



BOARD OF SUPERVISORS  
AGENDA LETTER  
Clerk of the Board of Supervisors  
105 E. Anapamu Street, Suite 407  
Santa Barbara, CA 93101  
(805) 568-2240

Agenda Number:

Department Name: Flood Control  
Department No.: 054  
For Agenda Of: April 10, 2012  
Placement: Administrative  
Estimated Tme: N/A  
Continued Item: No  
If Yes, date from:  
Vote Required: Majority

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**TO:** Board of Directors, Flood Control and Water Conservation District

**FROM:** Department Scott D. McGolpin, Public Works Director, 568-3010  
Director(s)  
Contact Info: Thomas D. Fayram, Deputy Public Works Director, 568-3436

**SUBJECT:** CEQA Section 15164 Addendum to the Mitigated Negative Declaration for the Las Vegas-San Pedro Creeks Capacity Improvement Project, Second Supervisorial District

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**County Counsel Concurrence**

As to form: yes

**Other Concurrence:** N/A

As to form: No

**Auditor-Controller Concurrence**

As to form: N/A

**Recommended Actions:**

That the Board of Directors:

- A. Certify that the Addendum, pursuant to California Environmental Quality Act (CEQA) Section 15164, to the Mitigated Negative Declaration (MND) #11-NGD-00000-00008, (Attachment 1) for the Las Vegas-San Pedro Creeks Capacity Improvement Project has been completed in compliance with (CEQA);
- B. Certify that the Board has reviewed and considered the information contained in the Addendum prior to the approval of the project, and adopt the CEQA Findings included in the Addendum (Attachment 1); and
- C. Approve the project as described in MND #11-NGD-00000-00008 and amended in the attached Addendum.

**Summary Text:**

On October 4, 2011, the Board certified the Final MND for the Las Vegas-San Pedro Creeks Capacity Improvement Project. The project is a multijurisdictional project with the Flood Control District, Caltrans, the Union Pacific Railroad (UPRR), the City of Goleta, and the City of Santa Barbara.

The project area is located in the Cities of Goleta and Santa Barbara north of Hollister Avenue between Fairview Avenue and Los Carneros Road. Both Las Vegas Creek and San Pedro Creek run north to south and pass under the local City of Goleta Street Calle Real, US 101, and the Union Pacific Railroad (UPRR). The project proposes hydraulic capacity improvements along Las Vegas and San Pedro Creeks under Calle Real, US 101, and the UPRR. The proposed project would increase the hydraulic capacity of the two creek systems (culvert and channel improvements) from approximately a 10-year to approximately a 25-year flood event. Additional benefits of the project include the removal of several barriers to steelhead migration. Project improvements are as follows:

*Project A: Improvements within Caltrans ROW and on San Pedro Creek Extending to Calle Real within the City of Goleta ROW*

Caltrans would be responsible for the following project elements:

- Increase the capacity of Las Vegas Creek under Route 101 by replacing existing culverts with a bridge with a natural bottom.
- Increase the capacity of Las Vegas Creek under the southbound Route 101/ Fairview Avenue off ramp by replacing existing culverts with a three-sided concrete box culvert.
- Increase the capacity of San Pedro Creek under Calle Real and under Route 101 by replacing existing culverts with a bridge with a natural bottom

*Project B: Improvements within the UPRR ROW and District ROW Upstream of Calle Real*

The District would partner with the UPRR to implement the following project elements:

- Replacement of the UPRR bridge over Las Vegas Creek.
- Replacement of the UPRR bridge over San Pedro Creek.
- Creek channel conform work (i.e., the improvements that provide a transition between proposed and existing channel characteristics) between the proposed UPRR bridges and the proposed Caltrans bridges, and south of the UPRR within the City of Santa Barbara Airport property (Twin Lakes Golf Course).

Hydraulic Drop Structure. A Hydraulic drop structure is needed in San Pedro Creek upstream of Calle Real. This element is needed to address a change in elevation along San Pedro Creek and to transition from the existing upstream concrete-lined channel to the new natural bottom of San Pedro Creek. A future Cooperative Agreement will be developed between the District and Caltrans defining how this element would be funded and constructed by the respective agencies.

*Project C: Improvements within the City of Santa Barbara Airport Properties Downstream of the UPRR*

The District would implement the following project elements.

- Las Vegas Creek conform work between the proposed wider UPRR bridge and downstream to the existing Las Vegas Creek within the Twin Lakes Golf Course.
- San Pedro Creek conform work between the proposed wider UPRR bridge and downstream to the existing San Pedro Creek.
- Installation of a berm and floodwall on the Santa Barbara Airport property located along the west side of the San Pedro Creek channel north of Hollister Avenue within Airport Long-Term Parking

Lot #2 to compensate for water surface elevation increases resulting from upstream capacity improvements.

Following approval of the MND, staff continued to work with regulatory agencies to obtain permits and through that process new hydraulic calculations resulted in the need to re-design the hydraulic drop structure portion of the project to allow for fish passage where it had not been required before. CEQA Section 15164 allows an Addendum to be prepared when only minor technical changes or changes which do not create new significant impacts would result.

**Background:**

San Pedro and Las Vegas Creeks, in the City of Goleta, have experienced episodic flooding during major storm events since the 1990s. Flooding has typically occurred at the HWY 101 and Calle Real crossings for both creeks. Several businesses and residences as well as HWY 101 became inundated during these events. The project will increase capacity of these drainage facilities and significantly reduce flooding to the area. The District has worked with a multi-jurisdictional team with various jurisdictional authorities over the proposed project components.

Pursuant to the requirements of CEQA and acting as lead agency under CEQA, the District prepared and approved an MND to evaluate the environmental impacts of the proposed capacity improvement along San Pedro and Las Vegas Creeks in October 2011.

All components of the proposed project remain as described in the MND with the exception of the hydraulic drop structure located on San Pedro Creek just upstream of Calle Real for which the Addendum is for, as described below.

Based on discussions with National Marine Fisheries Service, and hydraulic calculations during the environmental review process, the 1600 liner foot concrete-lined channel immediately upstream of the proposed project was thought to be impassable by steelhead. Because of that, the hydraulic drop structure was not designed to be fish passable. However, based on additional hydraulic calculations completed as part of the permitting process after the MND was approved, the 1600' concrete-lined channel was found to be potentially passable by steelhead, albeit within a very small window. Due to this new information, it was determined that the original hydraulic drop structure would need to be re-designed to accommodate the potential passage of steelhead in order to obtain the necessary permits.

The Hydraulic Drop Structure has been re-designed to be a slot structure with weirs that will accommodate fish passage between the proposed project area and the existing concrete-lined channel and will still make up the 3' grade differential between the Caltrans lowered channel and the existing concrete channel. The transition structure will be constructed in the same location as the original drop structure and will not extend beyond the area of impact analyzed in the MND.

The transition structure is made up of the following components:

- A 68' long by 3' wide by 3' deep fishway notch containing 4 ogee-type v-shaped weirs ranging from 0.5' to 2' high, and
- A 10' long by 3' wide by 3' deep drop pool downstream of the fishway notch.

The proposed changes to the transition structure do not result in new or more severe project impacts. The potential impacts associated with the construction of the hydraulic drop structure would be the same for the re-designed transition structure. The re-designed transition structure will result in the beneficial impacts of having all components of the proposed project fish passable.

**Fiscal and Facilities Impacts:**

Budgeted: No

**Fiscal Analysis:**

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Annualized On-going Cost:</u>	<u>Total One-Time Project Cost</u>
South Coast FZ			
State			
Federal			
Fees			
Total	\$ -	\$ -	\$ -

Narrative:

There are no fiscal impacts associated with these actions.

**Special Instructions:**

Direct the Clerk of the Board to send a copy of the minute order of these actions to the Flood Control District office, Attn: Maureen Spencer.

Attachments:

Addendum to MND # 11NGD-00000-00008 (Attachment 1)

**Authored by:** Maureen Spencer, Operations & Environmental Manager, 568-3437