance	Goleta Beach Park parcel – Recreation, minimum parcel size of 1 acre Northern mitigation parcel – Public Utility, no minimum parcel size Flood Hazard Area (FA) and Environmentally Sensitive Habitat Area overlays Coastal Commission Appeal Jurisdiction
Site Size	Project Study Area – 7.01 acres Goleta Beach Park parcel (071-200-017) – approximately 21.5 acres Northern mitigation parcel (071-200-013) – approximately 2.0 acres
Present Use & Development	Two-lane approach roads and access bridge to Goleta Beach Park
Surrounding Uses/Zoning	North: drainage basin; SR 217/Moffit-Sandspit Road interchange; Coastal Route bike path South: Goleta Beach Park and Pacific Ocean East: Goleta Slough and banks West: Goleta Slough and banks
Access	SR 217; Sandspit Road
Public Services	Water Supply: Goleta Water District Sewage: Goleta Sanitary District Fire: County of Santa Barbara Fire Protection Department Other: Goleta Union School District

1.5 PROJECT STUDY AREA

To define the areas that would be affected by project construction and implementation, a project boundary was developed that identified all areas surrounding the project site that would be disturbed during project implementation. This area, the project study area, includes areas that would be directly disturbed by project activities (i.e., grading, demolition and restoration activities), as well as additional adjacent areas that would be indirectly affected by use of those areas for secondary purposes, including necessary construction access, equipment staging and storage, Slough dewatering activities, etc.

This project study area is referred to as the Biological Study Area (BSA) in sections of this document to reference the substantial work conducted to date to assess potential impacts to sensitive biological resources, species, and habitat within the Slough. BSA is a term used by various permitting agencies to describe the area of potential biological effects of a project (U.S. Fish and Wildlife Service [USFWS], California Department of Fish and Wildlife [CDFW], National Oceanic and Atmospheric Administration National Marine Fisheries Service [NOAA Fisheries]) and is consistent with the project study area. The project study area comprises 7.01 acres in total and is shown in Figure 1.3, below.

1.6 PROJECT OBJECTIVES

The objective of the project is to improve the safety and reliability of the Goleta Beach Park Bridge crossing the Goleta Slough. The replacement of the bridge is necessary to maintain access to Goleta Beach Park and qualifies for funding under the Federal Highway Administration (FHWA) Highway Bridge Program (HBP). Additional explanation of the existing bridge's structural condition is described below (refer to Section 2.0, Project Description).

1.7 PROJECT APPROVALS AND PERMITS

Project construction and implementation would require the County to obtain permits and other forms of approval from various federal and state agencies. These authorizations may be issued in the form of regulatory permits, agreements, or other forms of environmental review/approval. Authorizations will likely include numerous requirements for environmental compliance, which will be enforced through construction monitoring, documentation, and reporting. As proposed, the project is expected to require authorizations/permits from the following agencies:

Table 1.2. Agency Permits/Authorizations

Responsible Agency	Applicable Permit or Authorization
U.S. Army Corps of Engineers	Clean Water Act §404 Nationwide Permit
State Water Resources Control Board/ Regional Water Quality Control Board	Clean Water Act §401 Water Quality Certification
U.S. Fish and Wildlife Service	Section 7 Biological Opinion
NOAA Fisheries	Section 7 Biological Opinion, Incidental Take Permit
U.S. Coast Guard	River and Harbors Act Section 9 Bridge Permit
California Coastal Commission	Coastal Development Permit
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement
California State Lands	State Lands Lease

1.8 PUBLIC CIRCULATION AND COMMENTS

In compliance with Section 15073 of the CEQA Guidelines, the draft IS/MND was circulated for public review for a 30-day period ending on June 27, 2014. In addition to the State Clearinghouse's standard notice of filing and acknowledgement of compliance with CEQA noticing requirements, two comment letters were received from interested governmental agencies and organizations:

- California State Lands Commission
- Santa Barbara Audubon Society, Inc.

The County has prepared responses to all comments received, and the comment letters and County responses are included as Attachment H.

Figure 1.1. Project Vicinity Map

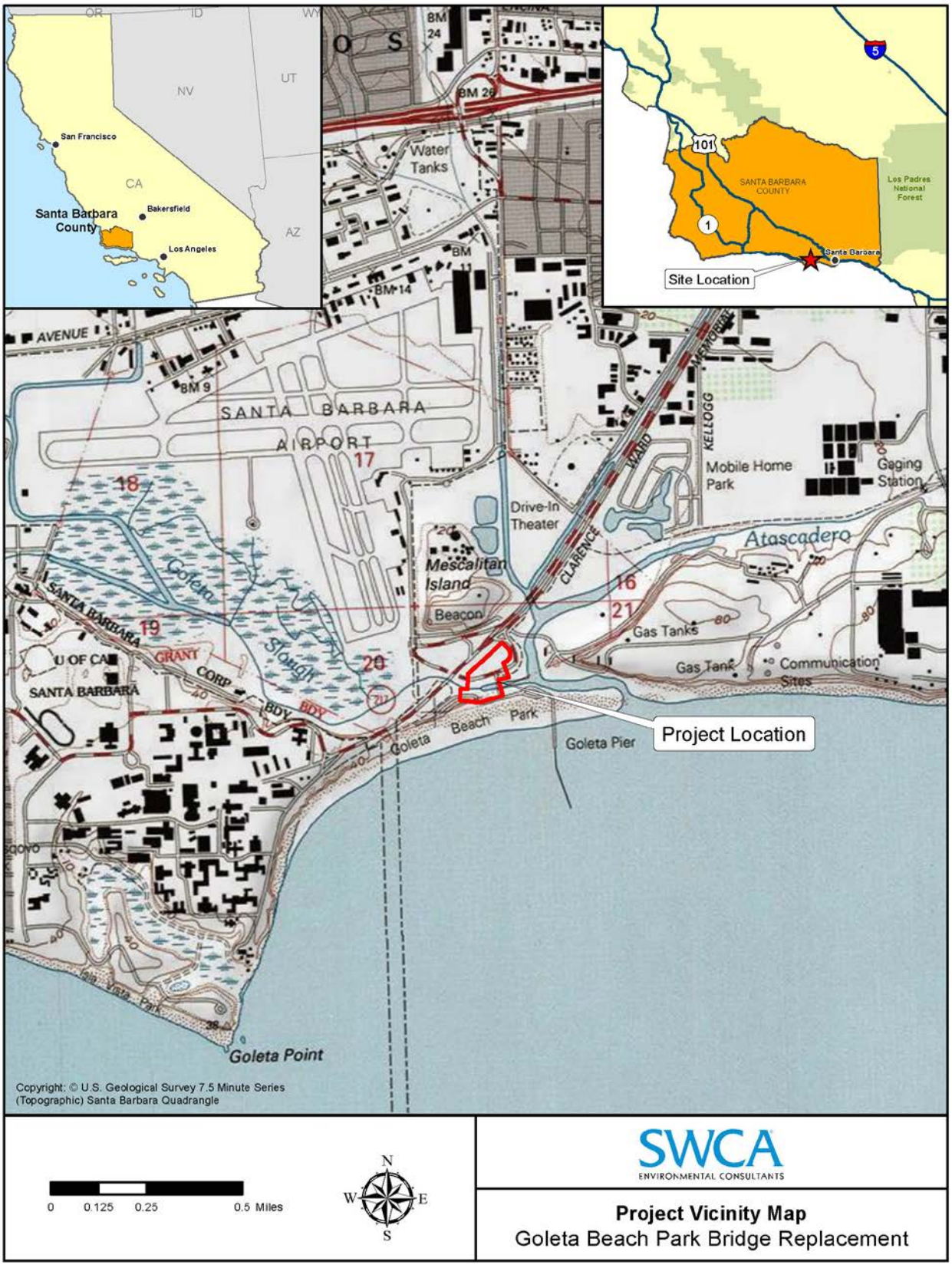


Figure 1.2. Project Location Map

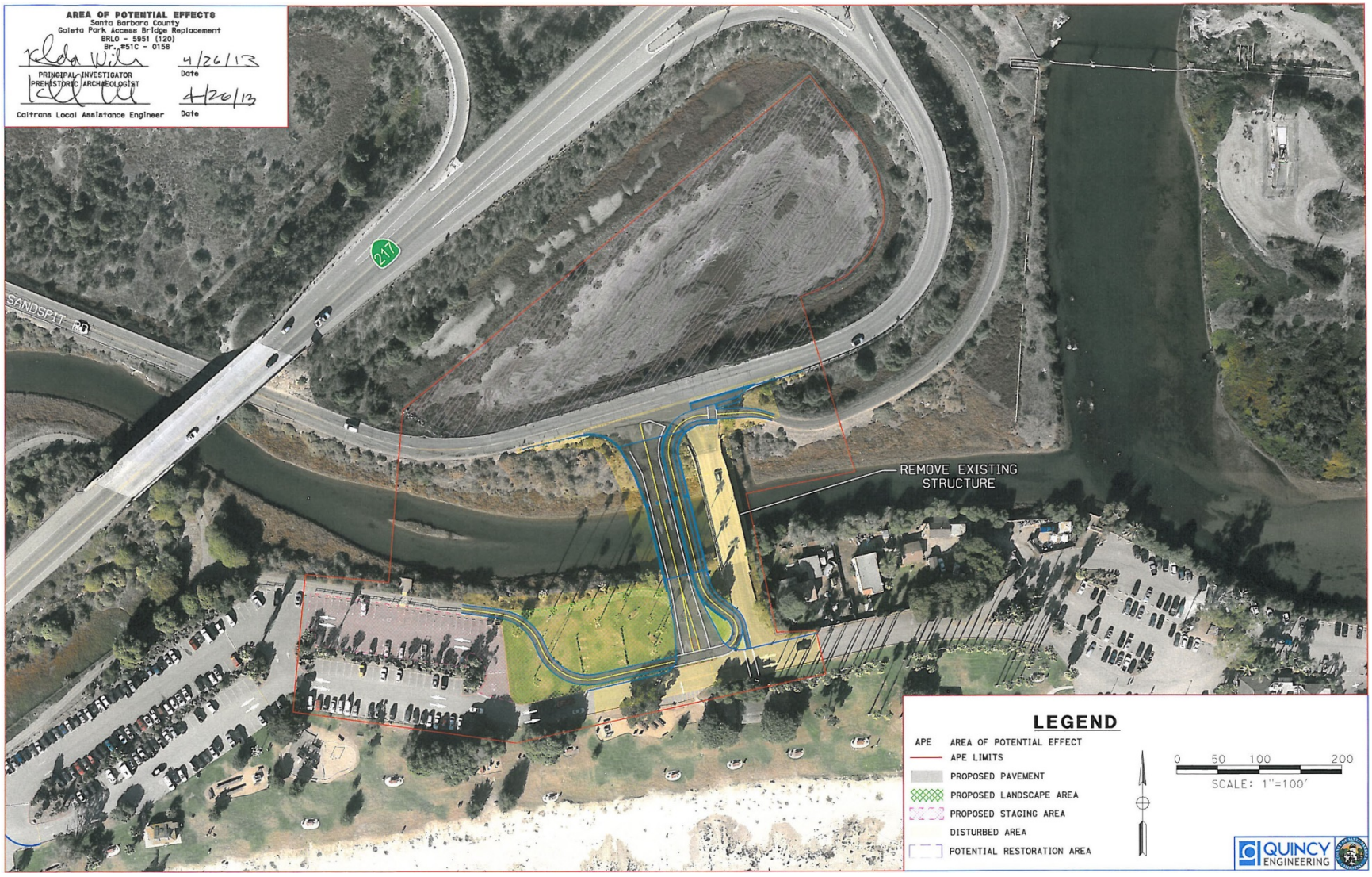


Figure 1.3. Project Study Area Map

Figure 1.4. Land Use and Zoning Map

2.0 PROJECT DESCRIPTION

The County proposes to replace the existing Goleta Beach Park Bridge (Bridge No. 51C-0158) over the Goleta Slough with a new bridge at an adjacent location approximately 60 feet to the west. The existing bridge does not meet current regulatory design standards and is structurally deficient as a result of advanced degradation within the existing bridge piles, which jeopardizes the foundations of the bridge. The proposed project would provide a new bridge over the Goleta Slough that meets current design standards and improves public safety. The bridge is eligible for replacement under the FHWA HBP and would be replaced in cooperation with the California Department of Transportation (Caltrans).

The bridge spans the Goleta Slough and provides the only access to Goleta Beach Park in Santa Barbara County. It also serves as a vital connection for the Coastal Route bike path across the Slough to the park and continuing west to UCSB. The existing 137-foot long structure is a 5-span cast in place concrete slab bridge. It is 34 feet wide and accommodates two 12-foot lanes, two 2-foot shoulders, and two 3-foot wide vehicular barriers on each side that include a 2-foot-wide pedestrian walking surface.

According to as-built plans, the bottom of the existing bridge deck was constructed approximately 5.5 feet above the estimated high water surface elevation. The bridge is supported on both banks of the Slough by end diaphragm type abutments founded on three 15-inch diameter piles extending into the ground to a depth of approximately 30 to 40 feet according to as-built plan information. Each abutment has retaining walls oriented parallel to the traveled way that extend approximately 15 feet past the ends of the bridge to retain the approach roadway fill. The bridge crosses over the Slough supported by four separate bents or rows of piles, each bent consists of four 15-inch diameter piles extending into the ground to a depth of approximately 30 to 40 feet.

There is one streetlight on the north end of the bridge near the bridge's northerly connection with Sandspit Road. The north end of the bridge widens slightly at this connection. Several utilities cross the Slough via the bridge structure, including a 10-inch water line and a 4-inch sewer line carried on the west side of the bridge. The Goleta Water District also recently installed an 18-inch reclaimed water line under the Slough approximately 25 to 30 feet west of the existing bridge. This line is expected to remain in place.

The existing structure suffers from an irreversible condition known as "reactive aggregate" within the concrete used to construct the supporting piles. Over time, this condition will continue to cause excessive cracking in the piles, which weakens the concrete section and allows advanced corrosion to occur on the rebar inside the piles. As this condition advances it will create an unstable condition that will eventually trigger other structural failures (a collapse mechanism).

Due to this condition, replacement of the bridge as soon as possible is imperative. The deterioration of the piles was first discovered during Caltrans annual inspections in 2008, at which point the identified cracks were labeled and mapped. Concrete cores were taken of the damaged piles and chemical analysis confirmed the presence of reactive aggregate.

Cracking of the piles has reduced the load carrying capacity of the structure and the County was required to complete emergency repairs in 2008 to keep the bridge open to traffic. The emergency repair involved placement of a supplemental support system at bent number four. The temporary support system involved placing two 24-inch steel pipe piles into the Slough and vibrating them down into the ground before driving the piles an additional 6 feet to the specified tip elevation. Two steel girders approximately 43-feet long were then slid into place between the bottom of the bridge and connected to the 24-inch pipe piles to support the bridge deck. This emergency repair is a temporary fix that was implemented to support the bridge until it could be replaced.

As the existing piles at the other three bents continue to deteriorate, additional temporary support systems will need to be installed in order to keep the bridge open to traffic; therefore, time is of the essence to replace the bridge as soon as possible.

Photo 2.1. Overview from bridge looking west.

Photo 2.2. Overview from bridge looking east.

Photo 2.3. East side view of bridge.

Photo 2.4. View of existing pilings.

Photo 2.5. View of existing cracked pile.

Photo 2.6. Completed temporary pier support.

2.1 REPLACEMENT STRUCTURE TYPE

There were several physical constraints at the site that were considered in the design of the replacement structure. The vertical profile along Sandspit Road is fixed due to the SR 217 overcrossing to the west and the northbound on- and off-ramps to the east. In addition, only minor vertical increases are desirable on the south side of the proposed bridge due to heavy pedestrian use within Goleta Beach Park and Americans with Disabilities Act (ADA) requirements related to cross slopes and grades.

As a result of these vertical restrictions, the profile would need to conform closely to existing grades on each approach. A relatively shallow structure depth would also be required to accommodate higher water surface elevations and sea level rise. Shallower bridge depths limit the bridge span length and would require a greater number of intermediate supports in the Slough, whereas longer spans with a deeper structure depth would reduce the need for intermediate supports. A clear span option of the channel was considered; however, due to the site constraints, it was determined that clear spanning the channel was infeasible as a design alternative.

The proposed replacement structure would be an approximately 168-foot long, 2-span cast in place concrete box girder bridge. The replacement bridge would be 53.5 feet wide accommodating two 12-foot traffic lanes, two 4-foot shoulders, two 1.75-foot wide “see through” Type 80 traffic barriers adjacent to each shoulder, a 12-foot-wide Class 1 bicycle path adjacent to the northbound traffic lane separated from traffic by the Type 80 barrier, a 5-foot-wide raised pedestrian walkway adjacent to the Class 1 bicycle path, and a 10-inch exterior curb for safety railing. The proposed bridge would be constructed approximately 15.5 feet above mean sea level (as defined using the North American Vertical Datum of 1988), and would be

supported at each end (north and south bank of the Slough) by end diaphragm type abutments founded on four 3- to 4-foot diameter cast in drilled hole (CIDH) piles, approximately 75 to 120 feet into the ground. Within the Slough there would only be one supporting pier consisting of four 3- to 4-foot diameter concrete columns connected to 5- to 6-foot diameter CIDH pile shafts approximately 75 to 120 feet in length. The supporting pier will be located on the north bank of the Slough, outside of the normal wetted perimeter of the channel.

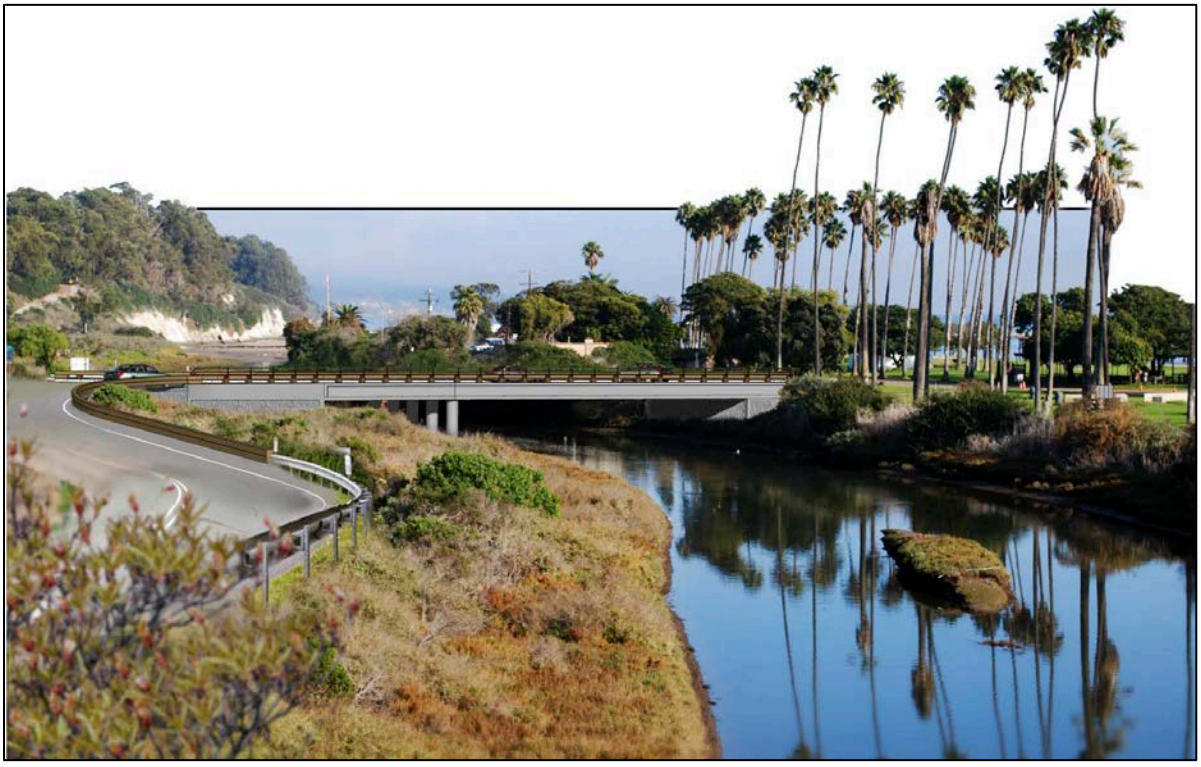
At the northwesterly abutment, a retaining wall, approximately 2.5 to 5 feet tall and 30 feet long, would be constructed to retain the approach roadway fills and prevent the approach roadway from encroaching into the Slough. In addition to accommodating vehicular traffic, the replacement structure would also provide for an ADA-compliant pedestrian walkway and continuation of the Class 1 Coastal Route bike path as a separated facility from vehicular traffic.

The proposed replacement bridge would incorporate aesthetic design features funded through the HBP as a part of Contact Sensitive Solutions, a FHWA program that encourages public collaboration and utilizes design options and aesthetic enhancements to ensure transportation facilities fit within their proposed physical setting. Aesthetic treatments incorporated into the replacement bridge are anticipated to include a bridge rail design with form liners and concrete staining and a decorative bicycle railing.

Figures of the simulated bridge structure and bridge rail, proposed bridge elevation, a typical section, and the project layout plan sheets are provided below. Additional layout plan sheets are also included in Attachment B.

Figure 2.1. Photo Simulation of Proposed Replacement Bridge

Existing Structure



Proposed Structure

Figure 2.2. Diagram of Proposed Bridge Rail and Decorative Bicycle Railing

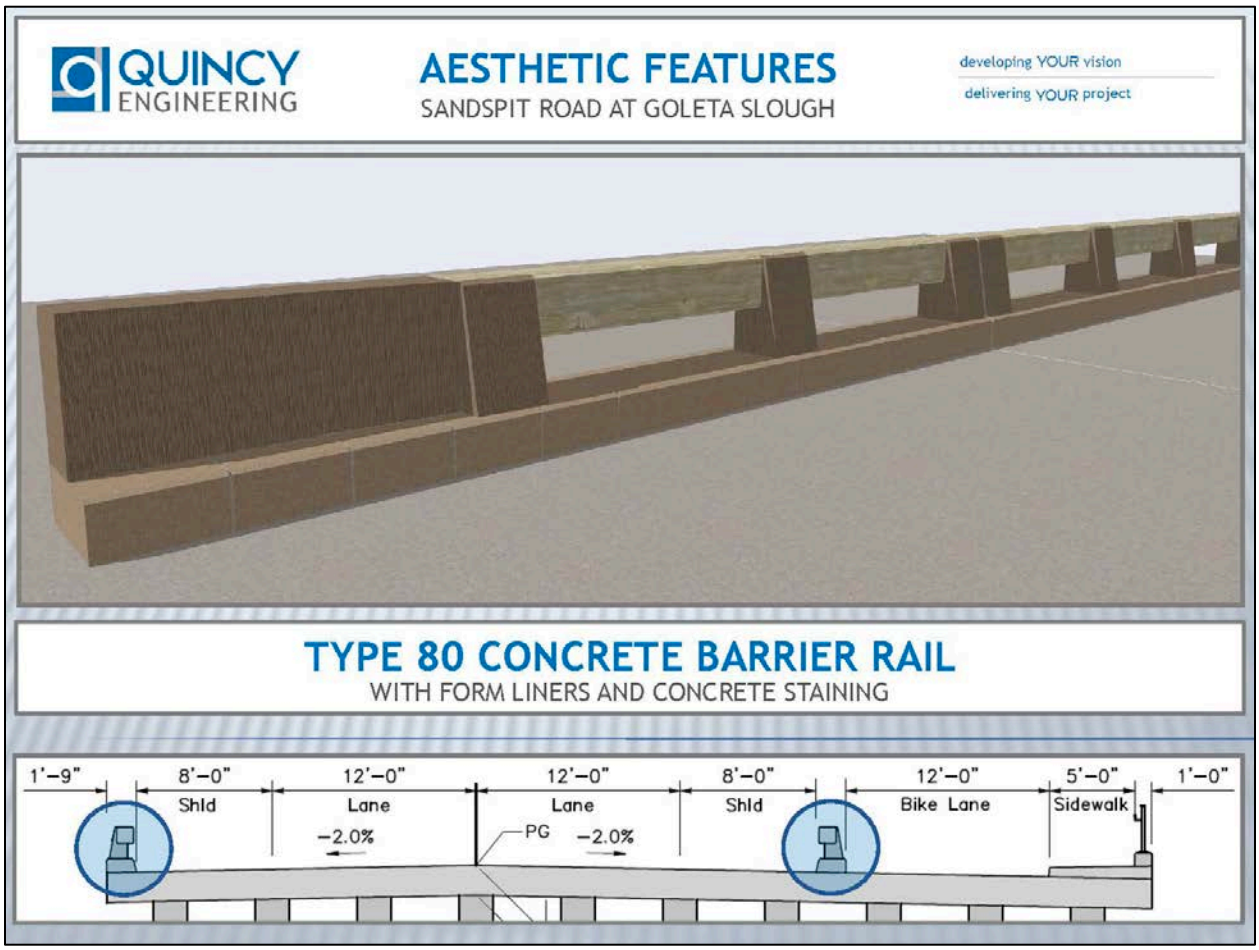


Figure 2.3. Proposed Bridge Elevation

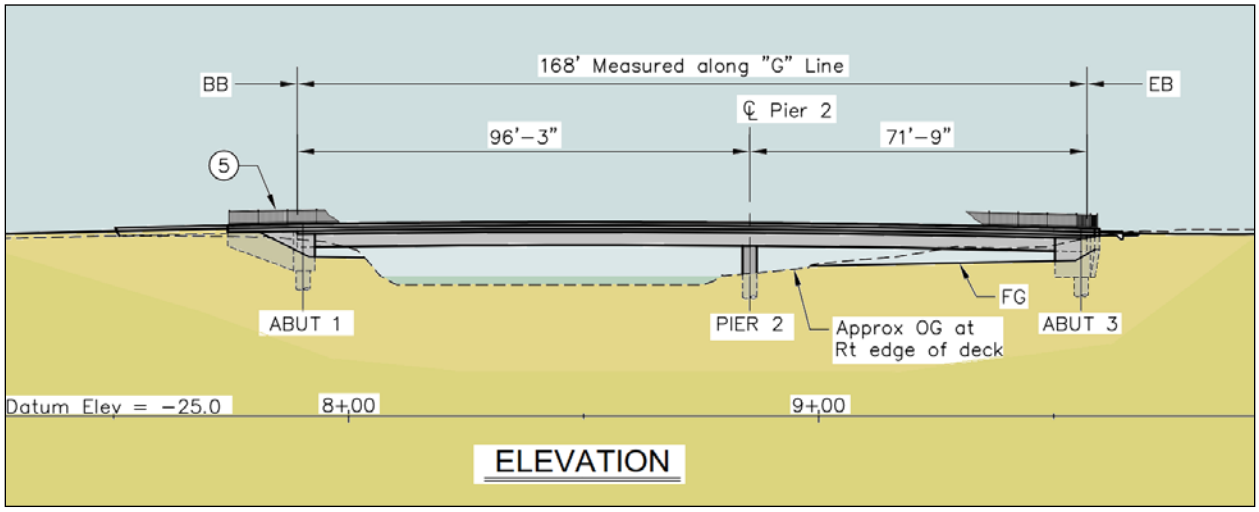


Figure 2.4. Typical Section of Proposed Bridge

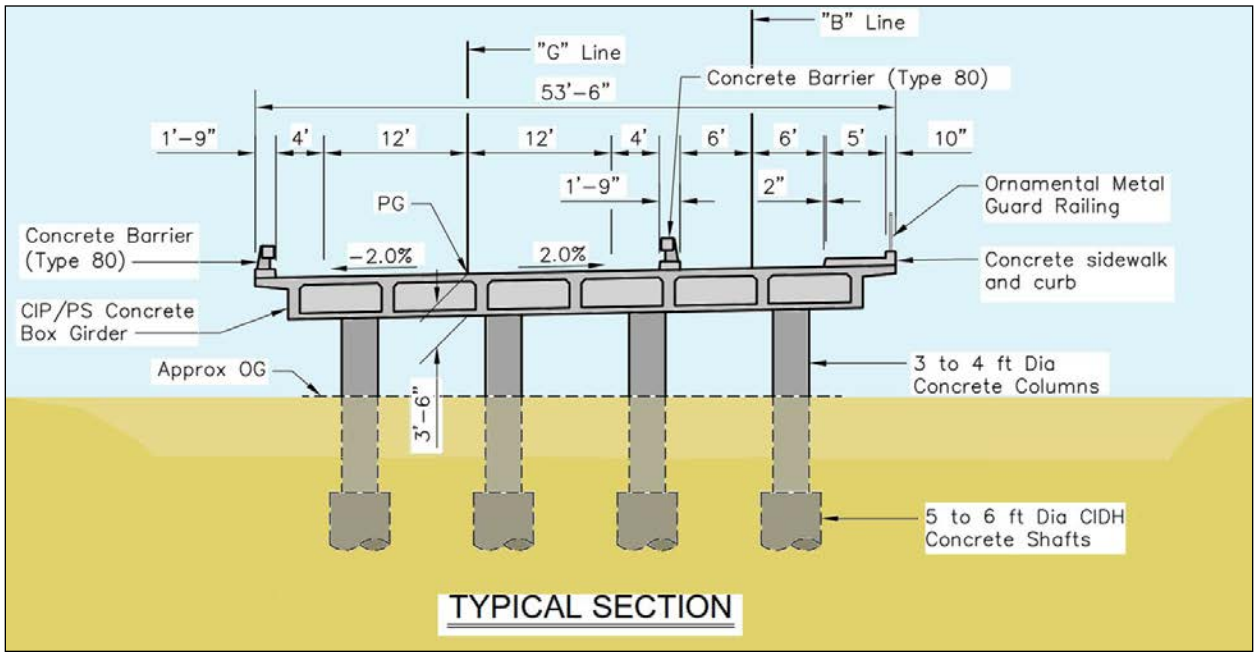


Figure 2.5. Project Layout Plans

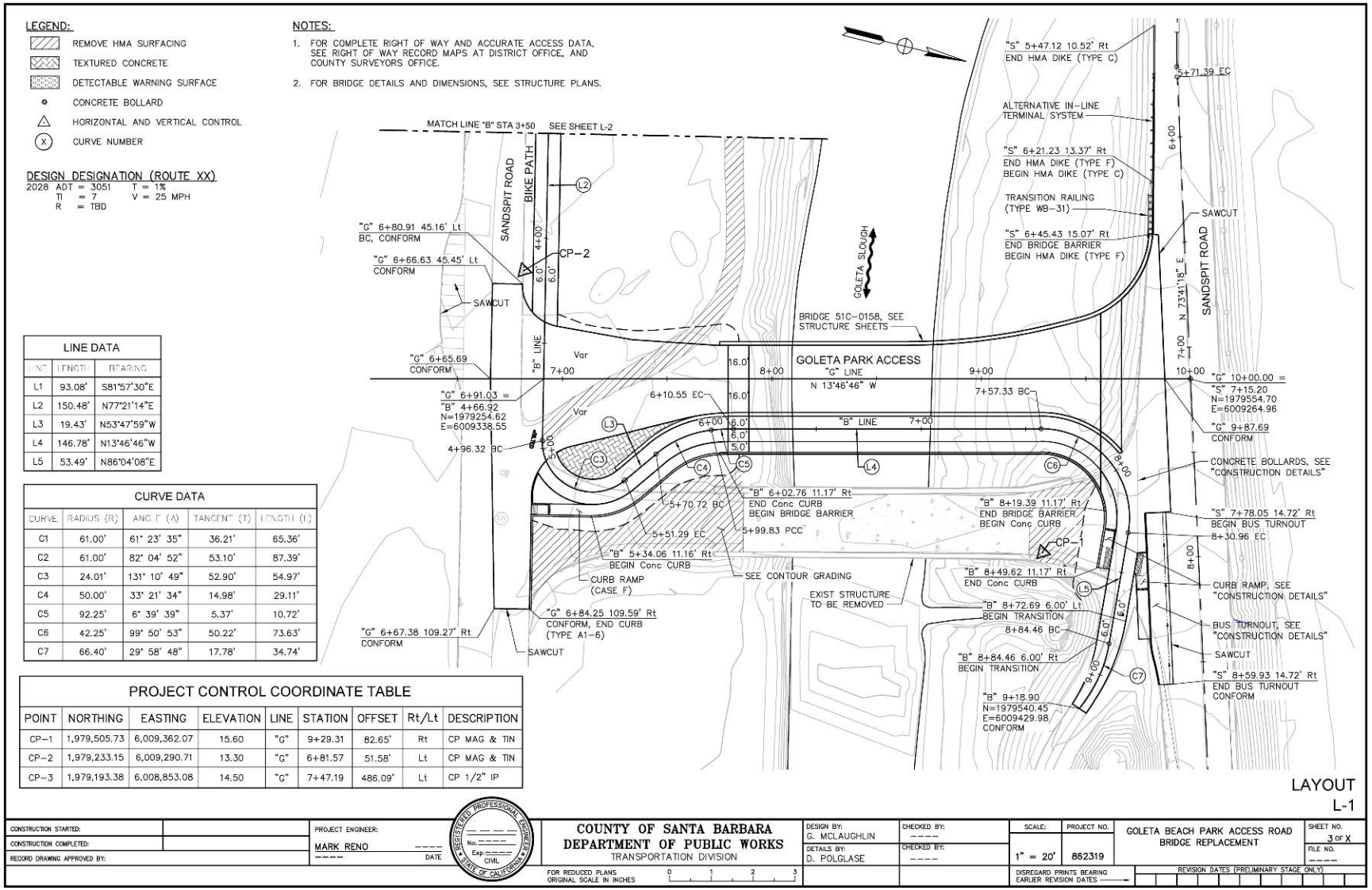


Figure 2.6. Project Layout Plans

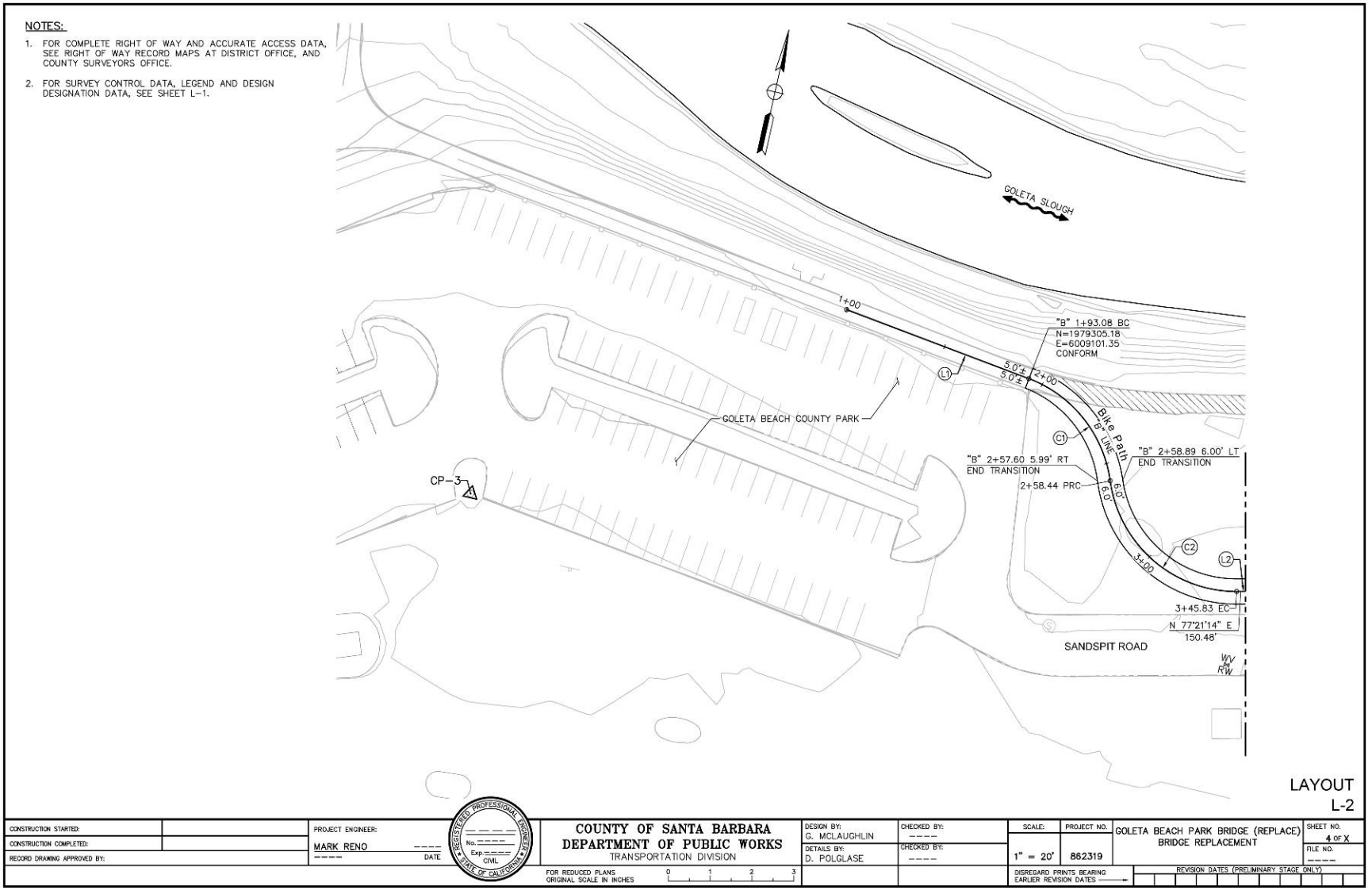
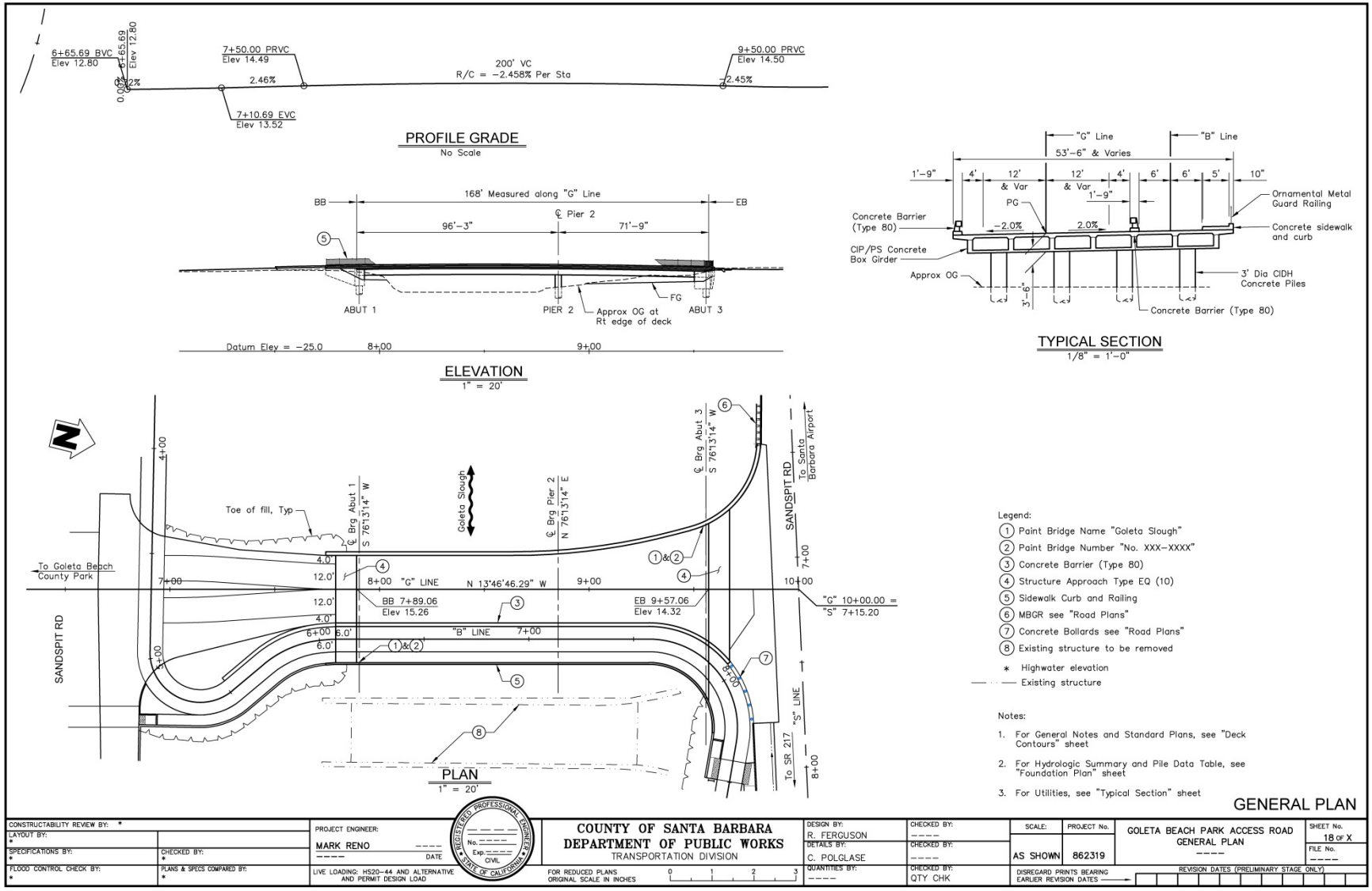


Figure 2.7. Project General Plan



2.2 APPROACH ROADWAY WORK

The approach roadways would be consistent with the proposed bridge width and would accommodate two 12-foot traffic lanes, two 4-foot shoulders, and one 12-foot-wide Class 1 bicycle path. The bicycle path would be adjacent to the northbound traffic lane and separated from traffic by a concrete barrier rail for the majority of the length of the bridge and within the northern approach; curbing and contrasting surface treatments on the south approach would be used to create separation. Pedestrians would be provided a 5-foot-wide raised walkway adjacent to the Class 1 bicycle path with a 10-inch exterior curb for safety railing. The approach roadways would connect to the existing profile of Sandspit Road on the north side of the bridge and to the internal access road within Goleta Beach Park on the south side of the bridge, which provides access to parking areas west of the bridge and the Beachside Bar Café and Goleta Beach Pier to the east. The project would not require re-alignment of Sandspit Road or the Goleta Beach Park access road, although some resurfacing along the park access road would be necessary.

Approach roadways would consist of asphalt concrete surfacing leading up to concrete approach slabs approximately 10 feet long at the bridge. The Class 1 bicycle path would use asphalt concrete surfacing on the approaches to the bridge and pedestrian walkways would be concrete surfaces.

Storm water would be collected on the bridge and roadway approaches by dikes and traffic barriers. On the south side of the bridge, storm water would be discharged to the lawn areas within Goleta Beach Park and allowed to spread and percolate. On the northern side, storm water would maintain historical patterns and be discharged using approved treatment best management practices (BMPs). During the design phase, permanent treatment BMPs will be determined in consultation with permitting agencies and as approved by County Public Works.

The existing Class 1 bicycle path within Goleta Beach Park would need to be realigned to facilitate appropriate connectivity to the new bridge crossing. Approximately 300 feet of the bike path would be realigned to intersect the new park entrance where both vehicles and bikes would be stop controlled at the “T” intersection at the south end of the bridge. At the north end of the bridge, the path would be extended approximately 100 feet to the east where it would connect to the existing path. Preliminary plans that depict the proposed path realignment are included in Attachment C. Within Goleta Beach Park, approximately 1,800 square feet of the existing path (now being re-routed) would be removed. The horseshoe pits in the lawn area would be reconfigured and restored to lawn area consistent with adjacent uses.

Pedestrians would be provided with a separate raised sidewalk that extends from the park’s internal access road, near its connection with the proposed bridge, and continues north across the bridge for approximately 340 feet where it would cross the Class 1 bike path and connect to a transit stop (pullout) parallel to Sandspit Road and located just prior to the on ramp to SR 217. ADA compliant ramps would be provided at all pedestrian crossings.

The existing streetlight on the north end of the bridge would be removed and no additional lighting is proposed. An existing illuminated sign for the park entrance and the Beachside Bar Cafe will be relocated to the northwesterly quadrant of the new crossing and Sandspit Road. On the south side of the crossing, there is a large two post park sign that would be relocated to the

new entrance location / intersection. The existing two post sign at the southeast end of the existing bridge announcing the "Goleta Beach Park Access Bridge Emergency Repairs" project would be removed. Other vehicular and bicycle path signing would be placed in accordance with the California Manual of Uniform Traffic Control Devices and County standards.

Photo 2.7. Existing illuminated Bar Café sign that will be relocated.

Photo 2.8. Existing emergency repairs sign that would be removed.

Photo 2.9. Existing park entrance sign.

At the north end of the bridge, roadway approach work would consist of constructing concrete bridge approach slabs (approximately 10 feet long and matching the width of the bridge) and paving approximately 3,500 square feet of the approach section connecting into Sandspit Road. The approach to the bridge would require placing approximately 185 cubic yards of fill material and surficial excavation (less than 1 foot in depth) to clear areas of existing vegetation for embankment placement and tying into existing roadway pavement sections. Roadway work is anticipated to conform to the existing eastbound Sandspit Road traveled way, which would allow the road to remain open to traffic during construction. Construction of approximately 130 feet of asphalt concrete surfaced bike path would be necessary to connect to the existing path. Construction of approximately 40 feet of raised pedestrian sidewalk, two ADA-compliant pedestrian ramps/crossings of the bike path, and a concrete pad to accommodate transit users would be required to provide connection to the proposed transit stop. A bus turn-out, approximately 81 feet in length, would be constructed for buses to pull out of the main traveled way for passenger pick and drop off.

On the south end of the bridge, roadway approach work would consist of constructing concrete bridge approach slabs approximately 10 feet long for the width of the bridge and paving approximately 9,900 square feet for the road connection to the park's access road. The approach to the bridge would require placing approximately 926 cubic yards of fill material and surficial excavation to clear areas of existing vegetation for embankment placement and tying into existing roadway pavement sections. Construction of approximately 100 feet of asphalt concrete surfaced bike path would be required to realign the existing bike path and connect to the new bridge. Construction of approximately 100 feet of a 5-foot-wide pedestrian walkway approaching the bridge, ADA-compliant crossings with the park access road, and metal pedestrian safety railing would be required. The bridge's south intersection with the park's

internal access road would require some reconstruction of the asphalt concrete surfacing along the northern portion of the roadway.

When the new roadway and bridge become open to traffic, the existing roadway approaches would be removed and restored with landscaping, lawn planting, and/or permanent erosion control methods.

The roadway approach and bridgework is anticipated to permanently disturb approximately 0.4 acre (17,424 square feet [sf]) of soil and temporarily disturb approximately 0.3 acre (13,068 sf) of soil. An additional 0.1 acre (4,356 sf) of disturbed soil area would be restored to "soft" coverage by landscaping or lawn area. Construction of the southern roadway approach to the bridge would require removal of four palm trees and one bottlebrush tree. These trees would be relocated within the park and replanted.

The County proposes bridge replacement on a new alignment because it would allow traffic to utilize the existing bridge during construction. Vehicle, pedestrian and bicycle circulation during construction would be accommodated on-site with limited construction detours of pedestrian and bicycle traffic. Construction access and circulation plans are included as Attachment C.

2.3 CONSTRUCTION ACTIVITIES

Development of the project would require earthmoving and disturbance of an area consisting of approximately 0.8 acre (34,848 sf). Specific construction activities are described below.

2.3.1 Slough Dewatering and Access

The contractor would need access into the Slough to install the new CIDH piles and remove the existing bridge. Access would likely be achieved by temporarily diverting water through or around the work area and constructing a temporary access path into the Slough channel by placing clean crushed rock into the Slough. The temporary access path would be located adjacent to the proposed bridge location, traverse the Slough bank, enter the Slough channel, and extend under the proposed and existing bridges.

Water diversion would likely involve the use of a combination of cofferdams, pipes, sandbags, and temporary fill. Driven sheet piling with impact hammers for cofferdam construction would not be permitted; however, sheet piles may be vibrated into place while constructing the cofferdams. All temporary fill associated with the creek diversion and the temporary access path would be removed after construction was complete.

2.3.2 Pile Installation

CIDH pile installation would utilize crane and "wet" construction methods with slurry to keep the drilled holes open until the concrete is poured. Drilled soil material saturated with slurry would be collected and disposed of off-site. If a hole collapses during drilling, the installation of temporary or permanent casings may be necessary to control caving in the upper layers of the hole. Depending on conditions, casings may also be vibrated/oscillated down prior to the drilling or removal of any material. The casings would not be driven with impact hammers.

If utilized, the casings could extend between several feet below the existing channel bed to the bottom of the pile tip (to a depth of approximately 75 to 120 feet), depending on caving

conditions. If used, permanent casings may also be grouted at the bottom, to hold them in place and provide a better seal between the casing and the existing material. No permanent casings would extend above the scour line (the lowest water flow level of the Slough), so they would not be visible after construction.

After a hole has been completely drilled and filled with slurry, a steel reinforcing cage would be placed in the hole along with a tremie pipe to the pile tip to begin pumping concrete into the bottom of the pile. As the concrete displaces the slurry, the slurry would be pumped out of the top of the hole into a baker tank and contained. Water in the baker tank would be treated and used as dust control or disposed of off-site in accordance with applicable regulations. The tremie pipe would be pulled up as the concrete filled the hole. If a temporary casing were used, it would also be pulled up with the tremie.

Installation would continue until only holes filled with concrete and steel rebar cages (and any permanent casings utilized) remain. The portion of the steel cage remaining above ground would be formed and also filled with concrete after inspection of the pile to form the above-ground portion of the pile and connect to the slab bridge structure.

2.3.3 Two-Span Cast in Place Concrete Box Girder Installation

The proposed two-span box girder structure would be constructed utilizing a cast-in-place post-tensioned construction method. This would involve placing temporary supports to construct the box girder falsework, which is a temporary supporting structure used in construction to hold a component in place until its construction is sufficiently advanced to support itself. The box girder would be cast in place with ducts placed to receive pre-stressing strands. The strands would be stressed while the new bridge is supported by falsework. Once the bridge deck and girders have been cast and stressed in place, the temporary falsework would be removed and the affected areas would be restored. A retaining wall, approximately 2.5 to 5 feet tall and 30 feet long, would be constructed on the north end abutment to retain the approach roadway fills and prevent the approach roadway from encroaching into the Slough. The method of construction for the wall would be a drilled soldier pile constructed with lagging placed between the piling. Once the holes are drilled, the piling would be placed in the hole and the hole would be filled with concrete. The contractor would utilize a top down excavation technique to place the lagging. The final wall face would be concrete.

2.3.4 Equipment and Staging

Anticipated construction equipment includes excavators, dozers, cranes, dump trucks, concrete trucks, concrete pumps, and potentially vibrating or oscillating hammers. Removal of the existing bridge will require excavators, hoe rams, cranes, and dump trucks.

Construction equipment staging for the proposed project would occur in the existing Goleta Beach Park parking area located approximately 300 feet to the west of the existing bridge. The existing parking lot is paved and striped for public use. An approximately 15,000-sf (0.34-acre) area within this parking lot would be enclosed with temporary construction fencing and utilized for equipment staging. Once traffic is able to utilize the new bridge, the construction staging area would be moved to the existing roadway approaches and the existing bridge to allow the parking area to be reopened for park use.

Construction is anticipated to be completed within one construction season (approximately 8 months). Temporary use of the parking area within Goleta Beach Park for equipment storage and construction staging would be limited to no more than 6 months to comply with the conditions of the Section 6(f) consultation process, which requires that transportation projects be designed to avoid and/or minimize impacts to public parks and recreational facilities. Construction of the new bridge would be completed within this time, and traffic would be moved onto the new structure. Additional construction activities may still be necessary (i.e. removal of the existing bridge, vegetation restoration and landscaping, culvert replacement). For the remainder of the construction period, staging would be moved out of the parking area and onto areas of the old (now abandoned) roadway.

2.3.5 Bridge Removal

After traffic has been rerouted to the proposed structure, the existing bridge would be removed. All existing utilities would be removed and relocated in coordination with the respective utility owners. Bridge removal would consist of constructing a temporary platform beneath the bridge to prevent any portions of the existing bridge materials from falling into the Slough or onto the adjacent banks. This platform would need to be sturdy enough to accommodate falling debris and would likely be supported by the existing bridge piles. The platform would be covered in tarpaulin to prevent small debris and spills from entering the Slough. The concrete bridge deck, rails and abutments would be removed with equipment consisting of cranes, excavators (including hydraulic rams) as well as heavy hand tools such as jack hammers and concrete chipping guns.

The existing concrete piles would then be removed by heavy equipment down to approximately 2 to 4 feet above the surface of the water in the Slough. The temporary platform would then be removed. Temporary casings (or cofferdams) would be installed around the existing pile extensions and dewatered to allow for worker access at the base of the pile extensions. Workers would excavate the ground around the pile extensions approximately 1 to 3 feet below the original grade line. The remaining portions of exposed piles would be removed from the top down using excavators or heavy hand tools such as jackhammers and oxyacetylene torches. The excavations would be backfilled to the original grade before removing the temporary casings (or cofferdams).

After bridge removal, the banks would be restored to a more natural condition by contour grading, and the Slough banks would be restored through planting of disturbed soil areas with native plant species and implementation of permanent erosion control measures.

2.4 PROPOSED WETLAND RESTORATION ACTIVITIES

The County has proposed to mitigate impacts that would result from the proposed project by utilizing County right-of-way areas in the parcel located just north of the existing bridge, between Sandspit Road and SR 217 (the northern parcel). This 2-acre parcel is connected to the Slough through an existing 24-inch diameter concrete culvert. The culvert runs parallel to the bridge and crosses under Sandspit Road just east of the existing bridge. During high tide flows, seawater passes through the culvert into the northern parcel; however, flows that reach the parcel are reduced due to the existing culvert flow line elevation being higher than average tidal flows.

The proposed restoration of this area would require replacement of this culvert with one that allows the tidal waters to flow through the culvert at lower elevations and allow for tidal influence to more naturally inundate the parcel with higher tidal flows. As part of the restoration plan, which would be developed in more detail and finalized through County coordination with appropriate permitting agencies, channels may be graded within County right-of-way areas to aid in the flow of tidal water.

The goal of the culvert replacement is to allow sufficient tidal flows into the northern parcel to restore and enhance the coastal habitat in this area through promotion of the growth of salt marsh plant species. Proposed restoration activities also include removal of invasive and non-native plant species and planting of appropriate native species. Tidal influence in this area could restore or create additional habitat that would mitigate for areas impacted by placement of the proposed bridge supports and fill behind the bridge abutments.

Replacement of the culvert would utilize jack and bore construction to install the new culvert. Some excavation for an entry pit on the northern side of the roadway and receiving pit on the southern (Slough) side would be required in order to jack and bore a hole at the appropriate elevation; however, excavation would be significantly reduced due to the higher elevation of Sandspit Road relative to the adjacent ground, which would allow placement of equipment and boring under the roadway without excavating deep entry and exit points.

A bore machine, welding machine, and carrier stock pipe would be assembled in the northern parcel. The bore machine would jack and bore a level hole parallel and adjacent to the existing culvert with a directional auger. Carrier pipe would then be installed just behind the auger in order to stabilize the hole. Additional carrier pipe segments (typically 10-foot increments) would be welded on and advanced as the auger advances through the roadway fill material. Fill material generated by the operation would travel back through the carrier pipe towards the bore machine. Fill generated by the operation would be removed from the site and disposed of at an approved waste facility. No drilling fluids would be used.

Access to the Slough would be required once the bore hole was completed in order to make tie-in welds. The carrier pipe would stay in place after drilling of the bore hole was completed, and the remaining equipment would be removed. The site would then be restored to the original ground contours. Minimal construction staging for the culvert replacement would occur within the northern parcel to accommodate the jack and bore equipment while replacing the culvert. Materials staging in this area would be limited to jack and bore materials such as a bore machine, welding machine, carrier pipes, directional auger, culvert material, and drill tailings (soils) containment and disposal equipment.

3.0 ENVIRONMENTAL SETTING

3.1 SLOPE/TOPOGRAPHY

The project site is located on a low sandspit that extends eastward from a coastal bluff at the eastern edge of the UCSB campus to the mouth of the Goleta Slough. The sandspit consists of a low mound of sand that has been modified by grading associated with development of Goleta Beach Park. The Goleta Slough is an area of tidal and formerly tidal salt marsh, stream channels, bordering mud and sand flats and transitional wetland-to-upland and estuarine-to-fresh-water habitats, and naturally elevated uplands. The Slough supports significant habitat for estuarine

invertebrates, fish, migratory birds, and a number of rare species of wildlife (City of Santa Barbara et al. 1997). It receives all major creeks in the Goleta Valley and watershed before emptying into the Pacific Ocean. Other portions of the Slough include extensive areas that have been artificially elevated to form dikes, berms, or fill for development.

Project site elevations generally range between sea level and 13 feet. The area has a Mediterranean climate, characterized by warm arid summers from May through October, and mild wet winters from November to April. Summer high temperatures average 70 degrees Fahrenheit (ºF), with lows in the 50s and 60s. Winter high temperatures average in the 60s with lows in the 40s. Annual precipitation averages 18 inches of rain near the Santa Barbara Municipal Airport and increases to over 20 inches in the Santa Ynez Mountains (City of Santa Barbara et al. 1997). The proximity of the Pacific Ocean moderates Santa Barbara County's climate and temperatures along the coast.

3.2 FAUNA

Based on a California Natural Diversity Database (CNDDB) query, review of the USFWS Species List, and surveys conducted at the project site, it was determined that the project area supported at least marginal conditions for 13 special-status animal species (Natural Environment Study, SWCA 2013). "Special-status species" refers generally to all animals either listed or proposed for listing under state or federal regulations as rare, threatened, endangered, or of special concern for other reasons. Of these, there is the potential for project activities to potentially impact eight special-status species: California brackishwater snail (*Tryonia imitator*), tidewater goby (*Eucyclogobius newberryi*), southern California steelhead Distinct Population Segment (DPS) (*Oncorhynchus mykiss irideus*), western pond turtle (*Emys marmorata*), white-tailed kite (*Elanus leucurus*), Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), western mastiff bat (*Eumops perotis*), and big free-tailed bat (*Nyctinomops macrotis*).

Other special-status species with suitable habitat in the project vicinity to support their presence are unlikely to be affected by project activities because of various site specific conditions (i.e., suitable habitat for some species could consist exclusively of sandy beach dunes, and no project activities are proposed in the dune area). Attachment D includes a list of the special-status wildlife species investigated, and the rationale for determining potential for occurrence in the project area.

3.3 FLORA

Vegetation in the project area consists of southern coastal salt marsh, restored southern coastal bluff scrub, landscaped areas, and ruderal (disturbed) vegetation. Coastal salt marshes commonly develop along the intertidal shores of bays and estuaries, and are characterized by highly productive, herbaceous, salt-tolerant plants that are subject to regular tidal inundation by salt water for at least part of the year. Southern coast bluff scrub consists of low scrub in areas exposed to winds with high salt content. Bluff scrub within the project area is largely confined to the Slough and road banks. The vegetation is considered "restored" bluff scrub because although the area supports associates of the coastal bluff scrub community, the vegetation does not fit the accepted description of that alliance due to past disturbances and restoration activities within the Slough banks. Landscaped areas vegetated by ornamental species are largely associated with Goleta Beach Park and do not contribute to the Slough's wetland vegetative community structure. Ruderal habitat typically consists of disturbed areas dominated by weedy

species tolerant of disturbance. Ruderal species are scattered within the project area, with the greatest densities located along road shoulders.

Based on the literature review for this project, a total of 29 California Native Plant Society (CNPS) ranked and CDFW and USFWS protected plant species have been documented in the Goleta quadrangle and the surrounding five quadrangles. In addition to these protected species, the Goleta Slough Management Committee (GSMC) maintains a list of 35 "Local Concern Species," which was also queried. An analysis of the range and habitat preferences of these species was conducted to identify which special-status plant species have the potential to occur within the project area. It was determined that no CNPS, CDFW, or USFWS protected plant species occur within the project area; however, several GSMC Local Species of Concern were noted in or adjacent to the project area as follows: California saltbush (*Atriplex californica*), matscale (*Atriplex watsonii*), western marsh rosemary (*Limonium californicum*), and three square (*Schoenoplectus pungens*). Attachment D includes a list of the CNPS, CDFW and USFWS protected species investigated, and the rationale for determining absence in the project area.

3.4 SOILS

Project site soils are identified as Aquents, Fill Areas (AC) in the United States Department of Agriculture Natural Resources Conservation Service (NRCS) Soil Survey of Santa Barbara County, California, South Coastal Part (NRCS 1981). These soils are reclaimed areas of soils resulting from filling low, poorly drained areas near the ocean. The soil material used for fill as well as the depth of the fill is variable. In areas of AC soils, the water table ranges in depth from about 2 to 6 feet. Permeability is variable, but typically is rapid. Runoff is slow, and the hazard of erosion is slight. Effective rooting depth and water capacity are variable. These soils are predominantly compacted and used for urban development.

Additional field investigation conducted for the project also revealed the presence of Aquepts, Flooded (AD) soils in the Slough channel, though the NRCS maps this soil type occurring just west of the project study area (Jurisdictional Waters Assessment, SWCA 2013). Aquepts are nearly level soils along the coast that are periodically covered by tidal flows. Due to the tidal influence, these soils are highly stratified with thin layers of coarse to fine textured soil materials. These soils are very poorly drained, have a high water table and variable permeability. Aquepts are typically saline and usually saturated; they support vegetative species that are frequently flooded for long or very long duration during the growing season.

3.5 SURFACE WATER BODIES

Major surface water bodies in the project vicinity include the Pacific Ocean and the Goleta Slough, which includes 430 acres of estuary, tidal creeks, tidal marsh, and wetlands that drain the Goleta Valley and watershed. The Slough watershed includes approximately 45 square miles of land and receives flows from all major creeks with headwaters in the southern face of the Santa Ynez Mountains. Major tributaries to the Slough include Atascadero Creek, Tecolotito Creek, and Carneros Creek. The Slough empties into the Pacific Ocean through an intermittently closed mouth at Goleta Beach Park. The Slough channel flows through the project area before it reaches the Pacific Ocean a few hundred yards east of the existing bridge.

The Slough has been classified as a wetland area by the United States Army Corps of Engineers (USACE). Northwest of the project site, 360 acres of the Slough is designated as an Ecological

Reserve administered by the CDFW. This Ecological Reserve is one of the few coastal wetlands left in California and is home to hundreds of species of wildlife, many of which are special-status species (City of Santa Barbara et al. 1997).

3.6 ARCHAEOLOGICAL SITES

The project site is located within lands traditionally occupied by the Barbareño subgroup of the Chumash, and the historic Chumash village of Helo is believed to have been located on Mescalitan Island 0.25 mile north of the project site. Historical and archaeological records searches within the project area identified 13 previously recorded cultural resources within 1 mile of the project area (Archaeological Survey Report, SWCA 2013). Most of the sites represent large habitation areas with dense shell middens and a diversity of artifact types. None of these identified sites were within the mapped Area of Potential Effects (APE). The APE was defined by the County and the California Department of Transportation during National Environmental Policy Act review to encompass the area within which any project undertaking may directly or indirectly cause changes in the character or use of significant historical, archeological, or architectural resources. Additional onsite surveys did not identify any previously unrecorded prehistoric or historic archaeological resources within the area (Archaeological Survey Report, SWCA 2013). However, because the project area is in a geographic location that was ideal for prehistoric human occupation, including the Chumash village of Helo, it is considered potentially sensitive for archaeological resources.

3.7 EXISTING STRUCTURES/SURROUNDING LAND USES

Existing structures within the project area include a two-lane bridge, with shoulders, sidewalks and railings, which provides the only existing access to Goleta Beach Park. The existing structure is 34 feet wide. Development within the park includes paved parking areas, a paved access road, landscaped lawn and picnic areas, several maintenance buildings, a restaurant, restrooms, and the Goleta Beach Pier. The northern mitigation parcel is undeveloped, and currently serves as a drainage basin and/or area intermittently inundated with tidal waters during high flow periods. Surrounding land uses include the beach and Pacific Ocean to the south; SR 217/Moffit-Sandspit Road interchange and the Coastal Route bike path to the north; and additional Slough features, banks, open space, recreational trail, and Goleta Beach Park facilities to the east and west (refer to Figures 1.2 and 1.3, above).

3.8 CUMULATIVE DEVELOPMENT SCENARIO

The analysis of cumulative impacts contained in this document includes the potential impacts of other past, present and foreseeable future projects in the project vicinity. The project proposes replacement of the existing Goleta Beach Park Bridge with a similar two-vehicular-lane structure of equal capacity in order to remedy structural defects that threaten the viability of the bridge and vehicular access to Goleta Beach Park. The project would not introduce a new use or increase vehicular capacity of the bridge; therefore, project-related effects are expected to be predominantly localized. For the purposes of analyzing cumulative impacts, the project "vicinity" was defined as all areas in the Coastal Zone within 1 mile of the project site. Table 3.1, below, includes the list of projects in the project vicinity that were analyzed for cumulative effects.

Table 3.1. Cumulative Projects List

Project Name	Address	Description	Status
Goleta Beach County Park 2.0	5986 Sandspit Road	Permitting of revetment at Goleta Beach County Park to protect utilities and Park infrastructure from impacts related to coastal processes and erosion of the Park from long-term cyclical changes in beach width.	On March 18, 2014, County Board of Supervisors selected the No Project Alternative and directed staff to submit a Coastal Development Permit Application to the California Coastal Commission to request the permanent retention of existing revetment in place.
Southern California Gas La Goleta Storage Field Enhancement Project	1171 More Ranch Road	Extraction of native natural gas from previously untapped deep reservoirs and conversion of depleted wells to additional storage use. Project includes two wells drilled into known gas reserves, two exploratory wells drilled into prospective reserves, and construction of 2,800 feet of underground pipeline and a dehydration unit at the La Goleta Storage Field.	In review
Flood Control Maintenance Activities in the Goleta Slough	Goleta Slough	Plan for flood control maintenance activities in Goleta Slough and five creeks: Atascadero, San Jose, San Pedro, Los Carneros and Tecolotito. Plan includes dredging, stockpiling sediment, disposal of sediment, and enhancement of specific areas affected by flood control activities.	Ongoing
Goleta Slough Ecosystem Management Plan (GSEMP)	Goleta Slough	Update of the GSEMP, including incorporation of a preliminary Sea Level Rise (SLR) Study.	In development
Goleta Slough Restoration Plan Permit Compliance	Goleta Slough	Restoration Activities within the Goleta Slough, Los Carneros Road at Mesa Road.	Ongoing
Goleta Sanitary District Plant Upgrade	1 Moffett Place	Water treatment plant improvements to upgrade the wastewater facility to 100% secondary treatment.	Completed: January 2014

Table 3.1. Cumulative Projects List

Project Name	Address	Description	Status
Santa Barbara Airport Master Plan	500 Fowler Road	The Airport Master Plan provides guidelines for overall development, maintenance, and operation for the next 20 years. The plan evaluates the Airport's capabilities and role, reviews forecasts of future aviation demand, and plans for the timely improvement of facilities that may best meet that demand and maintain compatibility with the environs.	Ongoing
Airline Terminal Facility, Phase 3	500 Fowler Road	Relocation and rehabilitation of historic airport building and construction of new short-term parking lot and frontage road	Completed: Spring 2013
South Kellogg Recycling Facility Project	903 South Kellogg Avenue	Construction of an asphalt/aggregate concrete recycling facility, including a 960-square-foot office building and 1,840-square-foot equipment garage on a 4.935-acre parcel.	Pending CCC approval of CDP
Ekwill-Fowler Road Extensions	Fowler Road and Ekwill Street	Extensions of various sections of Fowler Road and Ekwill Street, roundabouts at Hollister Avenue, and Class I/II bike paths.	In final design phase, construction anticipated to begin in 2014
University of California at Santa Barbara (UCSB) Long Range Development Plan	UCSB	Plan for campus development to year 2025. Includes: • Increase in students from 20,000 to 25,000 • New housing for students (4766 beds) • and families (239 units), • 1874 housing units for faculty and staff • 1.8 million sf of new or redeveloped academic and support space • Alternative transportation and parking programs, • Policies regarding green building, sustainability, coastal protection and others.	In process
San Jose Creek Capacity Improvement & Fish Passage	San Jose Creek along Highway 217	Increase channel capacity to accommodate a 100-year, as opposed to a 25-year, storm event, and to improve fish passage. Project includes channel improvements and Hollister Bridge replacement, each estimate to have a 24-month time horizon.	In process, construction commenced November 10, 2011

Table 3.1. Cumulative Projects List

Project Name	Address	Description	Status
San Jose Creek Bike Path – Southern Extent	San Jose Creek along Highway 217	Construction of a Class I/Class II bike path adjacent to San Jose Creek, from Hollister Avenue to the Atascadero Creek Bikeway at Goleta Beach.	Alignment Feasibility Studies are being conducted

For additional information related to current development and ongoing projects in the extended project vicinity, refer to Attachment E, which includes the County of Santa Barbara Planning and Development Department's cumulative projects list for the entire county and the City of Goleta's cumulative projects list / list of major projects.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is defined as follows:

Potentially Significant Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Less Than Significant Impact with Mitigation: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to a Less Than Significant Impact.

Less Than Significant Impact: An impact is considered adverse but does not trigger a significance threshold.

No Impact: There is adequate support that the referenced information sources show that the impact simply does not apply to the subject project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document addresses this issue adequately for use in the current case and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page(s) where the information is found, and identification of mitigation measures incorporated from the previous documents.

4.1 AESTHETICS/VISUAL RESOURCES

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

Setting:

The project is located along the visually sensitive Santa Barbara coastline, within the Goleta Slough. It is located 400 feet south of SR 217 and 1.5 miles south of US 101/SR 1. Neither roadway is currently designated as a State Scenic Highway by the California Scenic Highway Mapping System, although US 101 is listed as an eligible state scenic highway. SR 217 is moderately elevated above the surrounding terrain as it passes by the project site, and provides predominantly unobstructed views of the Slough and existing bridge, particularly as one travels east to west across the project area. Ornamental trees within the park partially obstruct views to the beach and ocean. Views of the project area from US 101 are entirely obstructed by development in the city of Goleta. The project area is not within the Santa Barbara County View Corridor or Design Control zoning overlay districts.

The immediate project site supports natural vegetation associated with the Slough as it passes under the existing bridge towards its outlet into the Pacific Ocean less than 0.5 mile east of the bridge. Existing development includes approach roads and the existing bridge over the Slough, the Coastal Route bike path, a parking area and several maintenance buildings associated with the park, and the SR 217/Sandspit Road on- and off-ramp interchange. The existing bridge structure is somewhat degraded, and of low visual quality (refer to Figure 2.1 and Photo 2.3 above).

Impact Discussion:

a. Obstruct Scenic Vistas or Public Views or Create an Aesthetically Offensive Site. A substantial adverse impact to a scenic vista would occur if the project would significant degrade the scenic landscape as viewed from public roads or areas. The project site is visible from SR 217, the Coastal Route bike path, Goleta Beach Park, and other highly utilized surrounding public areas. However, the project would replace an existing bridge of relatively low visual quality with a similar structure. Although the proposed structure would be slightly larger to accommodate standard width bike lanes and sidewalks, the bridge would be built at grade and would not protrude into the skyline or block views due to a rise in elevation.

   The bridge also would not create an aesthetically offensive site open to public view. The project would incorporate aesthetic treatment consistent with FHWA HBP requirements, including a bridge rail design with form liners and concrete staining and a decorative bicycle railing (refer to Figure 2.1, Photo Simulation of the Proposed Replacement Bridge, and Figure 2.2, Diagram of Proposed Bridge Rail and Decorative Bicycle Railing, above). Because of the degraded quality of the existing bridge, the proposed structure would improve the visual quality of the site. HBP and Contact Sensitive Solutions guidelines would encourage public outreach and agency coordination to determine aesthetic treatments appropriate for the project setting.

   Culvert replacement and increased intertidal influence of the northern mitigation parcel would not result in the development of any structures that would obstruct scenic vistas or public views.

   Short-term construction activities would create visual impacts in the project area associated with the presence of construction equipment, earthwork activities, detour signage, etc. However, these impacts would be temporary in nature and construction is expected to be completed within one construction season (approximately 8 months).

   Therefore, impacts would be **less than significant**.

b. Change Visual Character. Current onsite uses include an at-grade bridge over the Slough to provide vehicular access to Goleta Beach Park and natural vegetation associated with the Slough. The project includes development of a replacement bridge at an adjacent location approximately 60 feet to the west (replacement in the same location was disfavored because it would not allow vehicular access to the park to remain open during the construction period). No change in the existing land use is proposed and visual quality of the site would

be improved by the upgraded structure and aesthetic treatments. No significant change in visual character would result.

Proposed culvert repair or replacement would not modify existing structures and conditions at the site and would not result in any significant change to the visual character of the site or northern mitigation parcel, which would continue to serve as an undeveloped and intermittently inundated drainage basin area. The existing culvert is located below the grade of the existing roadways, bike path and bridge, and public views are largely obscured by existing vegetation and topography. The development of an additional culvert in the same location would not be highly visible and would not result in a significant change in visual character.

Construction of the project would require removal of sensitive habitat and vegetation within the Slough, which could impact the natural setting of the site. These impacts would be mitigated as described in Section 4.4, Biological Resources, below, through measures BIO/mm-3, BIO/mm-4, and BIO/mm-5, including replacement of removed riparian vegetation at a minimum 3:1 ratio and development and implementation of a comprehensive Habitat Mitigation and Monitoring Plan.

Therefore, aesthetic impacts would be **less than significant**.

c. Create Glare or Night Lighting. The project proposes removal of the existing lamppost on the north side of the existing bridge, and does not propose the replacement or addition of any new lighting. Construction of the project may require the use of additional temporary lighting during construction activities. Although much of the area surrounding the project site is undeveloped, illumination could be seen from SR 217 and the Coastal Route bike path. Fog is a common atmospheric condition of the area, and would further increase the "glow-effect" as potentially seen from further distances. Night lighting would not significantly affect users of Goleta Beach Park because the park is day use only and closes at sunset.

   Daytime reflection and glare could potentially be seen from all surrounding areas. Although the new structure would be almost 20 feet wider than the existing bridge, it would be consistent with other roads in the project vicinity and would likely minimize reflection off water in the Slough. The potential for new or additional sources of glare or reflection from the proposed bridge would be minimized through avoidance of highly reflective materials.

   The culvert repair could result in more frequent inundation of the northern mitigation parcel, which could result in additional periods of glare and reflection from that area. However, that condition currently occurs on the project site and would be consistent with the large areas of inundated land including the Goleta Slough and Pacific Ocean.

   Therefore, impacts would be **less than significant with mitigation** described in AES/mm-1.

d. Result in Visually Incompatible Structures. Refer to a. and b., above. The project would replace an existing bridge with a similar at-grade structure. Although marginally larger in scale, the new structure would not constitute a new or incompatible land use in this area. Therefore, impacts would be **less than significant**.

Cumulative Impacts:

The cumulative development scenario analyzed in this document includes all pending or approved projects in the Coastal Zone within 1 mile of Goleta Beach (refer to Section 3.8, Cumulative Development Scenario, above).

The only projects in the immediate vicinity of the bridge are: (1) ongoing flood maintenance activities in the Slough; (2) the Goleta Slough Ecosystem Management Plan (GSEMP), which is currently being updated; and (3) the Goleta Beach County Park 2.0 (Goleta 2.0 Project). The plan for flood control maintenance in the Slough includes dredging, stockpiling and disposal of sediment, and enhancement of specific areas affected by flood control activities. The flood maintenance activities and GSEMP projects would not result in the development of structures or other features in the project area that would impact public views or visual compatibility in the project area. Although flood maintenance activities may include disturbance to vegetation within the Slough, enhancement activities would occur simultaneously to minimize potential impacts to the visual character. The No Project Alternative for the Goleta 2.0 Project was selected by the County Board of Supervisors at a March 18, 2014 public meeting; therefore, Goleta 2.0 would maintain existing conditions and no aesthetic impacts would occur. The proposed project would disturb additional areas of park lawn and vegetation; however, areas of temporary disturbance would be restored to pre-existing conditions to the extent feasible, and effects associated with the permanent disturbance of park areas would be minimized by restoration of impacted areas to "soft" coverage by landscaping or lawn area. The area encompassed by the existing bridge and roadway would also be restored to additional park lawn area after removal of the existing structure. No additional sources of light or glare would result.

The proposed project's incremental visual effect related to the loss of lawn area would be negligible due to the nature of the project and restoration activities proposed. When considered together with potential visual impacts associated with other related projects, the proposed project's incremental effect on the resource would not significantly compound or increase the potential risk and would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, cumulative impacts to aesthetic resources would be **less than significant.**

Mitigation and Residual Impact:

To minimize potential significant impacts from a change in visual character, the following measures would be implemented.

AES/mm-1 *Prior to construction, final plans shall be submitted for review and approval by the County Department of Public Works consistent with the following conditions:*

a) No highly reflective exterior materials such as chrome, bright stainless steel, or glossy tile shall be used on any portions of the development visible from off-site locations.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County Resident Engineer (RE) prior to construction and confirmed after development.*

MONITORING: *The County RE shall ensure compliance through an inspection of plans prior to construction and an on-site inspection after development.*

With the incorporation of this measure, residual impacts to aesthetic resources would be **less than significant**.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?			X		
b. An effect upon any unique or other farmland of State or Local Importance?			X		

Setting:

There are no active agricultural operations within or directly adjacent to the project area. However, there are limited areas of intensive agricultural operations located approximately 0.3 mile east and 0.7 mile northeast of the project site. These areas support approximately 475 acres of row crops, orchards, greenhouses, and nurseries and are within the County's Agricultural zoning designation. None of the parcels that comprise the project site and none within a 2 mile radius of the project site, including the parcels discussed above, are within an agricultural preserve or subject to a Williamson Act contract. The nearest parcels subject to a Williamson Act contract are located approximately 2.5 miles northwest of the project site, on the north side of US 101.

All lands within the project boundary, including the northern mitigation parcel, are classified as Urban and Built Up Land by the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (CDC 2010). Urban and Built Up Land is defined as land occupied by structures or infrastructure to accommodate a building density of at least one unit to one and one-half acres, or approximately six structures to ten acres. Adjacent areas primarily associated with the Slough are designated as Other Land, which is land that does not meet the criteria of any other category. Typical examples of Other Land include brush, timber, wetland and riparian areas not suitable for livestock grazing, water bodies smaller than 40 acres, and vacant and nonagricultural land surrounded on all sides by urban development.

The agricultural lands 0.3 mile east and 0.7 mile northeast of the project site are designated Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. Farmland of Statewide Importance is similar to Prime Farmland, but contains minor shortcomings, such as greater slopes or less ability to store soil moisture. Unique Farmland

consists of lesser quality soils used for the production of leading agricultural crops; these soils are usually irrigated.

The County of Santa Barbara has multiple policies for the preservation and expansion of agricultural lands throughout its planning documents, including the County's Comprehensive Plan Land Use Element, the Environmental Resources Management Element, the Local Coastal Plan, the Agricultural Element, and adopted Community Plans.

Impact Discussion:

a. Convert Prime Agricultural Land, Impair Agricultural Productivity, or Conflict with an Agricultural Preserve Program. There are no active agricultural lands within the project area and no direct conversion of Prime agricultural land would occur. Agricultural production in nearby areas could be adversely affected by dust generated by construction activities, but the distance to agriculturally productive parcels (0.3 mile or greater) would make the potential for indirect effects very low. Implementation of standard dust control measures discussed in Section 4.3, Air Quality, below, would further minimize the generation and off-site transfer of fugitive dust.

   The project site is not subject to any agricultural preserve programs, and due to the distance of any such programs, the project would not conflict with or indirectly affect lands subject to any nearby agricultural preserve programs. Therefore, impacts would be **less than significant**.

b. Affect Unique Farmland or Farmland of Statewide or Local Importance. The project site does not contain any Unique Farmland or Farmland of Statewide or Local Importance, and no direct effect on these resources would occur. Unique and Important Farmlands are located within 1 mile of the project site; however, no indirect impacts would occur as discussed in a., above. Therefore, impacts would be **less than significant**.

Cumulative Impacts:

The cumulative development scenario includes two projects located in proximity to the existing agricultural operations described above, which may result in environmental impacts on agricultural resources: the Southern California Gas La Goleta Storage Field Enhancement Project and the Ekwill-Fowler Road Extensions. However, the potential for agricultural impacts to result from the proposed project is remote. When considered together with potential agricultural impacts associated with other related projects, the proposed project's incremental effect on the resource would not significantly compound or increase the potential risk and would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, cumulative impacts to agricultural resources would be **less than significant.**

Mitigation and Residual Impact:

No impacts to agricultural resources were identified; therefore no mitigation measures are necessary.

4.3 AIR QUALITY

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?			X		
b. The creation of objectionable smoke, ash or odors?			X		
c. Extensive dust generation?		X			
Greenhouse Gas Emissions	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
d. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
e. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

Setting:

The project site is within the South Central Coast Air Basin, which also includes San Luis Obispo and Ventura Counties, and is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). Local climate is strongly influenced by the proximity of the Pacific Ocean, and the dispersion of air pollutants is guided by local winds controlled by the Pacific High pressure system and other global weather patterns, topographical factors, and circulation patterns that result from temperature differences between the land and sea.

The county's air quality is monitored at 11 stations operated by the SBCAPCD and two stations operated by the California Air Resources Board (CARB). The monitoring station nearest to the project site is located approximately 2 miles to the north at 380 North Fairview Avenue. The 2010 Clean Air Plan reports that air quality in Santa Barbara County has generally improved over the last several years despite continued population growth and vehicle emissions (SBCAPCD and Santa Barbara County Association of Governments [SBCAG] 2011).

Both the federal and state Clean Air Acts have identified air pollutants of special concern, known as criteria pollutants, based on their potentially harmful characteristics. Criteria pollutants include ozone, carbon monoxide, respirable particulate matter less than 10 microns in diameter (PM_{10}), fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), sulfur dioxide, nitrogen dioxide, lead, and hydrogen sulfide. The CARB and United States Environmental Protection Agency (US EPA) have adopted ambient air quality standards for certain pollutants to protect public health, vegetation, materials and visibility. CARB standards are generally more stringent than the corresponding federal standards. The County's current attainment status for state and federal ambient air quality standards is shown in Table AQ-1, below:

Table AQ-1. State and Federal Attainment Status

Pollutant	State	Federal
Ozone, 8-hour (O_3)	***Nonattainment***	Unclassifiable/Attainment
Ozone, 1-hour (O_3)	--	No Federal Standard
Carbon Monoxide, 8-hour (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Particulate Matter (PM_{10})	***Nonattainment***	Attainment
Particulate Matter, fine ($PM_{2.5}$)	Unclassified	Unclassifiable/Attainment
Sulfates	Attainment	No Federal Standard
Lead	Attainment	Attainment/Unclassified
Hydrogen Sulfide (H_2S)	Attainment	No Federal Standard

Source: Santa Barbara Air Pollution Control District, www.sbcapcd.org/sbc/attainment.htm, accessed on October 6, 2013.

The County is currently classified as nonattainment for state 8-hour ozone and particulate matter (PM_{10}). Ozone is formed when sunlight causes a reaction between reactive organic compounds (ROC) and nitrogen oxides (NO_x). The major source of ozone in Santa Barbara County is motor vehicle emissions, followed by petroleum industry operations and other industrial processes. PM_{10} is basically dust, and common sources include mineral quarries, grading and demolition activities, agricultural tilling, road dust, and vehicle exhaust (Santa Barbara County 2008).

The SBCAPCD developed the 2010 Clean Air Plan to evaluate long-term emissions and cumulative effects in the County and to establish countywide programs to reach acceptable air quality levels. The Clean Air Plan sets out updated air quality information and a baseline emission inventory, updated future year emission estimates, new information and policies for greenhouse gas and climate change protection and a carbon dioxide (CO_2) emission inventory, and a discussion of the correlation of this information to transportation, land use and air quality. The County has also set forth air quality policies in the Long Range Comprehensive Plan and the Climate Action Strategy, which focus on transportation and land use planning techniques to reduce vehicle miles traveled and related emissions and development of a Climate Action Plan to implement greenhouse gas reduction strategies. The Santa Barbara County Environmental Thresholds and Guidelines Manual (Manual) (Santa Barbara County 2008) sets forth air quality thresholds of significance to evaluate project-specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result.

Greenhouse gases (GHGs) include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF_6) and nitrogen trifluoride (NF_3). Combustion of fossil fuels constitutes the primary source of GHGs. GHG emissions have the potential to adversely affect the environment because they contribute, on a cumulative basis, to global climate change. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no individual project would measurably contribute to a noticeable incremental change in the

global average temperature, or to global, local, or micro climate. Therefore, from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative. Potential effects include reduced water supplies in some areas, ecological changes that threaten some species, reduced agricultural productivity in some areas, increased coastal flooding, and other effects.

California has passed several pieces of legislation in the past few years aimed at dealing with GHG emissions and climate change. Executive Order S-3-05 set a goal to reduce California's GHG emissions to: (1) 2000 levels by 2010; (2) 1990 levels by 2020; and (3) 80% below 1990 levels by 2050. These goals were reinforced in 2006 with the passage of Assembly Bill 32 (AB 32) which set forth the same emission reduction goals and further mandated that the ARB create a plan, including market mechanisms, and develop and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases". Executive Order S-01-07 set forth California's low carbon fuel standard, which requires the carbon intensity of the state's transportation fuels to be reduced by 10% by 2020. And Senate Bill 97 (SB 97) required amendments to the CEQA Guidelines to address GHG emissions; the amendments were put into effect on March 18, 2010.

The County's methodology to address GHG emissions and Global Climate Change in CEQA documents is evolving. The County is currently working to develop a Climate Action Plan consistent with CEQA Guidelines Section 15183.5 (Tiering and Streamlining the Analysis of Greenhouse Gas Emissions). However, because the Climate Action Plan has not yet been adopted, the County has developed an interim approach to evaluating GHG emissions that follows criteria adopted by the San Luis Obispo County Air Pollution Control District (SLOAPCD) for guidance on determining significance of GHG emissions.

Some land uses are considered more sensitive to changes in air quality than others, due to the population groups and activities involved (referred to as sensitive receptors), including residences, schools, playgrounds and parks, child care centers, athletic facilities, health care facilities, and retirement homes. Goleta Beach Park, Park Ranger residences within the park, and the recreational trails through the project area are the only sensitive receptors within 0.5 mile of the project site.

Impact Discussion:

a. Violate Air Quality Standards or Expose Sensitive Receptors. Development of the project would generate temporary construction-related emissions, including emissions produced by on-site construction equipment and extra construction worker trips (refer to sections d. and e., below, for a discussion of potential long-term operational emissions). Short-term degradation of air quality may occur due to the release of particulate emissions generated by demolition, excavation, hauling, and various other construction activities. Construction-related emissions would include CO_2, ozone precursors NO_X and ROCs, PM_{10} and $PM_{2.5}$, and toxic air contaminants such as diesel exhaust particulate matter.

   Construction-related effects on air quality would be greatest during phases that involve intense equipment use and hauling. These activities would temporarily generate PM_{10}, $PM_{2.5}$, and small amounts of CO, SO_2, NO_X, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Vehicles leaving the site would deposit mud on local streets, which could be an additional

source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_X, VOCs and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions would increase slightly as a result of additional traffic congestion. These emissions would be temporary and limited to the immediate area surrounding the construction site.

The SBCAPCD does not currently have quantitative thresholds of significance in place for short-term construction emissions. However, the SBC APCD uses 25 tons per year of VOC or NO_X emissions as a guideline for determining the significance of construction impacts. Detailed construction information was not available at the time of this analysis; therefore, reasonable worst-case daily emissions were estimated using broad construction assumptions. It was assumed that an average of three pieces of heavy-duty equipment would operate for eight hours per day over 6 months. This would result in 2,880 equipment hours over the entire construction period. It was also assumed that there would be a total of 400 heavy-duty truck trips. Under these assumptions, construction activity would result in approximately 1.2 total tons of NO_X emissions and less than one ton of emissions for other criteria pollutants, substantially less than the 25-ton guiding limit (Air Quality Study, SWCA 2013). If construction over an 8-month period were necessary, construction activity would result in approximately 1.6 total tons of NO_X emissions and less than one ton of emissions for other criteria pollutants, also substantially less than the 25-ton guiding limit.

According to the County's 2008 *Environmental Thresholds and Guidelines Manual*, short-term air quality impacts from construction activity are not significant. Standard equipment exhaust reduction measures have been recommended to further reduce potential effects. Therefore, impacts would be **less than significant.**

b. Create Objectionable Smoke, Ash, or Odors. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site. Such odors would be quickly dispersed below detectable thresholds as distance from the site increases. The proposed bridge would not generate objectionable smoke, ash or odors, except on a short-term basis during construction activities. Construction of the new bridge and removal of the existing structure would generate dust from earth-moving activities and diesel exhaust from heavy machinery. However, effects would be limited to the construction period. Besides recreational visitors at Goleta Beach Park and users of the California Coastal Trail, there are no sensitive receptors in the immediate vicinity of the proposed project. Therefore, impacts would be **less than significant**.

c. Generate Extensive Dust. Construction of the project would require grading, demolition and earthwork activities that would generate dust in the project vicinity. This effect would be limited to short-term construction activities.

Construction activities for large development projects are estimated by the US EPA to add 1.09 tonne (1.2 tons) of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50%. Typically, construction activity generates maximum fugitive dust emissions during grading of large areas of land. The proposed project would not include extensive grading but would include travel over unpaved roads and excavation. It was reasonably assumed that 0.5 acre of soil would be disturbed per day over a 6-month construction period. This would result in approximately 3.6 tons of fugitive dust emissions.

Additional grading activities associated with the proposed habitat restoration in the northern parcel would contribute to dust generation; however, because the extent of grading activities is unknown for this component, the potential fugitive dust emissions resulting from those activities has not been quantified. It is anticipated that any necessary grading would be limited to development of the jack and bore construction areas and re-contouring of the parcel to aid in the flow of tidal water. Ground disturbance is expected to be less than 1 acre and limited to a 1- to 2-month construction period.

According to the County's 2008 *Environmental Thresholds and Guidelines Manual*, short-term air quality impacts from construction activity are not significant, and no quantitative threshold has been established for construction-related particulate matter. Standard dust control measures are required for all discretionary construction activities to control fugitive dust emissions. The project is not proposed in an area near multiple or highly sensitive land uses and would not require extensive earthmoving activities. Implementation of standard dust control measures would further reduce effects of construction dust. Therefore, impacts would be **less than significant with mitigation** described in measures AQ/mm-1 and AQ/mm-2.

d. Generate GHG Emissions. The proposed project would replace the existing Goleta Beach Park Bridge with a new bridge in the immediate vicinity. The new structure would provide two vehicle travel lanes, consistent with the existing bridge, and would not increase capacity of the bridge or surrounding approach roads. Therefore, the project would not result in an increase in the daily or annual volume of vehicles accessing the Park or using the bridge. The project would also not have any effect on the vehicle mix that utilizes the bridge and/or park. The project would allow continued use of the bridge in the same manner in which it has historically been used, and emission sources would not change from existing conditions. Although construction activities would result in short-term emissions, the project would not increase traffic or park facilities and does not include any long-term stationary sources of GHG emissions.

Based on thresholds of the SLOAPCD (SLOAPCD 2012), a project could potentially result in a significant impact associated with GHG emissions if it exceeds the Bright-Line Threshold of 1,150 metric tons of carbon dioxide equivalent (CO_2e) per year. An exceedance of this threshold would require preparation of CalEEMod modeling to determine impacts.

According to the SLOAPCD CEQA Air Quality Handbook (SLOAPCD 2012), the relevant 1,150 metric ton significance criterion is equivalent to the development of a city park of 103 acres or more. Based on this equivalency, the GHG emissions from this project are

considered to be less than 1,150 metric tons per year. Therefore, impacts would be **less than significant**.

e. Conflict with an Applicable Plan, Policy or Regulation. The project would not result in a permanent increase in GHG emissions and proposed construction activities would be conducted consistent with applicable policies and regulations, including implementation of standard emission control measures. Therefore, impacts would be **less than significant**.

Cumulative Impacts:

The air quality impacts that would result from the proposed project are negligible and would be limited to short-term construction activities. When considered together with potential air quality impacts associated with other related projects, the proposed project's incremental effect on air quality resources associated with construction activities would not significantly compound or increase the potential risk to air quality and would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, cumulative impacts to air quality would be **less than significant.**

Mitigation and Residual Impact:

To minimize potential significant impacts from construction emissions and generation of fugitive dust, the following measures would be implemented.

AQ/mm-1 *The County shall implement standard construction equipment exhaust impact mitigation measures as follows. All measures shall be detailed in County specifications, and shall be adhered to throughout grading, hauling, and construction activities.*

a) Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

b) Diesel powered equipment should be replaced by electric equipment whenever feasible.

c) If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalyst and diesel particulate filters as certified and/or verified by EPA or California.

d) Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

e) All construction equipment shall be maintained in tune per the manufacturer's specifications.

f) The engine size of construction equipment shall be the minimum practical size.

g) The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

h) Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *These requirements shall be adhered to throughout the period of all grading and construction activities.*

MONITORING: *Plans shall be reviewed for consistency with these requirements by the County prior to construction. The County RE shall perform periodic site inspections to ensure compliance with these requirements.*

AQ/mm-2 The County shall implement standard construction particulate matter impact mitigation measures as follows. All measures shall be detailed in County specifications, and shall be adhered to throughout grading, hauling, and construction activities.

a) During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

b) Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 miles per hour or less.

c) If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.

d) Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

e) After clearing, grading, earthmoving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

f) The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary,

to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to the start of construction.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *These requirements shall be adhered to throughout the period of all grading and construction activities.*

MONITORING: *Plans shall be reviewed for consistency with these requirements by the County prior to construction. The County RE shall perform periodic site inspections to ensure compliance with these requirements.*

With the incorporation of these measures, residual impacts to air quality resources would be **less than significant**.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
Flora					
a. A loss or disturbance to a unique, rare or threatened plant community?		X			
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?		X			
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?		X			
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?			X		
e. The loss of healthy native specimen trees?				X	
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?		X			
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?		X			
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?		X			
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?		X			
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?		X			
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?				X	

Setting:

The following analysis is based on the Natural Environment Study (NES) prepared by SWCA Environmental Consultants (SWCA 2013), which is a technical study required for compliance with the National Environmental Policy Act (NEPA). The report thoroughly reviews both state and federal plant and animal species, and is suitable for the purposes of CEQA review. Seasonal botanical surveys for special-status plant species and habitats, reconnaissance wildlife surveys, focused Belding's savannah sparrow (*Passerculus sandwichensis beldingi*) surveys, and a Jurisdictional Waters Assessment were conducted in support of this NES. This NES also relies on information provided by numerous existing biological studies that were conducted in the project area for support of other projects. The following table provides a summary of when these surveys were conducted:

Table BIO-1. Survey Tasks, Dates, and Personnel

Study or Survey	Date	SWCA Personnel	Methodology
Botanical and Reconnaissance Wildlife Surveys			
Botanical and Wildlife Survey	April 22, 2011	Barrett Holland	CDFW and USFWS guidelines
Botanical and Wildlife Survey	May 24, 2011	Barrett Holland	CDFW and USFWS Guidelines
Botanical and Wildlife Survey	June 22, 2011	Travis Belt and Barrett Holland	CDFW and USFWS Guidelines
2013 Botanical Survey (Update)	April 25, 2013 June 18, 2013	Taylor Crow	CDFW and USFWS Guidelines
Jurisdictional Waters Assessment /Habitat Mapping			
Jurisdictional Waters Assessment	April 6, 2012 Updated July 23, 2013	Travis Belt	USACE 1987 method and 2008 Arid West Supplement
NES Habitat Mapping	June 22, 2011 June 18, 2013	Travis Belt, Barrett Holland, and Taylor Crow	With the use of GPS and aerial imagery (no formal protocol)
Belding's Savannah Sparrow Surveys			
Five Breeding Season Surveys	April 27, 2013 through June 10, 2013	John "Nick" Todd	CDFW 2004 Belding's savannah sparrow breeding bird survey protocol

A Biological Assessment (BA) was also prepared following completion of the NES for the purposes of conducting formal consultation with Federal agencies. This study includes an analysis of only federal species, and also addresses potential impacts to Essential Fish Habitat and potential hydro-acoustical impacts to federally listed fish species such as steelhead and tidewater goby, and marine mammals protected under the Marine Mammal Protection Act.

The results from these studies provide the basis for the analysis of this section. Regulatory authority over biological resources is shared by federal, state, and local authorities under a variety of statues and guidelines. CDFW is a trustee agency for biological resources throughout the state under CEQA and also has direct jurisdiction under the Fish and Game Code of California. Under the State and Federal Endangered Species Acts, the CDFW, NOAA Fisheries, and the USFWS also have direct regulatory authority over species formally listed as Threatened or Endangered. The USACE has regulatory authority over specific biological resources, namely wetland and waters of the United States, under Section 404 of the Federal Clean Water Act.

The project study area is referred to as the Biological Study Area (BSA) throughout this section of the Initial Study, and serves as the project boundary for environmental review purposes. Habitats within the BSA are shown on Figure 4.1, below, and consist of the following:

Flora/Plant Communities

Sarcocorina Pacifica Herbaceous Alliance (Southern Coastal Salt Marsh)

This salt marsh vegetative cover is often seen along the intertidal shores of bays and estuaries. This salt marsh habitat is characterized by highly productive, herbaceous, salt-tolerant hydrophytes, in hydric soils subject to regular tidal inundation by salt water for at least part of each year (Holland 1986). The salt marsh vegetation within the BSA occurs in the Slough channel, in patches between the various road ways, and in patches within the cloverleaf interchange parcel. Associates of this community observed in the project study area include Pacific swampfire (*Sarcocornia pacifica*), western marsh rosemary (*Limonium californicum*), alkali heath (*Frankenia salina*), and marsh jaumea (*Jaumea carnosa*).

Restored Southern Coast Bluff Scrub

Due to past disturbances and restoration of the Slough banks, the vegetation on the Slough banks does not fit the description of any vegetation alliances as described in *A Manual of California Vegetation* (Sawyer et al. 2009). However, it does support associates of the California encelia (*Encelia californica*) Shrubland Alliance; therefore, the vegetation cover on the Slough banks is defined as Restored Southern Coastal Bluff Scrub. This is largely due to its similarities with Southern Coastal Bluff Scrub as defined by Holland (1986). This cover type consists of low scrubs (less than 2 meters tall) in areas exposed to winds with high salt content (Holland 1986). Shrub species observed in the BSA include quail bush (*Atriplex lentiformis* var. *breweri*), California encelia, California sagebrush (*Artemisia californica*), coastal golden yarrow (*Eriophyllum staechadifolium*), coast morning glory (*Calystegia macrostegia*), lemonade berry (*Rhus integrifolia*), and coyote brush (*Baccharis pilularis*). Due to the close proximity to the Slough, hydrophytic species such as alkali heath and mugwort (*Artemisia douglasiana*) are intermixed among the scrub associates.

Ruderal/Developed

Ruderal habitat typically consists of disturbed areas dominated by the growth of weedy species tolerant of disturbance. Ruderal species within the BSA are scattered among the native communities with greatest densities along the road shoulders. Observed ruderal species include, but are not limited to, rip-gut brome (*Bromus diandrus*), black mustard (*Brassica nigra*), iceplant (*Carpobrotus* sp.), and sour clover (*Melilotus indica*).

Some areas in the BSA are vegetated by ornamental species, or other plants, shrubs, and trees commonly used for landscaping. The landscape vegetation is largely associated with the Goleta Beach Park recreational area and does not contribute to the Slough's wetland vegetative community structure. Most of the developed landscaping is located in the Goleta Beach Park area and in parking area medians.

Fauna

Common wildlife observed by visual observation, sign, or auditory que (calls/song) include, but are not limited to: great blue heron (*Ardia Herodias*), red-tailed hawk (*Buteo jamaicensis*), killdeer (*Charadrius vociferous*), western gull (*Larus occidentalis*),western scrub jay (*Aphelocoma californica*), black phoebe (*Sayornis nigricans*), American crow (*Corvus brachyrhynchos*), northern mockingbird (*Mimus polyglottos*), common yellow throat (*Geothlypis trichas*), house finch (*Carpodacus mexicanus*), common raccoon (*Procyon lotor*), California ground squirrel (*Spermophilus beecheyii*),western fence lizard (*Sceloporus occidentalis*). Many of these species are adapted to human disturbances associated within the surrounding park uses.

No special status plant or animal species were observed within the BSA during field surveys; however, several species have the potential to occur within the BSA and are discussed below.

Santa Barbara County's *Environmental Thresholds and Guidelines Manual* (2008) include guidelines for the assessment of biological resource impacts. The following thresholds are applicable to this project:

Wetlands

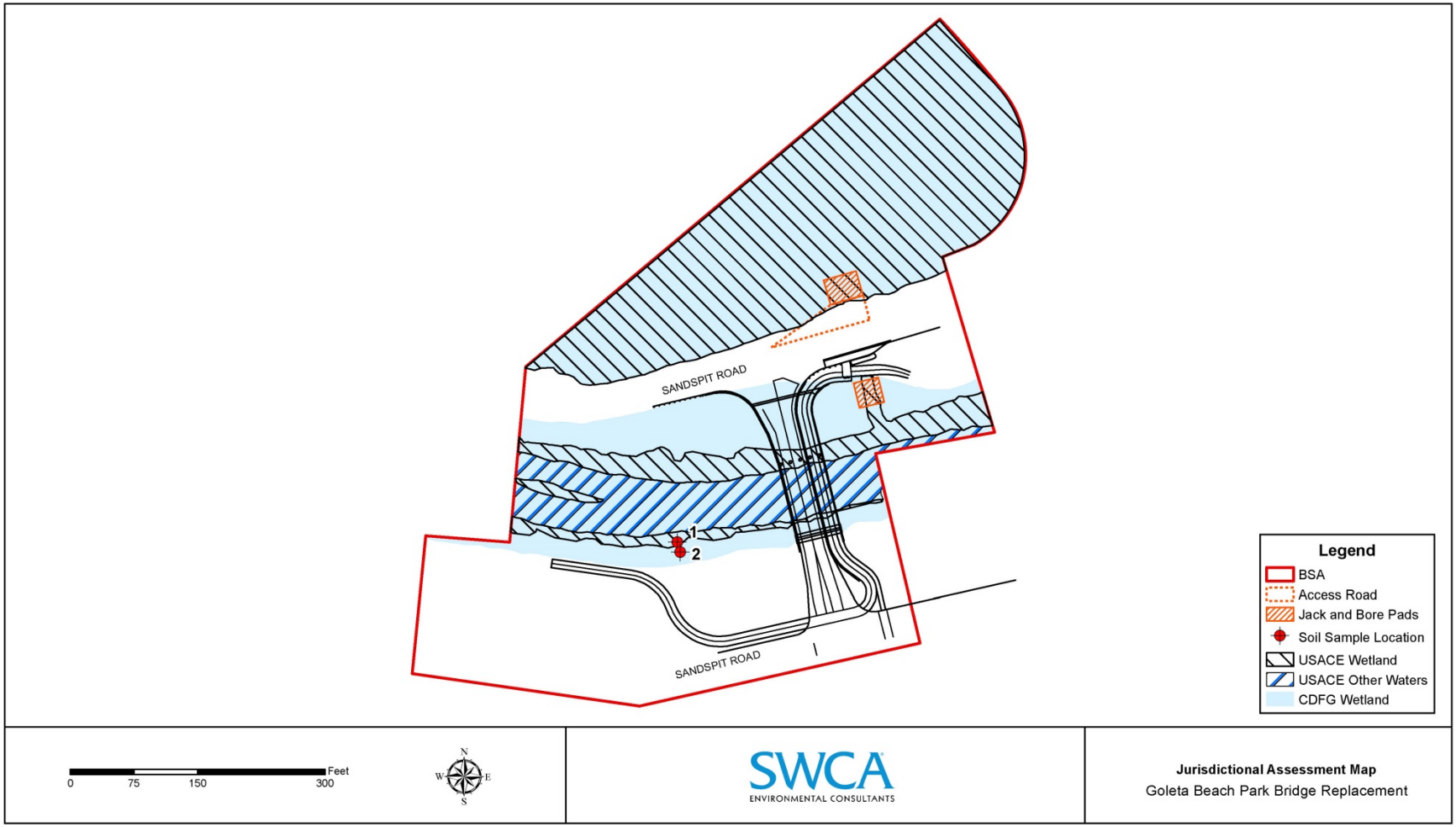
The Manual recognizes that project impacts may be considered significant due to net loss of habitat, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or if the project would threaten the continuity of wetland dependent animal or plant species. Impacts may also be considered significant if wildlife access is impeded or wetland hydrology is disrupted.

Coastal Salt Marsh

The Manual recognizes that project impacts may be considered significant due to an alteration of tidal circulation or decrease of tidal prism, adverse hydrologic changes, substantial increase of sedimentation, introduction of toxic elements or alteration of ambient water temperature. Impacts may also be considered significant if construction activity creates indirect impacts such as noise and turbidity on sensitive animal species, disrupts the wildlife corridor in this habitat, or removes substantial amounts of marsh habitat.

Figure 4.1. Habitat Map

Figure 4.2. Jurisdictional Assessment Map



Environmentally Sensitive Habitat Areas (ESHA)

By the definitions of the Local Coastal Program (LCP), the project site contains Environmentally Sensitive Habitat Areas (ESHA). Chapter 3, Policies 9-1 through 9-14 of the LCP provide the Resource Protection and Development Policies applicable to developments in the Santa Barbara County Coastal Zone. These policies focus on the protection of coastal resources (i.e., streams, wetlands, and coastal waters) and the regulation of development in the coastal zone. Natural communities of concern, wetlands, and other waters habitats located within the confines of the Slough banks are subject to jurisdictional oversight by state agencies that support special-status species. Therefore, these areas are considered to be ESHA by the Santa Barbara County LCP and the California Coastal Commission.

Impact Discussion:

a. Loss or Disturbance to a Unique, Rare or Threatened Plant Community. The only sensitive plant community located within the BSA is Southern coastal salt marsh, as described above. Approximately 68,487 sf (1.6 acre) of Southern coastal salt marsh occur in the BSA. This community is situated between the boundaries of the open water habitat and the toe of the banks in the Slough, within the cloverleaf interchange parcel, and in patches between the various road ways within the BSA. The proposed project could result in impacts to 5,706.4 sf (0.131 acres) of Southern coastal salt marsh (*Sarcocorina pacifica* Herbaceous Alliance). Project impacts to this habitat are considered significant under the guidelines described within the Manual (2008).

Within the project site, Southern coastal salt marsh is a plant community that is also an indicator of wetland habitat. Although not specifically a plant community by definition, wetland habitat has been included within this impact discussion since jurisdictional wetlands and 'other waters' are considered sensitive and important habitats by USACE and other regulatory agencies (California Coastal Commission, CDFW, and RWQCB). Project impacts to wetlands and 'other waters' are considered significant under the guidelines described within the Manual (2008) and state and federal policies.

The Jurisdictional Waters Assessment identified the presence of federal and state jurisdictional areas within the BSA. The study concluded that the proposed project would result in the following impacts to the following jurisdictional features:

Table BIO-2. Impacts to Jurisdictional Waters

Jurisdictional Feature	Permanent Impacts	Temporary Impacts
U.S. Army Corps of Engineers Wetlands	35.2 sf / 0.001 acre	5,510.1 sf / 0.13 acre
U.S. Army Corps of Engineers Other Waters	0.0 sf / 0.0 acre	9,336.6 sf / 0.23 acre
California Department of Fish and Wildlife/ Regional Water Quality Control Board/ California Coastal Commission Waters of the State	6,773.6 sf / 0.16 acre	25,573.3 sf / 0.59 acre
TOTALS	**6,808.8 sf / 0.16 acre**	**41,381.7 sf / 0.95 acre**

Impacts to this habitat would be mitigated through the design and implementation of a Habitat Mitigation and Monitoring Plan (HMMP), which would include a minimum 3:1 replacement ratio for permanent loss of riparian and wetland species, and a 1:1 replacement ratio for temporarily disturbed riparian and wetland habitat (including Southern Coastal salt marsh), or as otherwise directed by regulatory agencies. In addition, the proposed culvert replacement would have a beneficial impact on jurisdictional and aquatic species habitat. Therefore, impacts would be **less than significant with mitigation** described in measure BIO/mm-4.

b. Reduction in Range of any Unique, Rare or Threatened Species of Plants. Based on a literature review and database query, a total of 29 sensitive plant species have been documented in the Goleta quadrangle and surrounding five quadrangles. In addition to these protected species, Goleta Slough Management Committee (GSMC) maintains a list of 35 "Local Concern Species," which was also queried. Because the resulting list of plant species is regional, an analysis of the range and habitat preferences of those species was conducted to identify which special-status plant species have the potential to occur within the BSA. The analysis considered existing habitat, elevation, results of previous surveys conducted for other projects, and soils within the BSA. Field surveys conducted by SWCA botanists in 2011 and 2013 determined that none of the CNPS, CDFW, and USFWS protected plant species occur within the BSA. However, a total of three GSMC Local Species of Concern were noted in or adjacent to the BSA: California saltbush, matscale, western marsh rosemary, and three square. Impacts to these species would be reduced through implementation of standard Best Management Practices (BMPs) and minimizing impacts to wetland habitat. Therefore, impacts would be **less than significant** with mitigation described in measures BIO/mm-1 through BIO/mm-4.

c. Reduction in the Extent, Diversity, or Quality of Native Vegetation. In addition to Southern coastal salt marsh habitat (described in section a. above), Restored Southern Coast Bluff Scrub is the only other native habitat that is present within the BSA. Impacts to this habitat would be minimized through implementation of an HMMP. Therefore, impacts would be **less than significant** with mitigation described in measure BIO/mm-4.

d. Impact Non-Native Vegetation of Habitat Value. Non-native vegetation within the project site consists of ruderal habitat and areas of landscaping within the park. This habitat has very little value to wildlife in the area. Impacts to this non-native vegetation would be considered insignificant as the proposed project would have minimal impact on non-native vegetation. Areas of existing ruderal habitat would be utilized for mitigation opportunities on-site. Furthermore, landscaping would be replaced upon completion of the proposed construction activities. Therefore, impacts would be **less than significant**.

e. Loss of Healthy Native Specimen Trees. The proposed project would not result in the loss of healthy native specimen trees, as none are present within the BSA. Therefore, **no impacts** would occur.

f. Introduction of Factors that Would Change or Hamper the Existing Habitat. Executive Order (EO) 13112 is a directive aimed at preventing the introduction and spread of invasive species as a result of federal agency actions. This EO requires Federal agencies to work

cooperatively to prevent and control the spread of invasive plants and animals. The BSA includes natural wetland areas, restored Slough banks, and developed areas containing landscaping. The natural wetland areas are relatively free of invasive species. The adjacent Slough banks and landscape areas in the Goleta Beach Park support several invasive species including, but not limited to, poison hemlock (*Conium maculatum*), fennel (*Foeniculum vulgar*), Italian thistle (*Carduus pychnocephalus*), bull thistle (*Cirsium vulgare*), and cape ivy (*Delairea odorata*).

Project activities would include construction of the access road, bridge construction, bridge demolition, and site reconstruction. Implementation of these project elements would require removing and replacing soil that contains seeds of invasive plant species. Disturbance of the soil containing invasive species seeds could facilitate the spread of invasive species in the BSA; however, these impacts could be mitigated through biological monitoring and habitat management measures. Therefore, impacts would be **less than significant with mitigation** described in measures BIO/mm-1, BIO/mm-5, and BIO/mm-6.

g. Impact the Critical Habitat of any Unique, Rare, Threatened, or Endangered Species of Animals.

Marine Mammals. The project is located approximately 2,000 feet upstream of the Goleta Slough mouth and 225 feet from sandy beach habitat. The mouth of the Slough is occasionally closed by sand and is relatively shallow (less than 5 feet deep) when open. The adjacent beach is heavily used for recreation. Since the project is upstream of the Slough mouth and includes relatively shallow brackish waters, marine mammals are not expected to forage in the project area. Due to the relatively high recreational traffic on the beach, marine mammals do not regularly haul-out on the beach.

Based on a review of the Final EIR for the Santa Barbara County Flood Control and Water Conservation District Flood Control Maintenance Activities in the Goleta Slough (Padre 2010), The GSEMP (GSMC 1997), and the GSEMP 2012 update, marine mammals have not been documented in the Slough.

Marine mammals were not observed in the BSA or on the nearby beach during any of the surveys conducted for the project. Based on the site conditions and lack of evidence that marine mammals use the BSA or adjacent areas for foraging or haul-out on a regular basis, the proposed project is not anticipated to effect marine mammals. Therefore, impacts would be **less than significant**.

Southern California Steelhead. The proposed project is located within Critical Habitat for Southern California Steelhead. According to the GSMC, several sampling efforts have been made to confirm the presence of a steelhead run in Goleta Slough. Steelhead is rarely identified in the sampling. In addition, steelhead was not observed in the BSA during seining efforts targeting tidewater goby at Bridge 51C-0158. Considering the results of past survey efforts, GSMC has suggested that the estuary does not support a viable steelhead run. However, it is accepted that transitory steelhead may occasionally utilize the Slough ecosystem (GSMC 2005; personal communication with Matt McGoogan [NOAA Fisheries]).

According to the SCS Recovery Plan (NOAA Fisheries 2012a) "Very High" threats to the Goleta Slough steelhead trout population include roads, culverts and crossings, groundwater extraction, urban development, flood control, and agricultural development; "High" threats include levees and channelization, recreational facilities, and non-point pollution; "Medium" threats include wildfires and dams and surface water diversions; and "Low" threats include mining and quarrying.

Implementation of the project would result in temporary impacts to the open water habitat resulting from dewatering the project work area, constructing a temporary access road, equipment access into the Slough channel, constructing the new bridge, and demolishing the existing bridge. Based on the current project plans, approximately 9,936.6 sf (0.23 acre) of temporary impacts would occur within the Slough channel. These temporary impacts would result in the loss of access by steelhead for an estimated 6 to 8 months in the spring and summer. The bridge design does not include any additional piles or other permanent fill in the Slough channel; therefore, no permanent impacts to steelhead critical habitat are expected.

With regards to direct impacts to this species, there is a low potential for take of steelhead during bridge replacement activities; in the event take occurs, the impact would be considered significant. Consultation with NOAA Fisheries through Section 7 of the Federal ESA and issuance of an incidental take permit is warranted. It is anticipated that the resulting NOAA Fisheries Biological Opinion will include agency mandated "Reasonable and Prudent Measures" for project activities. In addition, several mitigation measures have been provided below that would further reduce the potential for impacts to steelhead. Therefore, impacts would be **less than significant with mitigation** described in measures BIO/mm-9 through BIO/mm-15.

Tidewater Goby. The current final rule for tidewater goby critical habitat was published on February 6, 2013. The current critical habitat rule designates 12 critical habitat units (Santa Barbara County Critical Habitat Unit [SB]-1 through SB-12) in Santa Barbara County (USFWS 2013). The proposed project is located in the Goleta Slough (SB-9) Critical Habitat Unit which is situated between units SB-8 (Winchester-Bell Canyons) and SB-10 (Arroyo Burro).

According to the Critical Habitat Designation Federal Register, SB-9 consists of 164 ac of local lands and 26 ac of private lands. SB–9 is located 6 miles south of Winchester/Bell Canyon (SB–8), and is separated from the nearest extant subpopulation to the north, Devereux Slough, which is not designated as critical habitat. At the time of listing, SB-9 was located outside of the occupied range of the species. However, tidewater goby currently occupy SB-9 (USFWS 2013).

Implementation of the project would result in temporary impacts to the open water habitat resulting from dewatering the project work area, constructing a temporary access road, equipment access into the Slough channel, constructing the new bridge, and demolishing the existing bridge. Based on the current project plans approximately 9,936.6 sf (0.23 acre) of temporary impacts would occur within the Slough channel. These temporary impacts would result in the loss of service to tidewater goby for an estimated 6 to 8 months in the spring

and summer. The bridge design does not include any additional piles or other permanent fill in the Slough channel; therefore, no permanent impacts to tidewater critical habitat are expected.

With regards to direct impacts to this species, if present in the BSA during project activities, individual tidewater gobies could be stranded in dewatered portions of the Slough, caught in dewatering pumps, or made vulnerable to predation from foraging birds and mammals. Direct impacts to this species would be considered significant.

The County has also revised the construction methodology to avoid pile driving, which could result in significant impacts to this species. Instead, hydro-acoustic impacts from vibratory hammers are expected to reduce the elevated sound levels to a level of insignificance.

Lastly, the proposed project includes replacing a culvert to -improve hydrologic connection of the Slough to the adjacent parcel. The new culvert would allow for tidal influence to more naturally inundate the northern parcel with higher tidal flows. As part of the proposed project, the area within the adjacent parcel may be graded to aid in the flow of tidal water, preventing any pooling or stranding of fishes that may enter the area. The County is currently exploring the potential outcome of replacing the culvert and is committed to developing a solution that does not adversely affect tidewater goby and other fishes. The intent of this element is to improve aquatic habitat and mitigate for wetlands impacts; however, if hydrologic studies determine that the project may result in drastic ebb and flow and potentially trap or adversely affect tidewater goby, the County would re-evaluate design of this element of the project and take necessary steps to correct it through further consultation with regulatory agencies. This project feature is not contingent on the bridge replacement project as a whole and will continue to be evaluated based on further study relating to implementation of this component.

Several mitigation measures have been provided below that would reduce the potential for impacts to tidewater goby. Therefore, impacts would be **less than significant with mitigation** described in measures BIO/mm-9 through BIO/mm-18.

Western pond turtle. Western pond turtles were not observed during reconnaissance surveys of the BSA. Although aquatic habitat is present, the BSA provides marginal conditions for this species. The brackish waters are not conducive to western pond turtle and the BSA does not support basking structures. Occurrences have been documented in Atascadero Creek (GSMC 2005).

Potential project impacts to western pond turtle include direct effects associated with the use and movement of construction equipment, construction debris, vegetation removal, and worker foot traffic. Indirect effects of construction activities, including noise and vibration, may cause western pond turtles to temporarily abandon habitat adjacent to work areas. This disturbance may increase the potential for predation if western pond turtles abandon shelter sites. The indirect effects of erosion and sedimentation could also impact western pond turtles. Implementation of the proposed mitigation measures, including biological monitoring during construction activities, would reduce the potential impact to Western

pond turtles. Therefore, impacts would be **less than significant with mitigation** described in measure BIO/mm-1.

White-tailed kite, Belding's savannah sparrow, and bird species protected by the MBTA. White-tailed kites were not observed in the BSA during reconnaissance surveys. However, this species is known to utilize the Slough ecosystem for foraging and nesting. GSMC reports up to 10 pairs nesting in the Slough area in most years (GSMC 2005).

In Santa Barbara County, populations of Belding's Savannah sparrows are found in Goleta Slough and the Carpentaria Salt Marsh. GSMC documents 117 breeding pairs in the airport's portion of the Slough in 1994. This species is regularly observed on west beach and upland vegetation at the west end of Goleta Beach Park (GSMC 2005).

Avian expert, John "Nick" Todd conducted focused protocol surveys for Belding's savannah sparrow during the 2013 breeding season. No breeding or foraging Belding's savannah sparrows were observed in or adjacent to the BSA during the 2013 surveys. Song sparrows (*Melospiza melodia*) and common yellow throats (*Geothlypis trichas*) were the most common passerine birds within the BSA. The BSA does support a minimal amount of low quality salt marsh habitat. Although the BSA supports habitat for this species, it is unlikely that Belding's savannah sparrows would nest in the BSA. The marsh habitat in the Slough is subject to regular tidal inundation, which could deter nesting in the area. The marsh habitat in the adjacent cloverleaf interchange parcel is fragmented and provides minimal cover, which is not conducive to Belding's savannah sparrow.

The removal of vegetation could directly impact bird nests and eggs or young residing in nests. Indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors. While temporary loss of vegetation supporting potential nesting habitat would result from tree trimming or removal, any vegetation removed would be mitigated by planting new vegetation. Impacts to these species would be considered significant but mitigable through application of the recommended measures. Therefore, impacts would be **less than significant with mitigation** described in measure BIO/mm-19 through BIO/mm-21.

h. Reduce the Diversity or Numbers of Animals. Refer to discussion above (section g). In addition to these sensitive species, several common species are expected to occur within the Slough area. Impacts to common species are expected to be minimal considering the limited area of disturbance, proposed mitigation measures to avoid and minimize impacts to wildlife, and the implementation of the HMMP, which will increase the cover of native plant species and wetland habitat in the long-term. Therefore, impacts would be **less than significant with mitigation** described in measures BIO/mm-1 through BIO/mm-21.

i. Deteriorate Existing Fish or Wildlife Habitat. Refer to discussion above (section g). Construction of the proposed project would not deteriorate existing conditions for fish and other wildlife species. Temporary loss of habitat for wildlife is expected to occur during construction; however, impacts would be limited with implementation of proposed mitigation measures. Long-term impacts to wildlife habitat would be mitigated upon

completion of the HMMP. Therefore, impacts would be **less than significant with mitigation** described in measure BIO/mm-4.

j. Introduce Barriers to Movement of Fish or Wildlife Species. The proposed project provides suitable habitat for migratory fishes such as tidewater goby and Southern California Steelhead. Potential impacts to these species would be considered significant and have been summarized in section f. Temporary impacts to the movement of these species may be impacted as a result of dewatering activities and would also be considered significant; however, these impacts could be minimized with mitigation provided below. Therefore, impacts would be **less than significant with mitigation** described in measure BIO/mm-9 through BIO/mm-18.

k. Introduction of Factors Which Could Hinder the Normal Activities of Wildlife. Goleta Beach Park is a heavily used County facility and receives approximately 1.5 million visitors each year. The proposed project is not expected to result in an increase in human presence and/or domestic animals above the current level of use. No additional lighting to the Slough or the surrounding habitat is currently proposed. Therefore, **no impacts** would occur.

Cumulative Impacts:

The only projects in the immediate vicinity of the bridge are the Goleta 2.0 Project, ongoing flood maintenance activities in the Slough and the GSEMP, which is currently being updated. The plan for flood control maintenance includes dredging, stockpiling and disposal of sediment, and enhancement of specific areas affected by flood control activities. The County Board of Supervisors selected the No Project Alternative for the Goleta 2.0 Project; therefore, no impacts associated with Goleta 2.0 would occur. Implementation of the other projects, along with the proposed bridge replacement project, would contribute to the cumulative effects on biological resources and ESHA due to habitat impacts including increased water turbidity for aquatic and semi-aquatic species. However, with the implementation of erosion control measures, as well as the HMMP, potential impacts would be minimized.

Therefore, cumulative impacts to biological resources would be **less than significant with mitigation** described in measures BIO/mm-1 through BIO/mm-21.

Mitigation and Residual Impact:

To minimize potential significant impacts to sensitive biological resources within and surrounding the project site, the following measures would be implemented.

Sensitive Habitats and Jurisdictional Features

BIO/mm-1 *Prior to construction, the County shall retain a qualified biological monitor(s) to ensure compliance with measures within the project environmental documents. Monitoring shall occur throughout the length of construction or as directed by the regulatory agencies. Full-time monitoring shall occur during vegetation removal and erosion control installation. Monitoring may be reduced to part time once construction activities are underway and the potential for additional impacts are reduced.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Biological monitoring shall occur throughout the length of construction activities or as directed by the appropriate regulatory agencies.*

MONITORING: *Monitoring shall be performed by a qualified biologist approved by the USFWS. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies. The County RE shall perform periodic site inspections to ensure compliance with these requirements.*

BIO/mm-2 *Construction activities within the Slough banks shall be conducted outside of the rain season, which is considered to be November 1 through March 31 of any year. This provides a work window from April 1 to October 31 in any given year, or as otherwise directed by the regulatory agencies. Deviations from this work window can be made with permission from the relevant regulatory agencies.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Compliance with these requirements shall be confirmed by the County RE prior to construction.*

MONITORING: *The County RE shall monitor the construction schedule and perform periodic site inspections to ensure compliance with these requirements.*

BIO/mm-3 *Prior to construction, the project plans shall clearly show the placement of sturdy construction exclusion fencing. Immediately prior to construction, the project site will be clearly fenced so that the contractor is aware of the limits of allowable site access and disturbance. Areas within the designated project site that do not require regular access will be clearly flagged as off-limit areas to avoid/discourage unnecessary damage to ESHAs within the project site.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *These requirements shall be complied with throughout the period of construction activities.*

MONITORING: *The County RE shall perform site inspections immediately prior to construction and periodically thereafter to ensure compliance with these requirements.*

BIO/mm-4 *Prior to construction, the applicant shall prepare a comprehensive HMMP to mitigate impacts to jurisdictional areas and ESHAs consistent with the following requirements. The final HMMP will include the specific mitigation sites within the Slough, based on a minimum replacement of 3:1 for permanent impacts to riparian and wetland habitat, and a minimum of 1:1 for temporary impacts, or as otherwise directed by regulatory agencies. Mitigation plantings must have a minimum of 80% survival in the first year and 100% survival thereafter and/or*

shall attain 75% cover after 3 years and 90% cover after 5 years for the life of the project. The HMMP must be consistent with federal and state regulatory requirements and shall be amended with any regulatory permit conditions, as required. The County shall implement the HMMP during construction and immediately following project completion.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *The HMMP shall be prepared and reviewed for consistency with these requirements by the County RE and County Senior Engineering Environmental Planner, in consultation with a County-approved biologist, prior to construction.*

MONITORING: *The Final HMMP shall be provided to the County RE prior to construction. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE and County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

BIO/mm-5 *Removed riparian shrubs, coastal bluff scrub and Southern Coastal salt marsh present in the BSA shall be replaced at a minimum 3:1 replacement ratio, or as otherwise directed by regulatory agencies. Methods for vegetation replacement shall be incorporated into the final HMMP, and shall include maintenance and monitoring to ensure a minimum of 80% survival in the first year and 100% survival thereafter and/or shall attain 75% cover after 3 years and 90% cover after 5 years for the life of the project.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *The HMMP shall be reviewed for consistency with these requirements by the County RE, in consultation with a County-approved biologist, prior to construction.*

MONITORING: *The Final HMMP shall be provided to the County RE and County Senior Engineering Environmental Planner prior to construction.*

BIO/mm-6 *During construction, the County shall implement standard Best Management Practices, including but not limited to the following standards. Silt fencing, fiber rolls, and barriers (e.g., hay bales) shall be installed between the project site and adjacent wetlands and other waters. No synthetic plastic mesh products shall be used in any erosion control materials. At a minimum, silt fencing shall be checked and maintained on a daily basis throughout the construction period. The contractor shall also apply adequate dust control techniques, such as site watering, during construction.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation of the BMPs shall occur prior to and during construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

BIO/mm-7 *During construction, the biological monitor(s) shall ensure that the spread or introduction of invasive exotic plant species is avoided to the maximum extent possible through the following measures:*

a. When practicable, invasive exotic plants in the project site shall be removed and properly disposed.

b. The use of imported soils for fill shall be limited to the extent feasible. Soils currently existing on-site shall be used for fill material to the extent feasible. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species, or the material must consist of purchased clean material such as crushed aggregate, sorted rock or similar materials.

c. The HMMP shall emphasize the use of native species expected to occur in the area.

d. The HMMP shall incorporate an invasive species control program.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

BIO/mm-8 *During construction, trash shall be contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris*

will be removed from work areas and properly disposed of at a certified landfill. All vegetation removed from the construction site shall be taken to a certified landfill to prevent the spread of invasive species. If soil from weedy areas (such as areas with poison hemlock or other invasive exotic plant species) must be removed off-site, the top 6 inches (in) (152 millimeters [mm]) containing the seed layer in areas with weedy species shall be disposed of at a certified landfill.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

BIO/mm-9 During construction, no pets shall be allowed on the construction site.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

Southern California Steelhead

BIO/mm-10 Prior to construction, all construction personnel conducting in-stream work shall participate in an environmental awareness training program conducted by a qualified biologist. The program must include a description of all sensitive species and sensitive habitats within the BSA, including aquatic species such as south-central California coast steelhead and tidewater goby, their ecology, legal status, and the need for species conservation.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. The training shall occur prior to and during construction, as new workers join the construction crew.*

MONITORING: *A report documenting completion of the training shall be provided to the County RE prior to in-stream construction activities, including a sign-in sheet noting the names of all present.*

BIO/mm-11 *Prior to conducting any in-stream work activities, a qualified biologist shall be retained with experience in steelhead biology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species. During in-stream work, the biological monitor(s) shall continuously monitor placement and removal of any required stream diversions to capture stranded steelhead and other native fish species and relocate them to suitable habitat as appropriate. The biologist shall note the number of native fish observed in the affected area, the number of fish relocated, and the date and time of the collection and relocation.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during in-stream construction work.*

MONITORING: *Monitoring shall be performed by a qualified biologist approved by the USFWS. The County RE shall perform site inspections prior to in-stream work activities and periodically thereafter to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

BIO/mm-12 *During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes shall be completely screened with no larger than 0.2-in wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumps shall release the additional water to a settling basin allowing the suspended sediment to settle out prior to re-entering the stream outside of the isolated area. The form and function of all pumps used during the dewatering activities shall be checked daily, at a minimum, by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during in-stream construction work.*

MONITORING: *Monitoring shall be performed by a qualified biologist approved by the USFWS. The County RE shall perform site inspections prior to in-stream work activities and periodically thereafter to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

BIO/mm-13 *During construction, the contractor shall utilize silt curtains during installation and removal of piles to reduce water turbidity.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.*

MONITORING: *The County RE shall perform a site inspection immediately prior to installation and removal of the piles to ensure compliance with these requirements.*

BIO/mm-14 *During construction, the biological monitor shall monitor erosion and sediment controls to identify and correct any conditions that could adversely affect sensitive aquatic species or habitats. The biological monitor shall be granted the authority to halt work activity as necessary and to recommend measures to avoid/minimize adverse effects to sensitive species and their habitat.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

BIO/mm-15 *If drilling slurry is used during CIDH installation and/or pile installation, the Contractor shall remove all slurry and drilled soil material that is saturated with slurry from the site and dispose of it in accordance with applicable local, state and federal regulations. Drilling slurry may be contained in a baker tank and the separated water may be used as dust control on the upland portions of the site.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.*

MONITORING: *If the use of drilling slurry is proposed, the County RE shall perform periodic site inspections to ensure compliance with these requirements.*

BIO/mm-16 *To avoid hydro-acoustic effects to steelhead, tidewater goby and other fishes, the use of impact hammers for pile driving shall be prohibited. If pile driving is deemed necessary, the contractor shall employ vibratory or push type hammers.*

If at any time the use of vibratory or push hammers is deemed ineffective or infeasible and the use of impact hammers is considered, pile driving activities shall be halted. Impact hammers shall not be used until the County, in consultation with Caltrans and USFWS, conducts an analysis of the potential effects of elevated sound levels that may result from the use of impact hammers. The analysis must be reviewed and approved by USFWS prior to the use of impact hammers on the project. This may require a re-initiation of formal Section 7 Consultation with USFWS and additional avoidance and minimization efforts and monitoring.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

Tidewater Goby

BIO/mm-17 *Prior to conducting any in-stream work, a qualified biologist shall be retained with experience in tidewater goby biology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species. During in-stream work, the biological monitor(s) shall continuously monitor placement and removal of any required stream diversions to capture stranded tidewater goby and other native fish species and relocate them to suitable habitat as appropriate. The biologist shall note the number of native fish observed in the affected area, the number of fish relocated, and the date and time of the collection and relocation.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during in-stream construction work.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

BIO/mm-18 During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes shall be completely screened with no larger than 0.2-in wire mesh to prevent tidewater goby and other sensitive aquatic species from entering the pump system. Pumps shall release the additional water to a settling basin allowing the suspended sediment to settle out prior to re-entering the stream(s) outside of the isolated area. The form and function of all pumps used during the dewatering activities shall be checked daily, at a minimum, by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.

Plan Requirements: *These requirements shall be noted in plan specifications. Implementation shall occur during in-stream construction.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction.*

MONITORING: *Monitoring shall be performed by a qualified biologist approved by the USFWS. The County RE shall perform site inspections prior to in-stream work activities and periodically thereafter to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

White-tailed kite, Belding's savannah sparrow and Nesting Migratory Bird Species

BIO/mm-19 Prior to construction, the applicant shall schedule vegetation removal to occur outside of the nesting season (September 1 to February 14), if possible. To avoid potential delays due to nesting birds on the existing bridge, the applicant may install exclusion netting per Caltrans standards.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. If netting is installed, it shall be conducted under review by a qualified biologist and documented in a weekly monitoring report or site inspection report.*

BIO/mm-20 *Prior to construction, if construction activities occur during the typical nesting season (February 15 to August 31), a nesting bird survey shall be conducted by qualified biologists no more than two weeks prior to construction to determine presence/absence of nesting birds within the project area. Work activities shall be avoided within 100 feet of active bird nests and 500 feet of active raptor nests until young birds have fledged and left the nest. Readily visible exclusion zones shall be established in areas where nests must be avoided. Caltrans, USFWS, and CDFW shall be contacted if any federally or state listed bird species are observed during surveys. Nests, eggs, or young of birds covered by the MBTA and California Fish and Game Code may not be moved or disturbed until the end of the nesting season or until young fledge, whichever is later, nor would adult birds be killed, injured, or harassed at any time.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction during the nesting season. Compliance shall be verified prior to and during construction within the nesting season.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction within the nesting season shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

BIO/mm-21 *White-tailed kite and Belding's Savannah sparrow nests cannot be removed regardless of their nesting status. The County shall ensure avoidance of take of the Fully Protected white-tailed kite and state endangered Belding's Savannah sparrows. Vegetation removal in potential nesting habitats shall be monitored and documented by the biological monitor(s) regardless of time of year.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.*

With the incorporation of these measures, residual impacts to biological resources would be **less than significant**.

4.5 CULTURAL RESOURCES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
Archaeological Resources					
a. Disruption, alteration, destruction, or adverse effect on a recorded prehistoric or historic archaeological site (note site number below)?			X		
b. Disruption or removal of human remains?			X		
c. Increased potential for trespassing, vandalizing, or sabotaging archaeological resources?			X		
d. Ground disturbances in an area with potential cultural resource sensitivity based on the location of known historic or prehistoric sites?		X			
Ethnic Resources					
e. Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group?			X		
f. Increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred, or ceremonial places?				X	
g. The potential to conflict with or restrict existing religious, sacred, or educational use of the area?				X	

Setting:

The proposed project is located within lands traditionally occupied by the Barbareño subgroup of the Chumash. The term "Chumash" is presently interpreted to refer to the entire linguistic and ethnic group of societies that occupied the coast between San Luis Obispo and northwestern Los Angeles County, including the Santa Barbara Channel Islands, and inland to the western edge of the San Joaquin Valley. At the time of Spanish contact in 1542 and again in 1769, the early accounts describe settlement along the Santa Barbara Channel coast as heavily populated, with population estimates ranging between 8,000 to 22,000.

A number of Chumash villages of various sizes were located in the Goleta Valley; known as Helo, *'Alkash, Helyis,* and *S'apxilil*. At the center of the Goleta Valley was a large lagoon that covered most of the valley and drained into the Pacific Ocean on the south side. The village of

Helo was located near the entrance of the lagoon on a small island known as Mescalitan Island, situated approximately 0.25 mile north of the project site.

The following analysis is based on a project-specific Archaeological Survey Report (ASR) prepared by John Dietler, Ph.D., of SWCA Environmental Consultants (2013). This document was prepared in compliance with Section 106 of the National Historic Preservation Act (NHPA) and CEQA as those statutes relate to archaeological resources. The ASR is not a public document as it contains sensitive information. In general, the study methodology conducted by SWCA was initiated by conducting a records search of the California Historical Resources Information System (CHRIS). The records search revealed that the project area has previously been subject to cultural resources study and no archaeological resources were identified within the project study area.

SWCA also contacted the Native American Heritage Commission (NAHC) and requested a Sacred Lands File (SLF) search and a list of Native American individuals/organizations that may have knowledge of cultural resources in or near the project area. Five of the 13 representatives contacted recommended monitoring by an archaeologist or Native American monitor during all ground-disturbing activities, which has been incorporated as mitigation below.

The Goleta Valley is known to have contained multiple prehistoric and historic Chumash villages and several members of the local Native American community felt that the project area is archaeologically sensitive. The CHRIS records search indicated that 13 previously-recorded archaeological sites are located within a 1-mile radius of the BSA. Many of these sites represent large habitation areas with dense shell middens and a diversity of artifact types. The closest site is located approximately 195 feet southeast of the project study area. These sites are believed to demonstrate the continuous occupation of Native Americans in this region. However, the site has been largely destroyed by use, erosion, and development of the area, including construction of SR 217 and the channel.

All areas within the 7.01-acre project study area were surveyed for cultural resources in an intensive pedestrian survey, with the exception of submerged areas within the Goleta Slough, and no archaeological resources were located (though visibility was reduced in areas of dense vegetation and existing development and infrastructure). Draft bore logs prepared for the project and existing as-built plans were thoroughly reviewed by SWCA Geoarcheologist, Brandy Rinck. Samples of the boring material were also monitored by SWCA Archaeologist Chad Jackson at the time of boring. Results of the boring logs and the as-built plans strongly indicate that the site was previously developed on substantial amounts of artificial fill material, and there is little potential for surface materials to contain native soils with a likelihood of containing significant intact cultural resources. Fill material extends approximately 11.5 feet below current ground surface on the north side of the bridge (3.5 meters deep), and approximately 4 feet below current ground surface on the south side of the bridge (1.2 meters deep). It is unknown if native surface material was removed (graded or excavated away) at the time the fill was imported, or if the soils that underlie the fill material constitute native soil in this location. The sediments underlying the fill are generally representative of sand spit or sub-tidal shoreline deposits and/or marsh environments indicating an open-water type of intertidal environment where sand bars might be present. For sediments underlying the fill area, it was determined that there is a very low to low potential that this area may contain substantial and intact archaeological resources. For these

reasons, the BSA is considered to have low potential to contain substantial and intact archaeological resources.

Impact Discussion:

a. Disrupt a Recorded Prehistoric or Historic Archaeological Resource. The entire project area has been the subject of multiple records searches and intensive pedestrian surveys, and no recorded prehistoric or historic resources were identified within the project study area. The nearest recorded resource is located approximately 195 feet southeast of the study area limits and no disturbance would occur in this area. Therefore, impacts would be **less than significant**.

b. Disturb Human Remains. The discovery of human remains is always a possibility during ground disturbances, though likelihood is low in the artificial fill material at the project site. Protocol for properly responding to the discovery of human remains is identified in the State of California Health and Safety Code Section 7050.5. This code section states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the California Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant. Therefore, impacts would be **less than significant**.

c. Increase Potential for Vandalizing Archaeological Resources. The project site is recognized as being within a culturally sensitive area. However, the project would replace existing infrastructure with replacement facilities that are substantially the same, and would not increase or otherwise change the existing use of the bridge or surrounding structures or areas. The project would not introduce a new use that would draw additional people to the area or remove a constraint that currently limits access. Temporary construction activities could increase the short-term potential for vandalizing cultural resources encountered during earth-moving activities. However, the likelihood of encountering resources is low. Therefore, no significant increase in the potential for trespassing or sabotaging sensitive cultural resources over what currently exists would occur. Therefore, impacts would be **less than significant**.

d. Disturbance in Area of Known Cultural Resource Sensitivity. Artificial fill material has no potential to contain cultural resources. However, the piles supporting the bridge abutments and bridge deck would be developed at a depth of approximately 75 to 120 feet into subsurface areas containing native soils. If the native surface soils were not excavated or removed at the time the fill was placed, there would be the potential for buried cultural materials to exist in underlying soil layers.

   The likelihood of finding substantial cultural resources in these deposits is low due to the nature of Native American use of intertidal zones similar to the one believed to have existed in the location of the bridge. The chances of finding intact cultural resources are even further reduced, due to conditions such as tidal fluctuation, seasonal protection, and the location of materials on the landform. No evidence (i.e., artifacts, midden, dense shell

deposits) indicating the presence of subsurface archaeological resources was observed in the soil samples obtained from the boring program conducted for the project.

The coastal area in which the project is located is identified in the Conservation Element of the Santa Barbara County Comprehensive Plan as one of the most important archaeological regions in the state and the most densely populated by the Chumash throughout most periods of prehistory. However, substantive investigation of the site conditions indicates that the potential presence of significant cultural resources in areas that would be disturbed as a result of the proposed project is low. Standard mitigation has been proposed below to ensure that impacts to any unknown resources that may be encountered during project development would be minimized. In the event previously unidentified buried archaeological deposits are encountered during grading or other earth disturbance, work in the area would be halted until a qualified archaeologist or Native American representative could assess the significance of the resource.

Therefore, impacts would be **less than significant with mitigation** described in measures CR/mm-1 and CR/mm-2.

e. Disrupt a Prehistoric or Historic Archaeological Site of Significance to a Community or Ethnic Group. Refer to the discussion under section d., above. No other prehistoric or historic sites are known to exist in the project area that would be of significance to any other community or ethnic group. Therefore, impacts would be **less than significant**.

f. Increase Potential for Vandalizing Ethnic, Sacred, or Ceremonial Places. Refer to the discussion under section c., above. There are no ethnic, sacred or ceremonial places in the immediate vicinity of the project area. The project would not increase the intensity or otherwise change the existing use of the bridge and surrounding areas. No increased potential for vandalism of sacred places would result. Therefore, **no impacts** would occur.

g. Conflict with Existing Religious, Sacred, or Educational Use of the Area. There are no known existing religious, sacred or educational uses in the project area. Therefore, **no impacts** would occur.

Cumulative Impacts:

The project is located in an area of high cultural sensitivity and activity. Substantial development activities in the project vicinity, including development of Goleta Beach Park, SR 217, the Santa Barbara Municipal Airport, and management of the Goleta Slough, have resulted in significant destruction of prehistoric and historic resources in the past. As population growth and development continues in the area, further damage could occur.

Each of the projects proposed in the cumulative project area would contribute to a potentially significant effect on important archaeological resources in the coastal region. However, implementation of the mitigation described below would minimize potential impacts resulting from the proposed project. Due to the extensive amount of previous disturbance at the project site (artificial fill to depths of over 11 feet) and sub-surface soils that indicate periodic intertidal inundation of this area at the time of Chumash occupation, the potential for significant intact

resources is very low. Compliance with standard cultural resource discovery provisions would reduce the project's incremental effect and cumulative impacts to insignificant levels.

Therefore, cumulative impacts to cultural resources would be **less than significant with mitigation**.

Mitigation and Residual Impact:

To minimize potential significant impacts from disturbance of unknown archaeological resources, the following measures would be implemented.

CR/mm-1 *In the event prehistoric or historic archaeological remains or artifacts are encountered during grading, excavation, or other earth-moving activities, all work in the vicinity of the find shall be stopped immediately or redirected until a County qualified archaeologist and Native American representative have evaluated the significance of the find consistent with Phase 2 investigations of the County Archaeological Guidelines. If buried resources are encountered and found to be significant per Phase 2 Cultural Resource Significance Determination guidelines, a mitigation program consistent with Phase 3 Mitigation guidelines shall be required and all resources shall be subject to the requirements of that plan.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction (if necessary).*

MONITORING: *A County approved archaeologist shall evaluate the significance of any archaeological resources discovered at the site and shall conduct the required investigation. The County Senior Engineering Environmental Planner shall ensure compliance with this measure through site inspections and approval of all necessary investigation documentation.*

CR/mm-2 *If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resource Code Section 5097.98. If the remains are determined to be of Native American decent, the coroner has 24 hours to notify the Native American Heritage Commission.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction (if necessary).*

MONITORING: *A County approved archaeologist shall evaluate the significance of any archaeological remains discovered at the site and shall conduct the*

required investigation. The County Senior Engineering Environmental Planner shall ensure compliance with this measure through site inspections and approval of all necessary investigation documentation.

With the incorporation of these measures, residual impacts to cultural resources would be **less than significant**.

4.6 ENERGY

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

Setting:

Private electrical and natural gas utility companies provide energy services to unincorporated areas of Santa Barbara County. Southern California Edison provides electricity to Goleta Beach Park and owns and maintains related infrastructure. The Sempra Energy / Southern California Gas Company provides natural gas to the Park and owns and maintains an 8-inch high pressure gas main line that delivers gas to the area.

No significance thresholds for electrical and/or natural gas service impacts have been identified by the County.

Impact Discussion:

a. Increase Energy Demand. The project does not propose street lighting and lighted signage is not expected to differ substantially from that which currently exists at the project site. Short-term construction activities would result in the consumption of resources (i.e., gasoline, oil); however, this would not affect the regional demand or availability energy resources. Therefore, **no impact** would result.

b. Require Development or Extension of New Energy Sources. The project would replace an existing bridge with a new bridge in the same location that meets structural and design standards. No new or increased use is proposed that would increase energy demand or require the development or extension of new energy sources. Therefore, **no impact** would result.

Cumulative Impacts:

The proposed project would not have an effect on energy resources and would not significantly compound or increase the potential risk of an effect. Therefore, the project would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, **no cumulative impact** to energy resources would occur**.**

Mitigation and Residual Impact:

No impacts to energy resources would result from the proposed project, and no mitigation is necessary.

4.7 FIRE PROTECTION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Introduction of development into an existing high fire hazard area?				X	
b. Project-caused high fire hazard?		X			
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for firefighting?			X		
d. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?			X		
e. Development of structures beyond safe Fire Dept. response time?				X	

Setting:

Fire protection in the unincorporated areas of the county is provided by the County of Santa Barbara Fire Protection Department. The Seismic Safety & Safety Element of the Santa Barbara County Comprehensive Plan sets out fire development standards that apply to proposed development in any Very High Fire Hazard Severity Zone, any Wildland-Urban Interface Fire Area, or any state responsibility area (lands under the jurisdiction of Cal Fire [the California Department of Forestry and Fire Protection], which are managed by the County Fire Department through a contract with the State).

Predictions about the long-term effects of global climate change in California include increased incidence of wildfires and a longer fire season, due to drier conditions and warmer temperatures. Any increase in the number or severity of wildfires has the potential to impact resources to fight fires when they occur, particularly when the state experiences several wildfires simultaneously. Such circumstances place greater risk on development in all areas.

There are three fire stations in Goleta (at 6901 Frey Way, 5330 Calle Real, and 320 N. Los Carneros), and all three are within 2.5 miles of the project site. The project site is not located within an existing high fire hazard area according to the County's Fire Protection Districts, High Fire Hazard Areas and Flood Hazard Areas Map, and is within a 5-minute emergency response area.

Impact Discussion:

a. <u>High Fire Hazard Area.</u> No development would be introduced in a high fire hazard area. Therefore, **no impacts** would result.

b. Project-Generated Fire Hazards. Construction projects have the potential to significantly increase fire hazard due to the use of equipment and fuels in proximity to vegetation and other flammable matter and the potential for accidental ignition. Therefore, impacts would be **less than significant with mitigation** described in measure FIRE/mm-1.

c. Development in an Area Without Adequate Facilities for Fire Fighting. The project is located in an urbanized area of the County, adjacent to the city of Goleta and community of Isla Vista. There are multiple available options for accessing the site and potable and recycled water facilities are located in the immediate area to serve the Goleta Beach Park and adjacent uses. Therefore, impacts would be **less than significant.**

d. Obstruct Fire Prevention Techniques. The project is not located in an area of high fire hazard and the need for fire prevention techniques in the vicinity would be unlikely. Replacement of the currently deficient structure would improve access to the areas south of the Slough should any fire prevention measures be necessary, resulting in a beneficial impact. Because the existing bridge will remain open to traffic during construction, no loss of access would occur as a result of the project. Upon project completion, use of the bridge would be no different than current conditions. Therefore, the project would not impair or hamper the implementation of fire prevention techniques. Therefore, impacts would be **less than significant.**

e. Development Beyond Safe Response Times. The project is located in an urban area less than three miles from three different Santa Barbara County Fire Department Stations. The site is within the Fire Department's safe response time zone. Therefore, **no impacts** would occur.

Cumulative Impacts:

As mitigated, the proposed project would not have a significant effect on fire protection resources and would not significantly compound or increase the potential risk of an effect. Therefore, the project would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, **no cumulative impact** to fire protection resources would occur**.**

Mitigation and Residual Impact:

To minimize potential significant impacts from construction-related increased risks of fire, the following measures would be implemented.

FIRE/mm-1 To minimize potential construction related fire hazards, a Fire Awareness and Avoidance Plan shall be prepared. The Plan shall include the following measures:

a) Fire preventative measures addressing cutting, grinding and welding;

b) Maintaining fire extinguishers in every vehicle on site;

c) Maintaining a water truck on site if working during fire season;

d) Communication with emergency response agencies.

Plan Requirements: *These requirements shall be noted in plan specifications and the Fire Awareness and Avoidance Plan shall be included in the project plans.*

Timing: *The County RE shall review the plans and inspect the project site prior to construction to ensure consistency with these requirements. Implementation of the Fire Awareness and Avoidance Plan shall occur prior to and during construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements.*

With the incorporation of these measures, residual impacts to fire protection resources would be **less than significant.**

4.8 GEOLOGIC PROCESSES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?			X		
b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?			X		
c. Permanent changes in topography?			X		
d. The destruction, covering or modification of any unique geologic, paleontologic or physical features?			X		
e. Any increase in wind or water erosion of soils, either on or off the site?			X		
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?			X		
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X	
h. Extraction of mineral or ore?				X	
i. Excessive grading on slopes of over 20%?			X		
j. Sand or gravel removal or loss of topsoil?			X		
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?			X		
l. Excessive spoils, tailings or over-burden?			X		

Setting:

On-site soils are described in Section 4.5, Cultural Resources, above.

The site is within Category IV on the County's Geologic Problems Index, indicating an area with moderate to severe geologic problems. Pursuant to the County's Seismic Safety & Safety Element Maps, the project area is identified as within and/or directly adjacent to an area with high risk of compressible-collapsible soils. Groundwater is high, and liquefaction potential is moderate. The site is located in an area of moderate to high potential for seismic activity. It is not located in an area of highly expansive soils, or in an area with a high likelihood of slope stability issues, landslides, or slope creep potential.

No active faults are known to cross the property and the site is not within a designated Alquist-Priolo Earthquake Fault Zone or proximal to mapped faults that would present a significant fault rupture hazard. The More Ranch fault, classified as potentially active by the State of California, trends in an east-west direction approximately 1,000 feet north of the site, and generally coincides with the channel of Atascadero Creek east toward the More Mesa.

Impact Discussion:

a. Exposure to Unstable Earth Conditions. The project is located in an area with multiple geological characteristics that could contribute to unstable earth / soil conditions, including compressible/collapsible soils, high groundwater elevation, moderate liquefaction potential, and moderately high potential for seismic activity, ground shaking, and seismic settlement. Due to its location within the Slough and adjacent to the Pacific Ocean, the site is also at risk of scour, storm surge, tsunami and coastal inundation and erosion. The placement of structures within these soil conditions creates the risk for structure instability, damage, failure and/or collapse.

   Development of the project would be required to meet or exceed the most current requirements of the American Association of State Highway and Transportation Officials (AASHTO), which have been developed to establish the minimum requirements necessary for bridge design to safeguard the public health, safety and general welfare through structural strength, stability, access, and other standards.

   The bridge would be designed to AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications (AASHTO LRFD 4th Edition 2007, with interim revisions and the California Amendments, Nov. 2011). Abutments would be designed using the Caltrans Load Factor Design (LFD) Bridge Design Specifications (Caltrans LFD, April 2000 Version). Seismic design is based on Caltrans Seismic Design Criteria (SDC), Version 1.7 (Caltrans SDC April 2013). Roadway, pedestrian and bicycle path elements would comply with the 2011 edition of AASHTO's "A Policy on Geometric Design of Highways and Streets" and relevant County standards.

   Compliance with AASHTO, Caltrans and other applicable standards would typically indicate that risks to people and structures, including those related to unstable soil conditions, were properly safeguarded against. A geotechnical investigation has been conducted and a draft Foundation Report prepared for the project, which includes a site-specific seismic hazard for the project site (Fugro Consultants, Inc. 2013). Finalization of the Foundation Report in consultation with Caltrans would determine the appropriate engineering techniques that would need to be designed into the structure. Through this site evaluation and compliance with current standards, the bridge would be designed to

withstand anticipated seismic and geologic stresses according to current established engineering practices. Therefore, impacts would be **less than significant**.

b. Disruption, Displacement, Compaction or Over Covering of Soil as a Result of Cut, Fill and Extensive Grading. Exact cut and fill estimates are not available at this time. Proposed construction activities are limited, and soils in the project area have been heavily disturbed and are composed of artificial fill to depths ranging from approximately 4 to 11.5 feet. The project would not require excessive grading activities but would require excavation to place bridge piles and abutments and placement of permanent fill behind the abutments to support the approach roads. Minimal grading would be required to allow temporary access within the Slough and to restore contours within the construction area. Grading, cut and fill activities could result in temporary soil erosion, sedimentation, and stormwater runoff (which are further addressed in Section 4.16, Water Resources, below), but are not expected to result in significant geologic impacts related to the disruption, displacement, compaction, or over covering of soils.

   Earthwork associated with the proposed project would include placement of engineered fill for the bridge approaches, as the new bridge would be constructed at the same or slightly higher elevation than the existing bridge. Cut and fill slopes would be stabilized, compacted and not subject to substantial soil displacement or disruption. Therefore, impacts **would be less than significant**.

c. Topography Changes. Although minor grading would be necessary to accommodate development of the new Slough crossing, no substantial changes in existing topography would occur and all surfaces would be restored to pre-project conditions to the extent feasible upon completion of construction activities. Therefore, impacts would be **less than significant.**

d. Modify Unique Geologic, Paleontologic or Physical Feature. There are no visible unique geologic, paleontologic or physical features in the vicinity of the project that would be modified or adversely affected by the project and the likelihood for significant subsurface features is very low. The Slough is an important natural feature in this area; however, the Slough has been significantly altered within the project area, and project activities would not make significant permanent changes to its long-term operation at this location. Therefore, impacts would be **less than significant**.

e. Increase Wind or Water Erosion of Soils. Site preparation and construction activities would expose areas of disturbed soil to wind and water erosion caused by tidal inundation, stormwater runoff or flows within the Slough. The accelerated erosion could result in the loss of soil, changes in topography and slopes, creation of unstable banks within the Slough, water siltation and dust generation. However, the project does not involve extensive hillside grading or other components that would significantly increase soil erosion. Potential erosion associated with storm water flows and water erosion of soils during the construction period is addressed in Section 4.16 Water Resources and would be mitigated through the application of measure WR/mm-1. Construction activities in Goleta Slough are addressed in Section 4.4 Biological Resources and would be mitigated by the application of measures

BIO/mm-2, BIO/mm-6, BIO/mm-14, such that increased water-related erosion is not anticipated. Therefore, geologic impacts would be **less than significant**.

f. Change Deposition or Erosion of Beach Sands or Dunes which Could Modify the Channel of a River or Stream. The project would not result in any changes to beach sands or dunes or the siltation, deposition or erosion of beach sands or dunes. Project activities would be limited to areas within the Slough, which although proximate to the mouth and beach, is not expected to result in any effects on downstream beach or dune sands. No unintended modifications to the channel of the Slough or any other water body would be likely. Therefore, impacts would be **less than significant.**

g. Septic Disposal Systems. The project does not propose installation of any septic disposal system. Therefore, **no impacts** would occur.

h. Extraction of Mineral or Ore. The project does not propose extraction of any mineral resources or ore. Therefore, **no impacts** would occur.

i. Excessive Grading on Slopes over 20 Percent. The majority of the project site is relatively flat with the exception of the steep banks of the Slough channel and grade change adjacent to Sandspit Road. Minimal grading would be required in these areas to provide temporary construction access within the Slough and northern mitigation parcel. This activity would not pose significant geologic risks, or substantially destabilize the slopes, which would be restored to their original condition to the greatest extent feasible after project completion. Therefore, impacts would be **less than significant**.

j. Sand or Gravel Removal or Loss of Topsoil. Minor grading and drilling and excavation of subsurface sediments within the Slough would be required for bridge replacement, but the project does not propose substantial sand or gravel extraction or removal of topsoil. Therefore, impacts would be **less than significant**.

k. Vibration. Vibratory driving, oscillating hammers and other construction activities would generate vibration during construction of the project. Vibration velocity is generally reported in decibels relative to a level of 1x10-6 inches per second and is denoted as VdB. Vibratory driving would generate the highest vibration levels. The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (May 2006) provides guidance for assessing vibration levels associated with construction activity. This guidance was used to assess potential impacts as the County has not established construction vibration standards.

The closest private structure to construction activity would be approximately 300 feet to the east. Pile driving would generate a vibration level of 0.02 inches per second, which would be less than the FTA's most stringent vibration standard for building damage of 0.12 inches per second. For the vibration annoyance analysis, vibration levels are compared to the FTA standard of 75 VdB for institutional land uses with primarily daytime use since construction activity would be limited to daytime hours. It is anticipated that pile driving activity would generate a vibration level of 72 VdB, which would be less than the FTA's vibration annoyance standard for of 75 VdB.

Based on anticipated vibration levels associated with the construction activities proposed, potential construction-related vibration impacts would only occur at short distances and even the highest anticipated levels of vibration would not affect Goleta Beach Park or adjacent structures. Therefore, impacts would be **less than significant**.

l. Excessive Spoils, Tailings or Over-Burden. The project would require the excavation and disposal of excavated spoils/tailings/sediments removed during installation of the bridge piles and abutments. The amount of sediment to be removed is not excessive and proper handling and disposal of the tailings would be regulated by mitigation described in Section 4.9, Hazardous Materials, in measure HAZ/mm-2. Therefore, geologic impacts would be **less than significant**.

Cumulative Impacts:

The project's potential impacts to geologic resources are almost exclusively related to limited and temporary construction activities. Geologic impacts are, by nature, fairly site specific, except for erosion and sedimentation impacts, which could be compounded by additional projects in the vicinity.

Relevant cumulative projects in the immediate vicinity of the bridge include the Goleta 2.0 Project, ongoing flood maintenance activities in the Slough and the GSEMP. The No Project Alternative has been selected for the Goleta 2.0 Project; therefore, no changes or impacts would occur. The plan for flood control maintenance includes dredging, stockpiling and disposal of sediment, and enhancement of specific areas affected by flood control activities. Implementation of these projects, along with the proposed bridge replacement project, would contribute to a cumulative impact on geologic resources, including increased risk of soil erosion and sedimentation. However, erosion and siltation impacts are addressed under Section 4.16, Water Resources, and 4.4, Biological Resources, and no significant geologic impacts would occur.

The proposed project would not have a significant effect on geologic resources and would not significantly compound or increase the potential risk of an effect. Therefore, the project would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, cumulative impacts to geologic resources would be **less than significant.**

Mitigation and Residual Impact:

No impacts to geologic resources would result from the proposed project, and no mitigation is necessary.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
b. The use, storage or distribution of hazardous or toxic materials?		X			
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?			X		
d. Possible interference with an emergency response plan or an emergency evacuation plan?				X	
e. The creation of a potential public health hazard?		X			
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?				X	
g. Exposure to hazards from oil or gas pipelines or oil well facilities?			X		
h. The contamination of a public water supply?			X		

Setting:

Aside from the existing bridge, roadways and parking facilities, no structures are present within the construction boundaries of the proposed project study area, although several maintenance and recreational buildings are located in the park east of the project site. Field observations and the Public Draft EIR for the Goleta 2.0 Project indicate the presence of a buried high-pressure natural gas pipeline crossing the southern portion of the project area in an east-west direction. Asphalt-paved parking lots are present along the south edge of the Slough. Several maintenance buildings, a restaurant and rest rooms are present near the foot of the pier immediately east of the existing access bridge, approximately 200 feet east of the project limits. No indications of the improper use, storage or disposal of hazardous materials/wastes were observed on-site or on adjacent properties during site reconnaissance.

A database search of information from regulatory agencies regarding sites that generate, store, use, or have released hazardous substances in the past identified several sites within 0.5 mile of the project site, including a waste handler/generator site within Goleta Beach Park. The Goleta Beach Park case involved an underground storage tank, which was removed in 1988. Remediation of the site was completed and the case was closed in 1990, indicating that it had been cleaned up to the satisfaction of regulatory agency staff. No subsequent releases from the site have been reported. The other sites listed in the database are located more than 0.25 mile from the project site.

No additional sites within a 0.5-mile radius of the property were listed in the California State Water Resources Control Board (SWRCB) *GeoTracker* database (2013) or the California Department of Toxic Substances Control (DTSC) *Envirostar* website (2013). No recorded Environmental Cleanup Liens have been recorded against the project site and a review of oil and gas maps published by the California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR) indicate that no oil or gas wells have been drilled on the project site or in its immediate vicinity.

Sediments from within the Goleta Slough are routinely analyzed to determine appropriate disposal measures for the sediments in accordance with an approved Sampling and Analysis Plan (SAP) developed to monitor and mitigate potential effects of ongoing flood control maintenance activities in the Slough conducted by the Santa Barbara County Flood Control and Water Conservation District. According to past analysis of sediments in the Slough performed under the SAP, low levels of heavy-end hydrocarbons (motor oil-range and heavier) have periodically been detected in dredged sediments, along with low levels of several regulated metals including lead, barium chromium and copper. The levels found have been below regulatory thresholds, and the sediments did not require special disposal measures.

Impact Discussion:

a. Past Use, Storage or Discharge of Hazardous Materials. Based on site reconnaissance and database searches described above, there is no indication of past use, storage or discharge of hazardous materials at the project site. The nearest incident is the remediated site within Goleta Beach Park. Therefore, impacts would be **less than significant.**

b. Project Use, Storage or Discharge of Hazardous Materials. The project does not propose the use, storage or discharge of any hazardous substances and would not change the existing land use of the project site or increase the potential use of hazardous materials in the project vicinity. Solvents, fuels and other potentially hazardous substances would be used and stored on-site during construction activities. However, such use would be short-term and subject to standard requirements for the handling of hazardous materials. The project's construction contractor would be required to prepare a Hazardous Material Spill Prevention and Counter Measure Plan to minimize the potential for spills of hazardous or toxic substances during construction of the project. Should a spill or leak of these materials occur during construction activities, potentially significant impacts could occur to sensitive biological and water resources within the Slough. These potential effects are discussed in those sections. Therefore, impacts would be **less than significant with mitigation** described in HAZ/mm-1**.**

c. Risk of Explosion or Release of Hazardous Substances. Refer to the response to section b., above. The project would not change existing uses and would not create or increase any risk of explosion, accident or upset which may result in the release of hazardous materials above that which already exists. The use of hazardous substances during construction activities would be temporary in nature, and potential impacts would be minimized through compliance with standard regulatory requirements. Therefore, impacts would be **less than significant.**

d. Interference with Emergency Response or Evacuation Plan. The project would replace the existing structurally-deficient bridge with a new bridge at an adjacent location to improve public safety and preserve access to Goleta Beach Park. The project would preserve access across the existing bridge during construction activities, and would ultimately improve long-term ingress and egress to the Park. It would not interfere with any emergency response or evacuation plan. Therefore, impacts would be **less than significant**.

e. Creation of Public Health Hazard. The project would result in the disturbance of sediments within the Slough known to contain heavy hydrocarbons and low levels of certain metals.

Disturbance of these sediments could pose a health risk to construction workers and other individuals who come into contact with the soils at the project site or through disposal activities. The levels found in the past have been below regulatory thresholds. The project's construction contractor would also be required to test sediment to determine appropriate handling and disposal methods. Therefore, impacts would be **less than significant with mitigation** described in HAZ/mm-2.

f. Creation of Public Safety Hazard. The proposed project would result in a substantial benefit to public safety by correcting structural deficiencies of the existing bridge. No other changes to the existing use are proposed; therefore, no additional or increased safety hazards would result. Therefore, **no impacts** would occur.

g. Exposure to Oil or Gas Pipelines or Oil Well Facilities. There are no oil or gas wells on the project site or in the immediate vicinity that would be potentially affected by the project. There are, however, multiple utility lines underlying the internal park access road at the south end of the bridge, including an 8-inch high-pressure natural gas pipeline that lies beneath the parking lots and lawn area southwest of the existing bridge. Construction activities in this area would be limited to surficial grading (to a depth of 1 foot or less) to complete the approach road connection to the internal Park access road. These project activities would not affect the buried gas pipeline, which is located a minimum of 3 feet below surface level and would be positively located prior to construction through an Underground Service Alert (USA) inspection to determine gas line location. Therefore, impacts would be **less than significant.**

h. Contamination of Public Water Supply. Construction of the proposed project has the potential to contaminate water within the Goleta Slough, but this water is not a source of public water supply. Domestic water at the Park is supplied by the County through an agreement with Santa Barbara Municipal Airport (Public Draft EIR Goleta 2.0 Project). There is a small-capacity water line that serves the park and crosses the Slough along the existing bridge that would have to be relocated to the new structure. Relocation of the line would not pose a significant threat of contamination to the water supply, and would ultimately provide a beneficial impact by moving the pipeline to a structurally adequate creek crossing. Therefore, impacts would be **less than significant.**

Cumulative Impacts:

The proposed project would have minimal potential to result in impacts related to hazardous materials / risk of upset. Any potential impacts would be generally limited to the presence of hazardous substances during construction and would be reduced to the extent feasible through implementation of mitigation described in measures HAZ/mm-1 and HAZ/mm-2 and compliance with existing local, state and federal regulations regarding the use, storage and disposal of hazardous materials and waste. Although related projects in the vicinity may also have the potential to result in impacts associated with hazardous materials, the proposed project would not significantly compound or increase the potential risk of an effect and would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines. Compliance with the Hazardous Materials Spill, Prevention, Control and Countermeasure Plan and Sediment Disposal Plan would minimize the risk of spills and ensure the proper handling and disposal of soils containing potentially hazardous substances. The storage, transport and disposal of material

identified through implementation of these plans to have concentrations of hazardous substances above regulatory thresholds would be conducted in accordance with local, state and federal regulations.

Therefore, **no cumulative impact** associated with hazardous materials would occur**.**

Mitigation and Residual Impact:

To minimize potential significant impacts from the proposed use and disturbance of potentially hazardous substances, the following measures would be implemented.

HAZ/mm-1 *Prior to construction, the County shall prepare a Hazardous Material Spill Prevention, Control and Countermeasure Plan to minimize the potential for, and effects of, spills of hazardous or toxic substances during construction of the project. The plan shall be submitted for review and approval by the County Public Works Resident Engineer, and shall include, at minimum, the following:*

a) A description of storage procedures and construction site maintenance and upkeep practices;

b) Identification of a person or persons responsible for monitoring implementation of the plan and spill response;

c) Identification of Best Management Practices (BMPs) to be implemented to ensure minimal impacts to the environment occur, including but not limited to the use of containment devices for hazardous materials, training of construction staff regarding safety practices to reduce the chance for spills or accidents, and use of non-toxic substances where feasible;

d) A description of proper procedures for containing, diverting, isolating, and cleaning up spills, hazardous substances and/or soils, in a manner that minimizes impacts on surface and groundwater quality and sensitive biological resources;

e) A description of the actions required if a spill occurs, including which authorities to contact and proper clean-up procedures; and

f) A requirement that all construction personnel participate in an awareness training program conducted by qualified personnel approved by the County RE. The training must include a description of the Hazardous Materials Spill Prevention, Control and Countermeasure Plan, the plan's requirements for spill prevention, information regarding the importance of preventing spills, the appropriate measures to take should a spill occur, and identification of the location of all clean-up materials and equipment.

Plan Requirements: *These requirements shall be noted in plan specifications and the Hazardous Materials Spill Prevention, Control and Countermeasure Plan shall be included with the project plans.*

Timing: *Measures in the Plan shall be implemented, as appropriate, through the duration of the construction activities. Implementation of the Plan shall occur prior to and during construction.*

MONITORING: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Construction personnel training shall be confirmed by the County RE prior to construction by review of appropriate documentation of the training, including a list of the training attendees. The County RE shall perform periodic site inspections to ensure compliance with these requirements.*

HAZ/mm-2 *The Contractor shall prepare a Sediment Disposal Plan to determine the proper handling and disposal methods of all excavated sediments and tailings. The plan shall require sampling for various constituents in the soils to determine appropriate disposal alternatives. The plan shall be submitted to the County RE for review and approval of recommended sediment handling and disposal methods and locations. If the plan determines that soil sampling is necessary to determine the level of contaminants in on-site sediments, preliminary soil sampling reports shall be prepared for review and approval by the County RE prior to initiation of extensive grading or excavation activities.*

Plan Requirements: *These requirements shall be noted in plan specifications. The Sediment Disposal Plan shall be prepared by the project contractor.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation of the Plan shall occur prior to and during construction.*

MONITORING: *The Sediment Disposal Plan shall be approved by the County RE prior to the initiation of project construction. The County RE shall perform periodic site inspections to ensure compliance with the plan requirements.*

With the incorporation of these measures, residual impacts associated with hazardous materials / risk of upset would be **less than significant**.

4.10 HISTORIC RESOURCES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Adverse physical or aesthetic impacts on a structure or property at least 50 years old and/or of historic or cultural significance to the community, state or nation?			X		
b. Beneficial impacts to an historic resource by providing rehabilitation, protection in a conservation/open easement, etc.?				X	

Setting:

The following analysis is based on the Archaeological Survey Report (ASR) and Historic Properties Survey Report (HPSR) by John Dietler, Ph.D. of SWCA Environmental Consultants (2013). This document is intended to achieve compliance with NHPA Section 106 and CEQA compliance as it relates to historic resources:

In 1769, the Portolà expedition passed through the Goleta Valley and began to establish presidios and mission churches at San Diego and Monterey. Shortly thereafter in 1775, the De Anza expedition from Mexico also came through the Goleta Valley en route to San Francisco. The trail passed directly through the present-day Goleta Valley Community Center and down Hollister Avenue. In 1786, the Santa Barbara Mission was established and its missionaries began to raise herds of cattle and develop farms in the Goleta Valley. Ranches, farms, and dairies would become the defining feature of the Goleta Valley until the 1940s.

The Southern Pacific Railroad (SPRR) reached Goleta in 1887, with the entire SPRR route to San Francisco completed in 1901. An airport was also established at Hollister and Fairview Avenues in 1928. The airport was greatly improved with Navy-assisted funding during World War II (WWII) and establishment of the Marine Corps' Flying Leatherneck base. Construction of the new base led to the end of the Chumash villages located on and around Mescalitan Island, including the village of Helo, which was situated near the current project study area. By the end of WWII the airport was turned over to the city of Santa Barbara. Other portions of the Marine base were given to UCSB and became part of the new campus.

The establishment of UCSB in 1954 and the aerospace industry in the late 1950s and early 1960s changed the face of the Goleta Valley from a prosperous farming area, to technological and commercial development. Today, Goleta is largely composed of residential housing districts, shopping centers, and technology firms. Goleta was officially incorporated into cityhood in 2002.

As part of the historical resources research conducted in preparation of the ASR and HPSR, SWCA conducted a records search, consulted with the NAHC, and conducted a pedestrian survey of the site (refer to Section 4.5, Cultural Resources, above). The existing bridge (Bridge No. 51C-0158) was built in 1963 and is therefore approximately 50 years old. It has been previously assessed by Caltrans, in the Caltrans Historic Bridge Inventory, to determine eligibility for listing on the National Register of Historic Places, and was determined to be not eligible for listing.

Impact Discussion:

a. Adversely Affect a Historic Structure. Although the bridge is approximately 50 years old, it has been determined not eligible for listing in the National Register of Historic Places. The bridge does not have any special historic, aesthetic, or other physical value or characteristic that would provide historical or cultural significance to the structure. Therefore, impacts would be **less than significant**.

b. Beneficially Impact a Historic Structure. The project does not propose rehabilitation, modification, improvements, or protection of any historic resource. Therefore, **no impacts** would occur.

Cumulative Impacts:

The proposed project would not have a significant effect on historic resources and would not significantly compound or increase the potential risk of an effect when considered in combination with other past, present and potential future related projects. Therefore, the project would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, **no cumulative impact** to historic resources would occur**.**

Mitigation and Residual Impact:

No impacts on historic resources would result from the proposed project, and no mitigation is necessary.

4.11 LAND USE

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Structures and/or land use incompatible with existing land use?			X		
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c. The induction of substantial growth or concentration of population?				X	
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X	
e. Loss of existing affordable dwellings through demolition, conversion or removal?				X	
f. Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
h. The loss of a substantial amount of open space?				X	

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)				X	
j. Conflicts with adopted airport safety zones?			X		

Setting:

The project site is located in an urban area with Santa Barbara County Comprehensive Plan designations of Public Facility north of the Slough and Existing Public or Private Park, Recreation, and/or Open Space south of the Slough. The site is zoned Public Utility north of the Slough and Recreation south of the Slough. The site is within Flood Hazard Area and Environmentally Sensitive Habitat Area overlays. The project is within the Goleta Community Plan Coastal Zone (Article II) Urban area and within the purview of the Airport Land Use Plan for the Santa Barbara Airport.

Current site use is consistent with existing land use and zoning designations, as discussed below. Refer to Sections 2.0 and 3.0, above, for additional information regarding the existing land use setting.

Impact Discussion:

a. Compatibility with Existing Land Use. The project does not propose any significant change in the existing use of the project site (an access bridge over Goleta Slough), which is compatible with adjacent land uses and necessary for access to Goleta Beach Park. Therefore, impacts would be **less than significant**.

b. Consistency with Plans and Policies. The project does not propose activities that would conflict with applicable plans and policies or agency regulations. Replacement of the bridge is a County Department of Public Works improvement project that would benefit public safety and bring the structure into compliance with current design and load capacity standards. Habitat restoration of the northern mitigation parcel is consistent with policies related to the protection and restoration of sensitive habitat areas. Therefore, impacts would be **less than significant.**

c. Induction of Growth or Population Concentration. The proposed bridge would not serve as an inducement to population growth or affect the movement or concentration of population in the area. It does not provide access to areas suitable for growth and would not increase the capacity of the bridge or surrounding roadways. Therefore, **no impacts** would occur.

d. Extension of Sewer Lines or Access Roads. The project does not propose an extension of sewer lines or access roads with the capacity to serve new development beyond this project. Minor realignment of approach roads would be necessary to connect to the new bridge location, but no areas suitable for growth are accessible by the existing bridge or would be made accessible by the proposed project. Therefore, **no impacts** would occur.

e. Loss of Affordable Dwellings. The project would not result in the damage, demolition, destruction, displacement or removal of any residential structures. Therefore, **no impacts** would occur.

f. Displacement of Housing Necessitating Replacement Housing. Refer to the response to section e., above. Therefore, **no impacts** would occur.

g. Displacement of People Necessitating Replacement Housing. The project would not result in the displacement of any people or interrupt the movement of people (even through project construction). Therefore, **no impacts** would occur.

h. Loss of Open Space. The project would not result in the conversion or loss of any designated Open Space. The northern mitigation parcel, although designated Public Utilities, serves as an undeveloped natural area adjacent to the Slough and Park. This area would be enhanced through habitat restoration activities proposed in the project. Therefore, **no impacts** would occur.

i. Economic or Social Effects. The project would not change existing land uses at the project site, and existing use and access of the Park would be maintained through construction. No changes are proposed that would result in unintended economic or social effects. Therefore, **no impacts** would occur.

j. Conflict with Adopted Airport Safety Zones. The project site is within 0.25 mile of the Santa Barbara Airport and the existing bridge is located approximately 0.3 mile from the end of an active runway. However, the proposed project would be a compatible land use in the vicinity of the airport and would not conflict with applicable airport safety zones. Therefore, impacts would be **less than significant.**

Cumulative Impacts:

The proposed project would not have a significant effect on land use and would not significantly compound or increase the potential risk of an effect when considered in combination with other past, present and potential future related projects. Therefore, the project would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, **no cumulative impact** to land use would occur**.**

Mitigation and Residual Impact:

No impacts on land use would result from the proposed project, and no mitigation is necessary.

4.12 NOISE

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

Setting:

The ambient noise environment in the project vicinity is primarily characterized by vehicle noise from SR 217 and aircraft noise from the Santa Barbara Municipal Airport. SR 217 is the major access point into UCSB and traffic volumes average approximately 17,000 average daily vehicles east of Sandspit Road and 12,000 average daily vehicles west of Sandspit Road (Terry A. Hayes Associates, Inc. 2013). According to the Airport Noise Exposure Map (Santa Barbara Municipal Airport 2003), community equivalent noise levels at the project site range between 60 and 65 decibels (dBA).

Noise-sensitive land uses typically include residences, schools, and parks. In the project vicinity, these include Goleta Beach Park, UCSB, and residences. Goleta Beach Park is adjacent to the project site, but the closest UCSB building is located approximately 2,000 feet (0.38 mile) to the west, and the closest private residence is located approximately 2,700 feet (0.5 mile) to the northeast. Residences for Park Rangers are located within Goleta Beach Park.

County noise thresholds are a maximum of 65 dBA for exterior areas and 45 dBA for interior areas.

The County's Environmental Thresholds and Guidelines Manual (2008) states that noise from grading and construction activity proposed within 1,600 feet of sensitive receptors including schools, residential development, commercial lodging facilities, hospitals or care facilities may result in a potentially significant impact. According to US EPA guidelines, average construction noise is 95 dBA at a 50-foot distance from the source (Santa Barbara County 2008). A 6 dB drop occurs with a doubling of the distance from the source, assuming a natural or "soft" surface. Therefore, locations within 1,600 feet of the construction site would be affected by noise levels over 65 dBA. To mitigate this impact, construction within 1,600 feet of sensitive receptors should be limited to weekdays between the hours of 8:00 a.m. and 5:00 p.m. only. According to the County Manual, construction equipment generating noise levels above 95 dBA may require additional mitigation, such as noise attenuation barriers and muffling of grading equipment.

The Manual does not consider parks and beaches to be sensitive to construction noise. Similarly, the Park Ranger residences are not considered sensitive to daytime construction noise. Goleta Beach Park does not represent a serene noise environment typical of parks and beaches due to existing noise sources (i.e., Santa Barbara Municipal Airport and SR 217).

Impact Discussion:

a. Long-term Exposure of People to Noise Levels Exceeding County Thresholds. According to the Airport Noise Exposure Map, noise levels at the project site range between 60 and 65 dBA, just at or below the acceptable thresholds. The project does not propose a new use in this area that would result in the exposure of people to any new noise sources. Therefore, impacts would be **less than significant**.

b. Short-term Exposure of People to Noise Levels Exceeding County Thresholds. The project would result in short-term construction noise that would likely push noise levels above County thresholds. However, the Manual does not consider parks, beaches or sensitive receptors located more than 1,600 feet from the construction area to be sensitive to construction noise. No sensitive receptors other than Goleta Beach Park are located within 1,600 feet of the project site; however, the Park Ranger's residence may be exposed to noise exceeding thresholds that are typically applied to noise-sensitive residential uses.

c. In addition, the project site currently experiences elevated noise levels associated with SR 217 and the Santa Barbara Municipal Airport. Construction activities would not generate noise that would significantly contrast with the existing ambient noise setting. Standard noise mitigation has been recommended to reduce potential public and Park Ranger exposure to construction-related noise. All construction equipment with internal combustion engines would also be equipped with manufacturer-recommended mufflers per Caltrans specifications. Therefore, impacts would be **less than significant with mitigation** described in measure NOISE/mm-1.

c. Substantial Increase in Ambient Noise Levels. The project would not increase capacity or use of the bridge or surrounding areas. Therefore, traffic noise would not increase as a result of the proposed project and no other stationary noise sources are proposed. Short-term increases in construction-related noise could increase ambient noise levels in the area; however, it is expected that ambient noise levels in the project vicinity would be dominated by traffic noise on SR 217 and any increase in noise caused by the project's construction would be marginal, not constituting a substantial increase in noise levels. No pile driving is proposed and short-term noise would be further reduced through implementation of standard construction noise measures that would limit construction activities to daytime hours. Therefore, impacts would be **less than significant with mitigation** described in measure NOISE /mm-1.

Cumulative Impacts:

County regulations do not consider the park a sensitive use that would be impacted by short-term construction noise. Therefore, even if compounded by construction of other projects in the vicinity, impacts would be short-term in nature and considered less than significant.

With implementation of standard construction noise mitigation measures, the proposed project would not have a significant effect on the public in the project vicinity and would not significantly compound or increase the potential risk of an effect when considered in combination with other past, present and potential future related projects. Therefore, the project

would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, **no cumulative impact** associated with noise would occur**.**

Mitigation and Residual Impact:

To minimize potential significant impacts from construction-related noise, the following measures would be implemented.

NOISE/mm-1 To minimize potentially significant construction-related noise impacts, the following standard measures shall be shown on applicable plans and implemented during construction:

a) Construction activities involving heavy equipment or heavy-duty truck traffic shall be limited from 7:00 a.m. to 5:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities are not subject to these restrictions.

b) At least three signs listing these restrictions shall be provided by the construction contractor and posted on-site.

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during construction.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements.*

With the incorporation of these measures, residual impacts associated with noise would be **less than significant**.

4.13 PUBLIC FACILITIES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. A need for new or altered police protection and/or health care services?			X		
b. Student generation exceeding school capacity?				X	
c. Significant amounts of solid waste or breach any national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?		X			
d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)?				X	

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
e. The construction of new storm water drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		

Setting:

Police protection services in the County are primarily provided by the Santa Barbara County Sheriff's Office.

The project site is within the Goleta Union School District, which includes nine elementary schools in Goleta and Santa Barbara.

Solid waste generated in the project vicinity is collected by Marborg Industries and taken to the Tajiguas Landfill for disposal. The Tajiguas Landfill is operated by the County of Santa Barbara, and is located approximately 20 miles west of the project study area. The landfill accepts solid waste primarily from the cities of Santa Barbara and Goleta and unincorporated Santa Barbara County South Coast areas. In 2002, approval was granted by the County of Santa Barbara, RWQCB, and the California Integrated Waste Management Board to expand the Tajiguas Landfill and provide approximately 15 years of additional solid waste disposal capacity. The landfill now has adequate disposal capacity to continue waste disposal operation until the year 2026. Landfill life could be extended to 2036 through implementation of the Resource Recovery Project at the Tajiguas Landfill by waste reduction through increased sorting and use of anaerobic digesters that would also generate electricity.

Wastewater service in the project vicinity is provided by the Goleta Sanitary District and sewer infrastructure in the project vicinity and serving the park includes a 4-inch force main that runs parallel to the coast from a lift station located near the Park Rangers' residences. A 36-inch wastewater ocean outfall pipeline that serves the entire Goleta Valley (also owned by the Goleta Sanitary District) is located in the immediate vicinity of the project study area. This outfall line crosses the main channel of the Slough approximately 375 feet east of the existing bridge and before extending 5,912 feet offshore in a direction parallel to the pier.

Impact Discussion:

a. Police Protection or Health Care Services. The project does not propose changes in the project area that would create a long-term need for increased police protection or health care services. Construction activities may result in a marginal increase in the risk of unauthorized or illegal activity, which could result in the need for Santa Barbara County Sheriff's Office participation and response. However, potential risks would be minimal and short-term in nature. No new police services or facilities would be necessary. Therefore, impacts would be **less than significant**.

b. Student Generation. The proposed County Department of Public Works improvement project would not increase the capacity of the bridge or surrounding roadways and is not

expected to have any population inducing effect that would result in additional students being placed at area schools. Therefore, **no impacts** would occur.

c. Solid Waste Generation. Upon completion, operation and use of the project would not generate any solid waste. Construction activities would result in the generation of solid waste materials, including potentially contaminated soils within the Slough and demolition of the existing bridge. Demolition of the bridge would generate solid waste potentially exceeding the County's threshold of 350 tons for construction and demolition. Implementation of standard solid waste recycling measures would reduce this potential effect. The Tajiguas Landfill has adequate capacity to accept the waste generated by the project, and no past soils taken from the Slough have triggered the need for special disposal procedures. Therefore, impacts would be **less than significant with mitigation** described in measures PF/mm-1 and PF/mm-2**.**

d. Need for Sewer System Facilities. The project would not require the need for any new or altered sewer facilities. Disturbance of the existing wastewater facilities and pipelines within the park is not anticipated; however, if relocation were necessary, these facilities would be restored to their original condition. Therefore, **no impacts** would occur.

e. Need for Storm Water Drainage or Water Quality Control Facilities. The project would not result in the need for new or expanded storm water drainage or water quality control facilities. The new bridge could alter surface slopes and drainage patterns on the bridge and re-aligned approach roads. These effects will be addressed in a drainage plan to avoid impacts to soils and ensure that stormwater continues to flow along existing contours that drain naturally into the Slough or Pacific Ocean. Therefore, impacts would be **less than significant.**

Cumulative Impacts:

The project's potential effect on public services, even when considered in combination with other related projects in the vicinity, would be negligible. The proposed project would not have a significant effect on public facilities in the project vicinity and would not significantly compound or increase the potential risk of an effect when considered in combination with other past, present and potential future related projects. Therefore, the project would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, **no cumulative impact** to public facilities would occur**.**

Mitigation and Residual Impact:

To minimize potential significant impacts from disposal of solid waste associated with construction activities and bridge demolition, the following measures would be implemented.

PF/mm-1 *Demolition and excess construction materials shall be separated on-site for reuse or proper disposal. During demolition and construction activities, separate bins for recycling of construction materials and brush shall be provided onsite.*

Plan Requirements: *These requirements shall be noted in plan specifications and printed on construction plans.*

Timing: *Materials shall be recycled as necessary during all construction activities.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements. The contractor shall provide receipts for recycled materials or for separate bins.*

PF/mm-2 *To prevent construction trash from blowing off-site, covered receptacles shall be provided onsite. Waste shall be picked up weekly. Prior to the start of construction, the contractor shall designate and provide the name and phone number of a contact person responsible for monitoring trash and organizing a clean-up crew. Additional covered receptacles shall be provided as determined necessary by County staff.*

Plan Requirements: *These requirements shall be noted in plan specifications.*

Timing: *Trash control shall occur through all construction activities.*

MONITORING: *The County RE shall perform periodic site inspections to ensure compliance with these requirements.*

With the incorporation of these measures, residual impacts to public facilities would be **less than significant.**

4.14 RECREATION

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Conflict with established recreational uses of the area?			X		
b. Conflict with biking, equestrian and hiking trails?			X		
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?			X		

Setting:

The project is located in an area where several recreational opportunities exist, including the regional recreational facilities of Goleta Beach Park and the Obern Trail, the portion of the Caltrans-designated Coastal Route bike path that crosses the project site. The Park is the largest and most developed coastal recreation and access point in the urban areas of the South Coast of Santa Barbara County. It is the most heavily used park in the County's entire park system and receives approximately 1.6 million visitors per year. It provides access to the longest easily accessible public beach in the Goleta Valley for coastal recreational activities as well as developed park facilities, including lawn areas, individual and group barbeque sites and a children's playground. Sandspit Road and the bridge provide the only vehicular access to the park.

The Obern Trail is a separate Class I bike path in the project vicinity, which means it is completely separated from vehicular traffic and provides an exclusive right-of-way for the use of bicyclists and pedestrians, except for the existing crossing on the Goleta Beach Park Bridge. The Class I path generally extends from Hope Ranch (an exclusive residential area approximately 3.5 miles east of the project site) through the UCSB campus to Isla Vista.

Section 4(f) and Section 6(f)

The proposed project would be partially funded with federal funds through the FHWA Highway Bridge Program and is therefore required to comply with Section 4(f) of the Department of Transportation (DoT) Act of 1966 and Section 6(f) of the Land and Water Conservation Act (LWCA).

The DoT Act of 1966 (codified at 49 U.S.C. 303 et. seq.) declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f) of the DoT Act specifies that a transportation program or project requiring the use of these lands may be approved only if (1) there is no prudent or feasible alternative to using that land, and (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use. When a "use" of lands protected by Section 4(f) would occur as a result of a transportation project, "all possible planning" to minimize harm is required, including consideration of alternatives that would avoid use of the 4(f) property. Avoidance is considered to be a feasible alternative if it avoids the Section 4(f) resource and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting Section 4(f) properties.

The LWCA (codified at 16 U.S.C. 4601 et. seq.) restricts the use of parklands and open spaces that have been improved with funds received through the Land & Water Conservation Fund Act (LWCFA). The LWCFA is a federal program that provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. Grants may be used for a wide range of outdoor recreation projects, such as picnic areas, inner city parks, campgrounds, tennis courts, boat launching ramps, bike trails, swimming pools, playing fields, as well as support facilities such as roads, water supply, etc. To qualify for grant funding, the recreational facilities must be open to the general public and must remain available and accessible for public outdoor recreation use forever. This is accomplished through compliance with Section 6(f) of the LWCA.

Goleta Beach Park and the Obern Trail are publically owned (via Santa Barbara County) recreational facilities and therefore qualify as Section 4(f) properties protected by the DoT Act of 1996. A search of the LWCFA database identified three Section 6(f) properties in the project vicinity: Goleta Pier, Goleta Beach Park – County Lifeguard Towers, and the Goleta Slough Ecological Reserve.

The Goleta Pier, located in the eastern portion of the Goleta Beach Park approximately 0.15 mile southeast of the bridge, was originally constructed in the 1930s. It was rebuilt and lengthened in the 1980s through a LWCFA grant to the California Department of Fish and Wildlife's Wildlife Conservation Board. In 1986, the Santa Barbara County Parks Department received a LWCFA grant for the development of a County Lifeguard Tower at Goleta Beach Park. The use of

LWCFA funds for the lifeguard tower and pier qualify the Goleta Beach Park as a Section 6(f) resource.

The Goleta Slough Ecological Reserve is generally located between the UCSB campus and Santa Barbara Airport. It is located entirely north of SR 217 and does not extend south of SR 217 into the project BSA. CDFW owns 34 acres of land within the ecological reserve and manages approximately 400 additional acres of city-owned land in the reserve. In 1980, the CDFW Wildlife Conservation Board received a LWCFA grant to acquire property in the Goleta Slough, which later became a part of the Goleta Slough Ecological Reserve. Therefore, the reserve is also a Section 6(f) resource.

Impact Discussion:

a. Conflict with Established Recreational Uses. The project proposes to replace the currently deficient bridge into Goleta Beach Park, which currently serves as the sole access to the park. Emergency repairs to the bridge in 2008 have allowed it to remain open to traffic; however, if not replaced the park will soon become entirely inaccessible. Therefore, the project would provide a substantial beneficial impact on recreational resources by protecting and providing future access with a new bridge that meets structural and safety requirements.

   Access to the Park and Obern Trail would be maintained throughout the project's construction period, and no significant detours or conflicts with those uses would result. Effects associated with noise and dust generated during construction activities that may affect recreational users are addressed in respective sections of this document. Because the project is necessary for the continued recreational activities at the site, impacts would be beneficial. Therefore, impacts would be **less than significant.**

   Section 4(f) and 6(f) Resources

   Although Section 4(f) and 6(f) are not generally CEQA issues, the utilization of federal funding for the project implicates additional federal regulatory controls that must be considered, and the County wanted to provide the public an opportunity to review the information related to Section 4(f) and (6) and provide public comments on these issues in the standard course of CEQA circulation and review.

   Through an analysis of these issues completed to date, the project has been developed with the intent of avoiding and minimizing harm to the Section 4(f) and 6(f) properties consistent with the intent of the DoT Act of 1966 and LWCA. However, project development would result in temporary detours of the Obern Trail and temporary use of approximately 40 parking spaces within Goleta Beach Park during construction activities. It would also permanently convert a small lawn area where the new bridge would be constructed, resulting in a net loss of 3,441 sf (0.079 acre) of parkland, and require the relocation of several palm trees. Access to the park and bike path would be maintained through construction, and the project would also include restoration of the footprint of the existing bridge to a lawn area with palm trees to mitigate for loss of the adjacent lawn area. The new bridge would provide separated sidewalks and bike lanes, which would improve public access to the park for pedestrians and bicycles. No direct impacts to the Goleta Pier (over 600 feet southeast of the project site) or the Goleta Slough Ecological Reserve (350 feet north of the project site) would occur.

The County of Santa Barbara Department of Community Services has been consulted in regards to the potential for Section 4(f) and 6(f) issues and has provided letters of concurrence that the proposed bridge replacement project would not have an effect on the facilities, features or activities in the park. Early coordination was also initiated with the National Park Service Land and Water Conservation Fund Grants Project Manager in August 2012, who confirmed that LWCF compliance for this project would be managed by the California Department of Parks and Recreation's Office of Grants and Local Services. In February 2013, the California Department of Parks and Recreation, Office of Grants and Local Services issued a concurrence letter, making the following findings and recommendations:

- The proposed project would not trigger a LWCF conversion of Section 6(f) property; and
- The bridge replacement is required maintenance on a park access road and will not require federal action; however,
- To remain in compliance with LWCF requirements, the construction staging may not occupy any one area for more than 6 months.

The referenced local and state agency concurrence letters have been included as Attachment F.

The requirement that temporary construction staging within the park parking area be limited to no more than 6 months included in the project description (refer to Section 2.0 above) and would be a subsequent condition of approval required by Caltrans. Based on the above, it was determined by the County that there is no feasible and prudent alternative use of these recreational areas, and that planning for the proposed project has included all possible measures to minimize harm to Section 4(f) properties. The temporary and permanent use of land from Goleta Beach Park and the Obern Trail would not adversely affect the activities, features or attributes associated with the Section 4(f) resources and the project's effect would be *de minimis* (or minimal). The project would not convert recreationally viable areas of Goleta Beach Park or the Goleta Slough Ecological Reserve and would not affect recreational viability of the remainder of the park or reserve. The proposed bridge replacement would have no impact on the Goleta Pier or any of the visitor-serving facilities associated with the pier. Therefore, impacts to Section 6(f) resources would also be minimal.

Therefore, the County intends to submit a *De Minimis Finding* for 4(f) and 6(f) resources for Caltrans approval once the public has had an opportunity to provide comments on the issue at a publicly-noticed meeting.

If the proposed project is not initiated, the existing bridge could fail and the only vehicular access to Goleta Beach Park would be lost. Therefore, impacts to Section 4(f) and 6(f) resources would be **less than significant.**

b. Conflict with Biking, Equestrian or Hiking Trails. Refer to the response to a., above. Access to the existing bridge, park, and Coastal Route bike path would be maintained through construction and the Coastal Route bike path would be modified and integrated into

the new bridge design, including through the addition of two standard bike lanes. Therefore, impacts would be **less than significant**.

c. Impact the Quality or Quantity of Recreational Activities. The project would require construction activities in an area of substantial recreational value, but project development would have a beneficial impact on recreational resources by preserving access to the regionally significant Goleta Beach Park. No adverse impacts to the quality or quantity of existing recreational activities or facilities would result from development of the project. Therefore, impacts would be **less than significant**.

Cumulative Impacts:

The project would provide a substantial benefit to adjacent recreational resources by preserving the only vehicular access to Goleta Beach Park, which is currently threatened due to the degraded condition of the existing bridge. It would not compound or increase the potential risk of an adverse effect when considered in combination with other past, present and potential future related projects. Therefore, the project would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines.

Therefore, **no cumulative impact** to recreational resources would occur**.**

Mitigation and Residual Impact:

No adverse impacts to recreational resources would result from the proposed project, and no mitigation is necessary.

4.15 TRANSPORTATION/CIRCULATION

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system?			X		
b. A need for private or public road maintenance, or need for new road(s)?				X	
c. Effects on existing parking facilities, or demand for new parking?			X		
d. Substantial impact upon existing transit systems (e.g. bus service) or alteration of present patterns of circulation or movement of people and/or goods?			X		
e. Alteration to waterborne, rail or air traffic?				X	
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?		X			
g. Inadequate sight distance?			X		
ingress/egress?			X		
general road capacity?			X		
emergency access?			X		
h. Impacts to Congestion Management Plan system?				X	

Setting:

Information in this section is largely based on the Public Draft EIR for the Goleta 2.0 Project, which is incorporated by reference. Although the Draft EIR is a draft document and has not been certified, it contains information developed from a project-specific traffic study in the immediate vicinity of the Goleta Beach Park bridge. Therefore, it is considered the most current and directly relevant traffic data available in the project area.

Regional access in the project vicinity is provided by US 101, a four-lane highway that serves as the primary route between Santa Barbara, Carpinteria, Ventura and Los Angeles to the south and Buellton, Santa Maria, San Luis Obispo, and San Francisco to the north. US 101 connects to SR 217 (also known as Clarence Ward Memorial Boulevard) and Fairview Avenue in Goleta. SR 217 extends from U.S. 101 southwest through the project site and into the UCSB campus. SR 217 also provides immediate access to the project site and Goleta Beach Park via the Sandspit Road interchange, which is located partially within the project area and encompasses the northern mitigation parcel.

Public transit services do not service the project area specifically, but the Santa Barbara Metropolitan Transit District (MTD) provides bus service to the east end of the UCSB campus, approximately 0.2 miles from the west end of the project site. Service is also provided to the intersection of Moffett Place/Sandspit Road and the SR 217 off-ramp, approximately 0.3 miles (1,600 feet) from the main entrance of the park.

The Coast Route Bike Path traverses the park, providing access between UCSB and Isla Vista to the west, and Goleta and Santa Barbara to the north and east. Within the park, the bike path runs from the Park entrance at the access road, along the northern portion of the park next to the parking lots, and exits the west end of the park onto UCSB property. There are no formal sidewalks for pedestrian use that access the park, but pedestrians commonly share the bike path or walk down from UCSB on the informal dirt trails along the bluffs.

The park has seven parking lots that are numbered as Lots 1 through 7 from east to west. These lots provide a total of 601 parking spaces. Parking surveys were completed by County during June and July 2012 to quantify existing parking demands within the park. The surveys indicated that parking is generally available somewhere in the park during the peak spring/summer period. Park personnel have also confirmed that the overall existing parking supply is generally adequate to meet parking demands during average and peak use throughout the year, except for four to five times a year during warm summer weekends and summer holidays.

According to Caltrans's 2011 traffic information, the segment of Sandspit Road adjacent to the project site and park carries approximately 3,700 average daily trips (ADT) and operates at a Level of Service (LOS) A during the p.m. peak hour. LOS A is the best/highest rating and indicates free flowing traffic conditions.

Impact Discussion:

a. Generate Additional Vehicular Movement. The proposed project would replace the existing bridge with two vehicular travel lanes with another bridge containing two vehicular travel

lanes. It would not increase the capacity of the bridge for vehicular movement or generate any new use that would serve to draw additional traffic to the area.

Short-term construction activities would result in additional construction vehicle trips in the area; however, the increase would be minimal and temporary and existing levels of service on adjacent roadways show adequate capacity to accommodate the additional trips without creating significant traffic conflicts or congestion. Therefore, impacts would be **less than significant.**

b. Need for Road Maintenance or New Roads. The project would not result in the need for new or additional road maintenance or the development of new roads other than those intended as part of the bridge replacement project. The project would reduce existing maintenance costs of the existing bridge, resulting in a beneficial impact. Therefore, **no impacts** would occur.

c. Effects on Parking. The project would not increase the long-term demand for new parking or permanently affect parking facilities within the park. Short-term construction staging is proposed in an existing parking lot southwest of the proposed bridge location and would result in the temporary loss of approximately 40 parking spaces. Based on the parking surveys conducted in 2012, parking in this area averaged 69% occupancy of the 218 available spaces. A loss of 40 spaces would equal approximately 18% of the available parking supply in this area, meaning on average, there would still be available parking capacity to meet park demands. During peak hours and days, parking in this area may be constrained. But the survey results indicate that adequate parking exists elsewhere in the park, as peak demands resulted in park-wide parking occupancy of approximately 84%. Therefore, impacts would be **less than significant.**

d. Impacts on Transit Systems or Circulation of People or Goods. The project proposes development of a pull-out bus stop in the area in front of the existing bridge. Currently there is no public bus service providing access specifically to the Park; however, the area would be available for future service after installation of the new bridge. The addition of a bus stop to serve this important recreational facility would not significantly impact existing transit services due to the presence and current use of two accessible stops located 0.2 and 0.3 mile from the Park. The project would not impact any transit systems in the proximate vicinity or the circulation of any traffic, people or goods. Traffic patterns would remain substantially unchanged both during construction and upon project completion, and the limited construction area is not expected to indirectly affect adjacent circulation or movement of people or goods. Therefore, impacts would be **less than significant.**

e. Effects to Waterborne, Rail or Air Traffic. Although each of these transportation modes exist in the project vicinity (waterborne in the Pacific Ocean, air from the Santa Barbara Municipal Airport, and rail from the Union Pacific Railroad adjacent to US 101), the limited construction activities of the project would not have any effect on these traffic systems. Therefore, **no impacts** would occur.

f. Hazards to Vehicles, Bicyclists or Pedestrians. Upon project completion, the project would provide a long-term safety benefit to vehicles, bicyclists and pedestrians by eliminating

issues associated with the significant structural deficiencies present in the existing bridge. Short-term construction activities increase the potential for traffic-related hazards in the project area due to necessary detours of pedestrian and bicycle traffic. However, because existing routes and access would be maintained during construction, no significant change in existing vehicular travel patterns would be necessary during construction. Draft circulation plans during construction are included in Attachment C. Effects on bike and pedestrian traffic would be largely limited to the comingling of those uses that would occur within the construction staging area. These potential effects would be minimized through adoption of a traffic control plan that addresses the potential conflicts between construction activities and bicycle and pedestrian traffic. Therefore, impacts would be **less than significant with mitigation** described in measure TR/mm-1.

g. Design Limitations. The project would replace the existing structure with a substantially similar one in the immediately adjacent location. Based on site inspections, the project site would have adequate site distance. The project is preserving the existing road capacity, which is adequate for existing and future uses. The new bridge would greatly improve ingress/egress and emergency access by providing an accessway that meets current safety and design standards and would be developed consistent with Caltrans's most current regulations and standards. Therefore, impacts would be **less than significant.**

h. Impacts to a Congestion Management Plan System. There is no Congestion Management Plan System that would apply to the project site. Therefore, **no impacts** would occur.

Cumulative Impacts:

The project would provide an overall benefit to the transportation system and temporary impacts would be minimized due to the ability to maintain existing access through the construction period. The project would therefore not compound or increase the risk of any permanent adverse effects when considered in combination with other past, present and potential future related projects.

The project would not result in any permanent impacts to parking. However, a temporary loss of approximately 40 parking spaces would occur during project construction. The No Project Alternative has been selected for the Goleta 2.0 Project; therefore, no cumulative loss of parking as a result of that project would occur.

Therefore parking impacts would not be cumulatively considerable as defined by Section 15065(a)(3) of the CEQA Guidelines**.**

Therefore, **no cumulative impact** to transportation, circulation or parking would occur**.**

Mitigation and Residual Impact:

To minimize potential significant impacts from construction-related traffic effects, the following measures would be implemented.

TR/mm-1 *The County shall prepare a Construction Timing, Access, and Circulation Plan, which would include measures to avoid impacts to vehicular, bicycle, and pedestrian traffic and parking in the project area during construction activities.*

Feasible measures would likely include the use of directional signage, stop controls, detours, and safety railing, as necessary, to control bike traffic through or near any area that would be utilized by heavy equipment, construction workers, or materials. The plan shall be approved by the County RE prior to the start of construction.

Plan Requirements: *These requirements shall be noted in plan specifications and the Construction Timing, Access and Circulation Plan shall be included with project plans.*

Timing: *The Plan shall be approved by the County RE prior to construction. Compliance with the requirements of the plan shall be adhered to throughout all construction activities.*

MONITORING: *Plans shall be reviewed for consistency with these requirements and approved by the County RE prior to construction. The County RE shall perform periodic site inspections to ensure compliance with these requirements.*

With the incorporation of these measures, residual impacts to transportation and circulation would be **less than significant**.

4.16 WATER RESOURCES/FLOODING

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			X		
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?		X			
c. Change in the amount of surface water in any water body?			X		
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?		X			
e. Alterations to the course or flow of flood water or need for private or public flood control projects?			X		
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100-year flood plain), accelerated runoff or tsunamis?			X		
g. Alteration of the direction or rate of flow of groundwater?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?			X		
i. Overdraft or overcommitment of any groundwater basin? Or, a significant increase in the existing overdraft or overcommitment of any groundwater basin?			X		
j. The substantial degradation of groundwater quality including saltwater intrusion?		X			
k. Substantial reduction in the amount of water otherwise available for public water supplies?			X		
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?			X		

Setting:

The project site is located within and adjacent to Goleta Slough, a coastal wetland at the junction of five major streams that drain the southern flank of the Santa Ynez Mountains. Watersheds that drain to the area are the Glen Annie / Tecolotito Creek (5,858 acres), Los Carneros Creek (2,667 acres), San Pedro Creek (4,555 acres), San Jose Creek (5,503 acres) and Atascadero Creek (10,353 acres). The Goleta Slough terminates approximately 0.25 mile east of the project site where it empties into the Pacific Ocean.

The Goleta Slough is identified in the Central Coast RWQCB Basin Plan as having specific beneficial uses of Contact and Non-Contact Water Recreation; Wildlife Habitat; Warm Freshwater Habitat; Migration of Aquatic Organisms; Fish Spawning; Preservation of Biological Habitats of Special Significance; Rare, Threatened and Endangered Species; Estuarine Habitat; Commercial and Sport Fishing; and Shellfish Harvesting.

Water quality in the Slough is affected by stream flows originating higher in the watershed, contaminants throughout the watershed, tides, and tidal exchange. The top pollutants of concern in the Goleta Slough are pathogens, organics, and sediment. Goleta Slough is on the 2010 Clean Water Act Section 303(d) List of Water Quality Limited Segments requiring Total Maximum Daily Loads (TMDLs) for pathogens and priority organics. The potential source of these pollutants is identified as urban runoff and nonpoint sources.

The site is located just south of the Goleta Valley Groundwater Basin. The property is separated from the Basin by the More Ranch fault, which forms a subsurface barrier to groundwater flow. Groundwater is present at shallow depths beneath the site (less than 10 feet), and can be expected to fluctuate due to tidal influences. Data regarding groundwater quality beneath the site are not readily available; however, data from wells south of the More Ranch fault show that they generally contain elevated concentrations of chloride, sulfate and dissolved solids, in excess of

statutory or aesthetic drinking water quality standards. Water infiltrating into the ground in the project vicinity would ultimately percolate to the Pacific Ocean.

Surface water within the project area follows natural contours for drainage into the Slough or the Pacific Ocean.

Impact Discussion:

a. Change the Course or Direction of Water Movements. The project would require temporary diversion of water within the Slough to allow construction of the new bridge and demolition of the existing structure. Diversion would remain within the banks of the Slough and flows would be restored to their natural course at the completion of construction activities. Therefore, impacts would be **less than significant.**

b. Change Percolation Rates, Drainage Patterns or Surface Water Runoff. The development of impervious surfaces at the project site, including roads and the bridge deck would change the drainage pattern of surface waters in the project area. However, a similar amount of impervious area would be removed through demolition of the existing bridge; therefore, the amount and rate of surface water runoff and ground absorption and percolation is not expected to change significantly. Drainage at the project site follows natural contours and flows into the Slough or Pacific Ocean. Preparation of a drainage plan would be required to ensure that project construction would not have a significant effect on on-site or adjacent uses as a result of surface water drainage or runoff. Therefore, impacts would be **less than significant with mitigation** described in measure WR/mm-1**.**

c. Change the Amount of Surface Water in any Water Body. The restoration activities proposed in the northern mitigation parcel could increase the amount of surface water in that location subject to intertidal conditions. The proposed changes are designed to restore the wetland habitat and natural intertidal function of this parcel to a more natural condition. This would provide a beneficial impact to water and biological resources and would be consistent with the functions of the Slough and intertidal areas surrounding the project. Therefore, impacts would be **less than significant.**

d. Discharge into Surface Waters or Alter Surface Water Quality. The project does not propose any change in long-term use of the site; therefore, no permanent effects associated with discharge into or contamination of surface waters would result above that which currently exists. Construction activities would result in temporary impacts to open surface waters resulting from dewatering the project work area, constructing a temporary access road, equipment access into the Slough channel, constructing the new bridge, and demolishing the existing bridge. Water quality could be impacted by the use of hazardous substances within the Slough channel and increased potential for erosion, sedimentation and stormwater runoff. These impacts would be limited in nature by the scope and length of the construction activities and further minimized by implementation of recommended mitigation.

   The project would result in ground disturbance of approximately 0.8 acre (34,848 sf). If it is determined that project construction would result in 1 acre or more of ground disturbance, the County would prepare a Storm Water Pollution Prevention Plan (SWPPP) pursuant to

RWQCB requirements. Because current estimates indicate less than 1 acre of disturbance, preparation of a Water Pollution Control Plan (WPCP) is identified as appropriate mitigation, below.

There is insufficient detail at this time to quantify the approximate area of disturbance associated with the proposed culvert repair/replacement and habitat restoration activities in the northern mitigation parcel. This component is being considered in anticipation of future permitting requirements and is not contingent on the bridge replacement project as a whole (this component could be re-evaluated or abandoned if further study determines that existing conditions would not benefit from its implementation). Therefore, the 0.8-acre estimate does not include any ground disturbance associated with those activities.

Therefore, impacts would be **less than significant with mitigation** described in measure WR/mm-1.

e. Alter the Course or Flow of Flood Water or Create Need for Flood Control Projects. The project would not create the need for flood control projects or alter the course or flow of flood waters. The project would comply with Caltrans's standard requirements and the bridge would be designed to accommodate 100-year storm conditions. Therefore, impacts would be **less than significant.**

f. Expose People to Water-Related Hazards, Such as Flooding. Refer to the response to section e., above. The project would not create a new use or result in the exposure of people to a new water-related hazard. Therefore, impacts would be **less than significant.**

g. Alter the Flow of Groundwater. The proposed project is not within an isolated fresh groundwater basin and groundwater at the site is subject to tidal influences. Groundwater is high at the site, and placement of the piles would extend into areas inundated with groundwater. However, placement of the piles and development of the project would not significantly alter the direction, rate or flow of that water. Therefore, impacts would be **less than significant.**

h. Affect the Quantity of Groundwater. The proposed project would utilize water during construction activities for dust management and other incidental uses, but would not otherwise generate any demand in water supply. *AQ/mm-2*, construction dust mitigation, requires the use of reclaimed water whenever feasible. Therefore, impacts would be **less than significant**.

i. Result in Overdraft of a Groundwater Basin. Refer to the response to section h., above. Therefore, impacts would be **less than significant**.

j. Degrade Groundwater Quality, including through Saltwater Intrusion. Because the project is proposed in an area where groundwater is subject to tidal influences, there is no risk of saltwater intrusion. Other project activities, including the use of hazardous substances and drilling slurries, could potentially impair the quality of groundwater in the project vicinity. However, implementation of standard procedures for the use, storage and disposal of hazardous materials would minimize potential effects. Therefore, impacts would be **less than significant with mitigation** described in measure WR/mm-1.

k. Reduce Public Water Supplies. Refer to the response to section h., above. Therefore, impacts would be **less than significant**.

l. Introduce Storm Water Pollutants into Ground or Surface Water. Stormwater pollutants in the project area currently drain naturally into the Slough or Pacific Ocean. The project would allow a substantially unchanged use in the area and surface water would continue to follow the natural contours of the site into these same water features. Potential pollutants include oil, grease, sediments and other heavy metals on the roads deposited by vehicle use, which percolate into the soil and/or drain into the surrounding water bodies by storm flows. However, the project would not result in an increase in the type or amount of pollutants in the area or the amount or rate of stormwater runoff. As a result, impacts associated with the project would be relatively unchanged over baseline (existing) conditions. Mitigation has been recommended which would further reduce the potential for contamination of water during construction activities. Therefore, impacts would be **less than significant**.

Cumulative Impacts:

The project's potential impacts to water resources would be short-term and periodic. Other projects on the cumulative projects list that could produce surface water quality impacts include Flood Control Maintenance activities and the San Jose Creek Capacity Improvement and Fish Passage, each of which would increase turbidity and present the chance for spills from equipment operating in or near the Slough. Each of those projects would be expected to incorporate similar mitigation measures to the proposed project, including development and implementation of a spill prevention and drainage and/or stormwater pollution prevention plans. Implementation of those plans would reduce individual contributions to degradation of surface water quality, and their cumulative effect would not be significant in the context of seasonal turbidity associated with storm flows through the Slough. Therefore the cumulative impacts with regard to water quality would be **less than significant**.

Mitigation and Residual Impact:

WR/mm-1 *The County shall prepare a Water Pollution Control Plan (WPCP), which shall include Best Management Practices (BMPs) to be implemented and monitoring prior to and during construction. The following BMPs shall be incorporated into the WPCP to minimize potential water quality impacts.*

a) All ground disturbance shall be limited to the dry season or periods when rainfall is not predicted, to minimize erosion and sediment transport to surface waters;

b) Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season;

c) Impacts to vegetation within and adjacent to the Goleta Slough and storm drains shall be minimized. The work area shall be flagged to identify its limits. Vegetation shall not be removed or intentionally damaged beyond these limits.

d) Construction materials and soil piles shall be placed in designated areas where they could not enter the Goleta Slough or storm drains due to spillage or erosion.

e) Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses, and shall be disposed of regularly.

f) During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Concrete washout area shall be isolated from the Goleta Slough, wash water and waste shall be removed from project site. The location of the washout area shall be clearly noted at the construction site with signs.

g) All fueling of heavy equipment shall occur in a designated area removed from the Goleta Slough and other drainages, such that any spillage would not enter surface waters. The designated refueling area shall include a drain pan or drop cloth and absorbent materials to clean up spills. The location of the fueling area shall be clearly noted at the construction site with signs.

h) Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant, and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.

i) Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose.

j) Temporary placement of fill shall be located outside of any drainage ways.

k) Adequate measures shall be applied to all disturbed portions of the project site to control dust, such as daily watering or hydro-mulching until vegetation cover is well established.

l) Any fill or stockpiling that is to be left more than 30 days shall be hydro-seeded or covered immediately upon completion of the fill or stockpiling work.

m) All fill material shall be "clean" and free of any potentially hazardous materials or hazardous waste.

Plan Requirements: *These requirements shall be noted in plan specifications and the WPCP shall be included with project plans.*

Timing: *The plan requirements shall be adhered to through all construction activities.*

MONITORING: *Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. The County RE shall perform periodic site inspections to ensure compliance with these requirements.*

With the incorporation of these measures, residual impacts to water resources would be **less than significant**.

Information Sources

4.17 COUNTY DEPARTMENTS CONSULTED

Parks

4.18 COMPREHENSIVE PLAN (CHECK THOSE SOURCES USED):

X	Seismic Safety/Safety Element	X	Conservation Element
X	Open Space Element	X	Noise Element
X	Coastal Plan and Maps	X	Circulation Element
X	ERME		

4.19 OTHER SOURCES (CHECK THOSE SOURCES USED):

X	Field work	X	Ag Preserve maps
X	Calculations		Flood Control maps
X	Project plans	X	Other technical references
	Traffic studies		(reports, survey, etc.)
X	Records	X	Planning files, maps, reports
	Grading plans	X	Zoning maps
X	Elevation, architectural renderings	X	Soils maps/reports
	Published geological map/reports		Plant maps
X	Topographical maps	X	Archaeological maps and reports
		X	Other
		X	Refer to Attachment A, References

5.0 PROJECT SPECIFIC *(SHORT- AND LONG-TERM)* AND CUMULATIVE IMPACT SUMMARY

5.1 SIGNIFICANT UNAVOIDABLE IMPACTS

None identified.

5.2 SIGNIFICANT BUT MITIGABLE IMPACTS

The following potentially significant effects of the project have been identified by the analysis above. Each of these effects was determined to be reduced to less than significant through implementation of identified mitigation measures. The potentially significant effects are listed by resource area below.

Aesthetics/Visual Resources. The project would result in:

- Changes to the visual character of the area due to vegetation removal and disturbance within the Slough

Air Quality. The project would result in:

- Short-term generation of fugitive dust

- Short-term heavy equipment and construction vehicle emissions

Biological Resources. The project would result in:

- Disturbance and removal of sensitive communities such as Southern Coastal salt marsh, coastal bluff scrub, and jurisdictional wetlands
- Disturbance and removal of plants considered to be "Local Concern Species"
- Disturbance and removal of native vegetation
- Risk of introduction of invasive species as a result of construction access and activities
- Disturbance in habitat areas of Southern steelhead, tidewater goby and western pond turtle
- Disturbance in habitat areas of migratory bird species
- Potential short-term construction related impacts to migratory fish movement as a result of dewatering

Cultural Resources. The project would result in:

- Potential disturbance of unknown buried cultural resources

Fire Protection. The project would result in:

- Increased fire hazard associated with construction activities in an area with potentially flammable vegetation and risk of accidental ignition

Hazardous Materials/Risk of Upset. The project would result in:

- Increased risk of contamination of soils and water in the project area as a result of the presence of hazardous substances during construction activities
- Excavation and removal of soils within the Slough that are known to contain potentially elevated contaminant levels

Noise. The project would result in:

- Public and Park Ranger exposure to temporary noise generated by construction activities, including heavy equipment and heavy duty truck traffic

Public Facilities. The project would result in:

- Significant amounts of solid waste as a result of demolition of the existing bridge that would need to be disposed of at County facilities

Transportation/Circulation. The project would result in:

- Temporary hazards to bicycle and pedestrian traffic in Goleta Beach Park during construction activities

Water Resource/Flooding. The project would result in:

- Potential degradation of surface water quality associated with discharge of storm water runoff, erosion, and sedimentation from the project construction area

5.3 CUMULATIVE IMPACTS

Cumulative impacts are defined as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts. Under Section 15064 of the State CEQA Guidelines, the lead agency (Santa Barbara County Public Works Department) must identify cumulative impacts, determine their significance and determine if the effects of the project are cumulatively considerable. The cumulative development scenario analyzed in this document is described in Section 3.8, above, and includes all pending, planned, or approved projects in the Coastal Zone within 1 mile of the project site.

Cumulative impacts have been addressed in each of the issue areas discussed within Section 4.0, above. Below is a summary of only those issue areas that may result in cumulative impacts. In each issue area, it was determined that cumulative impacts would be reduced to less than significant with mitigation.

Biological Resources. The project would result in:

- Habitat impacts and loss through sedimentation, increased turbidity and vegetation removal
- Impacts to semi-aquatic and aquatic species due to disturbance within the Goleta Slough

Cultural Resources. The project would result in:

- Unanticipated disturbance of significant archaeological resources due to construction activities in the proximity of areas known to contain archaeological resources

Water Resources/Flooding. The project would result in:

- Water quality impacts to the Slough due to changes in drainage patterns, increased erosion and sedimentation and runoff

6.0 MANDATORY FINDINGS OF SIGNIFICANCE

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

Impact Discussion:

1. Substantially Degrade the Quality of the Environment. The proposed project does not have the potential to substantially degrade the quality of the environment. Implementation of the mitigation measures BIO/mm-1 through BIO/mm-21 would ensure that the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would not contribute significantly to greenhouse gas emissions or significantly increase energy consumption, and would not eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be **less than significant with mitigation** described in BIO/mm-1 through BIO/mm-21.

2. Disadvantage Long-term Environmental Goals. The proposed project is designed to achieve the goal of the Public Works Department to replace all structurally deficient bridges within the County owned roadway system. The proposed project does not have the potential to

achieve short-term goals to the disadvantage of long-term environmental goals. Therefore, impacts would be **less than significant**.

3. Cumulative Impacts. Because the project does not propose a new or significantly different use than the existing use, the project's impacts would be very limited in duration and could be generally minimized through application of standard control measures. The proposed project does not have impacts that would be individually limited but cumulatively considerable with implementation of identified mitigation. There are no proposed or planned projects in the area that would create similar impacts, which when considered together with the project-related impacts would be considerable, or which compound or increase other environmental impacts. Therefore, impacts would be **less than significant with mitigation** described within each issue area.

4. Substantially Affect Human Beings. The proposed project would not create environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Project effects would be very limited in duration. Construction equipment would generate short term noise impacts to the single Park Ranger residence in the area; however, this effect would be minimized with the implementation of mitigation measure NOISE/mm-1. Therefore, impacts would be **less than significant with mitigation** described in NOISE/mm-1.

5. Disagreement over the Significance of an Effect. There is no disagreement supported by or predicated upon facts and/or expert opinion over the significance of an effect which would warrant investigation in an EIR. Therefore, impacts would be **less than significant**.

7.0 PROJECT ALTERNATIVES

No potentially significant, adverse and unavoidable impacts would result. Therefore, project alternative to minimize potential un-mitigable effects are not necessary.

8.0 INITIAL REVIEW OF PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING, AND COMPREHENSIVE PLAN REQUIREMENTS

The project is a public works improvement project necessary to correct structural deficiencies currently affecting the Goleta Beach Park Bridge. The project is necessary to maintain public safety and access to Goleta Beach Park. It does not propose a change in existing land use or intensity of use. Preliminary analysis indicates that it would be consistent with applicable subdivision, zoning and comprehensive plan requirements.

An analysis of the consistency of the proposed project with applicable policies of the Comprehensive Plan is provided below. The proposed project, with incorporated mitigation measures is expected to be consistent with all land use and development policies.

8.1 HILLSIDE AND WATERSHED PROTECTION POLICIES

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

   Consistency: The proposed new bridge structure minimizes cut and fill due to the geometric constraints of the Sandpit road and the County Park. The construction of the new bridge limits alternation of the natural terrain.

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

   Consistency: The proposed new bridge structure fits to the site topography and limits grading and impacts to the surrounding natural features.

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

   Consistency: Mitigation measures for the proposed project protect the nearby creeks from pollutants and prohibit discharge of fuels, lubricants and cement washout into the Goleta Slough.

8.2 STREAMS AND CREEKS POLICIES

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

   Consistency: Mitigation measures for the proposed project protect the nearby stream from sedimentation and erosion into the Goleta Slough.

8.3 FLOOD HAZARD AREA POLICIES

1. All development, including construction, excavation, and grading, except for flood control projects and non-structural agricultural uses, shall be prohibited in the floodway unless off-setting improvements in accordance with federal regulations are provided. If the proposed development falls within the floodway fringe, development may be permitted, provided creek setback requirements are met and finished floor elevations are two feet above the projected 100-year flood elevation, and the other requirements regarding materials and utilities as specified in the Flood Plain Management Ordinance are in compliance.

Consistency: A portion of the proposed bridge is to be constructed within a portion the floodway as are most bridges supporting public transportation facilities. The proposed bridge deck will be outside the 100-year flood plain elevation of Goleta Slough.

8.4 HISTORICAL AND ARCHAEOLOGICAL SITES POLICIES

1. All available measures, including purchase, tax relief, purchase of development rights, etc., shall be explored to avoid development on significant historic, prehistoric, archaeological, and other classes of cultural sites.

   Consistency: The proposed bridge location was thoroughly studied and documented with a Historic Property Survey Report and an Archaeology Survey report that determined no archaeological or historic resources would be impacted. Mitigation measures for the proposed project are in place in the unlikely event that cultural materials are found during excavation of the roadway or the banks of the Goleta Slough.

9.0 RECOMMENDATION BY P&D STAFF

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

___ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

_X_ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of an ND. The ND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

___ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an EIR be prepared.

___ Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

_X_ With Public Hearing ___ Without Public Hearing

PREVIOUS DOCUMENT:

PROJECT EVALUATOR: Emily Creel, SWCA **DATE: 4-28-2014**

10.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

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

SIGNATURE: _____ **INITIAL STUDY DATE:** 4/30/14

SIGNATURE: _____ **NEGATIVE DECLARATION DATE:** _____

SIGNATURE: _____ **REVISION DATE:** _____

SIGNATURE: _____ **FINAL NEGATIVE DECLARATION DATE:** 8/25/14

11.0 ATTACHMENTS

A. Additional References
B. Bridge Layout Plan Sheets
C. Draft Construction Phase Circulation Plans
D. Species Tables
E. Santa Barbara County and City of Goleta Cumulative Projects List
F. Section 4(f) and Section 6(f) Concurrence Letters
G. Mitigation Monitoring and Reporting Program
H. Response to Comments

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ATTACHMENT A

Additional References

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ATTACHMENT B

Layout Plan Sheets

LEGEND:

- REMOVE HMA SURFACING
- TEXTURED CONCRETE
- DETECTABLE WARNING SURFACE
- CONCRETE BOLLARD
- HORIZONTAL AND VERTICAL CONTROL
- (X) CURVE NUMBER

NOTES:

1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE, AND COUNTY SURVEYORS OFFICE.
2. FOR BRIDGE DETAILS AND DIMENSIONS, SEE STRUCTURE PLANS.

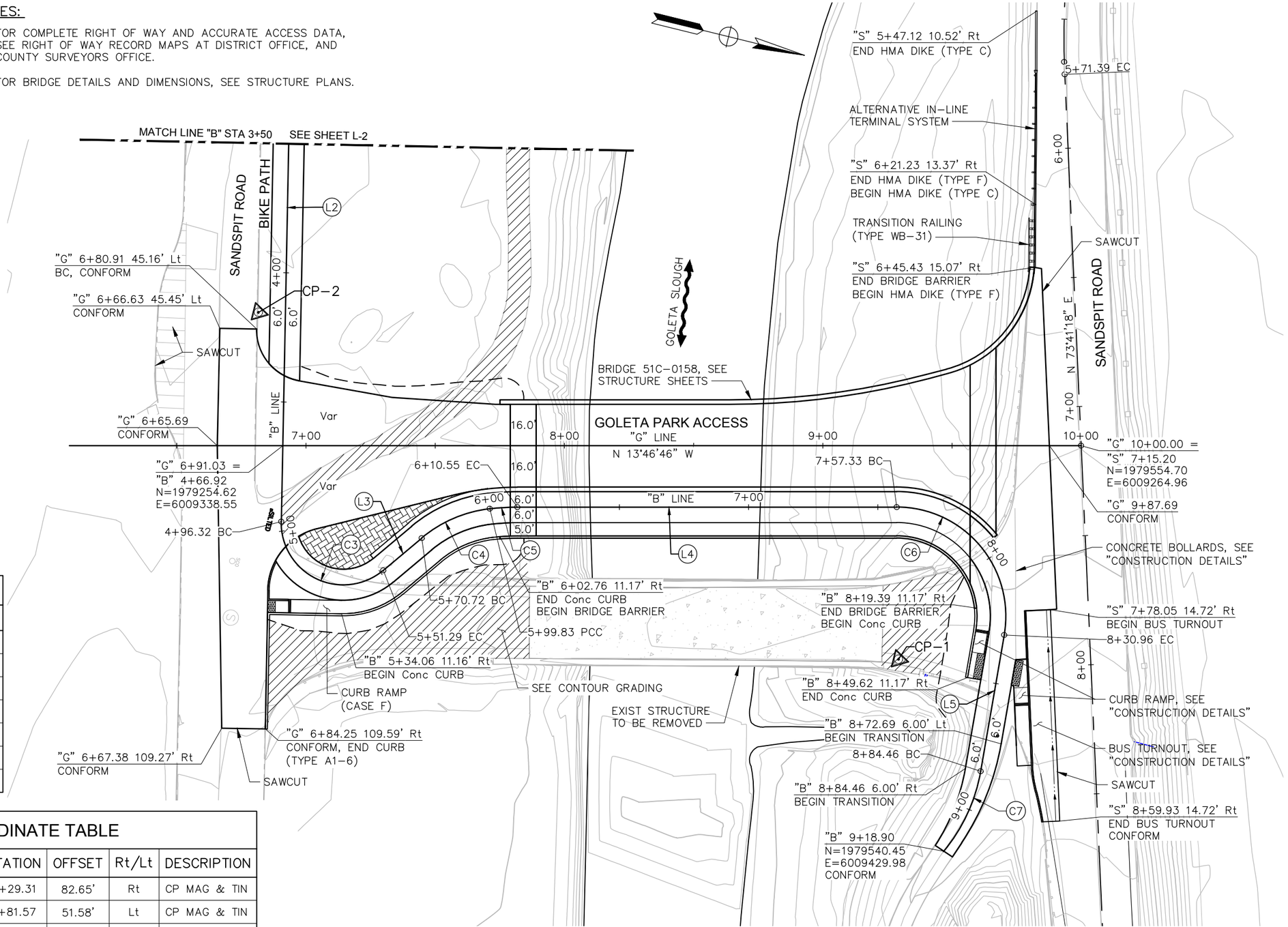
DESIGN DESIGNATION (ROUTE XX)

2028 ADT = 3051 T = 1%
TI = 7 V = 25 MPH
R = TBD

LINE DATA		
LINE	LENGTH	BEARING
L1	93.08'	S81°57'30"E
L2	150.48'	N77°21'14"E
L3	19.43'	N53°47'59"W
L4	146.78'	N13°46'46"W
L5	53.49'	N86°04'08"E

CURVE DATA				
CURVE	RADIUS (R)	ANGLE (Δ)	TANGENT (T)	LENGTH (L)
C1	61.00'	61° 23' 35"	36.21'	65.36'
C2	61.00'	82° 04' 52"	53.10'	87.39'
C3	24.01'	131° 10' 49"	52.90'	54.97'
C4	50.00'	33° 21' 34"	14.98'	29.11'
C5	92.25'	6° 39' 39"	5.37'	10.72'
C6	42.25'	99° 50' 53"	50.22'	73.63'
C7	66.40'	29° 58' 48"	17.78'	34.74'

PROJECT CONTROL COORDINATE TABLE								
POINT	NORTHING	EASTING	ELEVATION	LINE	STATION	OFFSET	Rt/Lt	DESCRIPTION
CP-1	1,979,505.73	6,009,362.07	15.60	"G"	9+29.31	82.65'	Rt	CP MAG & TIN
CP-2	1,979,233.15	6,009,290.71	13.30	"G"	6+81.57	51.58'	Lt	CP MAG & TIN
CP-3	1,979,193.38	6,008,853.08	14.50	"G"	7+47.19	486.09'	Lt	CP 1/2" IP



LAYOUT
L-1

CONSTRUCTION STARTED:		PROJECT ENGINEER: MARK RENO ____ DATE	COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION	DESIGN BY: G. MCLAUGHLIN	CHECKED BY: ____	SCALE: 1" = 20'	PROJECT NO. 862319
CONSTRUCTION COMPLETED:				DETAILS BY: D. POLGLASE	CHECKED BY: ____		
RECORD DRAWING APPROVED BY:			FOR REDUCED PLANS ORIGINAL SCALE IN INCHES 0 1 2 3			DISREGARD PRINTS BEARING EARLIER REVISION DATES →	REVISION DATES (PRELIMINARY STAGE ONLY)

GOLETA BEACH PARK ACCESS ROAD BRIDGE REPLACEMENT

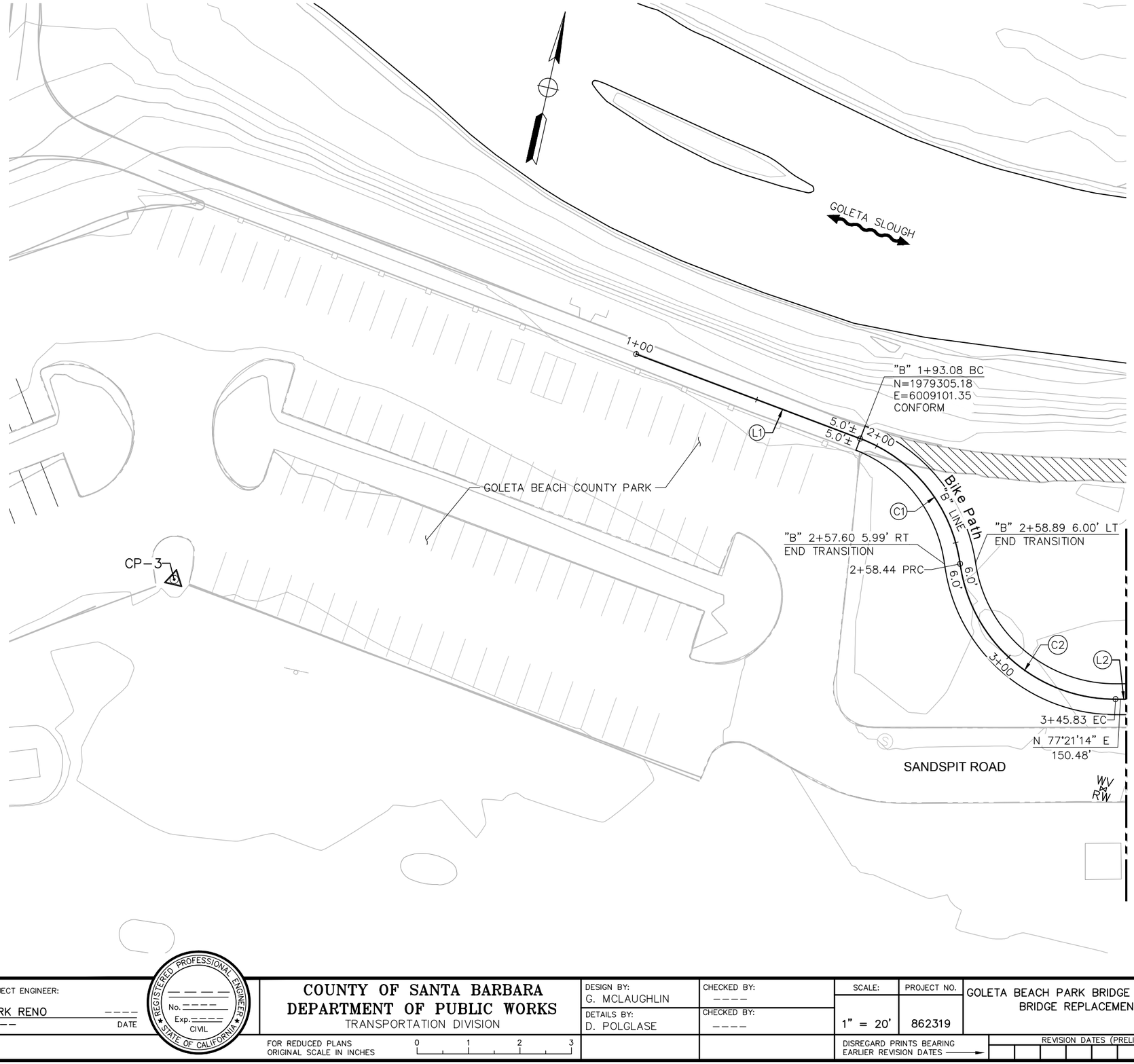
SHEET NO. 3 OF X
FILE NO. ____

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

NOTES:

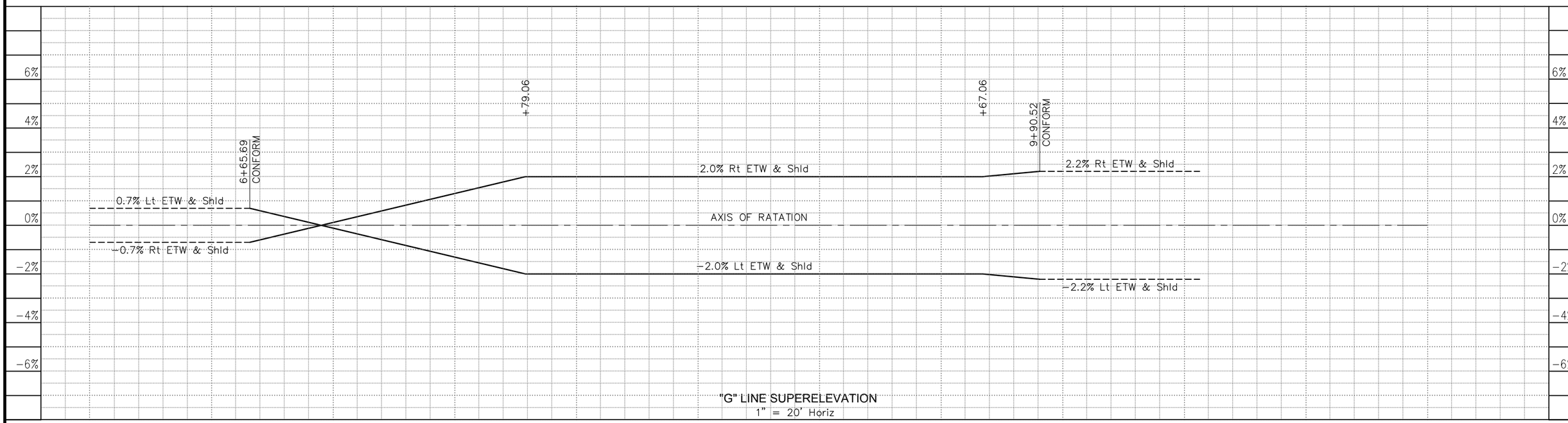
1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE, AND COUNTY SURVEYORS OFFICE.

2. FOR SURVEY CONTROL DATA, LEGEND AND DESIGN DESIGNATION DATA, SEE SHEET L–1.

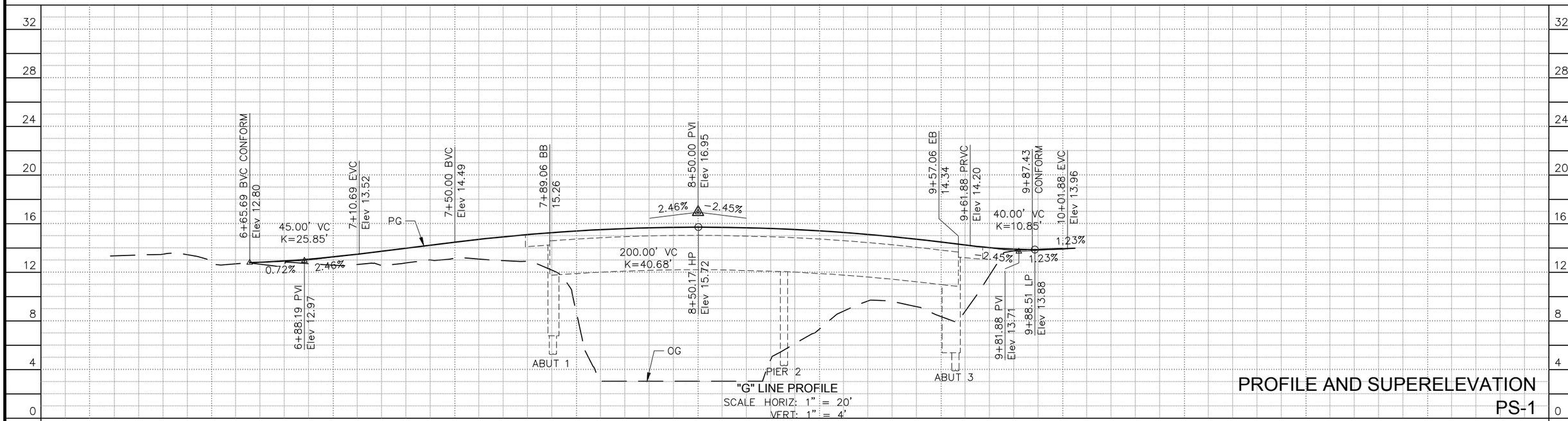


LAYOUT
L-2

CONSTRUCTION STARTED:		PROJECT ENGINEER: MARK RENO ____ DATE ____	REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA	COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION	DESIGN BY: G. MCLAUGHLIN	CHECKED BY: ____	SCALE: 1" = 20'	PROJECT NO. 862319	GOLETA BEACH PARK BRIDGE (REPLACE) BRIDGE REPLACEMENT	SHEET NO. 4 OF X
CONSTRUCTION COMPLETED:					DETAILS BY: D. POLGLASE	CHECKED BY: ____				FILE NO. ____
RECORD DRAWING APPROVED BY:				FOR REDUCED PLANS ORIGINAL SCALE IN INCHES 0 1 2 3			DISREGARD PRINTS BEARING EARLIER REVISION DATES →		REVISION DATES (PRELIMINARY STAGE ONLY)	



"G" LINE SUPERELEVATION
1" = 20' Horiz



"G" LINE PROFILE
SCALE HORIZ: 1" = 20'
VERT: 1" = 4'

PROFILE AND SUPERELEVATION

PS-1

CONSTRUCTION STARTED:	
CONSTRUCTION COMPLETED:	
RECORD DRAWING APPROVED BY:	

PROJECT ENGINEER:
MARK RENO ____ DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ CIVIL — STATE OF CALIFORNIA

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

FOR REDUCED PLANS
ORIGINAL SCALE IN INCHES 0 1 2 3

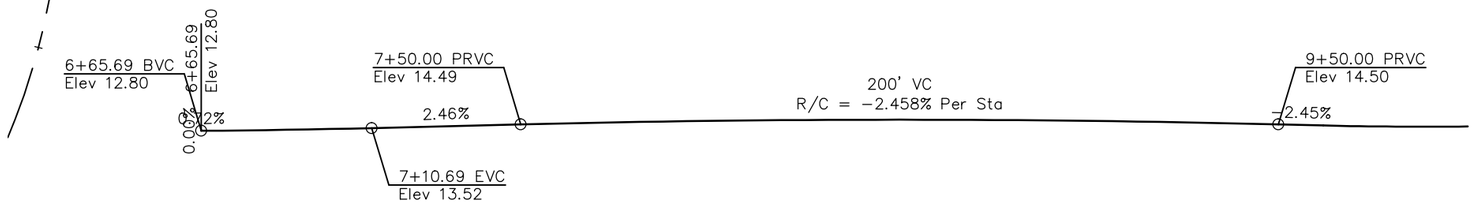
DESIGN BY: G. MCLAUGHLIN	CHECKED BY: ____	SCALE: AS SHOWN	PROJECT NO. 862319
DETAILS BY: D. POLGLASE	CHECKED BY: ____		

GOLETA BEACH PARK BRIDGE (REPLACE)
BRIDGE REPLACEMENT

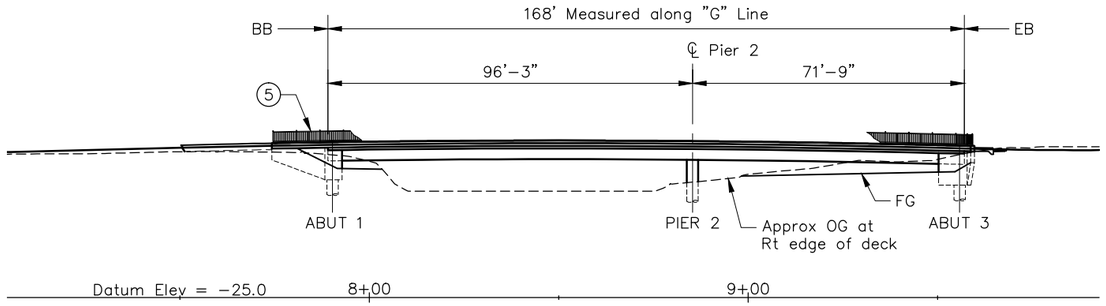
SHEET NO. 5 OF X
FILE NO. ____

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

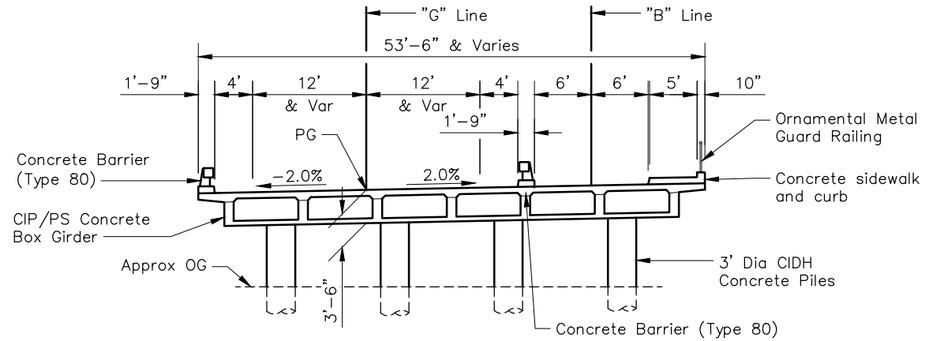
REVISION DATES (PRELIMINARY STAGE ONLY)



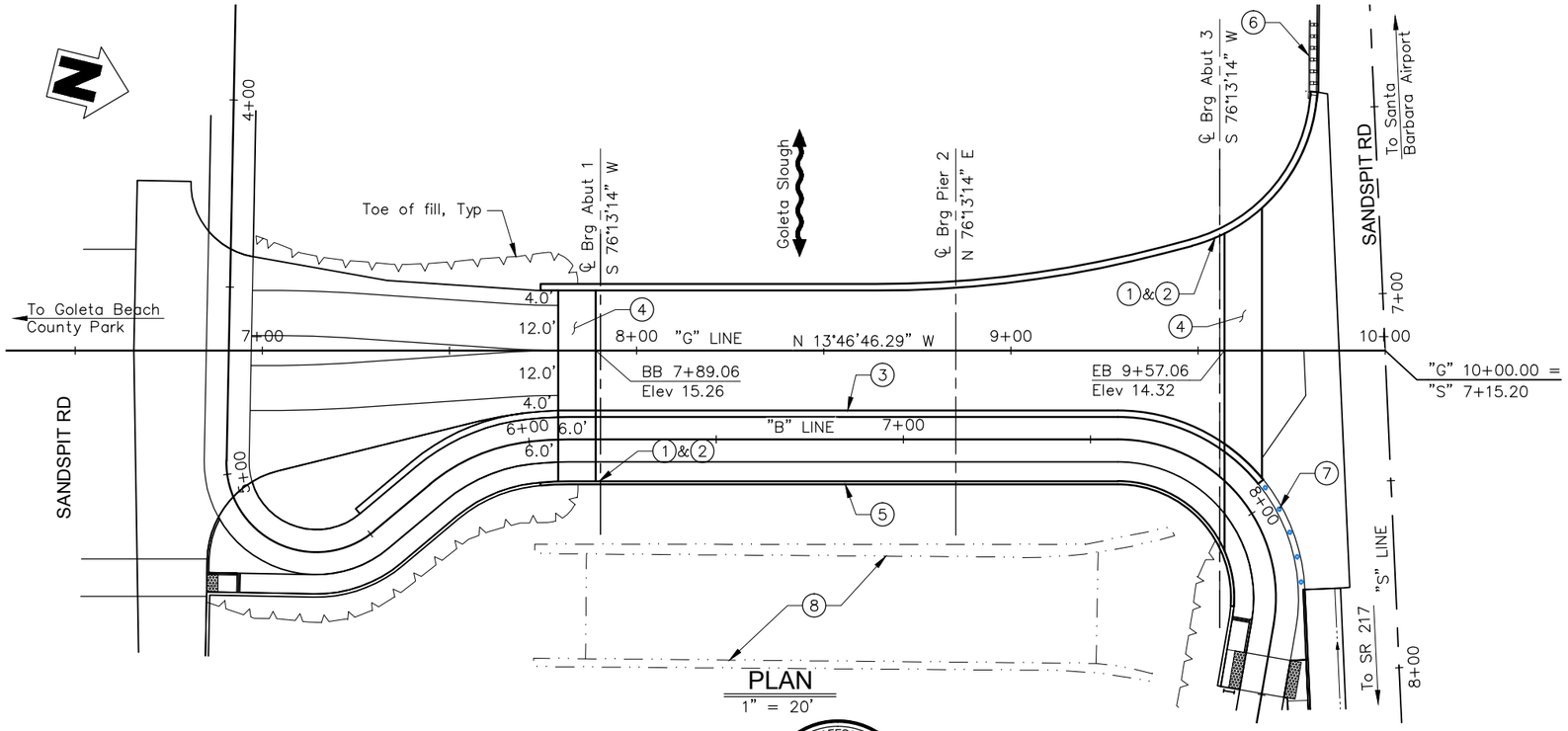
PROFILE GRADE
No Scale



ELEVATION
1" = 20'



TYPICAL SECTION
1/8" = 1'−0"



PLAN
1" = 20'

Legend:

1. Paint Bridge Name "Goleta Slough"
2. Paint Bridge Number "No. XXX−XXXX"
3. Concrete Barrier (Type 80)
4. Structure Approach Type EQ (10)
5. Sidewalk Curb and Railing
6. MBGR see "Road Plans"
7. Concrete Bollards see "Road Plans"
8. Existing structure to be removed

∗ Highwater elevation

—— · —— Existing structure

Notes:

1. For General Notes and Standard Plans, see "Deck Contours" sheet
2. For Hydrologic Summary and Pile Data Table, see "Foundation Plan" sheet
3. For Utilities, see "Typical Section" sheet

GENERAL PLAN

CONSTRUCTABILITY REVIEW BY: *		PROJECT ENGINEER: MARK RENO ---- DATE	REGISTERED PROFESSIONAL ENGINEER — No. ---- Exp. ---- CIVIL — STATE OF CALIFORNIA	COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION	DESIGN BY: R. FERGUSON	CHECKED BY: ----	SCALE: AS SHOWN	PROJECT No. 862319
LAYOUT BY: *					DETAILS BY: C. POLGLASE	CHECKED BY: ----		
SPECIFICATIONS BY: *	CHECKED BY: *				QUANTITIES BY: ----	CHECKED BY: QTY CHK	DISREGARD PRINTS BEARING EARLIER REVISION DATES →	REVISION DATES (PRELIMINARY STAGE ONLY)
FLOOD CONTROL CHECK BY: *	PLANS & SPECS COMPARED BY: *	LIVE LOADING: HS20−44 AND ALTERNATIVE AND PERMIT DESIGN LOAD		FOR REDUCED PLANS ORIGINAL SCALE IN INCHES 0 1 2 3				

GOLETA BEACH PARK ACCESS ROAD
GENERAL PLAN

SHEET No. 18 OF X
FILE No. ----

ATTACHMENT C

Construction Phase Circulation Plan

STAGE 1

LEGEND

- PED & BIKE CIRCULATION
- TEMP ESA FENCE
- PAVEMENT & CONCRETE
- PROPOSED STAGING AREA
- DIRECTION OF TRAFFIC
- CONSTRUCT THIS STAGE
- TEMP RAILING TYPE K

0 50 100

SCALE: 1"=60'

QUINCY ENGINEERING

STAGE 2

LEGEND

- PED & BIKE CIRCULATION
- TEMP ESA FENCE
- PAVEMENT & CONCRETE
- PROPOSED STAGING AREA
- DIRECTION OF TRAFFIC
- CONSTRUCT THIS STAGE
- TEMP RAILING TYPE K

0 50 100

SCALE: 1"=60'

QUINCY ENGINEERING

STAGE 3

LEGEND

- PED & BIKE CIRCULATION
- TEMP ESA FENCE
- PAVEMENT & CONCRETE
- PROPOSED STAGING AREA
- DIRECTION OF TRAFFIC
- CONSTRUCT THIS STAGE
- TEMP RAILING TYPE K

0 50 100

SCALE: 1"=60'

QUINCY ENGINEERING

ATTACHMENT D

Special-status Plant and Wildlife Species Tables

Table 1: Special-status Plant Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ CNPS	Habitat and Distribution	Blooming Period	Habitat Present / Absent	Rationale
slender silver moss	*Anomobryum julaceum*	--/--/2.2	Moss that occurs in broadleafed upland forest, lower montane coniferous forest and north coast coniferous forest (damp rock and soil on outcrops). 100-1000 meters.	N/A	A	Suitable habitat does not exist on the project site. Site elevation is lower than this species documented range. This species was not observed during surveys of the project site
Refugio manzanita	*Arctostaphylos refugioensis*	--/--/1B.2	Chaparral (sandstone). 300-800 meters.	December -May	A	Suitable habitat does not exist on the project site. This species occurs at higher elevations and was not observed during the appropriate blooming period.
marsh sandwort	*Arenaria paludicola*	FE/CE/1B. 1	Marshes and swamps. Grows through dense mats of Typha, Juncus, Scirpus, etc. in freshwater marsh. 10-170 meters	May-August	A	The brackish marsh habitat at the site does not provide suitable habitat for this species. Species was not observed during survey conducted in the appropriate season.
Coulter's saltbush	*Atriplex coulteri*	--/--/1B.2	Coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland/alkaline or clay; elev. 3-460 meters.	March-October	A	Coastal scrub habitat on the project site is disturbed. The only natives appear to be planted for restoration efforts. This species was not observed during the appropriate blooming period.
Davidson's saltscale	*Atriplex serenana* var. *davidsonii*	--/--/1B.2	Coastal bluff scrub and coastal scrub (alkaline). 10-200 meters.	April-October	A	Coastal scrub habitat on the project site is disturbed. The only natives appear to be planted for restoration efforts. This species was not observed during the appropriate blooming period.

Table 1: Special-status Plant Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ CNPS	Habitat and Distribution	Blooming Period	Habitat Present / Absent	Rationale
late-flowered mariposa lily	*Calochortus weedii* var. *vestus*	--/--/1B.2	Chaparral, cismontane woodland, coastal scrub, chaparral on sandy or gravelly sites. 275 – 900 meters.	June-August	A	This species occurs at higher elevations than the site. Species was not observed during the appropriate blooming period.
Santa Barbara morning-glory	*Calystegia sepium* ssp. *binghamiae*	--/--/1A	Coastal marshes and swamps. 0-20 meters	April-May	A	Marsh habitat exists on the project site; however, this species was not observed during the appropriate blooming period.
southern tarplant	*Centromadia parryi* ssp. *australis*	--/--/1B.1	Marshes and swamps (margins), valley and foothill grassland (vernally mesic), and vernal pools. 0-425 meters.	June-November	A	Marsh habitat exists on the project site. GSMC reports “many locations in Goleta Slough” (GSMC 2005). This species was not observed during the appropriate blooming period.
salt marsh bird's-beak	*Cordylanthus maritimus* ssp. *maritimus*	FE/SE/1B.2	Annual herb; occurs in marshes and swamps on coastal dunes. 0-30 meters	May-October	A	Marsh habitat exists on the project site. GSMC and past studies have never confirmed the presence of this species in Goleta Slough (GSMC 2005). This species was not observed during the appropriate blooming period.
umbrella larkspur	*Delphinium umbraculorum*	--/--/1B.3	Cismontane woodland. 400-1600 meters.	April-June	A	Suitable habitat does not exist on the project site. This species occurs at higher elevations than the BSA. Species was not observed during surveys conducted in the appropriate blooming period.

Table 1: Special-status Plant Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ CNPS	Habitat and Distribution	Blooming Period	Habitat Present / Absent	Rationale
Lompoc yerba santa	*Eriodictyon capitatum*	FE/SR/1B.1	Ever green shrub that occurs in closed-cone coniferous forest and maritime chaparral with sandy soil. 40 - 900 meters	May-August	A	Suitable habitat and soil does not exist on the project site. This species was not observed during the appropriate blooming period.
Ojai fritillary	*Fritillaria ojaiensis*	--/--/1B.2	Bulbiferous herb occurs in broadleaf upland forest, chaparral and lower montane coniferous forest on rocky soils. 300-998 meters.	March-May	A	Suitable habitat does not exist on the project site. This species occurs at higher elevations and was not observed during the appropriate blooming period.
vernal barley	*Hordeum intercedens*	--/--/3.2	Annual herb found in coastal dunes, coastal scrub, saline flats and depressions in valley and foothill grasslands, and vernal pools. 5-1000 meters.	March-June	A	Suitable habitat does not exist on the project site. The coastal scrub habitat on the slough banks is disturbed and only supports planted native species. This species was not observed during the appropriate blooming period.
mesa horkelia	*Horkelia cuneata* ssp. *puberula*	--/--/1B.1	Perennial herb that occurs in chaparral, cismontane woodlands, coastal scrub; in sandy or gravelly sites. 70-810 meters.	February-September	A	Suitable habitat does not exist on the project site. This species occurs at higher elevations and was not observed during the appropriate blooming period.
Santa Lucia dwarf rush	*Juncus luciensis*	--/--/1B.2	Annual herb that occurs in chaparral, Great Basin scrub, lower montane coniferous forest, meadows and seeps, and vernal pools. 300 -2040 meters	April-July	A	Suitable habitat does not exist on the project site. This species occurs at higher elevations and was not observed during the appropriate blooming period.

Table 1: Special-status Plant Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ CNPS	Habitat and Distribution	Blooming Period	Habitat Present / Absent	Rationale
Contra Costa goldfields	*Lasthenia conjugens*	FE/--/1B.1	Annual herb occurs in freshwater vernal pools in cismontane woodland, playas, and valley and foothill grassland. 0 - 470 meters	March-June	A	Salt marsh habitat in BSA does not provide suitable conditions for this species. This species was not observed during the appropriate blooming period.
Coulter's goldfields	*Lasthenia glabrata* ssp. *coulteri*	--/--/1B.1	Annual herb occurs in freshwater wetlands coastal salt marshes, wetland-riparian habitat, alkali sink, playas, vernal-pools, and swamps. 1-1220 meters	February-June	A	Marsh habitat exists on the project site. GSMC reports nearest occurrences approximately 2 miles northwest of BSA near Tecolotito Creek (GSMC 2005). This species was not observed during the appropriate blooming period.
pale-yellow layia	*Layia heterotricha*	--/--/1B.1	Annual herb that occurs in cismontane woodland, coastal scrub, pinyon and juniper woodland, and valley and foothill grassland. Usually associated with alkaline or clay soils. 300 - 1705 meters	March-June	A	Coastal scrub habitat exists on the project site; however, this species occurs at higher elevations and was not observed during the appropriate blooming period.
Santa Barbara honeysuckle	*Lonicera subspicata* var. *subspicata*	--/--/1B.2	Chaparral, cismontane woodland, and coastal scrub. 35-1000 meters.	May-December	A	The coastal scrub habitat on the site is disturbed and only supports planted native shrubs. This species was not observed during the appropriate blooming period.

Table 1: Special-status Plant Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ CNPS	Habitat and Distribution	Blooming Period	Habitat Present / Absent	Rationale
Carmel valley malacothrix	*Malacothrix saxatilis* var. *arachnoidea*	--/--/1B.2	Rhizomatous herb occurs in chaparral and coastal scrub with rocky substrates. 25 - 1036 meters	June-December	A	The coastal scrub habitat on the site is disturbed and only supports planted native shrubs. The site soils are not conducive to this species. This species was not observed during the appropriate blooming period.
Mt. Diablo cottonweed	*Micropus amphibolus*	--/--/3.2	Broadleafed upland forest, chaparral, cismontane woodland, and valley and foothill grassland (rocky). 45-825 meters.	March-May	A	Suitable habitat does not exist on the project site. This species occurs at higher elevations than the BSA. This species was not observed during the appropriate blooming period.
Gambel's watercress	*Nasturtium gambelii*	FT/SE/1B.1	Marshes and swamps. 5-330 meters.	April-October	A	Marsh habitat exists on the project site; however, this species was not observed during the appropriate blooming period.
south coast branching phacelia	*Phacelia ramosissima* var. *austrolitoralis*	--/--/3.2	Perennial herb found in sandy and gravelly areas of chaparral, cismontane woodland, coastal scrub, and riparian woodland. 5-300 meters.	March-August	A	The coastal scrub habitat on the site is disturbed and only supports planted native shrubs. The site soils are not conducive to this species. This species was not observed during the appropriate blooming period.
hooked popcorn-flower	*Plagiobothrys uncinatus*	--/--/1B.1	Annual herb occurs in chaparral, cismontane woodland, and valley and foothill grassland with sandy soils. 300-760 meters.	April-May	A	Suitable habitat does not exist on the project site. This species occurs at higher elevations and was not observed during the appropriate blooming period.

Table 1: Special-status Plant Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ CNPS	Habitat and Distribution	Blooming Period	Habitat Present / Absent	Rationale
Nutall's scrub oak	*Quercus dumosa*	--/--/1B.1	Perennial shrub that occurs in closed-cone coniferous forest, chaparral, and coastal scrub. Usually associated with sandy or clay loam soil. 15 - 400 meters	February-April	A	The coastal scrub habitat on the site is disturbed and only supports planted native shrubs. The site soils are not conducive to this species. This species was not observed during the appropriate blooming period.
Hoffman's bitter gooseberry	*Ribes amarum* var. *hoffmannii*	--/--/3	Chaparral and riparian woodland. 150-1190 meters.	March-April	A	Habitat and Species Absent: Suitable habitat does not exist on the project site. This species occurs at higher elevations and was not observed during the appropriate blooming period.
black-flowered figwort	*Scrophularia atrata*	--/--/1B.2	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub, riparian scrub. Around swales and in sand dunes. Sand, diatomaceous shale and soils derived from other parent material. 10-250 meters.	March-April	A	Habitat Present, Species Absent: Suitable habitat was observed on the project site; however, this species was not observed during the appropriate blooming period.
estuary seablite	*Suaeda esteroa*	--/--/1B.2	Marshes and swamps (coastal salt); elev. 0-5 meters.	July-October	A	Marsh habitat exists on the project site. GSMC data suggests known occurrences have been extirpated from Goleta Slough (GSMC 2005). This species was not observed in the BSA.

Table 1: Special-status Plant Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ CNPS	Habitat and Distribution	Blooming Period	Habitat Present / Absent	Rationale
Sonoran maiden fern	*Thelypteris puberula* var. *sonorensis*	--/--/2.2	Freshwater meadows and seeps (seeps and streams); elev. 50-610 meters.	March-June	A	Suitable habitat does not exist on the project site. This species was not observed during the appropriate blooming period.
Santa Ynez false lupine	*Thermopsis macrophylla*	--/SR/1B.3	Rhizomatous herb that occurs in chaparral on sandy, granitic, disturbed sites. 425 - 1400 meters	April-June	A	Suitable habitat does not exist on the project site. This species occurs at higher elevations and was not observed during the appropriate blooming period.

Status Codes

Federal:
FE = Federal Endangered
FT = Federal Threatened

State:
SE = State Endangered
ST = State Threatened
SR = State Rare

California Native Plant Society (CNPS) California Rare Plant Ranking (CRPR):
CRPR 1B = rare, threatened, or endangered in California and elsewhere.
CRPR 2 = rare, threatened, or endangered in California, but more common elsewhere.
CRPR 3 = plants that about which more information is needed.
CRPR 4 = a watch list plants of limited distribution.

Threat Code:
.1 = Seriously endangered I California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 = Fairly endangered in California (20-80% occurrences threatened)
.3 = Not very endangered I California (<20% of occurrences threatened or no current threats known)

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
Invertebrates					
California brackishwater snail	*Tryonia imitator*	--/--/--	Brackish saltwater marshes	P	Brackish waters in the slough channel provide suitable habitat for this species. **The proposed project may affect California brackishwater snail.**
sandy beach tiger beetle	*Cicindela hirticollis gravid*	--/--/--	Sandy and dune habitat	A	No sandy or dune habitat occurs in the BSA. The proposed project would have no effect on sandy beach tiger beetle.
globose dune beetle	*Coelus globosus*	--/--/--	Primarily subterranean, tunneling through sand in coastal dune habitat	A	No sandy or dune habitat occurs in the BSA. The proposed project would have no effect on globose dune beetle.
monarch butterfly (roost sites)	*Danaus plexippus*	--/SA/--	Occurs along the coast from northern Mendocino to Baja California, Mexico. Winter roosts in wind protected tree groves (eucalyptus, Monterey pine and cypress), with nectar and water sources nearby	A	Project study area does not contain eucalyptus, Monterey pine and cypress trees suitable for winter roosting. Species not observed during surveys. The proposed project would have no effect on monarch butterfly.
vernal pool fairy shrimp	Branchinecta lynchi	FT/--/--	Small swales or earthen slumps with a grassy or muddy bottom in unplowed grassland where water will persist for 6 to 7 weeks in the winter or as few as 3 weeks in the spring (Eriksen and Belk 1999)	A	Site does not support vernal pools. The proposed project would have no effect on vernal pool fairy shrimp.

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
Fish					
tidewater goby	*Eucyclogobius newberryi*	FE/--/CSC	Occurs in brackish shallow lagoons and lower stream reaches where water is fairly still, but not stagnant.	P	Goleta Slough provides suitable habitat for this species. Surveys conducted in 2008 did not identify tidewater goby near Bridge 51C-0158. However, past surveys conducted between 2006 and 2008 identified tidewater gobies in Tecolotito, Atascadero, and Los Carneros creeks (URS 2008). **The proposed project may adversely affect tidewater goby.**
arroyo chub	*Gila orcuttii*	--/--/CSC	A small freshwater fish that occurs in coastal waters of Southern California. Typically occurs on the sandy and muddy bottoms of flowing pools, creeks, intermittent streams, and small to medium rivers. Known populations occur in San Antonio Creek, Malibu Creek, Santa Clara, San Luis Rey and Santa Margarita River.	A	The brackish water conditions in the slough are marginal for this freshwater species. Arroyo chub has not been documented in the slough in past surveys. GSMC indicates Arroyo chub may occupy Atascadero Creek or tributaries to the slough. CNDDB does not document any occurrences in the Goleta Quad. The proposed project would have no effect on arroyo chub.

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
southern California steelhead DPS	*Oncorhynchus mykiss irideus*	FE,PCH/ --/CSC	Occurs from the Santa Maria River to the Tijuana River in seasonally accessible rivers and streams	P	The Goleta Slough does provide suitable habitat for this species. However, despite repeated sampling, steelhead is rarely documented in the slough. This suggests the estuary does not currently support a viable run. Records exist for Atascadero and San Pedro Creeks. No spawning or rearing habitat occurs within the slough ecosystem. Culverts impose barriers to upstream migration (GSMC 2005). Since steelhead may occupy the slough on a transitory basis. **The proposed project may adversely affect this species.**
Amphibians					
arroyo toad	*Anaxyrus californicus*	FE/-- /CSC	Inhabits coastal southern California from Salinas River Basin in Monterey and San Luis Obispo Counties to Arroyo San Simón in northern Baja California, Mexico. Occupies riparian habitats with sandy streambeds and adjacent tools. Typical vegetation may include cottonwood, sycamore, and willow trees. Some populations occur in streams within coniferous forests. (SDNHM 2009)	A	The BSA does not provide suitable open and sandy substrates necessary for arroyo toad occupation. Arroyo toad is not known to occupy brackish water systems. The proposed project would have no effect on arroyo toad.

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
foothill yellow-legged frog	*Rana boylii*	--/--/CSC	Nests in dense colonies on sandy estuarine shores, on levees in salt ponds, and on islands in alkali and freshwater lakes.	A	The BSA lacks shoreline with sandy substrate. CNDDB does not document any occurrences in the Goleta quad. The proposed project would have no effect on foothill yellow-legged frog.
California red-legged frog	*Rana draytonii*	FT/--/CSC	Aquatic habitats with little or no flow, surface water depths to at least 2.3 feet, presence of fairly sturdy underwater supports such as cattails	A	Brackish water conditions are marginal for this species. The BSA does not support freshwater habitat with vegetative structure. CNDDB does not document any occurrences in the Goleta Quad and GSMC does not document any occurrences in the slough ecosystem. The proposed project would have no effect on California red-legged frog.
Reptiles					
western pond turtle	*Actinemys marmorata*	--/--/CSC	Quiet waters of ponds, lakes, streams, and marshes, typically in the deepest parts with an abundance of basking sites	P	The BSA provides marginal conditions for this species. The brackish waters are not conducive to western pond turtle and the BSA does not support basking structures. Due to surrounding development the site provides minimal opportunity for egg laying. Species not observed during surveys or documented to occur in the area. GSMC documents occurrences in Atascadero Creek (GSMC 2005). **If observed in the project area during construction, monitors will capture and remove the individuals from the site.**

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
two-striped garter snake	*Thamnophis hammondii*	--/--/CSC	Occurs in coastal California from Salinas to Baja California and occurs at elevations up to 7,000 feet. Found along streams with rocky beds and permanent freshwater.	A	Brackish water conditions are not conducive to this species. The BSA does not support rocky substrates. CNDDB does not document any occurrences in the Goleta Quad and GSMC does not document any occurrences in the slough ecosystem. The proposed project would have no effect on two-striped garter snakes.
Birds					
cooper's hawk	*Accipiter cooperii*	MBTA/--/--	Deciduous riparian woodland habitat throughout California. Cooper's hawks nest in deciduous, mixed-deciduous, and evergreen forests, as well as in suburban and urban environments. Cooper's hawks tend to nest in more open areas that have older and larger trees.	A	Cooper's hawk likely forages for pigeons and other small birds in the BSA. However, the BSA does not support tall trees that are suitable for Cooper's hawk nesting. CNDDB does not document any Copper's hawk nesting in the Goleta Quad. GSMC indicates nesting occurs in the More Mesa Area (GSMC 2005). The proposed project would have no effect on Cooper's hawks.
marbled murrelet	*Brachyramphus marmoratus marmoratus*	FT/SE/--	Spends most of the non-breeding season in off shore or near shore environments near coniferous forests. The only California alcid species to nests inland. Typically nests in the upper branches of redwoods or doug-fir forests. Builds its nests with lichens and mosses. (CDFW 2009)	A	The BSA does not support coniferous forests suitable for nesting. The proposed project would have no effect on marbled murrelet.

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
ferruginous hawk	*Buteo regalis*	MBTA/--/--	(Wintering) open grasslands, sagebrush flats, desert scrub, low foothills, and fringes of pinyon-juniper habitats; eats lagomorphs, ground squirrels, and mice.	A	The BSA does not provide open foraging opportunities for wintering ferruginous hawk. The proposed project will have no effect on ferruginous hawk.
western snowy plover	*Charadris alexandrinus nivosus*	MBTA, FT/ --/CSC	Occurs on sandy beaches, salt pond levees, and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	A	The beach at Goleta Beach Park likely supported nesting habitat prior to development; however, snowy plover are not known or expected to nest on the beach now. The BSA does not support any suitable nesting habitat for western snowy plover. The proposed project will have no effect on western snowy plover.
white-tailed kite	*Elanus leucurus*	MBTA/--/FP	Open grasslands, meadows, or marshlands for foraging close to isolated trees for nesting and perching.	P	The BSA provides suitable foraging and perching habitat; however, the BSA lacks nesting habitat. This species is known to utilize the slough ecosystem for nesting and foraging. GSMC reports up to ten pairs nesting in the slough area in most years (GSMC 2005). **Pre-disturbance nesting bird surveys are recommended to ensure that nesting white-tailed kites and other avian species are not impacted.**

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
southwestern willow flycatcher	*Empidonax trallii extimus*	FE/SE/--	Occurs in riparian woodlands of southern California	A	The BSA lacks continuous riparian woodland required by this species. CNDDB does not document any occurrences in the Goleta Quad. Nearest known occurrence is in the Santa Ynez River area. GSMC does not document any occurrences in the slough ecosystem and does not expect any future occurrences (GSMC 2005). The proposed project would have no effect on southwestern willow fly catcher.
American peregrine falcon	*Falco peregrines*	MBTA Delisted/ --/FP	Riparian areas and coastal and inland wetlands are important habitats yearlong, especially in nonbreeding seasons. Migrants occur along the coast, and in the western Sierra Nevada in spring and fall.	A	Peregrine falcon may forage for pigeons and other small birds in the BSA. However, the BSA does not support rock out crops, ledges, or buildings that are suitable for nesting. CNDDB does not document any peregrine falcons in the Goleta Quad. GSMC indicates foraging was documented near the BSA in 1995 and 1996 (GSMC 2005). The proposed project would have no effect on peregrine falcons.
California condor	*Gymnogyps californianus*	FE/SE/--	Occurs in open savannahs, grasslands, and foothill chaparral, in mountain ranges with moderate altitudes. Nest in deep canyons on rock walls with clefts.	A	The BSA is not located in a mountainous region suitable for this species and does not contain suitable nesting habitat. The proposed project would have no effect on California condors.

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
bald eagle	*Haliaeetus leucocephalus*	MBTA/SE/--	Occurs along ocean shore, lake margins and rivers for both nesting and wintering. Most nests within 1 mile of water.	P	The BSA supports suitable foraging habitat, but does not support suitable nesting habitat. This species is not expected to occur in or near the BSA with any frequency. CNDDB does not document any occurrences in the Goleta quad. GSMC documents an individual flying over the slough in 1975. **The proposed project would have no effect on bald eagles**
California black rail	*Laterallus jamaicensis coturniculus*	--/ST/--	Shore birds known to frequent tidal salt marshes. Utilize densely vegetated mud flats and high tide line in salt water marsh systems.	P	The BSA supports tidal salt marsh habitat. However, the habitat in the BSA is narrow and subject to regular tidal inundation, rendering it unsuitable for black rail nesting. California black rail may be an uncommon forager in the BSA. CNDDB does not document any occurrences in the Goleta quad. GSMC does not document any occurrences in the slough ecosystem. The proposed project would have no effect on California black rails.
California brown pelican	*Pelecanus occidentalis californicus*	FE/SE/--	Nests on coastal islands in colonies; forages throughout coastal California ocean waters.	P	Site does not support any nesting habitat. However, near-shore open water habitat located adjacent to the project area supports resting and foraging habitat. Any occurrence during project activities would be a “flyby” and would not adversely impact the individual. **The proposed project would have no effect on California brown pelicans.**

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
Belding's savannah sparrow	*Passerculus sandwichensis beldingi*	--/--/SE	Coastal salt marshes from Santa Barbara County to the Mexican border.	P	The site supports suitable but poor quality coastal salt marsh habitat. GSMC documents 117 breeding pairs in the airport's portion of the slough in 1994. Regularly seen on wet beach and upland vegetation at west end of Goleta Beach Park (GSMC 2005). Although the BSA supports habitat for this species, Belding's savannah sparrow was not observed during focused protocol surveys. It is unlikely that Belding Savannah sparrows would nest in the BSA. The marsh habitat is of poor quality and subject to tidal inundation, which could deter nesting in the area. **The proposed project is not likely to adversely affect Belding's savannah sparrow.**
light-footed clapper rail	*Rallus longirostris levipes*	FE/SE/--	Saltwater tidal marshes dominated by pickleweed and cordgrass from Santa Barbara County to San Diego County.	P	The BSA provides marginal foraging habitat for this species. The habitat in the BSA is small and does not support dense stands of cordgrass for cover. The northern extent of this species is currently documented as Carpentaria Slough. GSMC does not document any occurrences in the slough ecosystem (GSMC 2005). CNDDB documents an occurrence just north of the UC Santa Barbara in 1972. Due to lack of observations and minimal available habitat in the BSA. The proposed project would have no effect on light-footed clapper rails.

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
bank swallow	*Riparia riparia*	--/ST/--	Nests in colonies in vertical sand banks. Forages over meadows and water.	A	The BSA does not support vertical banks with pliable soils for nest digging. The proposed project would have no effect on bank swallows.
California least tern	*Sterna albifrons browni*	FE/SE/--	Largely a coastal species that feed on fish and nest on sandy dunes or beaches. Once a common species in California; currently nesting colonies are isolated to Southern California and scattered Bay Area beaches.	P	Suitable foraging habitat present in the BSA. The BSA does not support suitable breeding habitat. Historically, bread on sandy beaches near site (GSMC 2005). Currently a rare summer visitor to the Goleta area. Terns may be seen flying over the site to forage but are not expected to nest in the area. The proposed project would have no effect on California least tern.
least Bell's vireo	*Vireo belli pusillus*	FE/SE/--	Summer resident of southern California. Occurs in low riparian areas in the vicinity of water or in dry river bottoms below 2000 feet. Nests along the margins of bushes or twigs of willow, Baccharis or mesquite.	A	The BSA does not support continuous coverage of willow riparian habitat that this species requires. CNDDB does not document any occurrences in the Goleta Quad. GSMC does not document any occurrences in the slough ecosystem. The proposed project would have no effect on least Bell's vireo.
Mammals					
southern sea otter	*Enhydra lutris nereis*	FT/--/FP	Sea otters are found in nearshore marine environments of California from Año Nuevo, San Mateo County to Point Sal, Santa Barbara County.	A	The BSA does not support near shore marine habitat suitable for sea otter foraging. The proposed project would have no effect on southern sea otter.

Table 2: Special-status Wildlife Species Investigated for Potential Occurrence

Common Name	Scientific Name	Status Federal/ State/ Other	Habitat and Distribution	Habitat Present/ Absent	Rationale
western mastiff bat	*Eumops perotis*	--/--/CSC	Found in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.; roosts in crevices in cliff faces, high buildings, trees, and tunnels.	P	The existing bridge is constructed of smooth concrete lacking expansion joints or other crevices. The bridge and areas under the bridge were inspected for signs of guano and staining, neither of which was observed. Due to the bridge design, bat use of the existing bridge is not anticipated. The proposed project would have no effect on roosting bat species.
big free-tailed bat	*Nyctinomops macrotis*	SSC	Rare vagrant in California, probable resident in Texas, New Mexico, and southern Arizona. Probably does not breed in California. Prefers rugged, rocky canyons but will roost on buildings or in caves and trees.	P	The existing bridge is constructed of smooth concrete lacking expansion joints or other crevices. The bridge and areas under the bridge were inspected for signs of guano and staining, neither of which was observed. Due to the bridge design, bat use of the existing bridge is not anticipated. The proposed project would have no effect on roosting bat species.

Status Codes:
-- = No Status

Federal:
FE = Federal Endangered
FT = Federal Threatened
FC = Federal Candidate
MBTA = Protected by Federal Migratory Bird Treaty Act

State:
SE = State Endangered
ST = State Threatened
FP = Fully Protected

California Department of Fish and Wildlife
SSC = California Special Concern species
CDFG Section 3503 = Protected by Section 3503 of CDFG code
SA = CNDDB Special Animal

Habitat: Presence/Absence
A = absent; no further work needed.
HP = Habitat is, or may be present. The species may be present.
P = present; general habitat is present and species may be present.
CH = Project footprint is located within a designated critical habitat unit, but does not necessarily mean that appropriate habitat is present.

ATTACHMENT E

Expanded Santa Barbara County and City of Goleta Cumulative Projects List

COUNTY OF SANTA BARBARA

Planning and Development

www.sbcountyplanning.org

Cumulative Projects List
For the Entire County

Printed on January 31, 2014 at 1:27 pm

Cuyama Valley

Not within a Community/Specific Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Mines	03CUP-00000-00059 G. Kaiser	VENTUCOPA ROCK PLANT EXPANSION 149-170-036 149-210-011 149-210-022	In Process	0	0	0	0	400,000 tons/year
Oil and Gas	07PPP-00000-00002 D. Eady	E&B NATURAL RESOURCES MGMT PRODUCTION PLAN 147-030-019 147-100-021	Under Construction	0	0	0	0	2 oil wells
Residential	08TPM-00000-00014 T. Weber	RUSSELL RANCH LOT SPLIT (TPM 14,756) 149-310-002	Under Construction	2	0	0	0	0
Alternative Energy	10CUP-00000-00008 K. Pfeifer	CUYAMA SOLAR ARRAY @ KIRSCHENMANN ROAD 149-140-076 149-150-029 149-150-030 149-150-031 149-150-032	In Process	0	0		0	Development on approximately 327 acres. Panels will be placed on support structures above the ground surface. Project also includes a new gen-tie line from the project site to the Cuyama substation, as distance of approx. 3 miles.

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Cuyama Valley
continued ...

Not within a Community/Specific Plan Area Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed				
In Process	0	0	0	0
Approved				
Under Construction	2	0	0	0
Built				
Totals	***2***	***0***	***0***	***0***

Cuyama Valley Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed				
In Process	0	0	0	0
Approved				
Under Construction	2	0	0	0
Built				
Totals	***2***	***0***	***0***	***0***

Gaviota Coast

Not within a Community/Specific Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc

Note: To appear on this report, a CAP must have a primary parcel designated.
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Gaviota Coast
continued ...

Not within a Community/Specific Plan Area
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	03DVP-00000-00041 T. Figg	SANTA BARBARA RANCH 079-160-067	In Process	0	0	0	19,498	Equestrian facilities and agricultural support buildings encompassing a 13,421square-foot horse barn, 547 square-foot ranch office, and equipment storage building of 5,530 square-feet.
			In Process	0	0	0	0	Public facilities including an access roadway to a 30-space public auto and horse trailer parking area, public use horse stalls, 423 square-foot public restrooms, and picnic areas with covered tables.
			In Process	21	0	0	0	Includes 16 SFDs in 03DVP-00041 and five SDFs in 08CDP-00098 – 08CDP-00101. 08DVP-00024 includes the other 50 SFDs in Santa Barbara Ranch.

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Gaviota Coast
continued ...

Not within a Community/Specific Plan Area
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	05TPM-00000-00002 A. Tuttle	LAS VARAS/EDWARDS RANCH (TPM 14,664) 079-080-009 079-080-022	In Process	1				Net increase of 1 lot
Recreation	06CDH-00000-00038 N. Lieu	PARADISO DEL MARE OCEAN ESTATE NEW SFD 079-200-004	In Process	1	0	0	0	Public parking area for 18 vehicles and trail more than one mile in length. (06CDH-00038 = parent case with one residence. 06CDH-00039 = second residence. 10CUP-00039 = parking area and trail.)
			In Process	1	0	0	0	Potable and reclaimed water lines (two separate lines) up to 12 inches in diameter and more than one-half mile in length. (06CDH-00038 = parent case with one residence. 06CDH-00039 = second residence. 07CUP-00065 = water lines.)

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Gaviota Coast

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	08DVP-00000-00024 T. Figg	SB RANCH DP FOR INLAND PORTIONS 079-140-013 079-140-014 079-140-022 079-140-027 079-140-029 079-140-030 079-140-036 079-140-037 079-140-053 079-140-054 079-140-061 079-140-062 079-150-004 079-150-017 079-150-028 079-150-034		50	0	0	0	Includes 49 SFDs in 08DVP-00041 and one SDF in 08LUP-00466. 03DVP-00041includes the other 21 SFDs in Santa Barbara Ranch.
Residential	08TRM-00000-00006 T. Figg	SB RANCH VESTING TRACT MAP 14,755 079-090-029 079-090-030	Approved	40	0	0	0	Subdivision of 563 acres north of Hwy 101 to create 40 residential parcels within 274 acres, one agricultural parcel of 289 acres, and one remainder parcel of 2,003 acres.
Ag Development (excluding wineries)	10DVP-00000-00012 A. Tuttle	ZACARA RANCH DP 081-250-016	In Process	26	0	0	67,262	DEVELOPMENT PLAN FOR OVER 20,000 SQURE FEET OF DEVELOPMENT

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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Gaviota Coast

continued ...

Not within a Community/Specific Plan Area Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed				
In Process	50	0	0	86,760
Approved	40	0	0	0
Under Construction		0	0	0
Built				
Totals	***140***	***0***	***0***	***86,760***

Gaviota Coast Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed				
In Process	50	0	0	86,760
Approved	40	0	0	0
Under Construction		0	0	0
Built				
Totals	***140***	***0***	***0***	***86,760***

Lompoc Valley

Not within a Community/Specific Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	03TRM-00000-00003 B. Tetley	CLUBHOUSE ESTATES TRACT MAP (TM 14,629) 097-371-008	Under Construction	52	0	0	0	0

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Lompoc Valley
continued ...

Not within a Community/Specific Plan Area
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Industrial	06CUP-00000-00009 J. Day	LOMPOC WIND ENERGY PROJECT 083-080-004 083-090-001 083-090-002 083-090-003 083-090-004 083-100-004 083-100-007 083-100-008 083-250-011 083-250-016 083-250-019	Approved	0	0	4,500	0	Wind energy project permitted up to 97.5 MW on approximatley 3,000 acres.
Residential	07DVP-00000-00016 N. Eady	STOKER DEVELOPMENT PLAN 097-730-021	Approved	14	0	0	0	0
Wineries	08DVP-00000-00003 T. Weber	SCOGGIN/SUNDHEIM WINERY TIER II 083-160-014	Approved	0	0	0	20,000	0
Mines	10RVP-00000-00048 G. Kaiser	SEPULVEDA BLDG MATERIALS MINING REV TO 90-RP-001 083-060-009 083-060-015 083-070-010 083-070-018	In Process	0	0	0	0	2000 tons/year
Wineries	11CUP-00000-00018 J. Gerber	SANFORD WINERY REVISION TO (97-DP-013) 083-140-009	In Process					Special events
Oil and Gas	11PRE-00000-00005 D. Eady	PXP PRE-APPLICATION FOR NEW OIL WELLS 097-350-018	Proposed					2 Wells

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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Lompoc Valley
continued ...

Not within a Community/Specific Plan Area
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	11PRE-00000-00022 F. Trotter	ARCHDIOCESE QUEEN OF ANGLES PRE-APPLICATION 097-380-025 097-380-026 097-380-035 097-380-036	Proposed	4	0	0	0	
Residential	13DVP-00000-00002 F. Trotter	HERITAGE II SENIOR APARTMENTS 097-371-045	In Process	80				Senior Housing
Wineries	13DVP-00000-00012 J. Zorovich	PENCE RANCH WINERY (TIER II) 099-220-013	In Process	0	0	0	0	
Wineries	13DVP-00000-00015 D. Eady	Sierra Madre Farm Winery 083-170-015	In Process		17,300			Tier II Winery

Not within a Community/Specific Plan Area Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	4	0	0	0
In Process	80	17,300	0	0
Approved	14	0	4,500	20,000
Under Construction	52	0	0	0
Built				
Totals	***150***	***17,300***	***4,500***	***20,000***

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For specific information regarding each of these cases
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Cumulative Projects List
For the Entire County

Printed on January 31, 2014 at 1:27 pm

Lompoc Valley Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	4	0	0	0
In Process	80	17,300	0	0
Approved	14	0	4,500	20,000
Under Construction	52	0	0	0
Built				
Totals	***150***	***17,300***	***4,500***	***20,000***

San Antonio Creek

Not within a Community/Specific Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	02TPM-00000-00011 L. OKAMURA	SILVERADO PREMIUM PROPERTIES TPM 101-080-019 101-080-020 101-080-062	Under Construction	4	0	0	0	0
Residential	06TRM-00000-00002 J. Zorovich	RANCHO LA LAGUNA TRACT MAP 14,709 133-080-026 133-080-036 133-080-037	In Process	13	0	0	0	0
Ag Development (excluding wineries)	07TPM-00000-00010 N. Eady	CARRARI LOT SPLIT (TPM 14,733) 099-030-051	Approved	3	0	0	0	0
Residential	10TPM-00000-00007 T. Weber	NOLAN AG REPLACEMENT CONTRACT/ TPM 14,775 133-100-023 133-100-025	Under Construction	2	0	0	0	0

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For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Not within a Community/Specific Plan Area Cumulative Status Summaries:	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
	Proposed		0	0	0
	In Process	13	0	0	0
	Approved	3	0	0	0
	Under Construction	6	0	0	0
	Built				
	Totals	***22***	***0***	***0***	***0***

Los Alamos Community Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	02TRM-00000-00007 A. BAUGHMAN	LEGACY ESTATES TRACT MAP 101-201-001 101-202-001 101-231-001 101-232-001 101-233-001 101-234-001 101-242-001	Approved	59	0	0	0	0
Residential	05TRM-00000-00006 F. Trotter	JACKSON TRACT MAP 14,690 101-182-003 101-182-009 101-182-011 101-182-012	Approved	6	0	0	0	0
Residential	06TPM-00000-00026 F. Trotter	ALAMO TRUST LOT SPLIT (TPM 14,717) 101-184-007	Approved	2	0	0	0	0
Residential	07TPM-00000-00007 N. Eady	ALAMOS FOXEN LLC (TPM 14,728) 101-270-028	Approved	2	0	0	0	0
Residential	07TPM-00000-00009 N. Eady	ALMADA LOT SPLIT (TPM 14,731) 101-260-017	Approved	2	0	0	0	0

Note: To appear on this report, a CAP must have a primary parcel designated.
For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

San Antonio Creek
continued ...

Los Alamos Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	09CUP-00000-00026 F. Trotter	HELGELAND MIXED USE BUILDING 101-183-010	Approved	5	0	0	0	0
Residential	09LLA-00000-00006 D. Eady	SCHMIDT LOT LINE ADJUSTMENT 101-120-035	In Process	3	0	0	0	
Residential	11LUP-00000-00148 J. Gerber	Rosemary Commons 101-173-001	Approved	9	0	0	0	0
Commercial	11LUP-00000-00149 J. Gerber	SAGEBRUSH JUNCTION 101-260-006 101-260-007	Under Construction Under Construction	0 8	5,600 0	0 0	0 0	0 0
Commercial	12CUP-00000-00008 J. Gerber	THE STATION COMMERCIAL EVENTS 101-181-003	In Process					Events in existing commercial space

Los Alamos Community Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed		0	0	0
In Process	3	0	0	0
Approved	85	0	0	0
Under Construction	8	5,600	0	0
Built				
Totals	***96***	***5,600***	***0***	***0***

Orcutt Community Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

San Antonio Creek
continued ...

Orcutt Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Oil and Gas	09PPP-00000-00002 N. Minick	SANTA MARIA ENERGY PETROLUEM PRODUCTION PLAN 101-020-074	Approved	0	0	0	0	120 exploration or production wells

Orcutt Community Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed		0	0	0
In Process		0	0	0
Approved	0	0	0	0
Under Construction			0	0
Built				
Totals	***0***	***0***	***0***	***0***

San Antonio Creek Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed		0	0	0
In Process	16	0	0	0
Approved	88	0	0	0
Under Construction	14	5,600	0	0
Built				
Totals	***118***	***5,600***	***0***	***0***

Santa Maria Valley

Not within a Community/Specific Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
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Santa Maria Valley
continued ...

Not within a Community/Specific Plan Area
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	06DVP-00000-00009 N. Eady	OSR ENTERPRISES/NRG ENTERPRISES LP 128-096-001 128-096-004 128-096-005	Approved	0	0	0	237,636	0
Industrial	06DVP-00000-00013 J. Gerber	HIN DEVELOPMENT PLAN 128-093-021	In Process	0	0	9,750	0	0
Ag Development (excluding wineries)	06TPM-00000-00019 N. Eady	OSR/NRG ENTERPRISES (TPM 14,707) 128-096-001 128-096-004 128-096-005	Approved	3	0	0	0	0
Industrial	07CUP-00000-00080 M. Lowery	LAZER BROADCASTING RADIO FACILITY @ DOLCINI RANCH 113-190-001	Approved	0	0	2,014	0	Unmanned radio broadcast facility.
Industrial	07DVP-00000-00004 J. Gerber	JOHNSON TRUCK SERVICE CENTER 111-030-018	In Process	0	0	7,200	0	0
Wineries	07DVP-00000-00010 D. Eady	DORE WINERY 133-070-039	Built	0	0	0	22,509	0
Wineries	07DVP-00000-00013 D. Eady	RIVERBENCH WINERY 129-220-015	Built	0	0	0	2,730	0
Institutional (schools, churches, etc)	07GPA-00000-00011 M. Hays	NORTH COUNTY JAIL GENERAL PLAN AMENDMENT 113-210-004 113-210-013	Approved	0	0	0	0	250465

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Santa Maria Valley

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	08DVP-00000-00007 D. Eady	PLANTEL NURSERIES 129-170-004	Under Construction	0	0	0	972,720	0
Wineries	08DVP-00000-00032 D. Eady	ARC VINEYARDS WINERY 129-151-045 129-151-067 129-151-068	Under Construction	0	0	0	40,180	0
Ag Development (excluding wineries)	08CUP-00000-00074 D. Eady	ARC VINEYARDS EMPLOYEE DWELLINGS 129-151-045 129-151-067 129-151-068	Approved	4	0	0	0	0
Oil and Gas	08PPP-00000-00001 F. Trotter	ROCK ENERGY OIL & GAS PRODUCTION PLAN 129-100-014	Built	0	0	0	0	0
Parcel Map	08TPM-00000-00003 J. Gerber	OVERHOLTZER LOT SPLIT (TPM 14,744) 129-020-027	Approved	2	0	0	0	0
Parcel Map	08TPM-00000-00012 D. Eady	RANCHO REAL LLC LOT SPLIT (TPM 14,752) 101-020-013	Approved	4	0	0	0	0
Oil and Gas	09PPP-00000-00001 D. Eady	UNDERGROUND ENERGY PRODUCTION PLAN 133-050-011 133-050-015 133-080-004 133-080-005	Approved	0	0	0	0	26 wells
Industrial	10PRE-00000-00007 D. Eady	GRAYSON SERVICE PREAPPLICATION 129-180-015	Approved	0	0	0	0	steam generator

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Santa Maria Valley
continued ...

Not within a Community/Specific Plan Area
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Oil and Gas	10PRE-00000-00011 D. Eady	ERG RESOURCES, LLC PRE-APPLICATION 101-040-006	Proposed					20 Wells
Oil and Gas	10PRE-00000-00013 F. Trotter	ERG PRE-APPLICATION-FUGLER LEASE 101-040-017	Proposed	0	0	0	0	20 Oil Wells
Parcel Map	10TPM-00000-00004 F. Trotter	AQUISTAPACE TENTATIVE PARCEL MAP (TPM 14,772) 113-080-022	Built	2	0	0	0	0
Ag Development (excluding wineries)	10TPM-00000-00005 D. Eady	GREKA LAND HOLDINGS TENTATIVE PARCEL MAP (TPM 14,773) 129-170-027	Approved	2	0	0	0	0
Residential	10TPM-00000-00006 A. Tuttle	CORRALITOS TENATIVE PARCEL MAP (TPM 14,774) 113-020-022 113-060-012 113-060-013 113-060-014 113-160-001 113-160-015	In Process	4	0	0	0	Legalization of parcels that were created by the 1871 Rancho Guadalupe Subdivision Map through a new Parcel Map (TPM 14,774).
Commercial	11DVP-00000-00012 D. Eady	COASTAL GROWERS SUPPLY STORAGE YARD 111-020-013	Under Construction		7,500			
Wineries	11DVP-00000-00013 J. Zorovich	SIERRA MADRE RANCH WINERY 129-010-007	Approved		10,602			

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Santa Maria Valley

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Oil and Gas	11PPP-00000-00001 G. Kaiser	NORTH GAREY OIL & GAS DRILLING PRODUCTION PLAN 129-080-011 129-100-017 129-100-023 129-100-029 129-100-030 129-100-031 129-180-007	In Process	0	0	0	0	56 wells
Oil and Gas	11PRE-00000-00001 N. Minick	ERG RESOURCES PRE-APPLICATION-FUGLER 880 LEASE 129-170-006	In Process	0	0	0	0	
Oil and Gas	11PRE-00000-00003 F. Trotter	AMRICH ENERGY PRE-APPLICATION -HANSEN LEASE 113-270-006	Proposed					4 Wells
Oil and Gas	11PRE-00000-00007 D. Eady	ERG Resources - GWP 129-180-013 129-180-015	Proposed					6 Wells
Oil and Gas	11PRE-00000-00013 F. Trotter	ERG RESOURCES-LOS ALAMOS FEE, CAT CANYON OIL FIELD 101-060-053 101-060-054 101-070-001	Proposed	0	0	0	0	
Oil and Gas	11PRE-00000-00017 D. Eady	PETROROCK, LLC PRE-APPLICATION -SCHOPP LEASE 128-100-027	In Process	2	0	0	0	

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Santa Maria Valley

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Oil and Gas	11PRE-00000-00020 F. Trotter	AMRICH ENERGY PRE-APPLICATION TOGNAZZINI-ADAMS LEASE 113-080-006 113-100-027 113-110-001	Proposed	0	0	0	0	
Oil and Gas	11PRE-00000-00021 N. Minick	ERG PER-APPLICATION-GWINN FEE LEASE (4 WELLS) 101-070-003	In Process	0	0	0	0	
Oil and Gas	12AMD-00000-00008 G. Kaiser	ROCK ENERGY OIL & GAS PRODUCTION PLAN 129-080-011 129-100-014 129-100-017 129-100-023 129-100-029 129-100-030 129-100-031 129-180-007	In Process	0	0	0	0	56 wells

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Santa Maria Valley
continued ...

Not within a Community/Specific Plan Area
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Oil and Gas	12DVP-00000-00005 S. Curtis	ERG OIL & GAS PIPELINE DEVELOPMENT PLAN 129-080-006 129-080-007 129-090-016 129-090-021 129-090-032 129-090-033 129-090-037 129-090-038 129-100-014 129-100-015 129-100-025 129-100-034 129-100-035 129-100-036 129-180-007 129-180-008 129-180-013 129-180-015	In Process					2.9 Mile Oil Pipeline
Industrial	13DVP-00000-00001 J. Gerber	COASTAL GROWERS EVORA II DEVELOPMENT PLAN 111-020-014	In Process			15,000		
Commercial	14CUP-00000-00001 J. Gerber	WESTERN SKY AMPHITHEATRE SPORTS AND RECREATIONAL FACILITY 129-170-010	In Process		1,306,800			Recreation and Entertainment facility

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Not within a Community/Specific Plan Area Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	6	1,306,800	31,950	0
Approved	15	10,602	2,014	237,636
Under Construction	0	7,500	0	1,012,900
Built	2	0	0	25,239
Totals	***23***	***1,324,902***	***33,964***	***1,275,775***

Old Town Orcutt & OCPlan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	06DVP-00000-00016	ORCUTT UNION PLAZA/WILL COMMERCIAL BLDGS 105-091-001 105-091-006	Under Construction	0	66,831	0	0	0
Residential	06TPM-00000-00014 J. Gerber	GAYDA LOT SPLIT (TPM 14,703) 105-060-013	Approved	3	0	0	0	0
Residential	09GPA-00000-00004 F. Trotter	KEY SITE 17 GENERAL PLAN AMENDMENT 105-134-004 105-134-005 105-330-005 105-330-006	In Process	257	0	0	0	0
Commercial	10LUP-00000-00461 D. Eady	VAN VEEN MIXED USE BUILDING 105-101-012	In Process		8,601			
Residential	10TPM-00000-00001 D. Eady	BROADWAY & UNION MERCANTILE TPM 14,766 105-092-017	Approved	2	0	0	0	0

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Santa Maria Valley
continued ...

Old Town Orcutt & OCPlan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	257	8,601	0	0
Approved	5	0	0	0
Under Construction	0	66,831	0	0
Built		0	0	
Totals	***262***	***75,432***	***0***	***0***

Orcutt Community Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	00TRM-00000-06003 J. Zorovich	OAK GLEN DEVELOPMENT 101-010-002	Approved	52	0	0	0	0
Development Plan	01CUP-00000-00115 S. Rodriguez	ORCUTT AQUACENTER 107-470-011	Approved	0	31,074	0	0	0
Residential	02NEW-00000-00053 J. Zorovich	LEO EVANS-NORTHPOINTE (OLD 98-DP-023) 107-560-001	Approved	32	0	0	0	0
Residential	02TRM-00000-00010 A. BAUGHMAN	ADDAMO WINERY/DIAMANTE [TM 14,616] 129-151-042	Under Construction	5	0	0	0	0
Residential	03DVP-00000-00009 J. Zorovich	RICE RANCH DEVELOPMENT PLAN 101-010-013 101-020-004 105-140-016	Under Construction	725	0	0	0	
Residential	03TPM-00000-00008 A. BAUGHMAN	DANIELS LOT SPLIT (TPM 14,626) 129-151-038	Under Construction	2	0	0	0	0

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Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	03TRM-00000-00001 S. Rodriguez	FETYKO TRACT MAP (TM 14,627) 103-740-016	Approved	18	0	0	0	0
Residential	04TPM-00000-00010 D. Eady	BURINDA LOT SPLIT (TPM 14,656) 129-151-040	Approved	2	0	0	0	0
Residential	04TPM-00000-00013 D. Eady	MENDOZA LOT SPLIT (TPM 14,659) 103-200-048	Approved	2	0	0	0	0
Commercial	05SPP-00000-00002 J. Gerber	ENGLISH-JOSEPH SPECIFIC PLAN 103-181-006	In Process In Process	0 30	56,800 0	0 0	0 0	0 0
Residential	05TPM-00000-00015 F. Trotter	MEYER LOT SPLIT (TPM 14,679) 103-181-013	Approved	2	0	0	0	0
Residential	05TPM-00000-00018 F. ROMERO	TREUR LOT SPLIT (TPM 14,683) 129-151-015	Under Construction	2	0	0	0	0
Residential	05TRM-00000-00004 D. Eady	WILKS TRACT MAP 14,681 105-210-032	Approved	3	0	0	0	0
Commercial	06DVP-00000-00008 J. Zorovich	ORCUTT MARKETPLACE 129-120-024	Approved	0	320,663	0	0	0
Residential	06TPM-00000-00003 J. Gerber	CONLEY LOT SPLIT (TPM 14,693) 105-010-032	Approved	3	0	0	0	0
Commercial	06TPM-00000-00022 G. Kaiser	HOPE COMMUNITY CHURCH (TPM 14,711) 107-150-019	Approved Approved	3 0	0 0	0 0	0 0	0 29,373 sq.ft.

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Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Parcel Map	06TPM-00000-00024 J. Gerber	CHALOUPKA LOT SPLIT (TPM 14,714) 129-151-019	Approved	2	0	0	0	0
Commercial	07DVP-00000-00009 J. Zorovich	PR INVESTMENTS/EVERGREEN SHOPPING CTR DEV PLAN 109-200-012 109-200-013 109-200-015 109-200-016	Under Construction	0	61,958	0	0	0
Institutional (schools, churches, etc)	07DVP-00000-00020 M. Hays	ST JOSEPH DEVELOPMENT PLAN 107-240-015	Under Construction	0	0	0	0	111396
Institutional (schools, churches, etc)	07DVP-00000-00026 J. Gerber	ST LOUIS DE MONTFORT CHURCH 103-200-071	Under Construction	0	0	0	0	49666
Commercial	07TRM-00000-00004 J. Zorovich	ORCUTT MARKETPLACE TRACT MAP (TM 14,734) 129-120-024	Approved	12	0	0	0	0
Residential	07TRM-00000-00006 D. Eady	KEY SITE 30 VEST. TRACT MAP 14,739 107-250-008	Approved	69				
Residential	08TPM-00000-00013 D. Eady	HAWKINS LOT SPLIT (TPM 14,754) 129-151-016	Approved	2	0	0	0	0
Commercial	09DVP-00000-00029 J. Gerber	CLARK AVENUE COMMERCIAL 103-750-038	Approved	0	12,875	0	0	0
Parcel Map	09NGD-00000-00014 J. Gerber	CHALOUPKA NEGATIVE DEC 129-151-019	In Process	1	0	0		

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Santa Maria Valley
continued ...

Orcutt Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	10DVP-00000-00002 D. Eady	KEY SITE 30 DEVELOPMENT PLAN 107-250-008	Approved	69	0	0	0	0
Residential	10GPA-00000-00006 J. Zorovich	REVISED RICE RANCH General Plan Amendment 2011 101-380-001 101-380-002 101-380-003 101-390-001 101-400-001 101-400-002 101-400-003 101-440-029						
Residential	10TRM-00000-00003 D. Eady	TERRACE VILLAS TRACT MAP 14,770 129-300-001 129-300-002 129-300-003 129-300-004 129-300-005 129-300-006 129-300-007 129-300-008 129-300-009 129-300-010 129-300-011 129-300-012 129-300-013 129-300-014 129-300-015 129-300-016 129-300-017 129-300-018 129-300-019 129-300-020	Approved	16	0	0	0	0

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Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	11CUP-00000-00003 T. Weber	PRIMROSE SPECIAL CARE FACILITY 105-010-080	Approved					residential care facility
Oil and Gas	11PRE-00000-00002 D. Eady	ERG RESURCES PRE-APPLICATION-PINAL LEASE 101-020-078	Proposed					2 Wells
Residential	11TPM-00000-00003 F. Trotter	RICHARDSON TENTATIVE PARCEL MAP (TPM 14,780) 129-151-037	In Process	4	0	0	0	
Residential	12TPM-00000-00010 J. Gerber	SMITH TENTATIVE PARCEL MAP (TPM 14,795) 107-270-006	Approved	4				
Residential	13DVP-00000-00010 J. Zorovich	KEY SITE 3 DEVELOPMENT PLANS 129-151-026	In Process	0	0	0	0	

Orcutt Community Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	35	56,800	0	0
Approved	291	364,612	0	0
Under Construction	734	61,958	0	0
Built		0	0	
Totals	***1,060***	***483,370***	***0***	***0***

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Cumulative Projects List
For the Entire County

Printed on January 31, 2014 at 1:27 pm

Santa Maria Valley Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	298	1,372,201	31,950	0
Approved	311	375,214	2,014	237,636
Under Construction	734	136,289	0	1,012,900
Built	2	0	0	25,239
Totals	***1,345***	***1,883,704***	***33,964***	***1,275,775***

Santa Ynez Valley

Not within a Community/Specific Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	01TPM-00000-00006 B. Tetley	THOMSON PARCEL MAP 14,568 141-270-001 141-270-002 141-270-003 141-270-004 141-270-007	Approved	3	0	0	0	0
Mines	03CUP-00000-00092 M. Walter	BEE ROCK QUARRY REVISED CP 141-290-056	Approved	0	0	0	0	A rolling average of 300,000 tons/year over any five year period with a maximum of 400,000 tons in any given year. 11,800,000 tons (total rock production). 56-years mining duration (1987 to 2043)
Ag Development (excluding wineries)	06TPM-00000-00020 N. Eady	RANCHO ENCANTADO (TPM 14,708) 141-290-031	Approved	3	0	0	0	0

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Santa Ynez Valley

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	07DVP-00000-00028 J. Karamitsos	HOLLISTER YACONO DEVELOPMENT PLAN 099-640-010	Under Construction	0	0	0	58,000	0

Not within a Community/Specific Plan Area Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process			0	0
Approved	6	0	0	0
Under Construction	0	0	0	58,000
Built		0	0	
Totals	***6***	***0***	***0***	***58,000***

Santa Ynez Valley Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	04TPM-00000-00007 N. LOSCH	KARAS LOT SPLIT (TPM 14,653) 141-100-012	Under Construction	3	0	0	0	0
Mines	05CUP-00000-00033 G. Kaiser	VALLEY SAND AND SOIL REVISION 86-CP-88 135-010-024	In Process	0	0	0	0	14,500 cy/year
Industrial	05RPP-00000-00001 G. Kaiser	VALLEY SAND AND SOIL REVISION 86-RP-005 135-010-019	In Process					reclamation
Residential	06TPM-00000-00001 T. Weber	STULL LOT SPLIT (TPM 14,691) 141-150-049	Under Construction	2	0	0	0	0

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Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	06TPM-00000-00004 A. BAUGHMAN	COFFEY LOT SPLIT (TPM 14,633) 139-040-029	Approved	2	0	0	0	0
Ag Development (excluding wineries)	06TPM-00000-00012 T. Weber	MAGALI FARMS LOT SPLIT (TPM 14,701) 141-041-033	Under Construction	3	0	0	0	0
Residential	06TPM-00000-00015 T. Weber	RICCI LOT SPLIT (TPM 14,704) 139-051-047	Under Construction	2	0	0	0	0
Residential	06TPM-00000-00021 B. Tetley	MCCOMBS LOT SPLIT (TPM 14,710) 139-040-038	Under Construction	2	0	0	0	0
Residential	06TPM-00000-00028 D. Eady	HIGGINS/MARTINO LOT SPLIT (TPM 14,720) 137-081-012	Approved	2	0	0	0	0
Parcel Map	06TPM-00000-00029 F. Trotter	LORENZEN LOT SPLIT (TPM 14,721) 133-180-042	Approved	2	0	0	0	0
Residential	06TPM-00000-00030 T. Weber	MEYER LOT SPLIT (TPM 14,722) 143-341-009	Approved	2	0	0	0	0
Ag Development (excluding wineries)	07DVP-00000-00018 T. Weber	SULPIZO DEVELOPMENT PLAN 141-041-033	Built	3	0	0	47,850	0
Residential	07TPM-00000-00002 N. Eady	EBEJER LOT SPLIT (TPM 14,723) 135-240-061 135-240-078	Under Construction	2	0	0	0	0
Wineries	08DVP-00000-00018	DE WERD TIER II WINERY 133-151-050	Approved	0	0	0	9,856	0

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Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Mines	03CUP-00001-00024 S. Curtis	GRANITE MINING REVISION 137-270-015 137-270-032	In Process	0	0	0	0	250,000 tons/yr
Parcel Map	08TPM-00000-00004 F. Trotter	SKYTT FAMILY LOT SPLIT (TPM 14,745) 099-190-039 099-190-040	In Process	4	0	0	0	0
Residential	08TPM-00000-00006 B. Tetley	AMON LOT SPLIT (TPM 14,746) 141-041-034	Under Construction	2	0	0	0	0
Residential	08TPM-00000-00010 F. Trotter	SIERRA GRANDE LOT SPLIT (TPM 14,748) 137-270-030	Approved	2	0	0	0	0
Residential	08TPM-00000-00017 D. Eady	HANSON TENTATIVE PARCEL MAP 141-070-019	Approved	2	0	0	0	0
Residential	08TRM-00000-00003 G. Kaiser	ESTELLE VINEYARD ESTATES TRACT (TM 14,749) 141-010-007 141-010-009 141-070-001 141-070-002	Approved	11	0	0	0	0
Residential	08TRM-00000-00005 F. Trotter	HAAS TRACT MAP (TM 14,753) 099-600-045	Approved	8	0	0	0	0
Commercial	09DVP-00000-00019 J. Zorovich	INN AT MATTEI'S TAVERN 135-064-002 135-064-011 135-064-020 135-064-021 135-073-003 135-073-005	Approved	0	37,200	0	0	0

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Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Wineries	09DVP-00000-00034 J. Karamitsos	VINCENT VINEYARDS & WINERY TIER III DEV PLAN 135-250-033	Approved	0	0	0	5,918	0
Parcel Map	09TPM-00000-00002 J. Gerber	TURNBULL TENTATIVE PARCEL MAP 14,762 141-041-032	Approved	3	0	0	0	0
Parcel Map	09TPM-00000-00005 J. Gerber	GAVLAK LOT SPLIT (TPM 14,765) 141-060-011	Approved	2	0	0	0	0
Mines	10AMD-00000-00008 G. Kaiser	BUELLFLAT ROCK COMPANY AMENDMENT TO 88-RP-002 137-250-037 137-250-046	In Process					
Development Plan	10DVP-00000-00007 N. Lieu	LARNER TIER II WINERY 137-100-001	In Process	0	11,000	0	0	0
Conditional Use Permit	10CUP-00000-00036 D. Eady	SANTA YNEZ VALLEY AIRPORT 141-440-002	Approved	0	28,000	0	0	0
Parcel Map	10TPM-00000-00002	BAR Z LOT SPLIT (TPM 14,767) 133-151-064	Approved	2	0	0	0	0
Wineries	11DVP-00000-00009 J. Gerber	CLAXTON WINERY 141-460-001 141-460-002	Approved		19,818			
Ag Development (excluding wineries)	11LLA-00000-00009 D. Eady	DREYFUSS LOT LINE ADJUSTMENT 137-680-047	Approved	2	0	0	0	

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Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Wineries	11RVP-00000-00014 D. Eady	BRIDLEWOOD DEVELOPMENT PLAN REVISION 135-051-019	In Process		7,662		1,595	
Residential	12DVP-00000-00014 D. Eady	THE GOLDEN INN 141-380-014	In Process	0	0	0	0	Senior Housing
Residential	12TPM-00000-00003 J. Gerber	GILES TENTATIVE PARCEL MAP (TPM 14,788) 141-111-042	Under Construction	2				

Santa Ynez Valley Plan Area Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	4	18,662	0	1,595
Approved	40	85,018	0	15,774
Under Construction	18	0	0	0
Built	3	0	0	47,850
Totals	***65***	***103,680***	***0***	***65,219***

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Santa Ynez Valley Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	4	18,662	0	1,595
Approved	46	85,018	0	15,774
Under Construction	18	0	0	58,000
Built	3	0	0	47,850
Totals	***71***	***103,680***	***0***	***123,219***

South Coast

Unknown Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	09DVP-00000-00014 A. Tuttle	CALTRANS HIGH OCCUPANCY VEHICLE LANES 111-111-111	Approved	0	0	0	0	.45 miles of high occupancy freeway upgrades between the Santa Barbara County/Ventura County lines and the City of Carpinteria

Unknown Plan Area Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process			0	
Approved	0	0	0	0
Under Construction		0	0	0
Built		0	0	
Totals	***0***	***0***	***0***	***0***

Not within a Community/Specific Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc

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South Coast
continued ...

Not within a Community/Specific Plan Area
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	01TRM-00000-00005 M. Walter	PRESERVE AT SAN MARCOS 055-010-006 055-010-007 059-020-002 059-020-011 059-020-014 059-020-016 059-020-023 059-020-024 059-020-026 059-020-028	Under Construction Under Construction	22 20	0 0	0 0	0 0	Division of 377 acres into 22 lots, 20 residential units.
Residential	07TPM-00000-00013 E. Briggs	SCHILLINGER-HOWARD LOT SPLIT (TPM 14,738) 001-080-027 001-080-028	Approved	2	0	0	0	Tentative Parcel Map 14, 738 for a lot split of 2 parcels into 3 new parcels.
Ag Development (excluding wineries)	10DVP-00000-00014 A. Tuttle	BLACK OPAL RANCH 155-170-059	In Process In Process	2 1	0 0	0 0	6,421 0	 DEVELOPMENT PLAN FOR DEVELOPMENT OVER 20,000 SQUARE FEET

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South Coast
continued ...

Not within a Community/Specific Plan Area Cumulative Status Summaries:	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
	Proposed	0	0	0	0
	In Process	3	0	0	6,421
	Approved	2	0	0	0
	Under Construction	42	0	0	0
	Built		0	0	
	Totals	***47***	***0***	***0***	***6,421***

Goleta Community Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	01DVP-00000-00039 P. LAWSON	GERRITY NEW FRATERNITY/ADDITIONS 075-064-001	Approved	1	0	0	0	Convert existing building to fraternity house; convert two (E) garages to bedrooms.
Institutional (schools, churches, etc)	01CUP-00000-00152 A. Tuttle	ST ATHANASIUS ORTHODOX CHURCH 071-140-072	Approved	0	0	0	0	New church facility: Temple, chapel, fellowship hall, office bldg and associated parking and landscaping.

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Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	02NEW-00000-00087 M. Walter	RANCHO DANZA DEL SOL LOT SPLIT: TPM 14,447 059-010-079	Approved	0	19,324	0	0	Conditional Use Permit allowing boarding of a maximum of 15 horses on proposed Parcel 2 in an existing barn, six stalls and nine existing corrals, and construction of a 1,824 square foot caretaker's residence on a new septic system (912 squ
				3	0	0	0	divide 11.95 acres into three parcels of 3.0, 3.1 and 5.8 acres in the 3-E-1 Zone District under Article III
Residential	02TRM-00000-00002 A. DALY	HACIENDA VIEJA: TM 14,595 065-240-019 065-240-020	Approved	5	0	0	0	Subdivision of two parcels to create five lots. TM 14,595
Institutional (schools, churches, etc)	03CUP-00000-00035 M. Walter	LAGUNA BLANCA MASTER PLAN 063-092-012 063-092-013 063-092-014 063-141-029	Approved	0	0	0	0	14735 sf of new development

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Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	04DVP-00000-00027 M. Gibbs	HOURIGAN DEVELOPMENT PLAN 069-060-040	Approved	6	0	0	0	develop 6 new market rate residential units
			Approved	9	0	0	0	Divide 9.88 acres into 9 parcels
Residential	04DVP-00000-00040 E. Briggs	PULVER LOT SPLIT (3 LOTS) 065-240-021	Approved	3	0	0	0	Three residential units
			Approved	4	0	0	0	Divide 1.9 acres into 4 parcels
Residential	04TPM-00000-00009 R. DOSTALEK	DELUCIA LOT SPLIT (TPM 14,655) 067-230-001	Approved	2	0	0	0	divide one parcel into two.
Residential	04TPM-00000-00016	CARRIAGE HILL LOT SPLIT (TPM 14,662) 061-380-025	Approved	2	0	0	0	two-way lot split
Residential	05DVP-00000-00001 R. DOSTALEK	VILLA DEL SOL AS BUILT DP 075-101-015	Approved	4	0	0	0	As-built development
Residential	05TPM-00000-00001 L. HOSALE	LA FRANELLA COVE LOT SPLIT (TPM 14,612) 067-110-027	Approved	4	0	0	0	one lot divided into four
Residential	05TPM-00000-00012 H. Harris	BLAIS LOT SPLIT (TPM 14,675) 061-220-003	Approved	2	0	0	0	TPM 14,675: two-way lot split.
Residential	05TPM-00000-00013 J. Leipner	MAGID LOT SPLIT (TPM 14,676) 059-030-022	Approved	2	0	0	0	TPM 14,676: two-way lot split.

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South Coast

continued ...

Goleta Community Plan

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	06DVP-00000-00022 M. Gibbs	MAXWELL SFD TO DUPLEX 065-240-020	Approved	2	0	0	0	Conversion of one SFD under construction to a duplex unit.
Residential	06TPM-00000-00002 E. Briggs	BANKO LOT SPLIT (TPM 14,692) 059-232-002	Approved	3	0	0	0	Tentative Parcel Map 14,692 to divide 1.10 acres into three parcels of .29, .33, and .49 acres in size.
Commercial	06TPM-00000-00005 D. GULLETT	ST GEORGE CONDO CONVERSION (TPM 14,694) 075-211-006	Approved	2	4,758	0	0	Tentative Parcel Map 14,694 to create air space condos: Unit 1 - Office of 483 sq ft, Unit 2 - Hotel of 4275 sq ft, Unit 3 - Residence of 1387 sq ft, Unit 4 - Residence of 1441 sq ft, and a common Laundry area (3rd floor) of 280 sq ft.

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South Coast
continued ...

Goleta Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	06TPM-00000-00009 E. Briggs	LAYMAN LOT SPLIT (TPM 14,698) 061-273-003	Approved	2	0	0	0	Tentative Parcel Map 14,698 to divide the existing property into two parcels of 49,257 gross square feet (Parcel 1) and 44,060 gross square feet (Parcel 2).
Residential	07TPM-00000-00011 H. Harris	BUTLER LOT SPLIT (TPM 14,736) 059-232-001	Approved	2	0	0	0	Parcel Map 14,736 for a lot split of existing parcel of 23,969 square feet into 2 parcels of 10,128 and 12,095 square feet.
Residential	07TPM-00000-00012 J. Ritterbeck	CASTRO TRUST LOT SPLIT (TPM 14,737) 059-440-020	Approved	4	0	0	0	The proposed project is for a Tentative Parcel Map to allow a Lot Split of a single 4.11-acre parcel, into four (4) separate parcels of 1.0-acres, 1.04-acres, 1.03-acres and 1.04-acres. The new lots will be served by the Goleta Water Distri

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South Coast
continued ...

Goleta Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	07TRM-00000-00005 A. Tuttle	THE KNOLL SUBDIVISION (TM 14,735) 069-172-059	Approved	12	0	0	0	Division of 5.12 acres into 16 lots
			Approved	0	0	0	0	12 new SFDs
Residential	08DVP-00000-00012 A. Tuttle	CAVALETTO/NOEL HOUSING 069-100-006 069-100-051 069-100-054 069-100-057	In Process	134	0	0	0	Development of a residential community totaling 142 new homes (net 140) as follows: 24 attached units, apartments, town homes or condos or affordable housing, 33 triplex units, 43 detached courtyard homes, 26 SFDs in the Inner Village locat
Residential	08DVP-00000-00040 A. Tuttle	ST GEORGE MULTI UNITS 075-101-022	Approved	56	0	0	0	eight new 3 story multi family apartment buildings containing 56 dwelling units.
Residential	08TPM-00000-00011 J. Ritterbeck	GALBRAITH LOT SPLIT (TPM 14, 751) 153-120-007	Approved	2	0	0	0	Tentative Parcel Map 14, 751 for a lot split into 2 lots.
Commercial	09CUP-00000-00018 A. Bell	PAINTED CAVE MUTUAL WATER CO TANK REPLACEMENT 153-131-002	Approved	0	0	0	0	replace existing water storage tanks

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South Coast
continued ...

Goleta Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	10CUP-00000-00033 J. Harris	SB STUDENT HOUSING COOPERATIVE MIXED USE BUILDING 075-020-037	In Process	1	3,300	0	0	SANTA BARBARA STUDENT HOUSING COOPERATIVE MIXED USE STUDENT RESIDENCE AND NOT-FOR-PROFIT MEETING/OFFICE SPACE
Residential	10TPM-00000-00003 J. Harris	CIERVO FARMING CO LOT SPLIT TPM 14,771 069-020-006 069-020-008 153-070-062 153-170-040 153-170-063 153-170-065 153-170-066	Approved	4	0	0	0	Lot Split on Ag Land
Residential	10TRM-00000-00001 A. Tuttle	PARK HILL ESTATES V.2 (TM 14,768) 059-290-041	In Process	16	0	0	0	Tract Map 14,768 to divide existing 14-acre parcel into 19 lots (18 residential lots and one open space lot) and construct infrastructure improvements (roads, utilities, etc.)

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South Coast

continued ...

Goleta Community Plan

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	11LUP-00000-00155 J. Harris	SLIPPERY ROCK RANCH FOUR AG EMPLOYEE DWELLINGS 153-170-095	Approved	4	0	0	0	Four agricultural employee dwellings-existing but previously unpermitted.
Residential	12TPM-00000-00005 M. Lowery	PASQUINELLI LOT SPLIT (TPM 14,790) 063-150-008	In Process	3				

Goleta Community Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	154	3,300	0	0
Approved	137	24,082	0	0
Under Construction		0	0	0
Built		0	0	
Totals	***294***	***27,382***	***0***	***0***

Mission Canyon Specific Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	02NEW-00000-00138 A. Tuttle	SANTA BARBARA BOTANIC GARDEN: 99-DP-043 023-051-004 023-051-011 023-052-001 023-060-022 023-060-038 023-350-006	Approved	0	60,508	0	0	Total Garden floor area coverage after modifications

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South Coast
continued ...

Mission Canyon Specific Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	13TPM-00000-00003 M. Mooney	SCHUMACHER LOT SPLIT (TPM 14,798) 023-150-015	Approved	2				

Mission Canyon Specific Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process			0	0
Approved	2	60,508	0	0
Under Construction		0	0	0
Built		0	0	
Totals	***2***	***60,508***	***0***	***0***

Montecito Community Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Institutional (schools, churches, etc)	02NEW-00000-00003 A. Tuttle	WESTMONT COLLEGE: 90-CP-096 RV01 013-050-018 013-060-004 013-060-005 013-060-006 013-080-004 013-080-005 013-090-004	Approved	0	0	0	0	Westmont College Master Plan: Proposed project includes demolition of 22,360 s.f. of (E) campus buildings or portions of bldgs, as well as construction of new or replacement bldgs measuring a total of 314,500 s.f., and additions to (E) stru

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South Coast
continued ...

Montecito Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	05CUP-00000-00061 N. Campbell	MOZART GREENHOUSES 011-120-029	Approved	0	0	0	470	2 green houses of 192 square feet each
Residential	05TPM-00000-00022 J. Harris	CRAIL LOT SPLIT (TPM 14,688) 007-340-054	Approved	1	0	0	0	Tentative Parcel Map 14,688 to split one 10-acre lot into two five-acre lots.
Residential	06TPM-00000-00008 J. Harris	GARNER LOT SPLIT (TPM 14,697) 009-294-002	Approved	2	0	0	0	Tentative Parcel Map 14,697 to split one parcel into two.
Commercial	07DVP-00000-00017 J. Harris	MIRAMAR HOTEL 009-333-010 009-345-031 009-371-003 009-371-004 009-372-001	Approved	0	385,296	0	0	Redevelopment of the Miramar Hotel Demolition, grading, construction, and landscaping which will include: A a new banquet hall over subterranean parking. New lobby and administration bldg at So. Jameson Lane. Two new restaurants, on the 2
Residential	07TPM-00000-00001 A. Bell	DANIELSON GROUP TPM 14,686 009-304-013 009-304-014	Approved	4	0	0	0	TPM 14,686 for a lot split of 2 parcels into 4 parcels.

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South Coast

continued ...

Montecito Community Plan

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	08DVP-00000-00028 J. Harris	GUNNER COMMERCIAL BUILDING ADDITION 011-200-072 011-200-073 011-200-076 011-200-077	Built	0	5,344	0	0	renovations and additions to existing commercial center, demo of 2,240 square feet and addition of 5,344 square feet
Residential	08TPM-00000-00016 J. Harris	CRAIL LOT SPLIT (TPM 14,758) 007-340-052	Under Construction	1	0	0	0	Vesting Tentative Parcel Map 14,758 to split a 10-acre parcel into two 5-acre parcels.
Institutional (schools, churches, etc)	09CUP-00000-00048 A. Tuttle	CRANE SCHOOL UPDATED MASTER PLAN 007-340-028 007-340-039 007-340-040	In Process	0	33,000	0	0	Master Plan to include demolation of 5, 645 square feet and the addition of 39,985 square feet with a total campus of 66,060 square feet
Residential	09TPM-00000-00003 N. Lieu	LOIACONO LOT SPLIT (TPM 14,763) 013-050-035	Approved	1	0	0	0	TENTATIVE PARCEL MAP 14,763 TO SPLIT AN 8.31 ACRE PARCEL INTO 2 PARCELS OF 5.30 AND 3.01 ACRES

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South Coast
continued ...

Montecito Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Institutional (schools, churches, etc)	12RVP-00000-00008 J. Harris	MONTECITO YMCA MASTER PLAN 007-270-005	In Process		19,954			YMCA redevelopment of existing facilities and construction of new gym. Net increase of building area reported in the square footage.

Montecito Community Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	0	52,954	0	0
Approved	8	385,296	0	470
Under Construction	1	0	0	0
Built	0	5,344	0	0
Totals	***9***	***443,594***	***0***	***470***

Summerland Community Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

South Coast
continued ...

Summerland Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	04DVP-00000-00045 N. Campbell	CARSEY MIXED USE 005-182-006	Approved	0	5,936	0	0	Demo (E) structures and build new mixed use building that would include 2,772 sf of retail commercial space; 3,164 sf of associated subterranean parking; 675 sf of residential space; and a separate residential garage.
			Approved	1	0	0	0	Demo (E) structures and build new mixed use building that would include 2,772 sf of retail commercial space; 3,164 sf of associated subterranean parking; 675 sf of residential space; and a separate residential garage.
Residential	05TPM-00000-00021 L. HOSALE	ZISMAN LOT SPLIT (TPM 14,687) 005-146-002	Approved	2	0	0	0	TPM 14,687 for a two-way lot split.

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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

South Coast
continued ...

Summerland Community Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	08DVP-00000-00009 S. Clark	CARPINTERIA VALLEY FARMS 005-210-056	Approved	0	0	0	12,188	development plan for building and structures in excess of 20,000 square feet
			Approved	2	0	0	0	development plan for building and structures in excess of 20,000 square feet
Residential	08GPA-00000-00007 N. Lieu	O'NEIL COASTAL PLAN AMENDMENT 005-250-001	In Process	1	0	0	0	AMD to allow RES zoning
Commercial	10DVP-00000-00017 J. Ritterbeck	SUMMERLAND COMMUNITY PUBLIC SAFETY CENTER 005-194-001	Approved	0	0	0	0	CONSTRUCTION OF A NEW FIRE STATION, MEETING ROOM, OFFICES, KITCHEN, BATHROOMS, SLEPPING ROOMS. 8545 sf dev.
Residential	12TPM-00000-00006 J. Gerber	3282 BEACH CLUB DRIVE FAMILY TRUST LOT SPLIT (TPM 14,791) 005-260-018	In Process	2				

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Summerland Community Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	3	0	0	0
Approved	5	5,936	0	12,188
Under Construction		0	0	0
Built	0		0	0
Totals	***8***	***5,936***	***0***	***12,188***

Toro Canyon Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Institutional (schools, churches, etc)	02NEW-00000-00001 J. Leipner	PACIFICA INSTITUTE: 88-CP-005 RV01 005-210-054	Approved	0	0	0	0	5635 sf of new campus facilities.
Commercial	04DVP-00000-00036 D. NEMECHEK	SANTA CLAUS LANE AS-BUILT DP 005-450-008	Approved	0	28,021	0	0	As-built permitting - no new
		005-450-009 005-450-015	Approved	6	0	0	0	As- bukilt permitting - no new development
Residential	05TPM-00000-00017 A. DALY	STEIN LOT SPLIT (TPM 14,682) 005-400-011	Approved	2	0	0	0	TPM 14, 682: two-way lot split / 2 lots of .722 and .532 acres

Note: To appear on this report, a CAP must have a primary parcel designated.
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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	06CUP-00000-00045 A. Almy	ESTANCIA LA SERENA EQUESTRIAN CENTER 005-270-006	In Process	1	5,000	0	0	A commercial horse training, breeding and boarding facility for up to 45 horses together with site improvements for the facility, as well as a residential remodel, new guesthouse, pool cabana, swimming pool, and a new private driveway.
Commercial	07DVP-00000-00015 N. Lieu	CLAUS PROPERTIES STA CLAUS LN MIXED USE 005-450-001 005-450-002	Approved	0	3,140	0	0	Mixed use consisting of four commerical lots and three residential lots.
			Approved	3	0	0	0	Mixed use consisting of four commerical lots and three residential lots.
Ag Development (excluding wineries)	09CUP-00000-00014 N. Lieu	HOLANI FARMS HORSE BOARDING FACILITY 005-210-050	Approved	1	0	0	20,805	Horse boarding CUP
Ag Development (excluding wineries)	10DVP-00000-00010 J. Harris	VAN WINGERDEN GREENHOUSE 005-310-024	In Process	0	0	0	264,500	greenhouses

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For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

South Coast
continued ...

Toro Canyon Plan
continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	12TPM-00000-00002 B. Banks	LIGHT LOT SPLIT (TPM 14,787) 005-030-011 005-030-023	In Process	2				LOT SPLIT (TPM 14,787) OF ONE LOT OF 2.77 ACRES INTO TWO LOTS OF 1.0 AND 1.77 ACRES IN SIZE

Toro Canyon Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	3	5,000	0	264,500
Approved	12	31,161	0	20,805
Under Construction		0	0	0
Built	0		0	0
Totals	***15***	***36,161***	***0***	***285,305***

South Coast Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process	163	61,254	0	270,921
Approved	166	506,983	0	33,463
Under Construction	43	0	0	0
Built	0	5,344	0	0
Totals	***375***	***573,581***	***0***	***304,384***

Vandenberg

Not within a Community/Specific Plan Area

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Vandenberg

continued ...

Not within a Community/Specific Plan Area

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	08DVP-00000-00038 M. Walter	OCEAN BEACH PARK BOARDWALK 095-040-001	Approved	0	87,012	0	0	construction of a boardwalk along the northern and eastern perimeter of the existing parking lot with an interpretive/education kiosk to provide information relating to environmental concerns, sebirds, identification, and natural habitats.
Oil and Gas	11PRE-00000-00006 D. Eady	PXP PRE-APPLICATION- FIRE FIGHTER ROAD 095-030-006	Proposed					1 Well

Not within a Community/Specific Plan Area Cumulative Status Summaries:	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
	Proposed	0	0	0	0
	In Process			0	
	Approved	0	87,012	0	0
	Under Construction		0	0	0
	Built	0		0	0
	Totals	***0***	***87,012***	***0***	***0***

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Cumulative Projects List
For the Entire County

Printed on January 31, 2014 at 1:27 pm

Vandenberg Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	0	0	0	0
In Process			0	
Approved	0	87,012	0	0
Under Construction		0	0	0
Built	0		0	0
Totals	***0***	***87,012***	***0***	***0***

Grand Total Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	4	0	0	0
In Process	611	1,469,417	31,950	359,276
Approved	665	1,054,227	6,514	306,873
Under Construction	863	141,889	0	1,070,900
Built	5	5,344	0	73,089
Totals	***2,201***	***2,670,877***	***38,464***	***1,810,138***

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

City of Goleta

Cumulative Project List - Major Projects

Revised 3/13/14

Project	Address	APN	Land Use	Acreage	Project Description	Status
PROJECTS UNDER CONSTRUCTION						
Haskell's Landing (The Hideaway)	Hollister Avenue & Las Armas Road	079-210-049	Residential	14.23	101 residential units	Under construction
Goleta Valley Cottage Hospital	351 S. Patterson at Hollister Avenue	065-090-022; -028	Commercial	18.38	Hospital 93,090 sf Existing; 152,658 sf Approved; 59,568 sf Net New	Under construction
Cabrillo Business Park	6767 Hollister Avenue	073-450-005	Commercial	91.4	Business Park - New structures total 693,100 sf (R&D, self storage, service uses); 241,682 sf existing Pre-Development Plan; 934,800 sf total; *Under Pending Projects, see CBP/Investec Self-Storage Facility	Under construction
Willow Springs II	Camino Vista e/o Los Carneros Road	073-060-044; -045, -046, -047, -048	Residential	6	100 residential units	Under construction
Westar	7000 Hollister Avenue (N/E corner of Glen Annie Road and Hollister)	073-030-020; -021	Residential/ Commercial	23.55	266 residential units; Approx. 90,000 sf of commercial	Under construction
FLIR Addition to Cabrillo Business Park	6769/6775 Hollister Avenue	073-610-001; -002	Commercial	11.43	11,827 sf net new office building addition (demo 4,348 sf; new building is 16,175 sf)	Under construction
Robinson LLA-related lots	Baker, Violet and Daffodil Lanes	077-141-053; 077-141-070 et al	Residential	0.23-0.26 each lot	13 units	Approved; 9 of 13 units completed

City of Goleta

Cumulative Project List - Major Projects

Revised 3/13/14

Project	Address	APN	Land Use	Acreage	Project Description	Status
APPROVED PROJECTS (NOT CONSTRUCTED)						
Fairview Commercial Center	151 S. Fairview Avenue	073-080-019	Commercial	0.8	16,885 sf mixed use building (9,250 sf retail space, 6,110 sf office space and 2 units)	Approved
Islamic Society of SB	N/E Corner of Los Carneros and Calle Real	077-160-035	Commercial	0.59	6,183 sf building with prayer room, meeting area and 1 caretaker unit	Approved
Citrus Village	7388 Calle Real	077-490-043	Residential	1.02	10 residential units	Approved
Renco Encoders	26 Coromar Drive	073-150-013	Industrial	3.57	Existing M-RP Bldg (33,600 sf); Add 8,800 sf manuf space; Add 10,400 sf office	Approved
Mariposa at Ellwood Shores	7760 Hollister Avenue	079-210-057	Commercial	2.95	62,481 sf assisted living (90 residents)	Approved
Schwann Self Storage	10 S. Kellogg Avenue	071-090-082	Industrial	2.06	111,730 sf self-storage facility	Approved
GVCH Medical Office Building Reconstruction	5333 Hollister Avenue	065-090-023	Commercial	2.17	Medical Office Building Demo Existing 41,224 sf; 52,000 sf Approved; 10,776 sf Net New	Approved
Rincon Palms Hotel and Restaurant	6868/6878 Hollister Avenue	073-140-004	Commercial	3.05	84,500 sf hotel; 138 rooms with meeting space	Approved
Somera Medical Office Building	454 S. Patterson Avenue	065-090-013	Commercial	8	20,000 sf net new medical/dental office building	Approved
Camino Real Marketplace Ice in Paradise	Santa Felicia Drive	073-440-022	Commercial	4.8	46,479 sf ice skating rink	Approved

City of Goleta

Cumulative Project List - Major Projects

Revised 3/13/14

Project	Address	APN	Land Use	Acreage	Project Description	Status
PENDING PROJECTS						
Taylor Parcel Map	590 N. Kellogg Avenue	069-100-003	Residential	1.6	3 new units	Pending (On Hold)
Shelby	7400 Cathedral Oaks Road	077-530-019	Residential	13.92	60 residential units	Pending
Sturgeon Building	S/E Corner of Los Carneros and Calle Real	077-160-040	Commercial	0.53	6,046 sf retail/medical office	Pending (On Hold)
Kenwood Village	Calle Real w/o Calaveras Avenue	077-130-066, -019; 077-141-049	Residential	10	60 residential units	Pending
Marriott Residence Inn	6300 Hollister Avenue	073-050-020	Commercial	10.57	80,989 sf hotel (118 rooms)	Pending
Cortona Apartments	6830 Cortona Drive	073-140-016	Residential	8.82	176 residential units	Pending
Villages at Los Carneros I and II	Adjacent to 71 South Los Carneros Road	073-330-024, -026, -027, -028, -029	Residential	43.14	Villages at Los Carneros I approved with 275 units on 16.11 acres; Proposed Villages at Los Carneros II to replace LC-I approval with 465 units on 43.14 acres	Pending
Target Store	6466 & 3470 Hollister Avenue and 170 Los Carneros Way	073-070-034; -035; 073-330-030	Commercial	11.35	120,690 sf net new grocery market (demo 44,110 sf; new building is 164,800 sf)	Pending
Harvest Hill Ranch	880 Cambridge Drive	069-620-044	Residential	4.73	7 lot subdivision with net of 6 homes	Pending
Taco Bell	7127 Hollister Avenue	073-440-012	Commercial	9.31 (parcel); 9.9 total shopping center	1,686 sf fast food restaurant with a drive-through facility	Pending
Fuel Depot and Car Wash	370 Storke Road	073-100-008	Commercial	1	1,667 sf new drive-in carwash, self-serve car wash, gas fueling dispensers and manager's residence; Zizzo's Coffee building to remain	Pending
CBP / Investec Self-Storage Facility	350 Coromar Drive and 6640 Discovery Drive	073-610-015, -016	Commercial	6.02	111,100 sf self-storage facility (Note: Square footage is already included within the overall Cabrillo Business Park Scope)	Pending

ATTACHMENT F

Section 4(f) and Section 6(f) Concurrence Letters

State of California • Natural Resources Agency
Edmund G. Brown Jr., Governor

DEPARTMENT OF PARKS AND RECREATION
Major General Anthony L. Jackson, USMC (Ret), Director
P.O. Box 942896 • Sacramento, CA 94296-0001
(916) 653-7423

February 12, 2013

Herman D. Parker, Director of Community Services
County of Santa Barbara
610 Mission Canyon Road
Santa Barbara, CA 93105

Re: Land and Water Conservation Fund (LWCF)
Goleta Beach County Park (Park) Bridge Replacement

Project Numbers:
06-00856 Goleta Fishing Pier Development, Wildlife Conservation Board (WCB)
06-00896 Goleta Slough Acquisition, WCB
06-01182 County Lifeguard Tower Development, County of Santa Barbara (County)

Dear Mr. Herman D. Parker:

On September 4, 2011, the Office of Grants and Local Services (OGALS) received an email request to replace the existing bridge at Goleta Beach Park (Park) from Gary Ruggerone, Consultant, Piedra Environmental Consultants Incorporated, along with a copy of your enclosed letter sent to Charlie Elbert, County Public Works. The following day, OGALS received a another email from Mr. Ruggerone with a copy of the enclosed Draft De Minimus Finding – Section 4(f) Evaluation and Section 6(f) Evaluation regarding the Replacement of the Park Bridge (51C-158) over Goleta Slough, Goleta, California (Finding). Subsequently, OGALS held a conference call with you, Charlie Elbert, Gary Ruggerone, Mark Reno, Quincy Engineering, Jon Claxton, SWCA Consultants, Randy LaVack, California Department of Transportation, Peter Perrine, WCB, and Dawn Otis-Drowne, WCB on October 24, 2012, to discuss the bridge replacement request.

OGALS understanding of the proposed bridge replacement from the documents received and the conference call is as follows:

- Replacement bridge for the Park will not impact any areas of the Goleta Slough Ecological Reserve.
- Existing bridge (51C-158) is the only access road into the Park.
- Photos received from Quincy Engineering taken in 2008 depict severely cracked concrete pilings. This condition is caused by reactive aggregate in the concrete.
- Bridge cannot be saved, only replaced, because the concrete deterioration continues to progress.
- New bridge will be located approximately 60 feet west of the existing bridge in the Park.

- Alternatives for bridge replacement were considered.
- New bridge needs to be wider to provide safe access for pedestrians and bicyclists with sidewalks and bike lanes separated from the traffic lanes.
- Existing bridge will be removed after the new one is open.
- Net loss of 0.079 acres of parkland with new bridge after the old bridge is removed and its footprint in the Park is restored.
- Park will remain open during construction of the new bridge because the existing bridge will remain in use during construction.
- Bicycle path will have access and remain open during construction.
- Palm trees affected by the new bridge construction will be moved in the Park.
- Temporary use of 40 parking spaces for construction staging is needed.

Based on the information provided, OGALS concurs that the proposed bridge replacement project as described will not trigger a LWCF conversion of the Section 6(f)(3) boundary. In addition, the National Parks Service concurs that the bridge replacement is required maintenance on a park access road and will not require federal action. However, to remain in compliance with LWCF requirements, the construction staging may not occupy any one area for more than 6 months.

OGALS is pleased the public will continue to have access to the Park and the new bridge will provide improved safer access for all. Please contact me at (916) 651-7600 or Richard.Rendon@parks.ca.gov if you have any questions or need further information.

Sincerely,

Richard Rendón, LWCF Supervisor
Office of Grants and Local Services

cc: Brian Roney, Deputy Director, Santa Barbara County Parks
Gary Ruggerone, Consultant, Piedra Environmental Consultants, Inc.
Peter Perrine, Assistant Executive Director, WCB
Dawn Otis-Drowne, Federal Grants Coordinator, WCB
Jeanne Ekstrom, Project Officer, Office of Grants and Local Services

Enclosures

Herman D. Parker
Community Services Director
(805) 568-2467

Brian Roney
Deputy Director
Parks Division
(805) 568-2461

Sharon Friedrichsen
Deputy Director
Housing and Community
Development Division
(805) 568-3520

Ginny Brush
Executive Director
Arts Commission
(805) 568-3990

☐ **Community Services Administration**
105 E Anapamu Street, 4th Floor
Santa Barbara, CA 93101
Tel: (805) 568-2467
Fax: (805) 568-3414

☐ **Park Administration**
610 Mission Canyon Road
Santa Barbara, CA 93105
Tel: (805) 568-2461
Fax: (805) 568-2459

☐ **Housing and Community Development Administration**
105 E Anapamu Street, Room 105
Santa Barbara, CA 93101
Tel: (805) 568-3520
Fax: (805) 568-2289

☐ **Arts Commission Administration**
1100 Anacapa Street
3rd Floor Rotunda Tower
Santa Barbara, CA 93101
Tel: (805) 568-3990
Fax: (805) 568-3991

Connecting People to Opportunities

August 24, 2012

Mr. Charlie Elbert
Santa Barbara County Public Works

Subject: Goleta Beach Park Bridge Section 4(f)

Goleta Beach County Park is a 29-acre County park located in the unincorporated area of Santa Barbara County, California, approximately one-third mile east of the University of California Santa Barbara and one-half mile south of the City of Goleta. The park is a popular day-use facility that receives approximately 1.6 million visitors per year. Activities, attributes and features associated with the park includes 4,200 feet of beach frontage and includes, a 1,500 foot recreation pier (with a mid-pier small boat hoist), bait and tackle shop, volleyball area, restaurant, snack bar, horseshoe pits, playgrounds, restrooms, picnic tables, barbeque grills, approximately 600 parking spaces, paved bicycle trail system, and approximately 4.5 acres of lawn area in a scenic beachfront location.

As a publically owned park and recreation area, the Goleta Beach Park is protected by Section 4(f) of the Federal Transportation Act which prohibits the use of public recreation areas for transportation projects unless there are no feasible or prudent alternatives and all measures to minimize harm have been incorporated into the project.

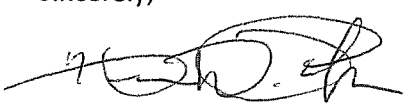
The existing Goleta Beach Park Bridge over Goleta Slough is the only access to Goleta Beach Park. The bridge provides access for park visitors whether by public transit, automobile, or bicycle/pedestrian via the Obern Trail. The Santa Barbara County Community Services Department is aware that the existing bridge is both structurally and functionally obsolete and in need of replacement. The replacement of the existing bridge and construction of a new bridge on a new alignment approximately 60 feet west of the existing bridge has been identified in the Goleta Beach County Park Managed Beach Retreat Project 2.0 (2010). The replacement of the Goleta Beach Park Bridge will help to ensure continued vehicle, pedestrian and bicycle access to the park.

The proposed bridge replacement will not have an effect on the activities, features, and attributes of Goleta Beach Park as described above. The existing bridge will remain in place during construction to provide for public access and to accommodate the Obern Trail. Minor detours of the trail will be necessary during construction, but

the trail will remain open throughout construction. The impact area associated with the bridge replacement project will be confined to a lawn area adjacent to the banks of Goleta Slough, and the temporary use of approximately 40 parking spaces for construction staging. The area of impact can be "used" without adverse effect to Goleta Beach Park.

With this letter, County of Santa Barbara, Community Services Department provides concurrence that the proposed Goleta Beach Bridge Project will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f).

Sincerely,



Herman D. Parker
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County of Santa Barbara

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105 E Anapamu Street, 4th Floor
Santa Barbara, CA 93101
Tel: (805) 568-2467
Fax: (805) 568-3414

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Santa Barbara, CA 93105
Tel: (805) 568-2461
Fax: (805) 568-2459

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105 E Anapamu Street, Room 105
Santa Barbara, CA 93101
Tel: (805) 568-3520
Fax: (805) 568-2289

☐ **Arts Commission Administration**
1100 Anacapa Street
3rd Floor Rotunda Tower
Santa Barbara, CA 93101
Tel: (805) 568-3990
Fax: (805) 568-3991

Connecting People to Opportunities

August 24, 2012

Mr. Charlie Elbert
Santa Barbara County Public Works

Subject: Goleta Beach Park Bridge Section 6(f)

Goleta Beach County Park is a 29-acre County park located in the unincorporated area of Santa Barbara County, California, approximately one-third mile east of the University of California Santa Barbara and one-half mile south of the City of Goleta. The park is a popular day-use facility that receives approximately 1.6 million visitors per year. Activities, attributes and features associated with the park includes 4,200 feet of beach frontage and includes, a 1,500 foot recreation pier (with a mid-pier small boat hoist), volleyball area, restaurant, snack bar, horseshoe pits, playgrounds, restrooms, picnic tables, barbeque grills, parking lots, paved bicycle trail system, and lawn areas.

In 1980, the County of Santa Barbara, Parks Department received a Land and Water Conservation Fund (LWCF) grant through the National Park Service for the development of the Goleta Pier at Goleta Beach Park. In 1986, the County of Santa Barbara, Community Services Department received an LWCF grant through the National Park Service for the development of a County Lifeguard Tower at Goleta Beach Park. The LWCF grant (Section 6f) prohibits the conversion of properties that have received LWCF grants to a non-recreational purpose without approval of the National Park Service.

The existing Goleta Beach Park Bridge over Goleta Slough is the only access to Goleta Beach Park. The bridge provides access for park visitors whether by public transit, automobile, or bicycle/pedestrian via the Obern Trail. The Santa Barbara County Community Services Department is aware that the existing bridge is both structurally and functionally obsolete and in need of replacement. The replacement of the existing bridge and construction of a new bridge on a new alignment approximately 60 feet west of the existing bridge has been identified in the Goleta Beach County Park Managed Beach Retreat Project 2.0 (2010). The replacement of the Goleta Beach Park Bridge will help to ensure continued vehicle, pedestrian and bicycle access to the park.

The proposed bridge replacement will not have an effect on the activities, features, and attributes of Goleta Beach Park as described above. The existing bridge will

remain in place during construction to provide for public access for recreational activities in Goleta Beach Park. The impact area associated with the bridge replacement project will be confined to a grassy area adjacent to the banks of Goleta Slough, and the temporary use of approximately 40 parking spaces for construction staging. Upon completion of construction of the new bridge, the existing bridge will be removed and the entire area will be restored to match adjacent areas of the park. The area of impact can be "used" without adverse effect to recreational viability of Goleta Beach Park. The proposed project will have no effect on the Goleta Pier or the County Lifeguard Towers that were specifically developed with an LWCF grant.

With this letter, County of Santa Barbara, Community Services Department provides concurrence that the proposed Goleta Beach Bridge Project will not convert developments funded by LWCF at Goleta Beach Park and will not affect the recreational viability of the remainder of Goleta Beach Park.

Sincerely,

Herman D. Parker
Director of Community Services
County of Santa Barbara

ATTACHMENT G

Mitigation Monitoring and Reporting Program

Goleta Beach Park Bridge Replacement Project Mitigation Monitoring and Reporting Program

Mitigation Measure	Requirements of Measure	Compliance Method	Verification Timing	Responsible Party
Aesthetic/Visual Resources				
AES/mm-1	Prior to construction, final plans shall be submitted for review and approval by the County Department of Public Works consistent with the following conditions: a) No highly reflective exterior materials such as chrome, bright stainless steel, or glossy tile shall be used on any portions of the development visible from off-site locations.	These requirements shall be noted in plan specifications. The County RE shall ensure compliance through an inspection of plans prior to construction and an on-site inspection after development.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction and confirmed after development.	County RE
Air Quality				
AQ/mm-1	The County shall implement standard construction equipment exhaust impact mitigation measures as follows. All measures shall be detailed in County specifications, and shall be adhered to throughout grading, hauling, and construction activities. a) Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible. b) Diesel powered equipment should be replaced by electric equipment whenever feasible. c) If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalyst and diesel particulate filters as certified and/or verified by EPA or California. d) Catalytic converters shall be installed on gasoline-powered equipment, if feasible. e) All construction equipment shall be maintained in tune per the manufacturer's specifications. f) The engine size of construction equipment shall be the minimum practical size. g) The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. h) Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.	These requirements shall be noted in plan specifications. Plans shall be reviewed for consistency with these requirements by the County prior to construction. The County RE shall perform periodic site inspections to ensure compliance with these requirements.	These requirements shall be adhered to throughout the period of all grading and construction activities.	County RE
AQ/mm-2	The County shall implement standard construction particulate matter impact mitigation measures as follows. All measures shall be detailed in County specifications, and shall be adhered to throughout grading, hauling, and construction activities. a) During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption. b) Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 miles per hour or less. c) If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. d) Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. e) After clearing, grading, earthmoving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. f) The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to the start of construction.	These requirements shall be noted in plan specifications. Plans shall be reviewed for consistency with these requirements by the County prior to construction. The County RE shall perform periodic site inspections to ensure compliance with these requirements.	These requirements shall be adhered to throughout the period of all grading and construction activities.	County RE

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Biological Resources				
BIO/mm-1	Prior to construction, the County shall retain a qualified biological monitor(s) to ensure compliance with measures within the project environmental documents. Monitoring shall occur throughout the length of construction or as directed by the regulatory agencies. Full-time monitoring shall occur during vegetation removal and erosion control installation. Monitoring may be reduced to part time once construction activities are underway and the potential for additional impacts are reduced.	These requirements shall be noted in plan specifications. Monitoring shall be performed by a qualified biologist approved by the USFWS. Weekly monitoring reports shall be submitted to the County RE, County Senion Engineering Environmental Planner, and any additional regulatory permitting agencies. The County RE shall perform periodic site inspections to ensure compliance with these requirements.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Biological monitoring shall occur throughout the length of construction activities or as directed by the appropriate regulatory agencies.	County RE Biological Monitor
BIO/mm-2	Construction activities within the Slough banks shall be conducted outside of the rain season, which is considered to be November 1 through March 31 of any year. This provides a work window from April 1 to October 31 in any given year, or as otherwise directed by the regulatory agencies. Deviations from this work window can be made with permission from the relevant regulatory agencies.	These requirements shall be noted in plan specifications. The County RE shall monitor the construction schedule and perform periodic site inspections to ensure compliance with these requirements.	Compliance with these requirements shall be confirmed by the County RE prior to construction.	County RE
BIO/mm-3	Prior to construction, the project plans shall clearly show the placement of sturdy construction exclusion fencing. Immediately prior to construction, the project site will be clearly fenced so that the contractor is aware of the limits of allowable site access and disturbance. Areas within the designated project site that do not require regular access will be clearly flagged as off-limit areas to avoid/discourage unnecessary damage to ESHAs within the project site.	These requirements shall be noted in plan specifications. The County RE shall perform site inspections immediately prior to construction and periodically thereafter to ensure compliance with these requirements.	These requirements shall be complied with throughout the period of construction activities.	County RE
BIO/mm-4	Prior to construction, the applicant shall prepare a comprehensive HMMP to mitigate impacts to jurisdictional areas and ESHAs consistent with the following requirements. The final HMMP will include the specific mitigation sites within the Slough, based on a minimum replacement of 3:1 for permanent impacts to riparian and wetland habitat, and a minimum of 1:1 for temporary impacts, or as otherwise directed by regulatory agencies. Mitigation plantings must have a minimum of 80% survival in the first year and 100% survival thereafter and/or shall attain 75% cover after 3 years and 90% cover after 5 years for the life of the project. The HMMP must be consistent with federal and state regulatory requirements and shall be amended with any regulatory permit conditions, as required. The County shall implement the HMMP during construction and immediately following project completion.	These requirements shall be noted in plan specifications. The Final HMMP shall be provided to the County RE prior to construction. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE and County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	The HMMP shall be prepared and reviewed for consistency with these requirements by the County RE and County Senior Engineering Environmental Planner, in consultation with a County-approved biologist, prior to construction.	County RE Biological Monitor
BIO/mm-5	Removed riparian shrubs, coastal bluff scrub and Southern Coastal salt marsh present in the BSA shall be replaced at a minimum 3:1 replacement ratio, or as otherwise directed by regulatory agencies. Methods for vegetation replacement shall be incorporated into the final HMMP, and shall include maintenance and monitoring to ensure a minimum of 80% survival in the first year and 100% survival thereafter and/or shall attain 75% cover after 3 years and 90% cover after 5 years for the life of the project.	These requirements shall be noted in plan specifications. The Final HMMP shall be provided to the County RE and County Senior Engineering Environmental Planner prior to construction.	The HMMP shall be reviewed for consistency with these requirements by the County RE, in consultation with a County-approved biologist, prior to construction.	County RE County-approved biologist
BIO/mm-6	During construction, the County shall implement standard Best Management Practices, including but not limited to the following standards. Silt fencing, fiber rolls, and barriers (e.g., hay bales) shall be installed between the project site and adjacent wetlands and other waters. No synthetic plastic mesh products shall be used in any erosion control materials. At a minimum, silt fencing shall be checked and maintained on a daily basis throughout the construction period. The contractor shall also apply adequate dust control techniques, such as site watering, during construction.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation of the BMPs shall occur prior to and during construction.	County RE

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BIO/mm-7	During construction, the biological monitor(s) shall ensure that the spread or introduction of invasive exotic plant species is avoided to the maximum extent possible through the following measures: a. When practicable, invasive exotic plants in the project site shall be removed and properly disposed. b. The use of imported soils for fill shall be limited to the extent feasible. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species, or the material must consist of purchased clean material such as crushed aggregate, sorted rock or similar materials. c. The HMMP shall emphasize the use of native species expected to occur in the area. d. The HMMP shall incorporate an invasive species control program.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.	County RE Biological Monitor
BIO/mm-8	During construction, trash shall be contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas and properly disposed of at a certified landfill. All vegetation removed from the construction site shall be taken to a certified landfill to prevent the spread of invasive species. If soil from weedy areas (such as areas with poison hemlock or other invasive exotic plant species) must be removed off-site, the top 6 inches (in) (152 millimeters [mm]) containing the seed layer in areas with weedy species shall be disposed of at a certified landfill.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.	County RE Biological Monitor
BIO/mm-9	During construction, no pets shall be allowed on the construction site.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.	County RE Biological Monitor
BIO/mm-10	Prior to construction, all construction personnel conducting in-stream work shall participate in an environmental awareness training program conducted by a qualified biologist. The program must include a description of all sensitive species and sensitive habitats within the BSA, including aquatic species such as south-central California coast steelhead and tidewater goby, their ecology, legal status, and the need for species conservation.	These requirements shall be noted in plan specifications. A report documenting completion of the training shall be provided to the County RE prior to in-stream construction activities, including a sign-in sheet noting the names of all present.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. The training shall occur prior to and during construction, as new workers join the construction crew.	County RE County-approved biologist
BIO/mm-11	Prior to conducting any in-stream work activities, a qualified biologist shall be retained with experience in steelhead biology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species. During in-stream work, the biological monitor(s) shall continuously monitor placement and removal of any required stream diversions to capture stranded steelhead and other native fish species and relocate them to suitable habitat as appropriate. The biologist shall note the number of native fish observed in the affected area, the number of fish relocated, and the date and time of the collection and relocation.	These requirements shall be noted in plan specifications. Monitoring shall be performed by a qualified biologist approved by the USFWS. The County RE shall perform site inspections prior to in-stream work activities and periodically thereafter to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during in-stream construction work.	County RE Biological Monitor

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BIO/mm-12	During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes shall be completely screened with no larger than 0.2-in wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumps shall release the additional water to a settling basin allowing the suspended sediment to settle out prior to re-entering the stream outside of the isolated area. The form and function of all pumps used during the dewatering activities shall be checked daily, at a minimum, by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.	These requirements shall be noted in plan specifications. Monitoring shall be performed by a qualified biologist approved by the USFWS. The County RE shall perform site inspections prior to in-stream work activities and periodically thereafter to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during in-stream construction work.	County RE Biological Monitor
BIO/mm-13	During construction, the contractor shall utilize silt curtains during installation and removal of piles to reduce water turbidity.	These requirements shall be noted in plan specifications. The County RE shall perform a site inspection immediately prior to installation and removal of the piles to ensure compliance with these requirements.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.	County RE
BIO/mm-14	During construction, the biological monitor shall monitor erosion and sediment controls to identify and correct any conditions that could adversely affect sensitive aquatic species or habitats. The biological monitor shall be granted the authority to halt work activity as necessary and to recommend measures to avoid/minimize adverse effects to sensitive species and their habitat.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during construction.	County RE Biological Monitor
BIO/mm-15	If drilling slurry is used during CIDH installation and/or pile installation, the Contractor shall remove all slurry and drilled soil material that is saturated with slurry from the site and dispose of it in accordance with applicable local, state and federal regulations. Drilling slurry may be contained in a baker tank and the separated water may be used as dust control on the upland portions of the site.	These requirements shall be noted in plan specifications. If the use of drilling slurry is proposed, the County RE shall perform periodic site inspections to ensure compliance with these requirements.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.	County RE
BIO/mm-16	To avoid hydro-acoustic effects to steelhead, tidewater goby and other fishes, the use of impact hammers for pile driving shall be prohibited. If pile driving is deemed necessary, the contractor shall employ vibratory or push type hammers. If at any time the use of vibratory or push hammers is deemed ineffective or infeasible and the use of impact hammers is considered, pile driving activities shall be halted. Impact hammers shall not be used until the County, in consultation with Caltrans and USFWS, conducts an analysis of the potential effects of elevated sound levels that may result from the use of impact hammers. The analysis must be reviewed and approved by USFWS prior to the use of impact hammers on the project. This may require a re-initiation of formal Section 7 Consultation with USFWS and additional avoidance and minimization efforts and monitoring.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction.	County RE Biological Monitor

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BIO/mm-17	Prior to conducting any in-stream work, a qualified biologist shall be retained with experience in tidewater goby biology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species. During in-stream work, the biological monitor(s) shall continuously monitor placement and removal of any required stream diversions to capture stranded tidewater goby and other native fish species and relocate them to suitable habitat as appropriate. The biologist shall note the number of native fish observed in the affected area, the number of fish relocated, and the date and time of the collection and relocation.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during in-stream construction work.	County RE
BIO/mm-18	During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes shall be completely screened with no larger than 0.2-in wire mesh to prevent tidewater goby and other sensitive aquatic species from entering the pump system. Pumps shall release the additional water to a settling basin allowing the suspended sediment to settle out prior to re-entering the stream(s) outside of the isolated area. The form and function of all pumps used during the dewatering activities shall be checked daily, at a minimum, by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.	These requirements shall be noted in plan specifications. Implementation shall occur during in-stream construction. Monitoring shall be performed by a qualified biologist approved by the USFWS. The County RE shall perform site inspections prior to in-stream work activities and periodically thereafter to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction.	County RE Biological Monitor
BIO/mm-19	Prior to construction, the applicant shall schedule vegetation removal to occur outside of the nesting season (September 1 to February 14), if possible. To avoid potential delays due to nesting birds on the existing bridge, the applicant may install exclusion netting per Caltrans standards.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. If netting is installed, it shall be conducted under review by a qualified biologist and documented in a weekly monitoring report or site inspection report.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to construction.	County RE County-approved biologist
BIO/mm-20	Prior to construction, if construction activities occur during the typical nesting season (February 15 to August 31), a nesting bird survey shall be conducted by qualified biologists no more than two weeks prior to construction to determine presence/absence of nesting birds within the project area. Work activities shall be avoided within 100 feet of active bird nests and 500 feet of active raptor nests until young birds have fledged and left the nest. Readily visible exclusion zones shall be established in areas where nests must be avoided. Caltrans, USFWS, and CDFW shall be contacted if any federally or state listed bird species are observed during surveys. Nests, eggs, or young of birds covered by the MBTA and California Fish and Game Code may not be moved or disturbed until the end of the nesting season or until young fledge, whichever is later, nor would adult birds be killed, injured, or harassed at any time.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction within the nesting season shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction during the nesting season. Compliance shall be verified prior to and during construction within the nesting season.	County RE Biological Monitor
BIO/mm-21	White-tailed kite and Belding's Savannah sparrow nests cannot be removed regardless of their nesting status. The County shall ensure avoidance of take of the Fully Protected white-tailed kite and state endangered Belding's Savannah sparrows. Vegetation removal in potential nesting habitats shall be monitored and documented by the biological monitor(s) regardless of time of year.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during construction.	County RE Biological Monitor

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Cultural Resources				
CR/mm-1	In the event prehistoric or historic archaeological remains or artifacts are encountered during grading, excavation, or other earth-moving activities, all work in the vicinity of the find shall be stopped immediately or redirected until a County qualified archaeologist and Native American representative have evaluated the significance of the find consistent with Phase 2 investigations of the County Archaeological Guidelines. If buried resources are encountered and found to be significant per Phase 2 Cultural Resource Significance Determination guidelines, a mitigation program consistent with Phase 3 Mitigation guidelines shall be required and all resources shall be subject to the requirements of that plan.	These requirements shall be noted in plan specifications. A County approved archaeologist shall evaluate the significance of any archaeological resources discovered at the site and shall conduct the required investigation. The County Senior Engineering Environmental Planner shall ensure compliance with this measure through site inspections and approval of all necessary investigation documentation.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction (if necessary).	County RE
CR/mm-2	If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resource Code Section 5097.98. If the remains are determined to be of Native American decent, the coroner has 24 hours to notify the Native American Heritage Commission.	These requirements shall be noted in plan specifications. A County approved archaeologist shall evaluate the significance of any archaeological remains discovered at the site and shall conduct the required investigation. The County Senior Engineering Environmental Planner shall ensure compliance with this measure through site inspections and approval of all necessary investigation documentation.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur during construction (if necessary).	County RE
Fire Protection				
FIRE/mm-1	To minimize potential construction related fire hazards, a Fire Awareness and Avoidance Plan shall be prepared. The Plan shall include the following measures: a) Fire preventative measures addressing cutting, grinding and welding; b) Maintaining fire extinguishers in every vehicle on site; c) Maintaining a water truck on site if working during fire season; d) Communication with emergency response agencies.	These requirements shall be noted in plan specifications and the Fire Awareness and Avoidance Plan shall be included in the project plans. The County RE shall perform periodic site inspections to ensure compliance with these requirements.	The County RE shall review the plans and inspect the project site prior to construction to ensure consistency with these requirements. Implementation of the Fire Awareness and Avoidance Plan shall occur prior to and during construction.	County RE

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Hazardous Materials/Risk of Upset				
HAZ/mm-1	Prior to construction, the County shall prepare a Hazardous Material Spill Prevention, Control and Countermeasure Plan to minimize the potential for, and effects of, spills of hazardous or toxic substances during construction of the project. The plan shall be submitted for review and approval by the County Public Works Resident Engineer, and shall include, at minimum, the following: a) A description of storage procedures and construction site maintenance and upkeep practices; b) Identification of a person or persons responsible for monitoring implementation of the plan and spill response; c) Identification of Best Management Practices (BMPs) to be implemented to ensure minimal impacts to the environment occur, including but not limited to the use of containment devices for hazardous materials, training of construction staff regarding safety practices to reduce the chance for spills or accidents, and use of non-toxic substances where feasible; d) A description of proper procedures for containing, diverting, isolating, and cleaning up spills, hazardous substances and/or soils, in a manner that minimizes impacts on surface and groundwater quality and sensitive biological resources; e) A description of the actions required if a spill occurs, including which authorities to contact and proper clean-up procedures; and f) A requirement that all construction personnel participate in an awareness training program conducted by qualified personnel approved by the County RE. The training must include a description of the Hazardous Materials Spill Prevention, Control and Countermeasure Plan, the plan's requirements for spill prevention, information regarding the importance of preventing spills, the appropriate measures to take should a spill occur, and identification of the location of all clean-up materials and equipment.	These requirements shall be noted in plan specifications and the Hazardous Materials Spill Prevention, Control and Countermeasure Plan shall be included with the project plans. Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Construction personnel training shall be confirmed by the County RE prior to construction by review of appropriate documentation of the training, including a list of the training attendees. The County RE shall perform periodic site inspections to ensure compliance with these requirements.	Measures in the Plan shall be implemented, as appropriate, through the duration of the construction activities. Implementation of the Plan shall occur prior to and during construction.	County RE
HAZ/mm-2	The Contractor shall prepare a Sediment Disposal Plan to determine the proper handling and disposal methods of all excavated sediments and tailings. The plan shall require sampling for various constituents in the soils to determine appropriate disposal alternatives. The plan shall be submitted to the County RE for review and approval of recommended sediment handling and disposal methods and locations. If the plan determines that soil sampling is necessary to determine the level of contaminants in on-site sediments, preliminary soil sampling reports shall be prepared for review and approval by the County RE prior to initiation of extensive grading or excavation activities.	These requirements shall be noted in plan specifications. The Sediment Disposal Plan shall be prepared by the project contractor. The Sediment Disposal Plan shall be approved by the County RE prior to the initiation of project construction. The County RE shall perform periodic site inspections to ensure compliance with the plan requirements.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation of the Plan shall occur prior to and during construction.	County RE
Noise				
NOISE/mm-1	N/mm-1 To minimize potentially significant construction-related noise impacts, the following standard measures shall be shown on applicable plans and implemented during construction: a) Construction activities involving heavy equipment or heavy-duty truck traffic shall be limited from 7:00 a.m. to 5:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities are not subject to these restrictions. b) At least three signs listing these restrictions shall be provided by the construction contractor and posted on-site.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements.	Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. Implementation shall occur prior to and during construction.	County RE
Public Facilities				
PF/mm-1	Demolition and excess construction materials shall be separated on-site for reuse or proper disposal. During demolition and construction activities, separate bins for recycling of construction materials and brush shall be provided onsite.	These requirements shall be noted in plan specifications and printed on construction plans. The County RE shall perform periodic site inspections to ensure compliance with these requirements. The contractor shall provide receipts for recycled materials or for separate bins.	Materials shall be recycled as necessary during all construction activities.	County RE

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PF/mm-2	To prevent construction trash from blowing off-site, covered receptacles shall be provided onsite. Waste shall be picked up weekly. Prior to the start of construction, the contractor shall designate and provide the name and phone number of a contact person responsible for monitoring trash and organizing a clean-up crew. Additional covered receptacles shall be provided as determined necessary by County staff.	These requirements shall be noted in plan specifications. The County RE shall perform periodic site inspections to ensure compliance with these requirements.	Trash control shall occur through all construction activities.	County RE
Transportation/Circulation				
TR/mm-1	The County shall prepare a Construction Timing, Access, and Circulation Plan, which would include measures to avoid impacts to vehicular, bicycle, and pedestrian traffic and parking in the project area during construction activities. Feasible measures would likely include the use of directional signage, stop controls, detours, and safety railing, as necessary, to control bike traffic through or near any area that would be utilized by heavy equipment, construction workers, or materials. The plan shall be approved by the County RE prior to the start of construction.	These requirements shall be noted in plan specifications and the Construction Timing, Access and Circulation Plan shall be included with project plans. Plans shall be reviewed for consistency with these requirements and approved by the County RE prior to construction. The County RE shall perform periodic site inspections to ensure compliance with these requirements.	The Plan shall be approved by the County RE prior to construction. Compliance with the requirements of the plan shall be adhered to throughout all construction activities.	County RE
Water Resources/Flooding				
WR/mm-1	The County shall prepare a Water Pollution Control Plan (WPCP), which shall include Best Management Practices (BMPs) to be implemented and monitoring prior to and during construction. The following BMPs shall be incorporated into the WPCP to minimize potential water quality impacts. a) All ground disturbance shall be limited to the dry season or periods when rainfall is not predicted, to minimize erosion and sediment transport to surface waters; b) Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season; c) Impacts to vegetation within and adjacent to the Goleta Slough and storm drains shall be minimized. The work area shall be flagged to identify its limits. Vegetation shall not be removed or intentionally damaged beyond these limits. d) Construction materials and soil piles shall be placed in designated areas where they could not enter the Goleta Slough or storm drains due to spillage or erosion. e) Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses, and shall be disposed of regularly. f) During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Concrete washout area shall be isolated from the Goleta Slough, wash water and waste shall be removed from project site. The location of the washout area shall be clearly noted at the construction site with signs. g) All fueling of heavy equipment shall occur in a designated area removed from the Goleta Slough and other drainages, such that any spillage would not enter surface waters. The designated refueling area shall include a drain pan or drop cloth and absorbent materials to clean up spills. The location of the fueling area shall be clearly noted at the construction site with signs. h) Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant, and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills. i) Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose. j) Temporary placement of fill shall be located outside of any drainage ways. k) Adequate measures shall be applied to all disturbed portions of the project site to control dust, such as daily watering or hydro-mulching until vegetation cover is well established. l) Any fill or stockpiling that is to be left more than 30 days shall be hydro-seeded or covered immediately upon completion of the fill or stockpiling work. m) All fill material shall be “clean” and free of any potentially hazardous materials or hazardous waste.	These requirements shall be noted in plan specifications and the WPCP shall be included with project plans. Plans shall be reviewed for consistency with these requirements by the County RE prior to construction. The County RE shall perform periodic site inspections to ensure compliance with these requirements.	The plan requirements shall be adhered to through all construction activities.	County RE

ATTACHMENT H

Response to Comments on the Public Review Draft IS/MND

Goleta Beach Park Bridge 51C-0158 Replacement Project
Response to Comments

The following tables present responses to comment letters that were received on the public review draft IS/MND for the Goleta Beach Park Bridge 51C-0158 Replacement Project. These comment letters were received from two state agencies and one non-agency organization.

Comment letters are reproduced in total, and numerical annotation has been added as appropriate to delineate and reference the responses to specific comments within each letter.

1.1 AGENCY COMMENT LETTERS AND RESPONSES

The following agencies have submitted comments on the draft IS/MND.

Respondent	Code	Contact Information	Page
State of California **State Clearinghouse and Planning Unit** Letter dated: June 26, 2014	SCH	1400 Tenth Street P.O. Box 3044 Sacramento, California 95812 *Contact: Scott Morgan, Director*	H-2
State of California **California State Lands Commission** Letter dated: June 24, 2014	CSLC	100 Howe Avenue, Suite 100-South Sacramento, CA 95825 *Contact: Cy R. Oggins, Chief, Division of Environmental Planning and Management*	H-9

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

June 26, 2014

Morgan Jones
Santa Barbara County Public Works Transportation Division
123 E. Anapamu Street
Santa Barbara, CA 93101

Subject: Goleta Beach Park Bridge 51C-0158 Replacement Project
SCH#: 2014051081

Dear Morgan Jones:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 25, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly. SCH-1

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

SCH-1 (continued)

Document Details Report
State Clearinghouse Data Base

SCH# 2014051081
Project Title Goleta Beach Park Bridge 51C-0158 Replacement Project
Lead Agency Santa Barbara County

Type MND Mitigated Negative Declaration

Description The Goleta Beach Park Bridge spans the Goleta Slough and provides the only vehicular access to Goleta Beach Park in Santa Barbara County. The existing bridge is structurally deficient due to reactive aggregate (a condition in the support piles that is weakening the bridge foundation), and emergency repairs were necessary in 2008 to keep the bridge open to traffic. The County proposes to replace the existing bridge with a new structure at an adjacent location to improve public safety and ensure that vehicular access to the Park is maintained. The project also includes realignment and connection to the Coastal Route bike path, development of a public pull-out bus stop and pedestrian sidewalk along the new bridge to the Park, and proposed habitat mitigation to restore/improve coastal habitat in the County right-of-way area north of the existing bridge.

Lead Agency Contact

Name Morgan Jones
Agency Santa Barbara County Public Works Transportation Division
Phone 805 568 3059 **Fax**
email
Address 123 E. Anapamu Street
City Santa Barbara **State** CA **Zip** 93101

Project Location

County Santa Barbara
City Goleta
Region
Lat / Long 34° 25' N / 119° 49' 11" W
Cross Streets Sandspit Road / SR 217
Parcel No. 071-200-017; 071-200-013
Township 4N **Range** 28W **Section** 20 **Base** SBB&M

Proximity to:

Highways SR 217; Hwy 1
Airports Santa Barbara Municipal
Railways UPRR
Waterways Goleta Slough; Pacific Ocean; UCSB Lagoon
Schools UCSB; Isla Vista ES
Land Use Two-lane approach roads and access bridge / Recreation / Existing Public or Private Park, Recreation, and/or Open Space

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Coastal Zone; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Department of Fish and Wildlife, Marine Region; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 3; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

SCH-1

Document Details Report
State Clearinghouse Data Base

Date Received 05/27/2014 ***Start of Review*** 05/27/2014 ***End of Review*** 06/25/2014

SCH-2

CMEAIR
6/25/14
E

STATE OF CALIFORNIA — EDMUND G. BROWN JR., *Governor*

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

JENNIFER LUCCHESI, *Executive Officer*
(916) 574-1800 *Fax* (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Contact Phone: **(916) 574-1890**
Contact FAX: **(916) 574-1885**

Established in 1938

June 24, 2014

File Ref: SCH #2014051081

RECEIVED
JUN 24 2014
STATE CLEARING HOUSE

Mr. Morgan Jones
County of Santa Barbara Public Works
123 East Anapamu Street
Santa Barbara, CA 93101

Subject: Draft Initial Study and Mitigated Negative Declaration (MND) for the Proposed Goleta Beach Park Bridge 51C-0158 Replacement Project at Goleta Beach County Park, Santa Barbara County

Dear Mr. Jones:

The California State Lands Commission (CSLC) staff has reviewed the subject MND for the Proposed Goleta Beach Park Bridge 51C-0158 Replacement Project (Project), which is being prepared by the County of Santa Barbara (County). The County, as the public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC is a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters. Additionally, because the Project involves work on sovereign lands, the CSLC will act as a responsible agency.

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion

SCH-2 (continued)

or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

On February 8, 2011, the CSLC authorized the issuance of Lease No. PRC 1431.9, a new General Lease – Public Agency Use, to the County for various improvements located at Goleta Beach Park, including the existing bridge planned for removal in this Project. This lease has not been executed by the County. The new bridge location and possibly portions of the proposed culvert replacement appear to be within CSLC jurisdiction, and as such, will require CSLC approval and a fully executed lease to be in place prior to commencement of construction. Please contact Kenneth Foster, Public Land Management Specialist (contact information provided below) for more information about the CSLC's sovereign lands leasing jurisdiction or lease application processing.

Project Description

The proposed Project would include the construction of a new bridge structure over Goleta Slough (Slough), west of and adjacent to the existing bridge. The new bridge would consist of an approximately 168-foot-long, 53.5-foot-wide, two-span cast-in-place concrete box girder bridge featuring two 12-foot-wide lanes, shoulders, traffic barriers, Class I bicycle path, ADA-compliant raised pedestrian walkway, and an exterior curb. It would be supported on each end by abutments, and by one supporting pier located on the north bank of the Slough utilizing approximately 75- to 120-foot deep cast in drilled hole piles.

Environmental Review

CSLC staff requests that the County consider the following comment on the Project's MND.

Cultural Resources

Although page 69 of the MND states that "there is a very low to low potential that this area may contain substantial and intact archaeological resources" the MND should mention that the title to all archaeological sites, and historic or cultural resources on or in submerged lands of California is vested in the State and under the jurisdiction of the CSLC. CSLC staff requests that the County consult with Senior Staff Counsel Pam Griggs (see contact information below) should any cultural resources on State lands be discovered during construction of the proposed Project.

Thank you for the opportunity to comment on the MND for the Project. As a responsible and trustee Agency, the CSLC will need to rely on the Final MND for the issuance of any lease as specified above and, therefore, we request that you consider our comments prior to adoption of the MND.

SCH-2 (continued)

Please send copies of future Project-related documents, including electronic copies of the Final MND, Mitigation Monitoring and Reporting Program (MMRP), and Notice of Determination (NOD) when they become available, and refer questions concerning environmental review to Cynthia Herzog, Senior Environmental Scientist, at (916) 574-1310 or via e-mail at Cynthia.Herzog@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Senior Staff Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact Kenneth Foster, Public Land Management Specialist, at (916) 574-2555 or via e-mail at Kenneth.Foster.@slc.ca.gov.

Sincerely,

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
Kenneth Foster, LMD, CSLC
Cynthia Herzog, DEPM, CSLC
Seth Blackmon, Legal, CSLC

1.1.1 Response to Letter from State Clearinghouse and Planning Unit

Comment No.	Response
SCH-1	Standard notice of filing from CEQAnet database (www.ceqanet.ca.gov) and acknowledgment of compliance with State Clearinghouse review requirements pursuant to CEQA. No further response is necessary.
SCH-2	The State Clearinghouse received and forwarded a copy of the comments from the California State Lands Commission. Refer to 1.1.2, Responses to CSLC-1 through CSLC-5, below, for responses to these comments.

STATE OF CALIFORNIA — EDMUND G. BROWN JR., *Governor*

CALIFORNIA STATE LANDS COMMISSION
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Contact Phone: **(916) 574-1890**
Contact FAX: **(916) 574-1885**

June 24, 2014

File Ref: SCH #2014051081

Mr. Morgan Jones
County of Santa Barbara Public Works
123 East Anapamu Street
Santa Barbara, CA 93101

Subject: Draft Initial Study and Mitigated Negative Declaration (MND) for the Proposed Goleta Beach Park Bridge 51C-0158 Replacement Project at Goleta Beach County Park, Santa Barbara County

Dear Mr. Jones:

CSLC-1

The California State Lands Commission (CSLC) staff has reviewed the subject MND for the Proposed Goleta Beach Park Bridge 51C-0158 Replacement Project (Project), which is being prepared by the County of Santa Barbara (County). The County, as the public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC is a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters. Additionally, because the Project involves work on sovereign lands, the CSLC will act as a responsible agency.

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion

or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

CSLC-1 (continued)

On February 8, 2011, the CSLC authorized the issuance of Lease No. PRC 1431.9, a new General Lease – Public Agency Use, to the County for various improvements located at Goleta Beach Park, including the existing bridge planned for removal in this Project. This lease has not been executed by the County. The new bridge location and possibly portions of the proposed culvert replacement appear to be within CSLC jurisdiction, and as such, will require CSLC approval and a fully executed lease to be in place prior to commencement of construction. Please contact Kenneth Foster, Public Land Management Specialist (contact information provided below) for more information about the CSLC's sovereign lands leasing jurisdiction or lease application processing.

CSLC-2

Project Description

The proposed Project would include the construction of a new bridge structure over Goleta Slough (Slough), west of and adjacent to the existing bridge. The new bridge would consist of an approximately 168-foot-long, 53.5-foot-wide, two-span cast-in-place concrete box girder bridge featuring two 12-foot-wide lanes, shoulders, traffic barriers, Class I bicycle path, ADA-compliant raised pedestrian walkway, and an exterior curb. It would be supported on each end by abutments, and by one supporting pier located on the north bank of the Slough utilizing approximately 75- to 120-foot deep cast in drilled hole piles.

CSLC-3

Environmental Review

CSLC staff requests that the County consider the following comment on the Project's MND.

CSLC-4

Cultural Resources

Although page 69 of the MND states that "there is a very low to low potential that this area may contain substantial and intact archaeological resources" the MND should mention that the title to all archaeological sites, and historic or cultural resources on or in submerged lands of California is vested in the State and under the jurisdiction of the CSLC. CSLC staff requests that the County consult with Senior Staff Counsel Pam Griggs (see contact information below) should any cultural resources on State lands be discovered during construction of the proposed Project.

Thank you for the opportunity to comment on the MND for the Project. As a responsible and trustee Agency, the CSLC will need to rely on the Final MND for the issuance of any lease as specified above and, therefore, we request that you consider our comments prior to adoption of the MND.

CSLC-5

Please send copies of future Project-related documents, including electronic copies of the Final MND, Mitigation Monitoring and Reporting Program (MMRP), and Notice of Determination (NOD) when they become available, and refer questions concerning environmental review to Cynthia Herzog, Senior Environmental Scientist, at (916) 574-1310 or via e-mail at Cynthia.Herzog@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Senior Staff Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact Kenneth Foster, Public Land Management Specialist, at (916) 574-2555 or via e-mail at Kenneth.Foster.@slc.ca.gov.

CSLC-5 (continued)

Sincerely,

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
Kenneth Foster, LMD, CSLC
Cynthia Herzog, DEPM, CSLC
Seth Blackmon, Legal, CSLC

1.1.2 Response to Letter from California State Lands Commission

Comment No.	Response
CSLC-1	The comment described the CSLC's jurisdiction and management authority and introduces their review of the project and IS/MND. No further response is necessary.
CSLC-2	This comment identifies the need for a fully executed lease agreement with CSLC for the use of lands within CSLC jurisdiction. The draft IS/MND identified the need for a CSLC lease in Table 1.2, Agency Permits/Authorizations.
CSLC-3	This comment accurately described the proposed project. No further response is necessary.
CSLC-4	The comment notes that although the potential for discovery of unknown archaeological resources is low, ownership of any such resources located on lands within CSLC jurisdiction is vested in the State and subject to management by CSLC. Mitigation Measure CR/mm-1 requires and immediate cessation of work activities and evaluation by a County-approved archaeologist and Native American representative in the event unanticipated resources are encountered. The County would also consult with CSLC Senior Staff Counsel as requested if resources are discovered in areas of CSLC jurisdiction.
CSLC-5	The comment concludes CSLC's comments on the draft IS/MND and provides contact information. No further response is necessary.

1.2 NON-AGENCY ORGANIZATION COMMENT LETTERS AND RESPONSES

The following organizations have submitted comments on the draft IS/MND.

Respondent	Code	Contact Information	Page
Santa Barbara Audubon Society, Inc. Letter dated: June 26, 2014	SBAS	5679 Hollister Avenue, Suite 5B Goleta, CA 93117 *Contact: Darlene Chirman, President Emerita, and Nancy Keltner, Conservation Chair*	H-14

Santa Barbara Audubon Society, Inc.
A Chapter of the National Audubon Society

5679 Hollister Avenue, Suite 5B, Goleta, CA 93117 (805) 964-1468

June 26, 2014

Morgan Jones, Project Environmental Planner
County of Santa Barbara
123 E. Anapamu Street
Santa Barbara, CA 93101
mmjones@cosbpw.net

RE: MND Goleta Beach Bridge Replacement Project

Dear Ms. Jones:

Santa Barbara Society (SBAS) has about 1100 members in the Santa Barbara area. The mission of SBAS is to help conserve and restore the earth's natural ecosystems and improve its biological diversity, principally in the Santa Barbara area, and to connect people with birds and nature through education, science-based projects and advocacy. SBAS also implemented a restoration project in the project study area of the new bridge site, as a partner with the County of Santa Barbara; the project was funded by the Coastal Resource Grant Program (AB1431) and installed 2000-2003. As a local organization dedicated to the conservation of biodiversity, SBAS would like to comment on the bridge replacement project. **SBAS-1**

Upon review of the Draft Mitigated Negative Declaration (MND), SBAS supports the project, which is partially self-mitigating in that there will no longer be pilings in the slough as bridge supports. The bus stop along Sandspit Road will provide improved access to the park without increasing GHG emissions. The bicycle and pedestrian lanes will be safer than on the present bridge. **SBAS-2**

We have reviewed The Biological Resources section of the MND and have several comments to make on this section, to better protect natural resources on site. The new bridge will be wider than the current bridge, by about 20 feet, thus there will be permanent displacement of native vegetation. The MND reports permanent disturbance of 0.4 acres of native vegetation and 0.3 acres of temporary disturbance. Also 0.1 acre of "soft" which will be landscaped. There is no calculation of the area within the Biological Study Area (BSA) to determine if there is adequate area to provide for the 3:1 mitigation of wetland, riparian, Southern Coast Bluff Scrub permanently disturbed--~1.2 acres, plus the ~1.0 acre temporarily disturbed. **SBAS-3** All areas within the BSA on the slough margins should be included in the Habitat Mitigation and Monitoring Plan (HMMP) before project areas in the "Southern jughandle" are included in the Plan. **SBAS-4** The restoration should be included in the Project Description, as this ESHA, and mitigation for disturbance is an important component of the project. **SBAS-5**

The areas within the park that is proposed for "landscaping" after the bikepath is relocated and the current bridge is removed, would largely be within the 100-foot buffer of the slough (wetland). Also, they may not be areas that are particularly useful for recreation. Native transitional vegetation of low stature to retain visibility for safety of vehicular, bicycle and pedestrian traffic is recommended. Species can be selected that are "showy" for a native landscaping while still providing native habitat values; examples are CA sunflower (*Encelia*), Coast goldenbush, and CA fuchsia. **SBAS-6**

Enhancement of the existing restored margins of the slough, by invasive plant removal, can "count" toward the mitigation requirement with a formula acceptable to the regulatory agencies. High priority species for invasive control should include: iceplant, Myoporum shrubs, Fountain grass, and Onionweed. **SBAS-7**

BIO/mm-4 . *"Prior to construction, the applicant shall prepare a comprehensive HMMP to mitigate impacts to jurisdictional areas and ESHAs consistent with the following requirements. The final HMMP will include the specific mitigation sites within the Slough, based on a minimum replacement of 3:1 for permanent impacts to riparian and wetland habitat, and a minimum of 1:1 for temporary impacts, or as otherwise directed by regulatory agencies. Mitigation plantings must have a minimum of 80% survival in the first year and 100% survival thereafter and/or shall attain 75% cover after 3 years and 90% cover after 5 years for the life of the project. The HMMP must be consistent with federal and state regulatory requirements and shall be amended with any regulatory permit conditions, as required. The County shall implement the HMMP during construction and immediately following project completion."* **SBAS-8**

There does not appear to be a draft HMMP available for public review to ensure adequacy of the mitigation for permanent and temporary disturbance to native vegetation. Therefore, SBAS requests that the public have an opportunity to comment on the HMMP prior to approval by county staff. SBAS request notification when this document is available for public review.

SBAS concurs with BIO/mm-6, 3:1 replacement of permanent loss of riparian shrubs, coastal bluff scrub and Southern Coastal Salt marsh. **SBAS-9**

BIO/mm-7 ".....*c. The HMMP shall emphasize the use of native species expected to occur in the area.*
d. The HMMP shall incorporate an invasive species control program." **SBAS-10**

Santa Barbara Audubon requests a change in the wording of this mitigation measure.
c. The HMMP shall EXCLUSIVELY use native species expected to occur in the area. PLANTS SHOULD BE FROM GOLETA SLOUGH GENETIC STOCK.
d. THE PLANT PALETTE SHALL INCLUDE THE FOUR GSMC Local
Species of Concern were noted in or adjacent to the BSA: California saltbush, matscale, western marsh rosemary, and three square. SUCCESS CRITERIA SHALL INCLUDE ESTABLISHMENT OF AT LEAST TWO OF THESE SPECIES IN THE RESTORATION AREA.
~~d.~~ e. *The HMMP shall incorporate an invasive species control program."*

Growing Solutions has contract-grown plants for the City of Santa Barbara's airport restoration projects, and could be contacted to see which of these species they have **SBAS-11**

propagated. They would be a good contractor for growing these sensitive species, and perhaps all plants for the mitigation plantings.
Components of the invasive species control program should include high priority target species for control. SBAS recommends: iceplant, Myoporum shrubs, Onionweed, and Fountain grass, all found in the vicinity.

SBAS-11 (continued)

BIO/mm-10 SBAS suggests that all workers on the project participate in an environmental awareness training program, not just those working in-stream. The content may vary depending on the project component. Southern tarweed (see Table 1), *Centromadia parryi ssp. australis,* has been observed in the vicinity, and often germinates in disturbed soil. Thus, workers should be alerted to its seedling and mature plant appearance and its status as a sensitive plant species, so it can be protected if found.

SBAS-12

Santa Barbara Audubon thanks you for the opportunity to comment on this project. We look forward to the new bridge to Goleta Beach County Park, with adequate protection and mitigation for the native plant disturbance in this Environmentally Sensitive Habitat Area.

SBAS-13

Sincerely,

Darlene Chirman

Nancy Keltner

Darlene Chirman, President Emerita
Santa Barbara Audubon Society

Nancy Keltner, Conservation Chair
Santa Barbara Audubon Society

cc: Amber Geraghty, California Coastal Commission

1.2.1 Response to Letter from Santa Barbara Audubon Society, Inc.

Comment No.	Response
SBAS-1	This paragraph describes SBAS's mission and past work in the area. No further response is necessary.
SBAS-2	This comment indicates that SBAS supports the project and reiterates that the project will remove the existing piles from the Goleta Slough channel, improve access to the park, and improve safety. No further response is necessary.

SBAS-3	The comment questions whether the Biological Study Area (BSA) has sufficient space for implementing the stated mitigation ratios for impacts to jurisdictional areas and vegetative communities. The impact calculations in the draft IS/MND are based on impact and mitigation requirements developed in a Natural Environmental Study (NES) prepared for the project. Table 7 on page 58 of the NES (available upon request from the County) provides a breakdown of the anticipated mitigation requirements, which are as follows:
	• USACE Wetlands
	  o 0.4 acre needed for mitigation
	  o 2.82 acres available
	• USACE Other Waters
	  o 0.69 acre needed for mitigation
	  o 0.65 acre available
	• Waters of the State
	  o 2.57 acres needed
	  o 3.55 acres available
	These anticipated requirements are subject to refinement as project designs are finalized. Final impact calculations will be determined in the permitting phase of the project. If project design changes result in a deficit of available mitigation area, the County and Caltrans would coordinate with relevant permitting agencies and neighboring property owners to ensure adequate mitigation is incorporated into the project.

SBAS-4	This comment expressed SBAS's preference for the use of the Slough margins in the BSA for mitigation over the use of the "southern jug handle." The County is committed to on-site and in-kind mitigation for the project and anticipates most mitigation to occur in the Slough channel, margins, and banks.
SBAS-5	The comment suggests that the proposed mitigation for the project be included in the Project Description. The Project Description included a discussion of the County's proposed wetland restoration activities in the northern parcel in Section 2.4, and Section 2.3 identifies restoration of the Slough banks after bridge removal. To facilitate readability and clarity for the various resource agencies, and to ensure verification through implementation of the Mitigation Monitoring and Reporting Program (MMRP), specific mitigation requirements for the project are addressed under each relevant issue area of the IS/MND and listed in the MMRP, which identifies the responsible party, timing, and method of mitigation verification.
SBAS-6	This comment suggests the use of "showy" native plants in the project landscapes. This project is, in part funded through the Federal Highways Administration and Caltrans Local Assistance programs. As such, the project must adhere to Executed Order 13112 Invasive Species. The NES provides the following to address EO 13112: "*The landscape and restoration planting plans must emphasize the use of native species expected to occur in the area. Project plans must avoid the use of plant species that the Cal-IPC, Cal-EPPC, CDFW, or other resource organizations considers to be invasive or potentially invasive*…."

Comment No.	Response
	The project is also subject to Section 4(f) of the Department of Transportation Act and Section 6(f) of the Land and Water Conservation Act, both of which restrict use of public park lands for anything other than public recreational uses. Compliance with Section 4(f) and Section 6(f) will require restoration of the existing bridge footprint to lawn area with palm trees to mitigate for the loss of adjacent lawn area at the new bridge location. Due to the park setting in the project area, and subject to relevant Section 4(f) and 6(f) requirements, the County anticipates utilizing some "showy" natives as appropriate.
SBAS-7	The comment recommends targeting specific invasive species while implementing the invasive species control program. The HMMP will include target species to control. However, the control program will not be limited to the species stated in the HMMP. The control program will target all non-native species, especially those that Cal-IPC, Cal-EPPC, CDFW, or other resource organizations consider to be invasive or potentially invasive. The targeted species will include those identified by SBAS.
SBAS-8	SBAS requests a chance to review the HMMP when it is complete. The HMMP will be completed in the permitting phase of the project. The HMMP will be prepared to address the jurisdictions and concerns of the permitting agencies, who will review, comment on, and approve the document before it is finalized. The document would become part of the public record during the permitting process.
SBAS-9	This comment indicates the SBAS concurs with proposed vegetation replacement ratios in measure BIO/mm-6. No additional response is necessary.
SBAS-10	This comment recommends changes to the wording of Bio/mm-7. Recommended changes would focus on the exclusive use of local stock while propagating mitigation plantings, require the use of local species of concern in the plant palette, and provide for specific success criteria. While preparing the HMMP, the County will make all reasonable efforts to utilize local stock in the restoration program and include the commenter's suggested success criteria. The HMMP will emphasize the use of plant species that naturally occur in the area.
SBAS-11	SBAS has suggested the County contract grow with a specific nursery. The County will consider many variables including local experience when contracting the proposed project for implementation. SBAS also recommends targeting certain invasive species for control efforts. Please refer to the Response to SBAS-7.
SBAS-12	The comment suggests that all project staff attend environmental awareness training, including training on the southern tarweed. The various project permits and agreements will dictate the content and attendance requirements of the environmental training program. It is anticipated that the USFWS and/or NOAA Fisheries Biological Opinion will require all project staff to attend the training. Typically, an overview of the resources in the area is included in the training; this may include southern tarweed.
SBAS-13	SBAS expresses their gratitude in being able to comment on the project. The County appreciates their review and is pleased to respond to SBAS's comments.