COUNTY OF SANTA BARBARA

Department of Public Works, Transportation

Proposed Final Mitigated Negative Declaration

Jonata Park Road Bridge (51C-226) Replacement Project

12NGD-8

September 21, 2012

PROJECT PROPONENT:

Santa Barbara County Public Works Department
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Santa Barbara, California 93101
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1.0 INTRODUCTION

1.1 PURPOSE AND LEGAL AUTHORITY

The California Environmental Quality Act (CEQA) requires that local, regional, and state agencies and special purpose districts prepare an Initial Study to identify potential environmental impacts associated with discretionary actions. An Initial Study is generally used to determine if significant impacts would occur, and to determine the need for preparation of either a Negative Declaration or further analysis in an EIR. The Santa Barbara County Public Works Department has prepared this Initial Study for the proposed replacement of the Jonata Park Road bridge (51C-226) at Zaca Creek to comply with the provisions of CEQA.

1.2 PROJECT PROPONENT

Santa Barbara County Public Works Department
123 E. Anapamu Street
Santa Barbara, California 93101
Contact: Mr. Morgan Jones - 805/568-3059

1.3 PROJECT BACKGROUND

Jonata Park Road is a north-south oriented rural collector that begins at its junction with State Route 246 in Buellton, and extends approximately 4 miles north to its terminus at a rural property along the U.S. 101 right-of-way. Jonata Park Road links rural areas west of U.S. 101 to the City of Buellton. Santa Barbara County maintains two bridges along Jonata Park Road, both spanning Zaca Creek. Bridge 51C-225 is located approximately two miles north of Buellton and was replaced in 2008 (new designation of Bridge 51C-347). Bridge 51C-226 is located approximately 0.5 miles north of Bridge 51C-347, and approximately 650 feet north of the Jonata Park Road/U.S. 101 intersection.

An Initial Study and Negative Declaration (ND) were completed in 1999 for the replacement of both bridges on Jonata Park Road spanning Zaca Creek (51C-225 and 51C-226). The current Initial Study and Mitigated Negative Declaration have been prepared as an update to the 1999 ND, to address changes in the project and environmental conditions since 1999.

1.4 PROJECT LOCATION

The subject bridge (51C-226) is located immediately west of U.S. Highway 101 approximately three miles north of the City of Buellton in central Santa Barbara County (see Figure 1). Bridge 51C-226 is located on Jonata Park Road and crosses Zaca Creek approximately 650 feet north of the Jonata Park Road/U.S. 101 intersection. Zaca Creek is an intermittent stream that drains the San Rafael Mountains and Purisima Hills to the Santa Ynez River (see site photographs in Figure 3).

1.5 PROJECT OBJECTIVES

The objective of the project is to improve the safety and reliability of the Jonata Park Road crossing of Zaca Creek. The Jonata Park Road bridge (51C-226) was completed in 1916 and must be replaced due to lack of structural integrity. The replacement of this bridge has been approved for funding through the Federal Highway Bridge Program.

1.6 PROJECT APPROVALS AND PERMITS

Project implementation may require the County to obtain permits and/or other forms of approval from Federal and State agencies. These agencies may include, but are not limited to, the following:

1.6.1 Federal Agencies

The project would be funded by the Federal Highway Administration, administered through Caltrans.

- U.S. Army Corps of Engineers - Clean Water Act Section 404 permit (work within Zaca Creek): current plans would avoid Corps jurisdiction (waters of the U.S.) which would be confirmed prior to construction.
- U.S. Fish and Wildlife Service - Section 7 Consultation under the Endangered Species Act (potential impacts to listed species): the Service completed a Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program (8-8-10-F-58) on May 4, 2011. The subject project appears to meet the suitability criteria for programmatic concurrence under this Programmatic Biological Opinion.
- National Marine Fisheries Service - Section 7 Consultation under the Endangered Species Act (potential impacts to steelhead migration): a letter dated January 10, 2002 was received from the National Marine Fisheries Service indicating the bridge replacement project is not likely to adversely affect steelhead.

1.6.2 State Agencies

- Department of Fish and Game - Streambed Alteration Agreement (work within Zaca Creek).
- Regional Water Quality Control Board - 401 Water Quality Certification (associated with Corps permit, if required).
- Regional Water Quality Control Board – coverage under the construction storm water discharge general permit.

1.6.3 Local Agencies

- Santa Barbara County Public Works, Transportation – roadway encroachment permit.

1.7 PUBLIC COMMENTS

In compliance with Section 15073 of the State Guidelines for the Implementation of the California Environmental Quality Act, the Santa Barbara County Public Works Department accepted written comments on the adequacy of the information contained in the Draft MND during the public review period ending August 13, 2012. Note that the end of the comment period was extended from July 13 to August 13 to accommodate an adjacent property owner that indicated they did not receive the Notice of Intent to Adopt the MND.

Comment letters were received from the following parties:

- William Russell (1926 Jonata Park Road);
- Ingrid Russell (1926 Jonata Park Road);
- Santa Barbara County Air Pollution Control District; and
- California Department of Fish and Game.

Section 15074(b) of the State Guidelines for the Implementation of the California Environmental Quality Act, requires the decision-making body to consider comments received on the MND when approving the project. Copies of the comment letters and full responses are provided as Appendix A. Changes to the Draft MND are provided in underline and strike-out mode.

2.0 PROJECT DESCRIPTION

A new bridge would be constructed along the existing roadway alignment, at a slightly higher elevation than the existing bridge, such that the roadway surface would be approximately 10 feet higher than the existing bridge (see Figure 2). The entire existing bridge would be retained as a historic resource and bat roosting habitat. Photo-simulations are provided as Figure 4, showing the new bridge constructed over existing Bridge 51C-226. The replacement bridge would be constructed of pre-stressed concrete bulb-tee ~~box~~ girders, and provide one travel lane in each direction. The bridge span would be approximately 120 feet, with a bridge deck width of 35.5 feet and concrete barriers along both margins of the bridge deck. Abutment foundations would be comprised of driven steel piles or spread footings.

The bridge would be replaced in two phases to maintain traffic over the bridge during the construction period. Phase 1 would involve constructing a portion (single lane) of the new bridge adjacent and above the existing bridge, while maintaining traffic flow on the old bridge. Phase 2 would involve constructing the second traffic lane, while maintaining traffic flow on the new lane constructed in Phase 1 (see Figure 2). Completion of bridge construction is anticipated to require 180 working days or about 9 months.

The proposed bridge approach would require a fill slope south of Zaca Creek which would be higher in elevation than a water well access driveway on the property southeast of Bridge 51C-226, and would prevent future access to the well. Therefore, a new access driveway would be constructed slightly south (upslope) of the existing alignment.

Since the existing bridge would remain in place, the new bridge would be constructed above the existing bridge, and bridge demolition and recovery of debris would not be required. Bridge construction would occur from both banks, such that access to the streambed of Zaca Creek would not be required and construction-related impacts would be avoided. Construction activities would be limited to the dry season (April through November). Surface flow diversion would not be required.

A temporary construction easement would be required for access driveway construction on APN 099-640-010. Staging of construction equipment and materials would be conducted within the roadway right-of-way southwest of the bridge. If groundwater is encountered during drilling for foundation piles, such water would be removed from the site or discharged to Zaca Creek. If creek discharge is required, best management practices would be implemented in compliance with the General Permit for Construction Storm Water to minimize water quality impacts to receiving waters. This would likely include settling of groundwater to reduce suspended solids prior to discharge to Zaca Creek.

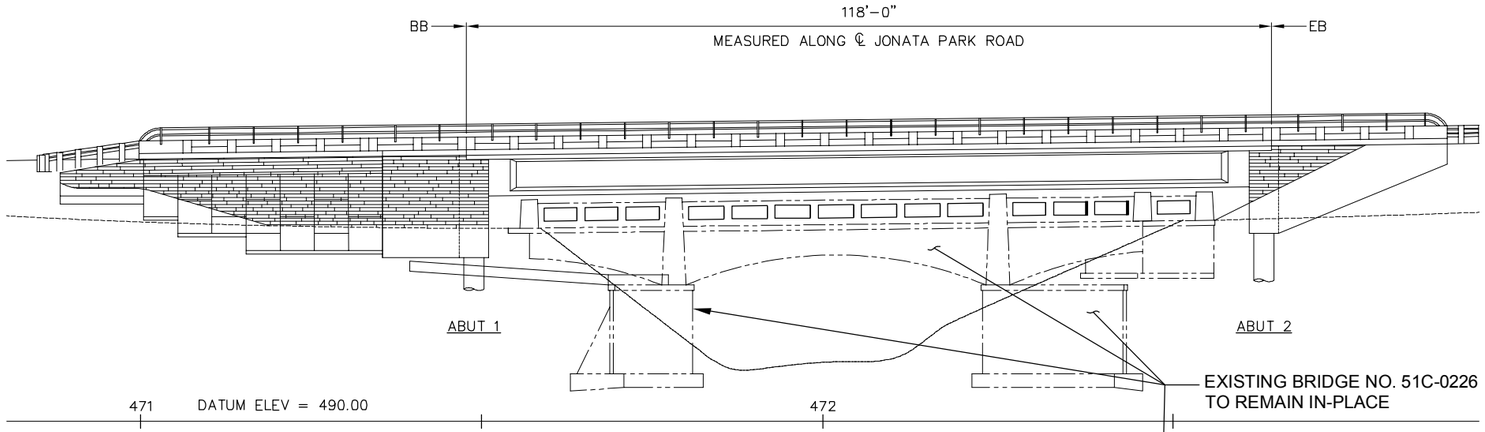
January 2009
Project No. 0802-2881

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

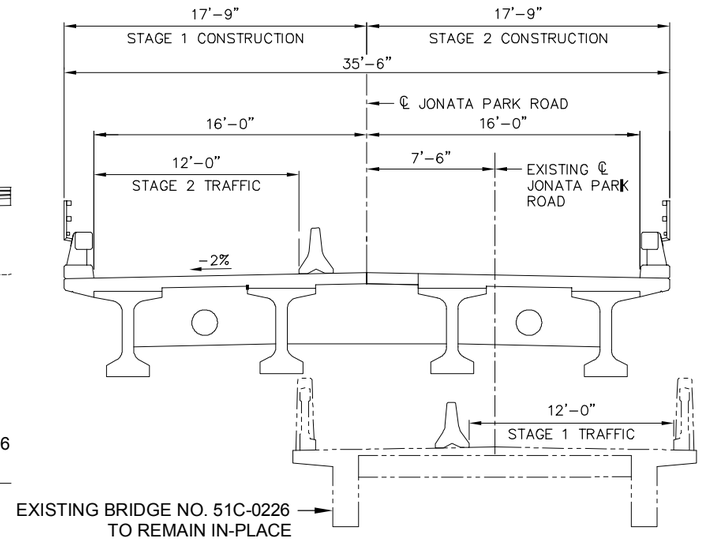
Jonata Park Road Bridge Replacement

SITE LOCATION MAP
FIGURE 1

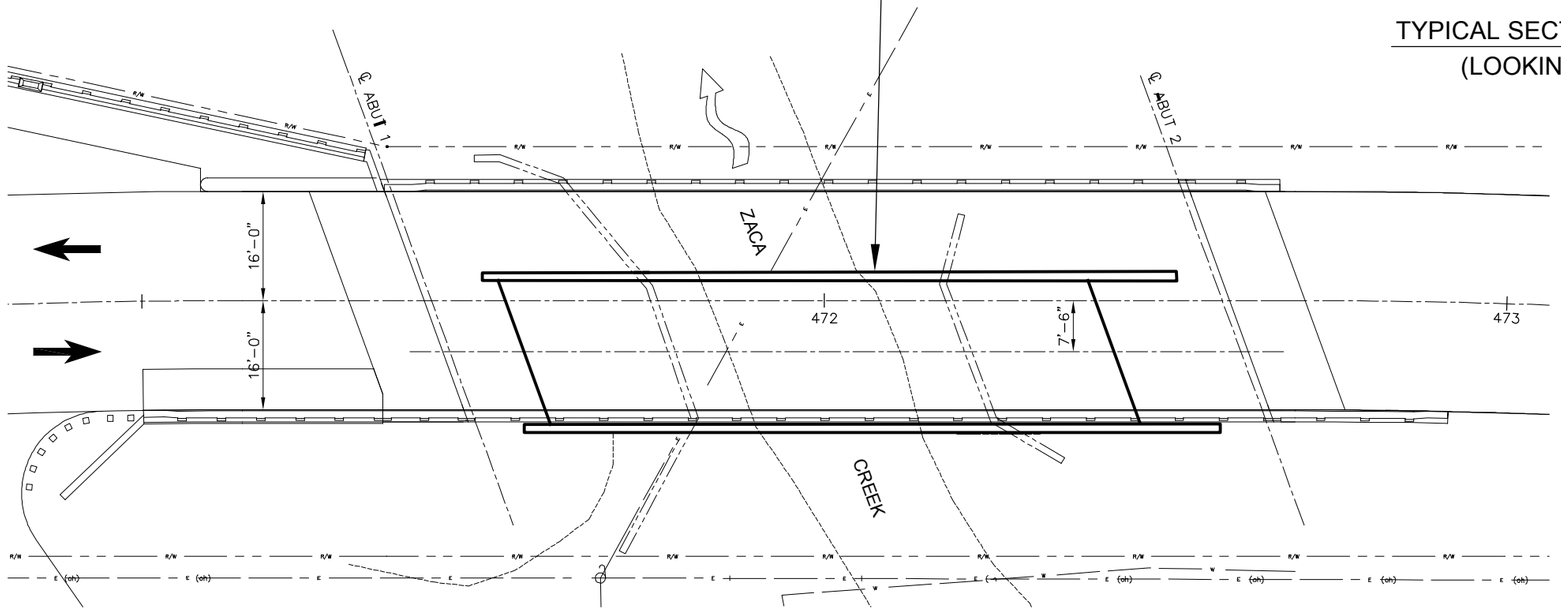
BACK OF COLOR FIGURE



ELEVATION



TYPICAL SECTION @ MID-SPAN
(LOOKING NORTH)



PLAN

BACK OF COLOR FIGURE

a. View of Bridge 51C-226 facing south on Jonata Park Road

b. View of Zaca Creek from Bridge 51C-226, facing upstream

c. View of Bridge 51C-226 from Zaca Creek, facing upstream

d. View of Bridge 51C-226 from Zaca Creek, facing downstream

SITE PHOTOGRAPHS
FIGURE 3

BACK OF COLOR FIGURE

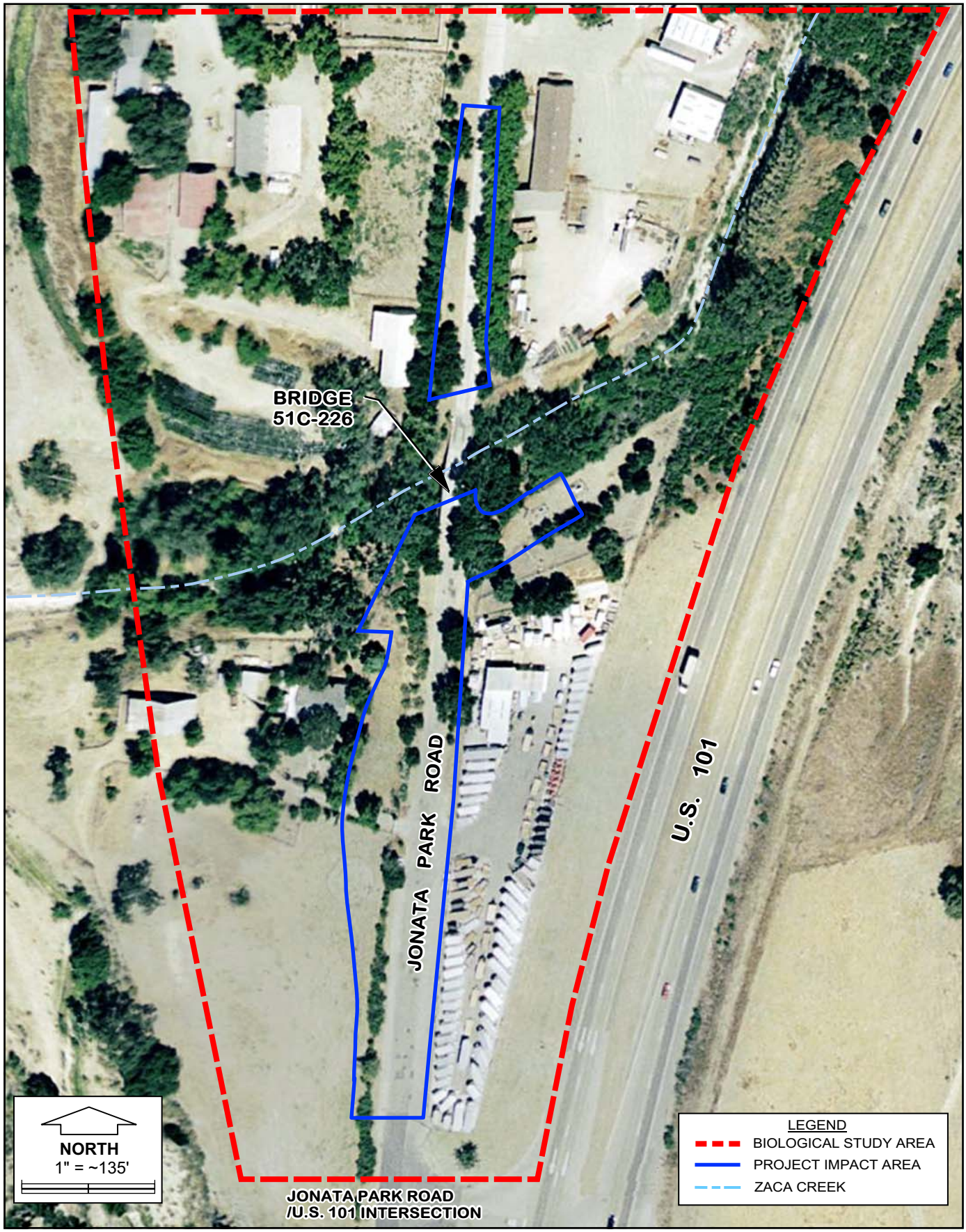
a. Photo-simulation (oblique view) of the proposed bridge constructed over the existing Jonata Park Road bridge

b. Photo-simulation (side view) of the proposed bridge constructed over the existing Jonata Park Road bridge

PHOTOSIMULATIONS
FIGURE 4

BACK OF COLOR FIGURE

May 2012
Project No. 1202-0541



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Jonata Park Road Bridge Replacement

AERIAL PHOTOGRAPH
FIGURE 5

BACK OF FOLDOUT

3.0 ENVIRONMENTAL SETTING

3.1 AFFECTED PARCELS

Proposed construction would occur within the existing roadway right-of-way (minimum 60 feet wide) along Jonata Park Road, and on APN 099-640-010. The following parcels are located along the right-of-way:

- APN 099-630-004: 2.17 acres, zoned 100-AG;
- APN 099-630-006: 2.97 acres, zoned 100-AG;
- APN 099-640-003: 158.0 acres, zoned AG-II-320; and
- APN 099-640-010: 32.84 acres, zoned AG-II-100.

Zoning designation AG-II indicates prime and non-prime farmland located in the Rural Area with the goal to preserve lands for long-term agricultural use.

The project site is located within the Rural Area of Santa Barbara County, with the Santa Ynez Valley planning area located immediately east of the site and U.S. 101.

3.2 EXISTING LAND USE

Land uses around the project site are rural in nature. Land use adjacent to the bridge includes trailer repair and sales facilities, the Buellton Ag Center, and a number of ranch houses and outbuildings. Numerous horse corrals are located immediately west of Jonata Park Road and north of the subject bridge.

3.3 SITE CHARACTERISTICS

The project site is located in the eastern portion of the Purisima Hills, within Holocene-age (recent) alluvial deposits of gravel, sand and clay associated with Zaca Creek. Surrounding slopes are underlain by Monterey Shale, a marine formation of late Miocene age.

The Zaca Creek watershed is approximately 35 square miles and drains the San Rafael Mountains and Purisima Hills. Zaca Creek flows southerly from the project site for approximately 4 miles to its confluence with the Santa Ynez River just west of the City of Buellton.

In the vicinity of the existing bridge, Zaca Creek supports a narrow, discontinuous strip of riparian vegetation, dominated by oaks and small willows. Excluding areas immediately adjacent to U.S. Highway 101, Zaca Creek is relatively undisturbed and retains earthen banks and streambed. However, cattle grazing downstream of the project site has resulted in the loss of much of the vegetation within the streambed.

Zaca Creek flows are intermittent in the project area. The nearby U. S. Geologic Survey stream gauging station at Bridge 51C-225 (Station No. 11129800) reported average monthly flows for the period between 1963 and 2010 ranging from zero in September to 7.9 cubic feet per second (cfs) in February. The average monthly surface flow declines to zero in the dry season, from 0.14 cfs in May to 0.02 cfs in July, and 0.01 cfs in August. Based on field visits in 2009, 2010 and 2012, surface water is typically absent at the bridge site by late spring. The highest flow recorded at this station was 1,390 cfs on February 24, 1969. The most recent large storm recorded was 123 cfs on April 5, 2006.

3.4 OTHER PENDING AND APPROVED DEVELOPMENT

Based on the County's cumulative projects list (dated October 5, 2011), there are 52 projects proposed, in process or recently approved in the greater Santa Ynez Valley, including the Jonata Park area north of Buellton. These projects involve a total of 113 residential units, 180,918 square feet of commercial structures and 261,654 square feet of agricultural development. Two of these projects are located near Bridge 51C-226; Hass Tract Map (8 residential units, 1201 Jonata Creek Road) and the Hollister-Yacono agricultural development (approval of existing structures, and 32,000 square feet of new structures, 2201 N. U.S. 101).

Section 15355 of the State CEQA Guidelines states that "cumulative impacts refers to two or more individual effects which when considered together are considerable or which compound or increase other environmental impacts." Further, "the individual effects may be changes resulting from a single project or a number of separate projects", and "the cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." "Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is abbreviated 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 exceed a significance threshold.

No Impact: There is adequate supporting documentation that the impact does not apply to the subject project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document adequately addresses this issue and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page or pages where the information is found, and identification of mitigation measures incorporated from those previous documents. Note that an updated impact analysis is provided for each issue area, such that the 1999 ND is not referenced in the checklists.

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?			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 site is located in an area designated as “moderate” scenic value by the Open Space Element of the Santa Barbara County Comprehensive Plan. U.S. 101 is located approximately 250 feet east of the bridge site and is considered an eligible State scenic highway, and a scenic corridor. Views of the project site are limited to motorists on Jonata Park Road. The project site is not visible from U.S. 101 due to intervening vegetation.

The surrounding area supports grazing lands with scattered oak trees, while the Zaca Creek corridor supports a linear strip of trees. However, slope erosion and grazing appears to have resulted in the loss of trees along Zaca Creek about 400 feet downstream of the bridge site. Overall, the visual character of the project area is rural. Commercial land uses occur east of Jonata Park Road, and serve the agricultural and equestrian communities.

Impact Discussion:

a. The proposed replacement bridge would be constructed at the same location but at a higher elevation than the existing bridge, and would not block views or create an aesthetically offensive site. Photo-simulations of the new bridge constructed over the existing bridge are provided as Figure 4. The new bridge would be of a design and scale consistent with the rural environment, and would be only be visible to motorists on Jonata Park Road. Views of the new bridge from nearby residences would be blocked by intervening vegetation. However, initial vegetation removal and periodic heavy equipment activity over the construction period may result in short-term degradation of the visual quality of views along Jonata Park Road. This impact is considered to be less than significant due to the small area affected, and lack of visibility from the U.S. 101 scenic corridor.

b. The new bridge would be constructed of the same materials (reinforced concrete) as the existing bridge, with a design and scale consistent with the existing visual environment. Bridge construction would require the removal of approximately 39 trees (36 coast live oaks and three valley oaks, ranging in size from 4 to 18 inches in diameter), which would adversely affect the visual character of the bridge site. However, most trees along Jonata Park Road would remain, and Mitigation Measure BIO-1 requiring tree replanting identified in Section 4.4 would minimize impacts to the Zaca Creek riparian corridor, reducing potentially significant impacts to less than significant levels. Overall, the visual character defined by the riparian corridor and rural setting would not be significantly degraded.

c. Project-related construction activities may require occasional night lighting. While such lighting would be located relatively close to the bridge and focused on work activities, and is not anticipated to substantially increase ambient light levels at nearby residences, impacts may be potentially significant.

The existing bridge is lower than the roadway approaches, while the new bridge would be 10 feet higher in elevation than the existing bridge, and headlights of vehicles using the new bridge would be visible to land uses along the roadway. However, nearby residences are screened by trees and are not in the direct path of headlights, such that a significant increase in headlight-related glare is not anticipated.

d. The proposed new bridge would be constructed at the same location using the same materials and general configuration as the existing bridge; therefore, the bridge would be compatible with adjacent land uses.

Mitigation and Residual Impact:

AES-1: Night Lighting. Project-related lighting shall be limited to approved construction hours and minimized to the extent feasible while meeting safety and security requirements.

Plan Requirements and Timing: Lighting requirements shall be included in the project's plans and specifications. **MONITORING**: The County project engineer shall ensure compliance with this measure.

Residual impacts would be less than significant. The project would not substantially contribute to cumulative impacts.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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:

An Important Farmland map for the project area was obtained from the California Department of Conservation. Lands designated as prime farmland, statewide-importance farmland and unique farmlands do not occur in the project area. The nearest agricultural land to the project site is located approximately 1.5 miles to the east, including a small area mapped as Unique farmland by the California Department of Conservation. The project impact area is primarily within roadway right-of-way and adjacent to commercial and rural residential land uses.

Impact Discussion:

a. The project would not involve the conversion of agricultural lands, or conflict with existing agricultural uses or preserve programs. The proposed project would facilitate access to and from agriculturally-zoned properties.

b. The proposed project would not affect farmland of State or Local Importance.

Mitigation and Residual Impact:

No impacts were identified; therefore, mitigation is not required. The project would not result in impacts to agricultural resources or contribute to cumulative impacts.

4.3 AIR QUALITY

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation including, CO hotspots, 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					
d. Emissions equivalent to or greater than 10,000 metric tons of CO2 per year from stationary sources during long-term operations?				X	
e. Emissions equivalent to or greater than 1,100 metric tons of CO2 per year OR 4.6 metric tons of CO2 per year per service population (residents + employees) from other than stationary sources during long-term operations?				X	
f. Emissions equivalent to or greater than 6.6 metric tons of CO2 per year per service population (residents + employees) for plans (general plans, community plans, etc.)				X	

Setting:

The project site is located in Santa Barbara County within the South Central Coast Air Basin (SCCAB) which encompasses three counties: San Luis Obispo, Santa Barbara and Ventura. The Santa Barbara County portion of the SCCAB periodically fails to meet air quality standards and is a designated "non-attainment" area for the State 8-hour ozone standard and State particulate matter (PM_{10}) standard.

Air pollution control is administered on three governmental levels. The U.S. Environmental Protection Agency (EPA) has jurisdiction under the Clean Air Act, the California Air Resources Board (CARB) has jurisdiction under the California Health and Safety Code and the California Clean Air Act, and the Santa Barbara County Air Quality Pollution District (SBCAPCD) shares responsibility with the CARB for ensuring that all State and Federal ambient air quality standards are attained within the Santa Barbara County portion of the SCCAB.

The SBCAPCD and Santa Barbara County Association of Governments adopted the 2010 Clean Air Plan in January 2011, which was prepared to address the requirements of the California Clean Air Act. The 2010 Clean Air Plan provides an update to the County's emission inventory, and all feasible measures to reduce emissions of ozone precursors by at least 5 percent per year.

Overall, air quality in Santa Barbara County is improving, as the number of County exceedances of the State 1-hour ozone standard has declined from 37 days in 1990 to three days or less in recent years.

The closest air quality monitoring station and most representative of the project site is the Santa Ynez station, located 6.6 miles east-southeast of the project site. However, the Santa Ynez station does not monitor particulate matter; therefore, PM data from the nearest station (Lompoc station, 15.5 miles to the west) is included in Table 1.

Table 1. Summary of Ambient Air Quality Data

Pollutant	2009	2010	2011
Ozone – Santa Ynez station			
Highest 1-Hour concentration (ppm)	0.080	0.089	0.090
Highest 8-Hour concentration (ppm)	0.067	0.081	0.081
Number of State Exceedances (8-Hour>0.070 ppm)	0	1	1
Number of Federal Exceedances (8-Hour>0.075 ppm)	0	1	1
Particulate Matter less than 10 microns (PM10) – Lompoc station			
Highest Sample (micrograms/cubic meter)	62.6	55.1	71.1
Number of State Exceedances (Samples>50)	1	3	2
Particulate Matter less than 2.5 microns (PM2.5) – Lompoc station			
Highest Sample (micrograms/cubic meter)	19.6	19.1	18.8
Number of Federal Exceedances (Samples>35)	0	0	0

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. GHGs accumulate in the atmosphere, where these gases trap heat near the Earth's surface by absorbing infrared radiation. This effect causes global warming and climate change, with adverse impacts on humans and the environment. 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.

Following Executive Order S-3-05 in June 2005, which declared California's particular vulnerability to climate change, the California Global Warming Solutions Act of 2006 (AB 32) was signed by Governor Arnold Schwarzenegger on September 27, 2006. Greenhouse gases (GHGs) are defined as any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). These greenhouse gases lead to the trapping and buildup of heat in the atmosphere near the earth's surface, commonly known as the Greenhouse Effect. There is increasing evidence that the Greenhouse Effect is leading to global warming and climate change.

In response to global warming, AB 32 requires the CARB to adopt a statewide greenhouse gas emissions limit equivalent to the statewide GHG emissions levels in 1990 to be achieved by 2020 and requires the CARB to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. In June 2008, CARB developed a Draft Scoping Plan for Climate Change, pursuant to AB 32. This Draft Scoping Plan proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, and enhance public health while creating new jobs and enhancing the growth in California's economy.

Senate Bill 97, enacted in 2007, amends the CEQA statute to clearly establish that greenhouse gas emissions and the effects of GHG emissions are appropriate for CEQA analysis. It directs the California Office of Planning and Research (OPR) to develop guidelines addressing the analysis and mitigation of greenhouse gas emissions by July 1, 2009 and for the California Resources Agency to certify and adopt the CEQA Guidelines by January 1, 2010.

Equipment and vehicles used to construct the new bridge would emit greenhouse gases (primarily carbon dioxide), and may contribute to global climate change.

The Santa Barbara County Planning and Development Department (2008) has developed the following thresholds to determine the significance of long-term air emissions under the California Environmental Quality Act.

- Project emissions (mobile and stationary sources) greater than the daily trigger for offsets of 55 pounds per day for NOx and ROC, and 80 pounds per day for PM_{10},
- Emit less than 25 pounds per day of NOx or ROC from motor vehicle trips;
- Cause or contribute to a violation of any California or National ambient air quality standard (except ozone);
- Exceed the health risk public notification thresholds of the APCD; and
- Be inconsistent with the adopted 2010 Clean Air Plan.

No thresholds have been established for short-term impacts associated with construction activities. However, the County's Grading Ordinance requires standard dust control conditions for all projects involving grading activities. Long-term/operational emissions thresholds have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, paints, solvents, and chemical or industrial processing operations that release pollutants).

Impact Discussion:

a-c. Potential Air Quality Impacts

Short-Term Construction Impacts. The proposed project would generate air pollutant emissions as a result of construction activities; primarily exhaust emissions from heavy-duty trucks, worker vehicles and heavy equipment. Emissions were estimated for a peak day, focusing on earthwork required for the bridge approaches. It was assumed that 4 truck trips (8 one-way trips) and 6 worker trips (12 one-way trips) would occur on a peak work day. Estimated project peak day emissions are listed in Table 2. Due to their small magnitude and duration, project emissions are considered a less than significant air quality impact.

Table 2. Construction Emissions

Source	Pounds per Peak Day			
	ROC	NO_x	CO	PM_{10}
Equipment exhaust	9.3	127.0	60.0	7.4
On-road vehicles	0.3	4.3	3.7	0.2
Fugitive dust	0.0	0.0	0.0	116.8
Total	9.6	131.3	63.7	124.4

Construction-related earthwork at the project site would not have the potential to result in significant project-specific short-term emissions of fugitive dust and $PM_{10,}$ with the implementation of standard dust control measures that are required for all new development in the County.

Emissions of ozone precursors (NO_x and ROC) during project construction would result primarily from the on-site use of heavy equipment. Due to the limited period of time that heavy equipment operation would occur on the project site, construction-related emissions of NO_x and ROC would not be significant on a project-specific or cumulative basis. However, due to the non-attainment status of the air basin for ozone, the project should implement measures recommended by the SBCAPCD to reduce construction-related emissions of ozone precursors to the extent feasible. Compliance with these measures is routinely required for all new development in the County.

Long-Term Operation Emissions. The proposed project is limited to replacement of an existing bridge at the same location and configuration, and would not result in an increase in traffic volumes or resulting air emissions following completion of construction. Therefore, the proposed project would not have any long-term air quality impacts.

d-f. Greenhouse Gas Emissions/Global Climate Change

The County's methodology to address Global Climate Change in CEQA documents is evolving. The County completed the first phase (Climate Action Study) of its climate action strategy in September 2011. The Climate Action Study provides a County-wide GHG inventory and an evaluation of potential emission reduction measures. The second phase of the County's climate action strategy will be a climate action plan, which will provide programmatic CEQA mitigation for impacts from GHG emissions from projects in Santa Barbara County. Until these measures become available and significance thresholds applicable to GHG emissions are developed and formally adopted, the County will follow an interim approach to evaluating GHG emissions. This interim approach will look to criteria adopted by the Bay Area Air Quality Management District, which are reflected in the air quality checklist above.

The project involves direct replacement of an existing roadway bridge, and would not result in any long-term changes in traffic patterns or traffic volumes, and would not increase vehicle emissions. The project would not result in any greenhouse gas emissions from stationary sources during long-term operation or from non-stationary sources during long-term operation, and would not contribute to climate change (excluding short-term construction activities). The project does not involve any new land use plans or amendments to the General Plan.

Cumulative Impacts:

Projects not having an appreciable affect on existing emissions and not exceeding established thresholds for long-term air quality impacts for NOx and/or ROC emissions are considered as not having the potential to result in significant cumulative air quality impacts.

Mitigation and Residual Impact:

No significant impacts were identified; therefore, mitigation is not required. Residual impacts would be less than significant.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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 discussion is based on the results of a Natural Environment Study prepared for the project (available for review upon request), which included biological surveys and a preliminary wetland delineation.

Vegetation. Botanical surveys identified 104 plant species within the Biological Study Area (BSA), including 50 native species. The balance (54 species, 52 percent) were non-native, naturalized or cultivated. Plant communities of the BSA may be described as mixed oak riparian forest, riparian scrub, coast live oak woodland, coyote brush scrub, purple sage scrub and annual grassland.

Mixed oak riparian forest is located immediately upstream and downstream of the bridge, and is dominated by coast live oak (*Quercus agrifolia*), valley oak (*Quercus lobata*), red willow (*Salix laevigata*) and arroyo willow (*Salix lasiolepis*). Generally the willows are small (less than 25 feet tall), as they grow in the shade of the oak overstory. Herbs in this community include hoary nettle (*Urtica dioca*), mugwort (*Artemisia douglasiana*) and poison hemlock (*Conium maculatum*).

Coast live oak woodland occurs in several stands within the BSA. A few valley oaks occur within these stands. One stand is located adjacent to the western shoulder of Jonata Park Road north of the bridge, and appears to have been planted as the stand forms a linear row. The second stand is located west of the bridge and south of Zaca Creek, and is relatively undisturbed. The third stand has been highly modified by road development, tree removal and loss of understory vegetation, and is located east of Jonata Park Road.

Riparian scrub is located along Zaca Creek upstream of the bridge and along an unnamed tributary which empties into Zaca Creek west of the bridge. Riparian scrub is dominated by mulefat (*Baccharis salicifolia*), sapling willows and mugwort.

Coyote brush scrub is located on slopes adjacent to Zaca Creek and is dominated by coyote brush (*Baccharis pilularis*), with occasional patches of California sagebrush (*Artemisia californica*).

Purple sage scrub is located on the western slope upstream of the bridge adjacent to Zaca Creek, and is dominated by purple sage (*Salvia leucophylla*) and California sagebrush.

Annual grassland is located in previously disturbed areas, and is dominated by rip-gut grass (*Bromus diandrus*) and other non-native herbs such as summer mustard (*Hirschfeldia incana*).

Wildlife. The riparian corridor in the project area is narrow and discontinuous, and wildlife habitat is fragmented. Consequently, habitat value of the project area is considered low to moderate. However, the riparian corridor may be important in maintaining continuity with habitats to the north (Los Padres National Forest).

Observed vertebrate species include those seen or detected by track, scat, burrows or vocalizations (calls, songs, etc.) during field surveys conducted for this project. Vertebrate taxa expected for the area are based on sight records from other environmental studies (Padre Associates, 2001 & 2008a), range maps (Zeiner et al., 1988, 1990a, 1990b), Santa Ynez River Technical Advisory Committee (2000), and bird species reported from District C in north Santa Barbara County (Lehman, 1994).

During field surveys conducted in 2000, a small volume of surface flow and isolated in-channel pools were observed in Zaca Creek up and downstream of the bridge. One species of fish (three-spined stickleback), and three species of amphibians (western toad, Pacific tree frog, and California red-legged frog) were observed in this area. The western toads and tree frogs were recently metamorphosed sub-adults, while the California red-legged frog was a 3-inch long adult.

Zaca Creek in the vicinity of the BSA was entirely dry at the time of the January 26, 2009 field survey, and no amphibians were observed. A small amount of surface flow (few gallons per minute) was observed in Zaca Creek within the BSA during the April 15, 2009 field survey, with several small shallow pools (less than 1 meter wide, a few meters long). Very similar surface flow conditions were encountered during site visits on March 22, 2010 and March 21, 2012. The presence of surface flow in summer 2000 was unusual and may be due to a series of high rainfall years (1995, 1998).

Reptiles observed during field surveys were southwestern pond turtle (downstream of the BSA), western fence lizard and gopher snake (carcass). However, a number of common species such as terrestrial and aquatic garter snakes, and California kingsnake may occur within the BSA.

Birds observed included a mix of oak woodland and riparian woodland associates including acorn woodpecker, Nuttall's woodpecker, Pacific-slope flycatcher, black phoebe, oak titmouse, Hutton's vireo and spotted towhee. A number of upland species that use the creek corridor on a less regular basis were also observed. These included western scrub-jay, house finch, and American crow. Several inactive cliff swallow nests were observed under the bridge deck. Overall, 28 bird species were observed within the BSA, including species protected during the nesting period under the provisions of the federal Migratory Bird Treaty Act.

Tracks and/or scat from a number of mammals were observed within the streambed during field surveys, including raccoon, dog, feral cat, and black-tailed deer. California ground squirrel burrows and those of smaller rodents were observed along the upper bank areas. A number of bats were observed in the river channel during nighttime frog surveys conducted in 2000, and a separate bat survey was conducted in February 2001 by the Central Coast Bat Research Group. Recent pallid bat guano (identified by Jerusalem cricket remains) was observed within the cave-like bridge abutments on both the north and south side of the bridge during the January 26 and April 15, 2009 field surveys, and March 21, 2012 field survey. Overall, 11 species of mammals were observed within the BSA, including evidence of three bat species using the existing bridge structure as a day or night roost.

Wildlife Corridors. Highly mobile species such as larger mammals and birds are expected to move between inland areas (Los Padres National Forest, San Rafael Mountains, Purisima Hills), the Santa Ynez River valley and the coastal Santa Ynez Mountains. Zaca Creek provides a means to traverse developed areas, dense vegetation and steep slopes. Therefore, Zaca Creek may be an important wildlife movement corridor in the region. Mammal tracks (raccoon, black rat) were observed within Zaca Creek during the field survey, indicating wildlife may be using Zaca Creek as a movement corridor.

Invasive Species and Level of Disturbance. The California Invasive Plant Council has developed an Invasive Plant Inventory which rates weedy non-native plant species based on their potential to have severe ecological effects (high, moderate, limited). One species rated as "high" for invasiveness was found within the BSA; red brome (*Bromus madritensis* ssp. *rubens*). Red brome occurs within annual grassland and disturbed areas within the BSA. In addition, 14 plant species rated as "moderate" and 10 species rated as "limited" for invasiveness were found within the BSA. Most of these species were observed along the roadway shoulder.

Much of the BSA is disturbed due to past roadway construction and maintenance, and surrounding development. Within the BSA, Zaca Creek appears relatively undisturbed, and has not been substantially re-aligned or channelized in recent decades. However, the reach adjacent to U.S. Highway 101 appears to have been re-aligned when the highway was widened in 1960. No flood control improvements (concrete-lining, grade control structures, etc.) occur within the BSA.

Habitats of Concern. Mixed oak riparian forest occurs within the BSA along Zaca Creek, and is considered a rare habitat by the California Natural Diversity Data Base. Approximately 1.2 acres of mixed oak riparian forest occurs within the BSA, and approximately 0.02 acres (about 870 square feet) of mixed oak riparian forest occurs within the new bridge footprint.

Special-Status Plant Species. Special-status plant species are either listed as endangered or threatened under the Federal or California Endangered Species Acts, or rare under the California Native Plant Protection Act, or considered to be rare or of scientific interest (but not formally listed) by resource agencies, professional organizations (e.g., Audubon Society, California Native Plant Society [CNPS], The Wildlife Society), and the scientific community.

Santa Barbara County considers oak woodlands, oak forests and individual specimen oak trees as important biological resources. In 1998, the County Board of Supervisors established an Oak Protection Collaborative Process, primarily in response to large scale loss of oaks to vineyard development in the late 1990's. In 2003, The County Deciduous Oak Tree Protection and Regeneration Ordinance (no. 4490) was adopted to protect valley oaks and blue oaks. The County's Grading Ordinance was subsequently revised to address native oak tree removal (Ordinance no. 4491), including coast live oak. These regulations limit the number of oak tree removals and require replacement for removal over established thresholds. Valley oak trees are considered protected if they are at least 4 inches in diameter at breast height. Coast live oak trees are considered protected if they are at least 8 inches in diameter at breast height.

For the purposes of this project, special-status plant species are defined in Table 3. The literature search conducted for this impact analysis indicates ten special-status plant species have the potential to occur within the region (e.g., Zaca Creek 7.5' quadrangle map). Table 4 lists these species, their current status, and the nearest known location relative to the project area. The presence-absence column in Table 4 refers to suitable habitat within the BSA, and does not necessarily indicate the presence of the species.

Table 4 lists special-status plant species that may occur within the BSA based on the presence of suitable habitat, and does not include the results of botanical surveys conducted for the project. Several botanical surveys were conducted within the BSA in 2009 and 2012. Coast live oak, valley oak and southern California black walnut were observed within the BSA, no other special-status plant species were detected and are considered absent, based on the findings of project-specific botanical surveys.

Table 3. Definitions of Special-Status Plant Species

- Plants listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.12 for listed plants and various notices in the Federal Register for proposed species).
- Plants that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register, October 26, 2011).
- Plants that meet the definitions of rare or endangered species under the CEQA (*State CEQA Guidelines,* Section 15380).
- Plants considered by the CNPS to be "rare, threatened, or endangered" in California (Lists 1B and 2 in CNPS, 2001).
- Plants listed by CNPS as plants about which we need more information and plants of limited distribution (Lists 3 and 4 in CNPS 2001).
- Plants listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (14 CCR 670.5).
- Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq.).
- Plants considered sensitive by other Federal agencies (i.e., U.S. Forest Service, Bureau of Land Management), State and local agencies or jurisdictions.
- Plants considered sensitive or unique by the scientific community or occurring at the limits of its natural range (*State CEQA Guidelines*).
- Trees protected by Santa Barbara County Ordinances.

Special-Status Wildlife Species. Special-status wildlife species are defined in Table 5. The potential for these species to occur in the vicinity of the BSA was determined by habitat characterization within the BSA, review of sight records from other environmental documents and range maps described above. Table 6 lists special-status wildlife species that have the potential to occur within the BSA for at least a portion of their life cycle. The presence-absence column in Table 6 refers to suitable habitat within the BSA, and does not necessarily indicate the presence of the species.

Table 4. Special-Status Plant Species of the Project Area

Species	Status	Habitat Description	Nearest Known Location relative to the BSA	Present/ Absent based on Habitat	Rationale for Absence/ Discussion
Hoover's bent grass *Agrostis hooveri*	List 1B, RP	Sandy chaparral, woodland, grassland	Upper West Ballard Canyon; 3 miles to the northeast (CNDDB, 2012)	A	not found during April 2009 and April 2012 survey
Small-seeded fiddleneck *Amsinckia spectabilis var. microcarpa*	E	Grassland, open shrubland	Along Route 246, 3 miles to the southwest (Wiskowski, 1988)	A	not found during April 2009 and April 2012 survey
Miles' milkvetch *Astragalus didymocarpus* var. *milesianus*	List 1B, RP	Coastal scrub	Purisima Hills, 3 miles to the west (CNDDB, 2012)	A	not found during April 2009 and April 2012 survey
Eastwood's spineflower *Chorizanthe angustifolia var. eastwoodiae*	E, RP	Sandy coastal scrub	Purisima Hills (Wiskowski, 1988)	A	not found during April 2009 and April 2012 survey
Lompoc yerba santa *Eriodictyon capitatum*	FE, List 1B, RP	Sandy coastal scrub, chaparral	Orcutt Oilfield, 16.6 miles to the northwest (CNDDB, 2012)	A	not found during April 2009 and April 2012 survey
Annual buckwheat *Eriogonum citharaeformes*	E	Chaparral	North of Buellton (Wiskowski, 1988)	A	not found during April 2009 and April 2012 survey
Southern California black walnut *Juglans californica*	List 4, RP	Moist slopes, canyon bottoms	Observed within BSA	P	
California broom-rape *Orobanche californica ssp. grandis*	LC	Chaparral, coastal scrub	Drum Canyon Road, 7 miles to the northwest (Wiskowski, 1988)	A	not found during April 2009 and April 2012 survey
Valley oak *Quercus lobata*	CO	Woodlands, savanna	Observed within BSA	P	
Coast live oak *Quercus agrifolia*	CO	Woodlands, forest, chaparral	Observed within BSA	P	

Status Codes:
CO: Protected under Santa Barbara County ordinances
E: Endemic (Wiskowski, 1988)
LC: Local Concern (Wiskowski, 1988)
List 1B: Rare or endangered in California and Elsewhere (California Native Plant Society)
List 4: Plants of limited distribution (California Native Plant Society)
RP: Rare plant of Santa Barbara County (Wilken, 2007)

Table 5. Definitions of Special-Status Wildlife Species

Special-Status Wildlife Species
➢ Animals listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (50 CFR 17.11 for listed animals and various notices in the Federal Register for proposed species). ➢ Animals that are candidates for possible future listing as threatened or endangered under the federal Endangered Species Act (Federal Register October 26, 2011). ➢ Animals that meet the definitions of rare or endangered species under the CEQA (*State CEQA Guidelines*, Section 15380). ➢ Animals listed or proposed for listing by the State of California as threatened and endangered under the California Endangered Species Act (14 CCR 670.5). ➢ Animal species of special concern to the CDFG (Shuford & Gardali, 2008 for birds; Williams, 1986 for mammals; Moyle et al., 1989 for fish; and Jennings and Hayes, 1994 for amphibians and reptiles). ➢ Animal species that are fully protected in California (California Fish and Game Code, Section 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

Table 6. Special-Status Wildlife Species of the Project Area

Common Name	Scientific Name	Habitat	Status	Nearest Known Location	Present/ Absent based on Habitat	Rationale for Absence/ Discussion
Fish						
Arroyo chub	*Gila orcuttii*	Streams	CSC	Observed in 2000 near BSA by CDFG staff	P	
Southern steelhead	*Oncorhynchus mykiss*	Perennial streams	FE, CSC	Santa Ynez River, 3.4 miles to the south (CNDDB, 2012)	A	Surface water duration and volume not sufficient
Amphibians						
Western spade-foot toad	*Spea hammondii*	Vernal pools	CSC	Alisos Canyon Road, 6 miles to the northwest (CNDDB, 2012)	A	No suitable habitat within BSA
California red-legged frog	*Rana aurora draytonii*	Instream pools	FT, CSC	Observed within BSA (Padre, 2001)	P	
California tiger salamander	*Ambystoma californiense*	Seasonal ponds	FE, ST	Los Alamos Valley, 5.7 miles to the northwest (Santa Barbara County, 2007)	A	No suitable habitat within BSA
Reptiles						
Southwestern pond turtle	*Clemmys marmorata pallida*	Vegetated ponds	CSC	Zaca Creek, 300 feet to the south (Padre, 2001)	P	
Coast patch-nosed snake	*Salvadora hexalepis virgultea*	Chaparral, woodlands	CSC	Sedgwick Reserve, 7 miles to the northeast (LaBonte, 2000)	P	
Two-striped garter snake	*Thamnophis hammondi*	Streams, wetlands	CSC	Sedgwick Reserve, 7 miles to the northeast (LaBonte, 2000)	P	

Table 6. Continued

Common Name	Scientific Name	Habitat	Status	Nearest Known Location	Present/ Absent based on Habitat	Rationale for Absence/ Discussion
Birds						
White-tailed kite	*Elanus leucurus*	Grasslands, scrub, marsh	FP (nest)	Sedgwick Reserve, 7 miles to the northeast (DeWolfe et al., 2001)	A	No suitable habitat within BSA
Loggerhead shrike	*Lanius ludovicianus*	Grasslands	CSC (nest)	Foxen Canyon Road, 9 miles to the north (Lehman, 1994)	A	No suitable habitat within BSA
California horned lark	*Eremophila alpestris* ssp. *actia*	Grasslands	WL	Sedgwick Reserve, 7 miles to the northeast (DeWolfe et al., 2001)	A	No suitable habitat within BSA
Least Bell's vireo	*Vireo bellii pusillus*	Riparian woodland	SE, FE	Sisquoc River, 14 miles to the north (CNDDB, 2012)	A	No suitable habitat within BSA
Cooper's hawk	*Accipiter cooperi*	Grasslands, scrub, woodland	WL (nest)	Rancho La Laguna, 9 miles to the north (Padre Associates, 2008a)	P	
Yellow warbler	*Dendroica petechia brewsteri*	Riparian woodland, riparian scrub	CSC (nest)	Found within BSA (Padre, 2001)	P	
Yellow-breasted chat	*Icteria virens*	Riparian woodland, riparian scrub	CSC (nest)	Sedgwick Reserve, 7 miles to the northeast (DeWolfe et al., 2001)	P	
Southwestern willow flycatcher	*Empidonax traill extimus*	Riparian forest	FE, SE	Santa Ynez River, 3 miles to the southwest (CNDDB, 2012)	A	No suitable habitat within BSA
Southern California rufous-crowned sparrow	*Aimophila canescens ruficeps*	Chaparral, coastal scrub	WL	Sedgwick Reserve, 7 miles to the northeast (DeWolfe et al., 2001)	A	No suitable habitat within BSA
Mammals						
Pallid bat	*Antrozous pallidus*	Caves, crevices and mines (roosting)	CSC	Found within BSA (Heady & Frick, 2001)	P	
Townsend's big-eared bat	*Corynorhinus townsendii*	Caves, buildings, bridges	CSC	Found within BSA (Heady & Frick, 2001)	P	
Yuma myotis	*Myotis yumanensis*	Crevices, bridges	SA	Found within BSA (Heady & Frick, 2001)	P	
American badger	*Taxidea taxus*	Grasslands, scrub, open woodlands	CSC	U.S. 101/SR 154 junction, 2.5 miles to the northeast (CNDDB, 2012)	A	No suitable habitat within BSA

Status Codes:

CSC	California Species of Special Concern (CDFG)	SA	Special Animal (CDFG)
FE	Federal Endangered (USFWS)	SE	State Endangered (CDFG)
FT	Federal Threatened (USFWS)	WL	Watch List (CDFG)
FP	Fully Protected (Fish & Game Code)	ST	State Threatened (CDFG)

Arroyo Chub. This fish species was introduced to the Santa Ynez River watershed in the 1930's, and occurs in the Santa Ynez River, Lake Cachuma and tributary streams. It is considered a species of special concern by the California Department of Fish and Game. Arroyo chub has been reported from Zaca Creek, and may be present within the BSA.

Southern Steelhead. Steelhead are an anadromous form of rainbow trout, meaning it reproduces in freshwater, but spends much of its life cycle in the ocean, where improved foraging opportunities provide a greater growth rate. Steelhead are divided into 15 evolutionary significant units (ESU) based on similarity in life history, location, and genetic markers. The southern California ESU extends from the Santa Maria River basin south to the Mexican border. The southern California ESU was listed as endangered by the National Marine Fisheries Service (NMFS) on October 17, 1997. Zaca Creek was not included in the NMFS critical habitat designation for the Santa Ynez River basin.

There are no historical or recent records of steelhead in Zaca Creek (NMFS, 2005). However, Zaca Creek was historically planted with juveniles from the Santa Ynez River (NMFS, undated). Zaca Creek was not considered to provide steelhead spawning or rearing habitat in the Lower Santa Ynez River Fish Management Plan (SYRTAC, 2000). Therefore, steelhead is considered absent from the BSA.

Western Spade-foot Toad. Vernal pools or similar seasonal pools do not occur in the project area. Seasonal stream pool habitat within Zaca Creek is not suitable for this species. Therefore, western spade-foot toad is considered absent from the BSA.

California Red-legged Frog. This species has been listed as threatened under the Federal Endangered Species Act. Factors responsible for the precipitous decline of this species include habitat alteration for flood control purposes, stream flow regulation due to dam construction, and the introduction and rapid spread of exotic predators, such as the bullfrog (*Rana catesbeiana*), sunfish (*Lepomis* sp.), mosquitofish (*Gambusia affinis*) and bass (*Micropterus* sp.).

Preferred aquatic habitat of California red-legged frog is characterized by dense shrubby, or emergent riparian vegetation, such as arroyo willow (*Salix lasiolepis*), cattails (*Typha* spp.), and bulrushes (*Scirpus* spp.), associated with deep (> 2 feet), still or slow-moving water. An important microhabitat feature for predator escape appears to be emergent or bankside vegetation such as overhanging willow branches or overhanging banks formed by willow or other tree root masses that contact relatively deep water (Jennings and Hayes, 1994). Although this species can occur in ephemeral or permanent streams or ponds, populations probably cannot be maintained in ephemeral streams. Juvenile frogs appear to favor more open, shallow aquatic habitats with dense emergent vegetation and overhanging banks or stick masses.

One California red-legged frog was observed in Zaca Creek in August 2000, in a small stream pool downstream of Bridge 51C-226. Consequently, the frog may be adversely affected by bridge replacement activities. Critical habitat for this species was designated on March 17, 2010, and does not include Zaca Creek.

California Tiger Salamander. The Santa Barbara County "Distinct Population Segment" (DPS) of California tiger salamander was listed as an endangered species in 2000 under the Federal Endangered Species Act. It is also listed as threatened under the California Endangered Species Act. The tiger salamander is found in four discrete regions of the County, including ponds and associated uplands in southwestern Santa Maria Valley (West Orcutt), southeastern Santa Maria Valley (Bradley-Dominion), Los Alamos Valley, and Santa Rita Valley (Sweet, et al., 1998). The BSA is located within the geographical range of the California tiger salamander; however, the nearest known population occurs in the Los Alamos Valley. Suitable seasonal pond habitat does not occur in the project area, and California tiger salamander is considered absent from the BSA.

Southwestern Pond Turtle. This species typically occurs in perennial streams and ponds, and is considered a species of special concern by the California Department of Fish and Game. Southwestern pond turtle was observed in a stream pool downstream of the BSA during field surveys in 2000. Southwestern pond turtle requires stream pools for foraging and breeding, which occur downstream of the BSA during the rainy season, and may extend into summer in high rainfall years.

Coast Patch-nosed Snake. This species is an active diurnal snake, and is considered a species of special concern by the California Department of Fish and Game. Coast patch-nosed snake was not observed within the BSA during the field surveys. Coast patch-nosed snake is a broad generalist in its diet and habitat requirements, and could occur within the BSA.

Two-striped Garter Snake. This species is highly aquatic and typically feeds on fish, amphibians and amphibian larvae, and is considered a species of special concern by the California Department of Fish and Game. Two-striped garter snake was not observed within the BSA during field surveys. However, Zaca Creek periodically supports suitable prey for two-striped garter snake including fish and small amphibians. Therefore, two-striped garter snake is assumed to be present within the BSA during periods when prey is available.

White-tailed Kite, Loggerhead Shrike and California Horned Lark. Suitable grasslands and/or open scrub habitat for these species does not occur within the BSA and white-tailed kite, loggerhead shrike and California horned lark are considered absent from the BSA.

Least Bell's Vireo. This species is a state and federally listed endangered species. Populations occur along the Sisquoc River and upper Santa Ynez River (Lehman, 1994). Least Bell's vireo typically nests in immature riparian vegetation (mostly willows) along wide stream corridors. Riparian habitat along Zaca Creek is narrow, discontinuous and dominated by oaks. There are no records of least Bell's vireo in the region, and based on the lack of suitable habitat and distance from known breeding locales, this species is considered absent from the BSA.

Cooper's hawk, Yellow Warbler and Yellow-Breasted Chat. These species were not observed during field surveys in 2009 and 2012, but may breed in suitable riparian habitat along Zaca Creek within the BSA.

Southwestern Willow Flycatcher. This species is a state and federally listed endangered species. Populations occur along the Santa Ynez River in the region. Southwestern willow flycatcher typically nests in mature riparian vegetation (large willows and cottonwoods) along wide stream corridors. Riparian habitat along Zaca Creek is narrow, discontinuous and dominated by oaks, and there are no records of southwestern willow flycatcher in the area. Therefore, this species is considered absent from the BSA.

Southern California Rufous-crowned Sparrow. This species has been placed on the California Department of Fish and Game watch list. Suitable habitat for rufous-crowned sparrow within the BSA is limited to fragmented patches of coyote brush scrub and purple sage scrub. These patches are considered too small to support breeding pairs of rufous-crowned sparrow, which typically require at least two acres of habitat per pair. Therefore, this species is considered absent from the BSA.

Pallid Bat, Townsend's Big-eared Bat and Yuma Myotis. These bat species were found within the BSA during a focused bat survey and subsequent general biological surveys. A bat survey of Bridge 51C-226 was conducted by a bat biologist on February 23, 2001. Evidence of three bat species (pallid bat, Townsend's big-eared bat, Yuma myotis) was found (primarily in the north abutment), and a single Townsend's big-eared bat was observed. The bridge abutments form a cave-like structure about 10 feet high, 20 feet wide and 20 feet deep, with a constricted entrance about 5 feet high. Characteristic pallid bat guano was found in both abutments during the January 26 and April 15, 2009, and March 21 and April 19, 2012 field surveys.

Pallid bats are primarily a crevice roosting species, but maternity colonies have been found in bridges. In the project area, this species has been acoustically detected at both the Highway 1 and Floradale Avenue bridges over the Santa Ynez River (Pierson et al., 2002). Pallid bat is using bridge 51C-226 as a night roost (resting during foraging bouts), and may use the bridge as a day roost and/or maternity roost. However, this species was not observed during daytime surveys in June and August 2000, February 2001, January and April 2009 and March 2012.

Townsend's big-eared bats are primarily a cave roosting species, but most known roosts in the region are buildings and mine tunnels. The only known maternity colony in Santa Barbara County is a cave-like space under an abandoned bridge (Pierson & Rainey, 1996). Townsend's big-eared bat was observed using bridge 51C-226 as a day roost in 2001, and may use the bridge as a maternity roost. However, this species was not observed during surveys conducted in January and April 2009, and March 2012.

Yuma myotis is primarily a crevice roosting species, typically in barns and bridges. Most roosts found in the region (Vandenburg Air Force Base) are bridges (Pierson et al., 2002). Bridge 51C-226 does not provide expansion joints, weep holes or other crevice habitat for Yuma myotis, and this species was not observed during daytime surveys conducted in January and April 2009, and March 2012. Therefore, it is expected that the bridge is used as a night roost only.

Badger. This species is a California Species of Special Concern and typically occurs in grasslands and open scrub. Suitable habitat does not occur within the BSA and this species is considered absent.

Wetlands. Definition. The U.S. Army Corps of Engineers (Corps) has jurisdiction over waters of the United States (U.S.) under the authority of the Section 404 of the Clean Water Act. The limit of jurisdiction in non-tidal waters extends to the ordinary high water mark and includes all adjacent wetlands. Waters of the U.S. are defined as:

> *"All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; including all interstate waters including interstate wetlands, all other waters such as intrastate lakes, rivers, streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce."*

The Corps and U.S. Environmental Protection Agency define wetlands as:

> *"Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."*

Santa Barbara County has adopted the USFWS wetland definition (Santa Barbara County, 2008):

> "Wetlands" must have one or more of the following attributes:
>
> - At least periodically, the land support predominantly hydrophytes, that is plants adapted to moist areas;
> - The substrate is predominately undrained hydric soil; and
> - The substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season each year."

Corps-defined wetlands are determined to be present if evidence of each of three criterion are observed (prevalence of hydrophytic vegetation, presence of hydric soils, and wetland hydrology).

Preliminary Wetland Delineation. A preliminary wetland delineation was conducted to determine the area of jurisdiction of the Corps under Section 404 of the Clean Water Act. The delineation was performed in accordance with the routine procedures for areas greater than 5 acres detailed in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and *Regional Supplement: Arid West Region* (Corps of Engineers, 2008).

Jurisdictional wetlands were determined to be present if evidence of all three Federal criteria were observed (hydrophytic vegetation, hydric soils, and wetland hydrology). However, the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) wetland definition requires that only one of the wetland criteria be present to define a wetland. Wetlands data was collected at two locations (points) within the BSA, one upstream and one downstream of bridge 51C-226.

Federal Jurisdictional Determination. Following the Supreme Court *Rapanos* decision, Corps jurisdiction under the Clean Water Act is established if the waterbody is "relatively permanent" or the waterbody has a significant nexus to traditional navigable waters. Zaca Creek is located within the BSA and is considered "relatively permanent" because surface flow is continuous at least seasonally (at least 3 months). Zaca Creek is a tributary to the Santa Ynez River and has a "significant nexus" because it affects the chemical, physical and biological integrity of the downstream traditional navigable water. Therefore, Zaca Creek is within the jurisdiction of the Corps of Engineers.

Wetland Delineation Results. A predominance of hydrophytic (water-loving) vegetation were found at both wetland data points, including red willow, mugwort, hoary nettle and poison hemlock.

Soil pits excavated at the two wetland data points indicated soils are composed of dark grayish-brown (10 YR 4/2) fine sand with gravel, and underlying cobble. Evidence of hydric soils (such as organic accumulation) was not found. It appears the duration and frequency of inundation is not sufficient to develop hydric soils.

Surface water and saturated soils were absent within Zaca Creek at the time of the wetland delineation. However, secondary evidence of wetland hydrology was found at both data points, comprised of sediment deposits, drift deposits and drainage patterns.

Due the lack of hydric soils, Corps jurisdictional wetlands were not found within the BSA. However, the presence of surface water and hydrophytic vegetation indicates County-defined wetlands are present in Zaca Creek within the BSA.

Impact Discussion:

a. The proposed project was re-designed in 2011/2012 to preserve the existing bridge and minimize impacts to Zaca Creek, including loss of riparian forest. However, approximately 0.02 acres (about 870 square feet) of mixed oak riparian forest of 1.2 acres present within the BSA would be removed by bridge construction. Due to the small area affected (1.7 percent), this impact is considered less than significant.

b. Three special-status plant species were found within the project BSA, southern California black walnut, valley oak and coast live oak. Construction of the new bridge would involve removal of 36 coast live oak trees and 3 valley oak trees. Southern California black walnut trees would be avoided by the new bridge. Twenty of the affected coast live oak trees are at least 8 inches in diameter, and protected under the County Grading Ordinance. All three of the affected valley oak trees are at least 4 inches in diameter, and protected under the County Deciduous Oak Tree Protection and Regeneration Ordinance. The loss of protected oak trees is considered a potentially significant impact. Tree replacement requirements identified in Mitigation Measure BIO-1 would ensure impacts are reduced to less than significant levels.

c. Proposed bridge construction would result in the temporary loss of 0.17 acres of native vegetation, and permanent loss of 0.19 acres of native vegetation (mixed oak riparian forest, coast live oak woodland, coyote brush scrub). Affected vegetation is common in the region and/or the magnitude of vegetation loss is minimal. Therefore, impacts are considered less than significant.

d. Construction of the new bridge would result in the temporary loss of 1.0 acres of non-native grassland and disturbed areas, and permanent loss of 0.1 acres of this vegetation. Due to the location of this vegetation (roadside areas), habitat value is considered low. Therefore, impacts are considered less than significant.

e. Project implementation would require the removal of 20 mature (at least 8" diameter at breast height) coast live oak trees from the project site. This impact to native specimen trees is considered potentially significant because about 10 percent of the specimen (mature) native trees found in the BSA would be removed. Tree replacement requirements identified in Mitigation Measure BIO-1 would ensure impacts are reduced to less than significant levels.

f. No chemicals, animals, human habitation or invasive plants would be associated with project implementation.

g. **Arroyo Chub**. This species may be present in Zaca Creek at the bridge site during periods when surface water is present, and connections exist between the project site and perennial reaches of Zaca Creek. Construction of the new bridge would occur during the dry season (April through November), when surface water (and fish) is typically absent from Zaca Creek in the project area. The project has been designed to avoid disturbance of Zaca Creek; therefore, significant impacts to arroyo chub are not anticipated.

California Red-legged Frog. This species may be present at the bridge site and adversely affected by bridge construction through direct mortality, habitat loss and water quality degradation. Project-related impacts to this species are considered potentially significant. Protection measures identified in Mitigation Measure BIO-2 would ensure impacts are reduced to less than significant levels.

Southwestern Pond Turtle and Two-striped Garter Snake. These species may be present at the bridge site during periods when surface water is present, which may provide pond habitat and prey (fish, amphibians). Construction of the new bridge would occur during the dry season (April through November), when surface water (and suitable habitat) is typically absent from Zaca Creek in the project area. The project has been designed to avoid disturbance of Zaca Creek; therefore, significant impacts to southwestern pond turtle and two-striped garter snake are not anticipated.

Cooper's Hawk, Yellow Warbler and Yellow-breasted Chat. The proposed project would result in the permanent loss of 0.02 acres of mixed oak riparian forest and 0.09 acres of coast live oak woodland along Zaca Creek, which is considered suitable habitat for these species. Due to the small area affected and lack of any observations of these species along Zaca Creek, loss of this habitat is not anticipated to adversely affect the local populations of Cooper's hawk, yellow warbler and yellow-breasted chat.

Pallid Bat, Townsend's Big-eared Bat and Yuma Myotis. The existing bridge including cave-like abutments would be retained as bat habitat. Noise, vibration and related disturbance associated with bridge construction activities would reduce the value of the existing abutments as bat roosting habitat. Generally, bats are expected to utilize alternative roosts as needed during the construction period and significant impacts to local bat populations are not anticipated. However, if the existing abutments are used as a maternity roost, bridge construction during the breeding season (April-August) may result in abandonment of the roost and mortality of pregnant females and possibly young. Abandonment of a maternity roost is considered a potentially significant impact to special-status bats. Protection measures identified in Mitigation Measure BIO-3 would ensure impacts are reduced to less than significant levels.

h. The project-related loss of native habitat would be minimal (approximately 0.36 acres) and much of it temporary. Construction-related disturbance (noise, vibration, equipment activity) would be localized and occur in a previously disturbed area (roadway corridor and maintained channel). Therefore, a reduction in diversity or substantial reduction in numbers of wildlife is not expected.

i. As discussed in c. and g., a small amount of project-related habitat loss would occur. However, such habitat loss is not anticipated to affect local wildlife populations.

j. Zaca Creek may be used as a corridor by wildlife moving through the area as it provides habitat and cover in a rural area. Habitat removal and construction-related disturbance may affect local wildlife movements. While no barriers to wildlife would be involved and little work would occur at night when most wildlife movement occurs, short-term construction lighting may result in significant impacts to wildlife movement. Implementation of Mitigation Measure AES-1 would ensure impacts to wildlife movement are reduced a level of less than significant.

k. Project implementation would not involve fencing, but construction activities may include infrequent and focused use of lighting, potentially resulting in significant impacts as discussed in j. above.

The project site is located within an existing roadway and adjacent to commercial and residential land uses, such that existing sources of lighting, noise and human presence are present. The project would not result in a substantial increase in factors which may hinder normal activities of wildlife. In the long-term, the proposed project would increase the elevation of the bridge deck which would reduce the impingement of headlights into the wildlife corridor. Impacts are considered less than significant.

Mitigation and Residual Impact:

BIO-1: Special-Status Trees. The loss of 20 protected coast live oak trees and three valley oak trees would be mitigated by replacement planting at a ratio of 10:1, such that a total of 200 coast live oaks and 30 valley oak trees would be planted. Replacement trees would be planted within the County right-of-way along Jonata Park Road to the extent feasible. Off-site planting areas may be considered, if insufficient suitable planting areas can be found along Jonata Park Road. Rooted acorns or 1 to 5-gallon container plants would be used and should be propagated from genetic stock originating in the region (Santa Barbara County). Each mitigation tree should be protected against ground disturbance, soil compaction, or over-irrigation. Additionally, the mitigation trees should be fenced or provided with herbivore protection (wire cages, or equivalent) until the trees have attained 8 feet in height.

These mitigation trees would be maintained for five years with the last two years without irrigation. Oak planting and maintenance techniques should be consistent with the most current edition of the How to Grow California Oaks, a University of California Publication. At the end of the five year maintenance period, a total of 200 coast live oaks and 30 valley oak trees should be alive and in good health, or 100 of the oaks should attain a height above the browse line (8 feet). The mitigation ratio and guidelines herein are consistent with Santa Barbara County Thresholds Manual and Santa Barbara County Grading Ordinance for Native Oak Tree Removal.

Plan Requirements and Timing: Tree replacement requirements shall be included in the project's plans and specifications. **MONITORING**: The County project engineer shall ensure compliance with this measure.

BIO-2: California Red-legged Frog (CRLF). The following measures from the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program (8-8-10-F-58) are proposed to be implemented:

- Only USFWS-approved biologists shall participate in activities associated with the capture, handling and monitoring of CRLF.
- Ground disturbance shall not begin until written approval is received from the USFWS that the project biologist is qualified to conduct work with CRLF.

- A USFWS-approved biologist shall survey the project site no more than 48 hours before the onset of work activities. If any CRLF life stage is found that is likely to be killed or injured by work activities, the USFWS-approved biologist shall relocate the affected CRLF the shortest distance possible to a location that contains suitable habitat and shall not be affected by the project.
- A USFWS-approved biologist shall conduct a training session for all construction personnel before construction is initiated. The training shall include a description of CRLF and its habitat, specific measures to be implemented at the site to protect CRLF, and a description of the project boundaries.
- A USFWS-approved biologist shall be present at the work site until all CRLF have been relocated, training has been completed and disturbance of habitat has been completed. After this time, Santa Barbara County shall appoint a monitor to ensure minimization measures are implemented. The monitor shall be trained by the USFWS-approved biologist and shall instruct the resident engineer to stop work if needed to avoid CRLF. If work is stopped, the USFWS shall be notified as soon as possible.
- During project activities, all trash that may attract predators shall be properly contained, removed from the work site and disposed regularly. Following construction, all trash and construction debris shall be removed from the site.
- All refueling, maintenance and staging of equipment and vehicles shall occur at least 60 feet from riparian habitat. The monitor shall ensure contamination of CRLF habitat does not occur from such operations.
- Topographic contours within CRLF habitat shall be returned to their original condition at the end of construction, to the extent feasible to achieve the project goals.
- The number of access routes, size of staging areas and the total area of activity shall be limited to the minimum necessary to achieve the project goals. Environmentally Sensitive Areas shall be delineated in the field and project activities conducted to avoid CRLF habitat to the maximum extent practicable.
- Work activities shall be scheduled to avoid the CRLF breeding season (construction work shall be limited to between April 1 and November 1).
- Best management practices shall be implemented according to an approved storm water pollution prevention plan to avoid sedimentation of CRLF habitat.
- Zaca Creek shall not be de-watered.
- Water shall not be impounded at the project site.
- Non-native aquatic species shall be removed from the project site during construction by a USFWS-approved biologist, including bullfrogs, crayfish and centrarchid fishes.

- The field work code of practice by the Declining Amphibians Population Task Force shall be implemented by the USFWS-approved biologist.
- Native species shall be planted at the project site to offset loss of mixed oak riparian forest and protected oak trees. Invasive exotic plants shall be removed from the project site during construction.
- Herbicides are not anticipated to be required, but if needed, would be applied by a licensed applicator and not applied to native vegetation.
- A project completion report shall be prepared summarizing the amount of habitat disturbance, restoration activities, measures implemented to protect CRLF and number of CRLF relocated.

Plan Requirements and Timing: Mitigation measures shall be included in the project's plans and specifications. **MONITORING**: The County inspector shall ensure compliance with each measure (as applicable).

BIO-3: Special-Status Bats. Impacts to bats shall be mitigated through implementation of the following measures:

- A bat survey shall be conducted during the breeding season prior to construction by a qualified biologist to fully determine the extent and seasonal timing of bat use of the existing bridge. Infra-red, night vision and/or ultra-sound monitoring techniques may be employed as needed.
- If the bat survey determines the bridge abutments are used as a maternity roost, exclusion netting shall be installed at the beginning of the breeding season and maintained over the bridge abutment entrances during the breeding season for the duration of bridge construction. The netting installation shall provide a one-way exit for any bats found in the abutments when the exclusion netting is installed.

Plan Requirements and Timing: Mitigation measures shall be included in the project's plans and specifications. **MONITORING**: A qualified biologist shall conduct periodic monitoring to ensure the bats are excluded from the existing bridge, if bat exclusion is required.

Full implementation of the above mitigation measures would reduce project-specific and cumulative impacts to biological resources to a level of less than significant.

4.5 CULTURAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
Archaeological Resources					
a. Disruption, alteration, destruction, or adverse effect on a recorded prehistoric or historic archaeological site			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 uses of the area?				X	

Setting:

Regional Prehistoric Overview. Southern California's prehistory begins with Paleo-Indian period, currently thought to span roughly 12,000 to 8,000 Before Present (B.P.) (Moratto, 1984). The few known Paleo-Indian sites are comprised almost entirely of flaked stone tools including scrapers, choppers and large projectile points. The Early Period (8000 to 3350 B.P.) is represented by a marked increase in the number of sites, and a new technology in the form of handstones and millingstones, which indicates a shift to a primarily seed processing subsistence economy. The Middle Period (3350 to 800 B.P.) is marked by a shift in the economic/subsistence focus from plant gathering and the use of hard seeds, to a more generalized hunting- gathering adaptation, with an increased focus on acorns. The Late Period (800 B.P. to contact) was a period of localization, specialization and adaptation. Late Period sites have produced a large variety of material goods including small finely chipped projectile points, bone tools, stone, shell and bone ornaments, steatite bowls and objects, and shell beads that may have acted as currency (King, 1990).

Regional Ethnographic Overview. The project area lies within the historic territory of the Native American Indian group known as the Chumash. The Chumash occupied the region from San Luis Obispo County to Malibu Canyon on the coast, and inland as far as the western edge of the San Joaquin Valley, and the four northern Channel Islands (Grant, 1978). The Chumash are subdivided into factions based on distinct dialects. The Barbareño Chumash occupied the Santa Barbara area.

Chumash society developed over the course of some 9,000 years and achieved a level of social, political and economic complexity not ordinarily associated with hunting and gathering groups (Greenwood, 1972). The prehistoric Chumash are believed to have maintained one of the most elaborate bead money systems in the world, as well as one of the most complex non-agricultural societies (King, 1990).

The Chumash aboriginal way of life ended with Spanish colonization. As neophytes brought into the mission system they were transformed from hunters and gatherers into agricultural laborers and exposed to diseases to which they had no resistance. By the end of the Mission Period in 1834, the Chumash population had been decimated by disease and declining birthrates. Population loss as a result of disease and economic deprivation continued into the next century.

Today, many people claim their Chumash heritage in Santa Barbara County. In general, they place high value on objects and places associated with their past history, especially burials, grave goods, and archaeological sites.

Record Search. Conejo Archeological Consultants conducted a records search at the Central Coast Information Center (CCIC) on April 27, 2012. Four archaeological sites and one isolate have been recorded within a 0.5-mile radius of the project site as described below.

- CA-SBA-1989. This site consists of a highly disturbed low density artifact scatter with chipped and ground stone, shell and a tarring pebble. The site was utilized for resource processing and possibly chipped stone tool maintenance (Pierrou et.al 1985). CA-SBA-1989 is located approximately 400 feet from the project impact area and would not be impacted by project construction.
- CA-SBA-2637. This site was recorded as a concentration of ground and chipped stone artifacts covering approximately 110,000 square meters. This large site is located over 0.25 miles from the project impact area and would not be impacted by project construction.
- CA-SBA-3387. This site was originally recorded as consisting of approximately 20-25 tertiary flakes of white Monterey chert, along with two pieces of brown Monterey chert and one piece of Franciscan chert shatter. A medial fragment of a crudely made chert biface was the only formed tool discovered.

  Applied Earthworks, Inc. conducted a Phase 2 Excavation and Evaluation Investigation in 1996 (see discussion under field investigation), and determined that CA-SBA-3387 was not eligible for listing on the National Register of Historic Places (NRHP). Therefore, no further archaeological investigation was required.

- CA-SBA-3403. This site is a sparse lithic scatter containing approximately 25+ flakes and one biface. It is possible that the artifacts observed here are re-deposited. CA-SBA-3404 is located over 500 feet from the project impact area and would not be impacted by project construction.
- P-42-038668. This isolated artifact represents a single secondary Monterey chert flake that was found over 0.25 miles from the project impact area. Project construction would not impact this isolate.

The Native American Heritage Commission was contacted by Conejo Archeological Consultants on April 24, 2012 to conduct a file search to identify any sacred lands in the project area. The file search failed to identify any cultural resources within the immediate project area.

Field Investigations. A total of eight archaeological investigations have been conducted within a 0.5-mile radius of the project site. The most pertinent of these investigations to the current project are described below.

In 1992, Science Applications International Corporation conducted an archaeological survey for an earlier design of the proposed project. One prehistoric archaeological site, CA-SBA-1989, was identified during the pre-field research conducted at that time. Subsequently, the project was redesigned so that CA-SBA-1989 now lies approximately 400 feet from Bridge 51C-226 and well outside the project impact footprint.

Applied Earthworks conducted a Phase 1 - Intensive Archaeological Survey for the project in 1996, and documented one prehistoric archaeological site (CA-SBA-3387) near the bridge site. Site CA-SBA-3387 appeared to extend into the impact area associated with the bridge replacement project as designed in 1996. Therefore, Applied Earthworks conducted a Phase 2 Excavation and Evaluation Investigation in July 1996 to evaluate the integrity, significance, and NRHP eligibility of CA-SBA-3387. Fourteen shovel test pits and four 1-meter by 1-meter units were excavated. Due to the low density and low diversity of cultural remains, paucity of datable artifacts, and severely impaired integrity, CA-SBA-3387 was judged to lack qualities that would make it eligible for the NRHP.

Native American Consultation. A total of 20 Native American contacts (provided by the Native American Heritage Commission) were mailed a project description letter by Conejo Archeological Consultants on April 24, 2012. Two responses were received; both Patrick Tumamait and Freddy Romero requested construction activities be monitored by a Native American representative. Based on the results of the Phase 2 Excavation and Evaluation Investigation, it was determined that the probability of encountering substantial cultural resources was sufficiently low that Native American monitoring is not warranted.

Impact Discussion:

a. Based on the results of the record search, past field investigations and the Phase 2 investigation at Site CA-SBA-3387, ground disturbance associated with bridge replacement would not disrupt any archeological sites.

b. Impacts to known archeological sites would not occur; therefore, disruption or removal of human remains is not anticipated.

c. The proposed project would not result in an increase in population or increased access to archeological sites. Therefore, an increased potential for trespassing, vandalism or sabotage is not anticipated.

d. No significant disruption or other adverse effects to known archaeological sites are anticipated. In addition, the Phase 2 Excavation and Evaluation Investigation did not identify any intact cultural resources near the project impact area. However, Native American settlements typically occur near drainages (such as Zaca Creek), and a small potential exists for unknown buried cultural resources to be adversely affected by project-related construction activities.

e. No prehistoric or historic archeological sites or properties of historic or cultural significance would be adversely affected by the proposed project.

f. No ethnic, sacred or ceremonial places occur in the vicinity of the project; therefore, no adverse effects are expected.

g. The proposed project would not result in an increase in population or increased access to ethnic, sacred or ceremonial places. Therefore, increased conflicts with religious, sacred or educational uses are not expected.

Mitigation Measures and Residual Impacts:

AR-1. To minimize potentially significant impacts to archeological resources, the following measures shall be implemented:

- At the commencement of any project-related ground disturbance, an archaeologist shall provide construction workers an orientation on cultural resources and directions as to what steps are to be taken if a find is encountered.
- In the event that archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find pursuant to Phase 2 investigations of the County Archeological Guidelines. If the find is determined to significant, the site shall be subject to a Phase 3 mitigation program consistent with the County Archeological Guidelines. After the find has been appropriately mitigated, work in the area may resume. A Chumash representative shall be retained to monitor any mitigation work associated with Native American cultural material.
- 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 Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.

Plan Requirements/Timing: These conditions shall be included in the project plans and specifications. **MONITORING**: The County on-site inspector shall ensure the measures are fully implemented.

Full implementation of the above mitigation measures would reduce project-specific and cumulative impacts to cultural resources to a level of less than significant.

4.6 ENERGY

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

Impact Discussion:

The project consists of bridge replacement and would not consume energy, with the exception of fossil fuels used in construction equipment. Overall, no increase in demand for energy would occur.

The project would not require or induce new development or extension of existing sources of energy.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.7 FIRE PROTECTION

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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 fire fighting?				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:

The project site consists of the existing bridge footprint, portions of Jonata Park Road, Zaca Creek and adjacent areas. Fire hazard is moderate, primarily associated with weedy roadside areas and planted trees. However, the project area has been mapped as a high fire hazard area on the State Fire Hazard Severity Zones map for Santa Barbara County.

Santa Barbara County Fire Station 31 serves the project area, and is located in Buellton, approximately 3 miles to the south of the project site.

Impact Discussion:

a. The proposed project does not involve the construction of habitable or other flammable structures, and would not directly or indirectly lead to any such structures that may increase the exposure of the public to fire hazard.

b. Construction activities would occur in areas supporting potentially flammable vegetation and would have the potential to significantly increase fire hazard to adjacent residential and agricultural commercial areas. Implementation of Mitigation Measure FIRE-1 would ensure impacts are reduced to less than significant levels.

c. The proposed project does not include any development.

d. The proposed project does not include any new development (excluding the proposed bridge), and would not hamper fire prevention activities.

e. The proposed replacement bridge would be constructed of non-flammable materials (primarily Portland cement, steel and asphalt concrete) and would not require fire protection.

Mitigation and Residual Impact:

FIRE-1. To minimize potential fire hazards, a Fire Awareness and Avoidance Plan shall be implemented during construction. The Plan shall include the following:

- Fire prevention measures addressing cutting, grinding and welding;
- Maintaining fire extinguishers in every vehicle on-site;
- Providing a water truck;
- Minimizing activity during red flag alerts; and
- Communication with emergency response agencies.

Plan Requirements/Timing: The Fire Awareness and Avoidance Plan shall be submitted prior to the initiation of construction. **MONITORING**: The County-appointed inspector shall ensure the Plan is fully implemented.

Full implementation of the above mitigation measure would reduce project-specific and cumulative fire hazard impacts to a level of less than significant.

4.8 GEOLOGIC PROCESSES:

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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. Disruptions, displacements, compaction or overcovering of the soil by cuts, fills, or extensive grading?				X	
c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise?			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

Based on the Geologic Map of the Zaca Creek Quadrangle (Dibblee, 1993), the project site is underlain by surficial sediments composed of floodplain and stream channel deposits. However, a portion of the project site is composed of fill associated with bridge and roadway construction. The nearest mapped fault is the San Rosa Fault which is located approximately 5.6 miles to the south. The nearest Alquist-Priolo fault hazard zone is located along U.S. 101 approximately 4.3 miles north of the project site.

Impact Discussion:

a. Based on the Seismic Safety and Safety Element of the Santa Barbara County Comprehensive Plan, the project site is located in an area assigned low problem ratings for liquefaction, tsunami, expansive soils, soil creep, and compressible-collapsible soils and moderate problem ratings for slope stability and seismic-tectonic. The project site does not include any unstable slopes with landslides or slope stability concerns. The immediate project area has been assigned a low-moderate overall geologic problems index. The proposed replacement bridge would be designed to withstand anticipated seismic stresses according to established engineering practices. The proposed project would not include any habitable structures; therefore, persons travelling over the bridge would not be exposed to geologic hazards.

b. Earthwork associated with the proposed project would include placement of engineered fill for the bridge approaches, as the new bridge would be constructed at a higher elevation than the existing bridge. Cut and fill slopes would be less than 10 feet high and would not be subject to substantial soil displacement or disruption.

c. The ground surface would be mostly restored following bridge replacement, with only minor, localized changes in topography associated with the new bridge.

d. Based on the Seismic Safety and Safety Element of the Santa Barbara County Comprehensive Plan, no Areas of Special Geologic Interest occur in the project area. A search of the University of California Museum of Paleontology data base did not identify any fossils from the project area. Project-related ground disturbance would occur in recent alluvium, such that intact paleontological resources would not be present. No impacts to unique geologic, paleontologic, or physical features would occur.

e. The project does not involve hillside grading or other components that would increase soil erosion. Potential erosion associated with storm water flows during the construction period is addressed in Section 4.16. Construction activities would avoid Zaca Creek, ensuring increased water-related erosion is avoided.

f. Bridge replacement would not involve stream diversion or excavation within Zaca Creek. A Storm Water Pollution Prevention Plan would be implemented during bridge construction to minimize discharge of silt-laden storm water to Zaca Creek. Therefore, impacts from increased erosion or siltation would be less than significant.

g. The proposed project would not involve the placement of septic systems.

h. The proposed project does not involve the extraction or processing of minerals or ore.

i. No grading of existing slopes is proposed.

j. Excavation associated with bridge replacement would occur within previously disturbed areas and would not result in the loss of topsoil.

k. Vibration would be generated by heavy equipment during bridge replacement activities, and may be detected at nearby residences (as close as 50 feet away) during periods of high heavy equipment activity. However, due to the distance to the nearest residence, and the small number of persons affected, vibration impacts are considered less than significant.

l. No spoils would be generated and any material excavated would be used on-site.

Mitigation and Residual Impact:

Mitigation for potentially significant erosion and siltation impacts are addressed under Water Resources (Section 4.16). Residual impacts would be less than significant.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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	
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:

The project area supports residential and commercial land uses. No croplands or industrial land uses are located in the immediate area. Based on review of the GeoTracker (State Water Resources Control Board) and ENVIROSTOR (California Department of Toxic Substances Control) data bases, several leaking underground storage tank cases were identified in Buellton (at least 2 miles to the south). Some of these cases remain open pending the results of ongoing groundwater monitoring. The project site is located up-gradient (higher elevation) than these sites, and groundwater contamination at the project site is not anticipated.

Impact Discussion:

a. The project site does not have a history of hazardous materials production, use or storage. Therefore, project implementation would not result in exposure of persons or the local environment to hazardous materials.

b. Excluding fuels used by construction equipment and vehicles, the project does not involve the use, storage or distribution of hazardous or toxic materials. Equipment and vehicles associated with the project would be fueled from a maintenance vehicle located away from drainages and residences. No storage of fuel is proposed at or near the project site.

c. Although such accidents have not been reported, the existing narrow bridge could contribute to a vehicle collision and release of fuel and other hydrocarbons to Zaca Creek. The proposed bridge would be much wider and would reduce the potential for such vehicle accidents and associated hydrocarbon releases. No risk of explosion or release of hazardous substances is expected as a result of project-related activities.

d. The proposed project would not interfere with any emergency response plan. At least one traffic lane across Zaca Creek would be maintained in service during construction. Traffic control would be provided on Jonata Park Road during construction, and would ensure emergency vehicles can safely transit the work area.

e. The proposed project does not involve the creation, storage or handling of any hazardous materials, and would not create any potential health hazard.

f. The proposed project does not include any new development near hazardous materials.

g. No oil or gas wells or other oil production facilities, or oil or gas pipelines occur at the project site. Therefore, project implementation would not result in exposure of persons or property to these hazards.

h. The proposed project does not include any activities that would affect public water supplies.

Mitigation Measures and Residual Impacts:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.10 HISTORIC RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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 a historic resource by providing rehabilitation, protection in a conservation/open easement, etc.?				X	

Setting:

Overview. Jonata Park Road was an old County road until 1909 when the State acquired right-of-way to construct Highway 2. In 1949, the State relinquished portions of the roadway right-of-way back to the County when the original Highway 101 was constructed. The balance of the Jonata Park Road right-of-way was relinquished to the County in 1959 when the present day U.S. 101 was constructed.

The subject Zaca Creek bridge (51C-226) is a rare example of a pre-World War I short span reinforced concrete girder bridge once common in California. The bridge and Jonata Park Road is part of the original State highway system alignment that established an all-weather route in Santa Barbara County which makes bridge 51C-226 locally important. Additionally, the bridge was engineered by the firm of Mayberry & Parker, who fashioned innovative concrete reinforced bridges and structures in various places throughout the western United States.

Record Search. The record search conducted at the CCIC on April 27, 2012 by Conejo Archeological Consultants did not identify any historic sites in the project area. In addition, the California Inventory of Historic Resources, California Historic Landmarks and California Points of Historical Interest were consulted, and no resources were identified in the project area.

Bridge Evaluation. The existing Jonata Park Road bridge 51C-226 was designed by the Los Angeles engineering firm of Mayberry and Parker, and constructed in 1916. A historical evaluation completed by the California Department of Transportation (Caltrans) determined that both Jonata Park Road bridges (51C-225 and 51C-226) are eligible for listing on the National Register of Historic Places under Criterion C, based on these findings:

> *"These bridges are not monumental or technologically innovative, but are significant as embodiments of the distinctive characteristics of a type and period of construction. Statistics show that most state highway bridges of the period before World War I were short-span reinforced concrete girders. These two structures are distinguished examples of this now endangered bridge type. They are also good examples of the work of this firm."*

The State Historic Preservation Office concurred with these findings on March 4, 1997. The FWHA in applying the Criteria of Effect and Adverse Effect determined that the removal of the Zaca Creek bridges would constitute an adverse effect on historic properties since they would be completely destroyed by the proposed bridge replacement.

In 1997, Santa Barbara County considered four alternatives to avoid adverse historic effects associated with removal of the Zaca Creek bridges 51C-225 & 51C-226. These alternatives are: 1) the no build alternative; 2) the realignment of Jonata Park Road around the existing structures; 3) closure of the structures; and 4) removal and reassembly at a different location.

- The no build alternative is not feasible due to the age and condition of the structures and the type of traffic they are required to carry. The narrow width and limited capacity cannot accommodate modern and anticipated capacity requirements. This alternative would not correct the condition that causes the bridges to be judged deficient.
- The realignment of Jonata Park Road around the existing structures is nearly impossible due to the steep terrain and impacts to adjacent properties, oak woodlands and wetlands. Impacts to adjacent properties include right-of-way takes and conflicts with land uses. Costs associated with this alternative are also prohibitive.
- Closure of the structure is unacceptable due to the access problems it would create. The closure of bridge 51C-226 would isolate the properties north of the bridge.
- Removal and reassembly at a different location is impossible because the structure is built of reinforced concrete. All methods of removal would result in complete demolition of the structure.

While the removal of the bridges was considered an adverse effect, the effect can be mitigated. Prior to the demolition of Jonata Park Road bridge 51C-225, Santa Barbara County carried out for FHWA the following actions to address adverse effects of the project.

- The bridge was fully documented in conformance with the standards of the Historic American Engineering Record (HAER).
- Copies of all documentation were provided to the National Park Service, California State Historic Preservation Office, Santa Barbara Historical Society, Buellton Historical Society, Central Coast Information Center of the California Historical Resources File System, library of the University of California, Santa Barbara, and interested parties upon request.
- The FHWA notified the California State Historic Preservation Office of the action so the bridge can be removed from the list of eligible properties.

- The FWHA, State Historic Preservation Office, Caltrans, Santa Barbara County and County Counsel executed a Memorandum of Agreement (MOA) stipulating the measures to be taken to reduce the effects. The MOA was signed by all required parties in 1998.
- The stipulations of the MOA were completed in 1999 prior to the demotion and reconstruction of Jonata Park Road bridge 51C-225 was initiated. At that time, bridge 51C-226 was also fully documented per HAER standards.

Although full documentation of bridge 51C-226 prior to demolition would be acceptable mitigation to offset the adverse historic effect of bridge removal, Santa Barbara County re-designed the project to fully preserve the bridge structure.

Impact Discussion:

a. Replacement of bridge 51C-226 has been considered since before 1996, and all previous plans included at least partial demolition of the bridge. As mitigation for planned demolition, bridge 51C-226 was fully documented as per Historic American Engineering Record standards, and documentation was submitted to Caltrans in 1999 for transmittal to the State Historic Preservation Office and National Park Service. The current plan is to fully preserve the existing historic bridge. No historic structures or properties would be affected.

b. The project would avoid demolition of the existing historic bridge, but does not include restoration, maintenance or formal protection of the bridge.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.11 LAND USE

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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	

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
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	
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:

Proposed construction would occur within the existing roadway right-of-way (minimum 60 feet wide) along Jonata Park Road, and on APN 099-640-010. The following parcels are located along the right-of-way:

- APN 099-630-004: 2.17 acres, zoned 100-AG;
- APN 099-630-006: 2.97 acres, zoned 100-AG;
- APN 099-640-003: 158.0 acres, zoned AG-II-320; and
- APN 099-640-010: 32.84 acres, zoned AG-II-100.

Zoning designation AG-II indicates prime and non-prime farmland located in the Rural Area with the goal to preserve lands for long-term agricultural use.

The project site is located within the Rural Area of Santa Barbara County, with the Santa Ynez Valley planning area located immediately east of the site and U.S. 101.

Impact Discussion:

a. The proposed project is a bridge replacement, with the same number of traffic lanes and same basic configuration, and is entirely compatible with surrounding land uses.

b. The proposed project is consistent with all applicable plans and policies (see Table 7).

c. The proposed project is limited to roadway bridge replacement, and would not facilitate or result in population growth or changes in the spatial configuration of the existing population.

d. The proposed project does not include the extension of sewer lines or roadways.

e. The proposed project would not displace any dwellings.

f. See e.

g. See e.

h. No loss of open space would occur as a result of the proposed project.

i. No social or economic effect would occur that would result in a physical change in the local community. Temporary lane closures on Jonata Park Road may occur during construction, but would not result in isolation of any land uses.

j. The project site is located approximately 6.6 miles west-northwest of the Santa Ynez Airport. The project would not conflict with any airport safety zones.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.12 NOISE

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?			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 dominant noise source in the project area is traffic on nearby U.S. 101, located approximately 200 feet east of the bridge site. Other noise sources include traffic on Jonata Park Road and occasional gunfire at the Santa Ynez Pistol and Bow Club, located 1,800 feet south of the project site. Noise sensitive receptors in the immediate vicinity of the project site are limited to three residences; one located 50 feet west of the construction work area, one located 200 feet to the west, and one located 650 feet north of the construction work area.

A noise measurement taken along Jonata Park Road at the project site on April 19, 2012 (12 feet from the roadway centerline) yielded a noise level of 57.1 dBA Leq. Ambient noise levels are expected to be slightly lower at the northern residence due to some topographic shielding of traffic noise on U.S. 101.

Impact Discussion:

a. The proposed project involves replacement of an existing roadway bridge, at the same location and in the same general configuration. The project would not affect traffic volumes on Jonata Park Road. The proposed wider bridge may result in a small increase in travel speeds over the bridge, and a small increase in long-term traffic noise could occur. However, this potential noise increase is not anticipated to be readily detectable and is considered a less than significant impact.

b. Heavy equipment activity would occur at various times at the site over the construction anticipated 9 month period. Noise modeling was conducted using the Federal Highway Administration Roadway Construction Noise Model to estimate the short term noise levels for the peak construction scenario (excavation, grading). Estimated noise levels are 78.8 dBA Leq at the nearest western residence and 59.7 dBA Leq at the northern residence. The County has not developed any short-term noise thresholds. However, construction activities within 1,600 feet of a residence are considered to generally result in a potentially significant impact (County of Santa Barbara, 2008). Implementation of Mitigation Measure Noise-1 would ensure short-term noise impacts are reduced to less than significant levels.

c. See b. above.

Mitigation and Residual Impact:

NOISE-1. To minimize potentially significant construction-related noise impacts to adjacent residences, the following measure shall be implemented:

- Construction activities involving heavy equipment or heavy-duty truck traffic shall be limited to 7 a.m. to 4 p.m., with no work on weekends or holidays.

Plan Requirements/Timing: This condition shall be included in the project specifications. **MONITORING**: The County-appointed inspector shall ensure the measure is fully implemented.

Full implementation of the above mitigation measure would reduce project-specific and cumulative noise impacts to a level of less than significant.

4.13 PUBLIC FACILITIES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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	
e. The construction of new storm drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	

Impact Discussion:

a. The proposed project does not include any new development or any facilities that would require police protection or health care services.

b. The project does not include any residential land uses, and would not generate demand for school capacity.

c. The existing bridge would not be demolished; therefore, the project would not generate solid waste exceeding the 350 ton County solid waste CEQA threshold for construction and demolition.

d. The proposed project does not include any residential or commercial development, and would not generate demand for sewage collection or related facilities.

e. The proposed project would not require the construction of any storm drain or water quality control facilities.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.14 RECREATION

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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:

Public recreational facilities in the vicinity of the project site are located in Buellton, including Buellton Park, Oak Park, River View Park and the Zaca Creek Golf Course. A private recreational facility, the Santa Ynez Pistol and Bow Club is located along Jonata Park Road approximately 1,800 feet south of the project site.

Impact Discussion:

a. Project implementation would not limit access or otherwise conflict with existing recreational uses.

b. The project site is not located in the immediate vicinity of any trails; any bike use of Jonata Park Road would not be impeded as one lane would remain open during bridge construction.

c. The project does not include residential land uses; therefore, it would not generate demand for recreational facilities or result in associated overuse.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.15 TRANSPORTATION/CIRCULATION:

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	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	
h. Inadequate ingress/egress?				X	
i. Inadequate general road capacity?				X	
j. Inadequate emergency access?				X	
k. Impacts to the Congestion Management Plan system?				X	

Setting:

Jonata Park Road is considered a minor rural collector roadway, and connects Route 246 in Buellton to rural land uses west of U.S. 101. The average daily traffic volume measured on Jonata Park Road in 2004 was 301 vehicles. The traffic volume measured on June 21, 1990 was 370 vehicles per day. Thirty-five percent of these vehicles were 2-axle or larger trucks. Jonata Park Road is linked to U.S. 101 by a short connector to an uncontrolled at-grade intersection, located immediately south of the project site.

Impact Discussion:

a. Employee and materials transportation associated with project construction would generate a maximum of 20 average daily trips (10 round trips per day; 4 heavy-duty truck, 6 light-duty vehicles). Peak hour trips are expected to be less than 5. This level of vehicular movement would not result in congestion at the Jonata Park Road/U.S. 101 intersection.

b. The proposed project involves transportation improvements and would not result in a need for new roads or maintenance of existing roads. It is likely that maintenance activity associated with the new bridge would be less than existing conditions.

c. The project area is rural, and parking facilities do not occur in the vicinity of the project site. The project would not generate long-term parking demand. Project construction-related parking needs would be accommodated on the project site.

d. The proposed project would not create a demand for transit or interfere with the existing transit system or circulation of people and goods.

e. The proposed project would not affect waterborne or rail traffic, and is not located in either clear zones or approach zones of any airport.

f. Temporary lane closures would be required during bridge construction. Traffic controls (including signage and flagmen, as needed) would be used to minimize any traffic hazards to motorists. Implementation of standard County Public Works practices would ensure that impacts would be less than significant.

g. The existing bridge is much lower in elevation than the roadway approaches, which results in inadequate sight distance for the observed vehicle speeds (Dokken Engineering, 2007). The proposed new bridge would improve sight distance by elevating the bridge deck by approximately 10 feet.

h. The proposed project would not affect ingress/egress to and from residential and commercial land uses along Jonata Park Road. Access to all land uses would be maintained during the construction period.

i. The proposed project would not affect roadway capacity.

j. Emergency access to residences along Jonata Park Road would not change. Traffic control would be used to maintain access during the construction period.

k. Roadways and intersections in the project area operate at acceptable levels of service and are not subject to Congestion Management Plan requirements.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.16 WATER RESOURCES/FLOODING:

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			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 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 waters, 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, sea level rise or seawater intrusion?				X	
g. Alteration of the direction or rate of flow of groundwater?				X	
h. Change in the quantity of groundwaters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?				X	
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment 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:

Surface Waters. The Zaca Creek watershed is approximately 35 square miles and drains the San Rafael Mountains and Purisima Hills. Zaca Creek flows southerly from the project site for approximately 4 miles to its confluence with the Santa Ynez River just west of the City of Buellton. Zaca Creek flows are intermittent in the project area. The nearby U. S. Geologic Survey stream gauging station at Bridge 51C-225 (replaced in 2008 with Bridge 51C-347) reported average monthly flows for the period between 1963 and 2008 ranging from zero in September to 8.4 cubic feet per second (cfs) in February. The highest flow recorded at this station was 1,390 cfs on February 24, 1969. The most recent large storm recorded was 123 cfs on April 5, 2006. The 100-year storm event is estimated to generate a flow of approximately 6,241 cfs at the project site (Dokken Engineering, 2007).

Floodplain. The project site is depicted on the National Flood Insurance Program Flood Insurance Rate Map panel 06083C0793F; however, a regulatory floodplain has not been identified for Zaca Creek in the project area.

Groundwater. The project site lies within an area identified as “non-water bearing rocks” on the County’s groundwater basins map.

Water Quality Regulation. The Regional Water Quality Control Board (RWQCB) has developed a Water Quality Control Plan for the Central Coast Region (Basin Plan) (1994) to protect the water quality of surface and groundwaters of the region. The Basin Plan designates beneficial uses, sets narrative and numerical objectives to protect beneficial uses and describes implementation programs. Beneficial uses are processes, habitats, organisms or features that require water and are considered worthy of protection. Identified beneficial uses for Zaca Creek include municipal water supply, agricultural water supply, groundwater recharge, water contact recreation, non-water contact recreation, wildlife habitat, cold freshwater habitat, warm freshwater habitat, rare species habitat, and commercial and sport fishing habitat. Zaca Creek has not been listed as impaired under Section 303(d) of the Clean Water Act; therefore, beneficial uses are assumed to be fully supported.

Impact Discussion:

a. Proposed new bridge construction would not involve placement of fill or other materials in the creek, or otherwise disturb the Zaca Creek channel. Flow diversion during construction would not be required. Therefore, the project would not affect water movement.

b. No changes in creek or storm drain locations, dimensions or hydraulic characteristics would occur. The new bridge would be constructed over the existing, and the Zaca Creek channel would not be disturbed. Therefore, no change in percolation rates or surface runoff would occur.

c. As discussed in a. and b. above, temporary stream diversion would not be required and no change in run-off patterns would occur. Therefore, no change in the amount of surface water present in any water body would occur as a result of the project.

d. Storm run-off from the project site during construction may cause increased turbidity and siltation, and discharge of hydrocarbons and other pollutants. This impact is considered potentially significant. Any groundwater discharged to Zaca Creek (see h. below) would meet water quality standards, and would not result in significant impacts to surface water quality.

e. Temporary stream diversion would not be required, and no changes to storm drains would occur. The new bridge would be constructed above the existing bridge; therefore, the new bridge would not impede floodwaters. Overall, no changes in the course or flow of flood waters would occur, and no new flood control facilities would be required.

f. The existing bridge soffit is approximately 5 feet above the predicted 100-year peak flow water surface elevation (Dokken Engineering, 2007). The new bridge would be constructed above the existing bridge. Therefore, the new bridge would not impede floodwaters or increase the exposure of persons or property to flooding hazards.

g. The project site is not located within an identified groundwater basin area. The proposed project would not affect groundwater flow as project-related groundwater pumping would not occur, and recharge from Zaca Creek would not be affected.

h. Groundwater may be encountered during drilling of holes for bridge abutment piles. A very small amount of this groundwater may be pumped from the hole, clarified and discharged to Zaca Creek. The project does not involve substantial or long-term extraction of groundwater, excavation of aquifers or interference with recharge.

i. The project would not involve groundwater pumping. Therefore, the proposed project would not contribute to overdraft of any groundwater basin.

j. The proposed project would not contribute to seawater intrusion.

k. The project would not require water and would not affect public water supplies.

l. Storm run-off from Jonata Park Road and adjacent land uses likely contributes pollutants to Zaca Creek. Proposed bridge replacement would not affect the type or volume of these pollutants generated, or substantially increase the discharge of these pollutants to Zaca Creek.

Mitigation Measures and Residual Impacts:

WR-1. The project would require coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Water Quality Order 2009-0009-DWQ). As required by the conditions of the General Permit, a Storm Water Quality Pollution Prevention Plan (SWPPP) would be prepared, which would include best management practices to be implemented and a monitoring program. The following Best Management Practices shall be incorporated into the SWPPP to minimize potential water quality impacts. These impacts would be mitigated to a less than significant level with the implementation of these measures.

- 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;

- Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season;
- Impacts to vegetation within and adjacent to creeks 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.
- Construction materials and soil piles shall be placed in designated areas where they could not enter creeks or storm drains due to spillage or erosion.
- 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.
- All fueling of heavy equipment shall occur in a designated area removed from Zaca Creek and other drainages, such that any spillage would not enter surface waters. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.
- 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.
- 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. The Regional Board shall be notified immediately in the event of an accidental spill to ensure proper clean up and disposal of waste.

Plan Requirements/Timing: These measures shall be included in the project specifications and SWPPP. **MONITORING**: The County-appointed inspector shall ensure the measures are fully implemented.

Mitigation measures are provided above would reduce construction-related water quality impacts to a level of less than significant.

5.0 INFORMATION SOURCES

5.1 COUNTY DEPARTMENTS CONSULTED

Public Works Department

5.2 COMPREHENSIVE PLAN (CHECK THOSE SOURCES USED):

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

5.3 OTHER SOURCES (CHECK THOSE SOURCES USED):

X	Field work		Ag Preserve maps
	Calculations	X	Flood Control maps
X	Project plans	X	Other technical references
	Traffic studies		(reports, survey, etc.)
	Records		Planning files, maps, reports
	Grading plans	X	Zoning maps
	Elevation, architectural renderings	X	Soils maps/reports
	Published geological map/reports		Plant maps
X	Topographical maps	X	Archaeological maps and reports
X	Important Farmland Maps	X	FEMA Floodplain maps
		X	1999 adopted Negative Declaration for bridges 51C-225 and 51C-226

5.4 REFERENCES

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

6.1 SIGNIFICANT UNAVOIDABLE IMPACTS

None identified.

6.2 SIGNIFICANT BUT MITIGABLE IMPACTS

Biological Resources. The proposed project may result in:

- Loss of 20 coast live oak trees protected under the County Grading Ordinance, also considered native specimen trees;
- Loss of three valley oak trees protected under the County Deciduous Oak Tree Protection and Regeneration Ordinance;
- Construction-related disturbance and loss of habitat for California red-legged frog; and
- Potential abandonment of a maternity bat roost within the existing bridge abutments.

Cultural Resources. The proposed project may result in:

- Potential disturbance of unknown buried cultural resources in an archeologically sensitive area.

Fire Protection. The proposed project may result in:

- Increased fire hazard to adjacent rural residential and commercial properties associated with construction activities in areas supporting potentially flammable vegetation.

Noise. The proposed project may result in:

- Exposure of adjacent residences to temporary noise generated by heavy equipment and heavy-duty trucks.

Water Resources/Flooding. The proposed project may result in:

- Temporary degradation of surface water quality associated with discharge of storm water from project construction areas.

6.3 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.

This assessment is focused on potential impacts of the project that may be less than significant on a project-specific basis, but potentially significant when viewed in combination with other projects in the region. Section 3.2 summarizes other projects under review or recently approved within the project region (Santa Ynez Valley).

6.3.1 Air Quality

Other land development projects would generate both short-term construction emissions and long-term vehicle emissions. The proposed project would not contribute to cumulative long-term vehicle emissions, but may contribute to cumulative construction emissions, should construction of these projects occur at the same time as the proposed project. However, construction emissions of both the proposed project and other projects would be mitigated by standard measures required by the Santa Barbara County APCD. Implementation of these measures is considered to prevent significant project-specific and cumulative air quality impacts from construction. Therefore, the incremental air quality impact associated with project construction would not be cumulatively considerable.

6.3.2 Water Resources

Most other projects would require potable water service and may affect groundwater supplies. The proposed project would not require a water supply and would not contribute to this impact. Cumulative development would increase pollutant concentrations in storm run-off and may adversely affect surface water quality. During the construction period, the proposed project may contribute to cumulative surface water quality impacts. However, mitigation measures are provided to avoid and minimize impacts to surface water quality.

Similar to the proposed project, some of the cumulative projects are located near drainages and inadvertent spills of fuel or lubricants could occur and percolate into groundwater supplies. The proposed project would contribute to this cumulative impact; however, mitigation measures are provided to avoid and minimize impacts to groundwater quality. The project's contribution to groundwater impacts would not be considerable.

6.3.3 Biological Resources

Protected Trees. Coast live oak and valley oak trees are common in the project area, and other projects may result in removal of these trees. Therefore, the proposed project would contribute to a cumulative impact to this species.

California Red-legged Frog. This species occurs in other drainages in the region, including the Santa Ynez River. Other proposed or recently approved projects may result in habitat loss and/or indirect impacts (such as water quality degradation) to California red-legged frog. The proposed project would substantially contribute to cumulative impacts to this species.

Arroyo Chub. This species occurs in several drainages in the region, and it is likely that other projects may adversely affect suitable habitat. However, the proposed project is not anticipated to substantially contribute to a cumulative impact to arroyo chub.

Southwestern Pond Turtle and Two-Striped Garter Snake. These species occur in several drainages in the region, including the Santa Ynez River, and it is likely that other projects may adversely affect suitable habitat. However, the proposed project is not anticipated to substantially contribute to a cumulative impact to **s**outhwestern pond turtle and two-striped garter snake.

Cooper's Hawk, Yellow Warbler and Yellow-breasted Chat. These species occur in other riparian corridors in the region, and other projects may result in loss of suitable habitat. However, project-related loss of habitat would be minimal and would not substantially contribute to a cumulative impact to Cooper's hawk, yellow warbler and yellow-breasted chat.

Bat Roosts. Other projects likely to adversely affect bat roosts are bridge rehabilitation or replacement projects. Two bridge replacement projects planned for near-term implementation may adversely affect known bat populations; Floradale Avenue bridge in Lompoc and the Cathedral Oaks Road bridge near Goleta. Pallid bats have been acoustically detected near the Floradale Avenue bridge, and may be part of the same interbreeding population of pallid bats roosting at bridge 51C-226. However, suitable roosting habitat is not present within the Floradale Avenue bridge structure, and bridge replacement is not anticipated to result in significant impacts to pallid bats. Mexican free-tailed bats roost in high numbers at the Cathedral Oaks Road bridge, which were not found at bridge 51C-226. Mitigation is provided to avoid significant project-specific impacts to local bat populations. Therefore, the proposed project would not substantially contribute to cumulative impacts to pallid bat.

6.3.4 Cultural Resources

Most cumulative projects summarized in Section 3.2 are located in previously developed areas and are unlikely to adversely affect intact archeological resources. However, some projects are located in potentially sensitive areas, that may result in disturbance of known or unknown cultural resources. The proposed project may impact unknown cultural resources along Zaca Creek, and could contribute to a cumulative impact. However, mitigation measures are provided to avoid and minimize potential impacts to archeological resources. The project's contribution to cumulative cultural resources impacts would not be considerable.

6.3.5 Noise

Other projects would generate both short-term construction noise and long-term traffic noise. The proposed project would not contribute to cumulative long-term traffic noise, but may contribute to cumulative construction noise. However, the proposed project is not located in close proximity to other projects and/or would not be implemented at the same time, and would not have a considerable contribution to cumulative impacts at noise sensitive receptors affected by these projects.

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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	

8.0 PROJECT ALTERNATIVES

No significant, adverse unmitigable impacts were identified; therefore, no project alternatives were considered.

9.0 INITIAL REVIEW OF PROJECT CONSISTENCY 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 in Table 7. The proposed project, with mitigation, is expected to be consistent with all existing land use and development policies.

Table 7. Policy Consistency Analysis – Comprehensive Plan

Applicable Policy Number	Issue	Consistency
Land Use: Streams & Creeks 1	All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased run-off, sedimentation, biochemical degradation or thermal pollution	Surface water diversion of Zaca Creek would not be required for bridge construction. Grading near Zaca Creek would avoid the stream channel and would minimize impacts of increased run-off, sedimentation, biochemical degradation and thermal pollution.
Land Use: Flood Hazard 1	All development, including construction, excavation and grading, except flood control projects shall be prohibited in the floodway.	Although a regulated floodway has not been designated at the bridge site, the new bridge would be elevated above the 100-year peak flow water surface elevation and would not cause any flood hazard.

10.0 RECOMMENDATION BY LEAD AGENCY STAFF

On the basis of the Initial Study, lead agency staff:

_____ 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 a Mitigated Negative Declaration (MND). The MND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

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

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

Potentially significant unavoidable adverse impact areas: None

_____ With Public Hearing ___X___ Without Public Hearing

PREVIOUS DOCUMENT: Mitigated Negative Declaration dated 1999
PROJECT EVALUATOR: Matt Ingamells, Padre Associates
DATE: May 29, 2012

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

__X__ 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: John Ketron INITIAL STUDY DATE: June 5, 2012

SIGNATURE: John Ketron DRAFT ND DATE: June 5, 2012

John Keramitsis

SIGNATURE: John Ketron REVISION DATE: November 19, 2012

SIGNATURE:_____ FINAL MND DATE: _____

APPENDIX A

PUBLIC COMMENTS AND RESPONSES

APPENDIX A

COMMENT LETTERS RECEIVED ON THE PROPOSED MITIGATED NEGATIVE DECLARATION

Party	Date
William Russell, resident/owner of 1926 Jonata Park Road	July 6, 2012
Ingrid Russell, resident/owner of 1926 Jonata Park Road	July 12, 2012
Leslie MacNair, California Department of Fish and Game	July 9, 2012
Carly Wilburton, Santa Barbara County Air Pollution Control District	June 26, 2012

Draft Mitigated Negative Declaration

Jonata Park Road Bridge (51C-0226) Replacement Project 12NGD-8, June 4, 2012 Comments by William Russell in Red

2.0 PROJECT DESCRIPTION

Pg.3 par 1. At a slightly higher elevation, 10 ft higher than the existing bridge. The amount of rise in elevation is significant for a rural setting next to a home. 1.

Pg.3 par 3. The proposed bridge approach would require a fill slope south of Zaca Creek which would be higher in elevation than a water well access driveway on the property southeast of Bridge 51C-0226, and would prevent future access to the well. Therefore, a new access driveway would be constructed slightly south (upslope) of the existing alignment. No consideration for the property on the Southwest of the bridge, blocking access with a retaining wall. 2.

Pg. 3 par 5. Staging of construction equipment and materials would be conducted within the roadway right-of-way southeast of the bridge. Removal of twelve years of growth in vegetation and trees to park equipment in front of our home for a year is more than significant to the residents, other options are available in the immediate area. 3.

3.0 ENVIRONMENTAL SETTING

Pg. 15 **3.1 AFFECTED PARCELS**

Zoning designation AG-II indicates prime and non-prime farmland located in the Rural Area with the goal to preserve lands for long-term agricultural use. Giving special permits to heavy equipment and commercial companies on AG-II properties has a significant impact in deterioration of the old bridge and the new. 4.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

Pg. 17 4.1 Will the proposal result in:

b. Change the visual character of an area? X=Less than Significant with Mitigation. More than Significant to the Homeowner Southwest of the bridge. 5.

c. Glare or night lighting which may affect adjoining areas? X=Less than Significant with Mitigation. More than Significant to the Homeowner Southwest of the bridge with permanent headlight glare and temporary construction lights. 6.

Pg. 18 par 1. Commercial Land uses occur east of Jonata Park Road, and serve the agricultural and equestrian communities. The Commercial Land use permits are for one property owner only. 7.

Pg. 18 Impact Discussion

a. The proposed replacement bridge would be constructed at the same location but at a higher elevation than the existing bridge, and would not block views or create an aesthetically offensive site. The bridge replacement will block the view of the old bridge to the southwest homeowner; add a fourteen foot retaining wall with a sixteen foot overhanging lane blocking the view. The unique view of the old bridge is part of why the homeowner bought the property and the view is being taken away with the present design of the new bridge. 8.

b. The new bridge would be constructed of the same materials (reinforced concrete) as the existing bridge, with a design and scale consistent with the existing visual environment. The design and scale is not consistent with the visual environment. A bridge built 10 feet over a bridge will change the visual environment permanently. 9.

Cont. b.

Bridge construction would require the removal of approximately 39 trees(36 coast live oaks and three valley oaks, ranging in size from 4 to 18 inches in diameter), which would adversely affect the visual character of the bridge site. There are a considerable amount of oak trees less than 8 inches, trees take much longer to grow in the harsh rural environment of the bridge. It will take thirty years to replace what is being removed. 10.

c. par 1. Project –related construction activities may require occasional night lighting. While such lighting would be located relatively close to the bridge and focused on work activities, and is not anticipated to substantially increase ambient light levels at nearby residences, impacts may be potentially significant. Impact is significant; the home owner is fifty feet away from the construction site. 11.

c. par 2. The existing bridge is lower than the roadway approaches, while the new bridge would be 10 feet higher in elevation than the existing bridge, and headlights of vehicles using the new bridge would be visible to land uses along the roadway. However, nearby residences are screened by trees and are not in the direct path of headlights, such that a significant increase in headlight-related glare is not anticipated. The 10 foot increase in elevation of the new bridge combined with the southern approach lane being directed toward the resident on the southwest side of the bridge would significantly put glare in the path of the Resident. The trees will be removed at time of construction and will take many years before a screen affect will happen. 12.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:

Flora, f. Introduction of Human Habitation, X=No Impact. An apartment size gap between the two bridges will create the problem of homeless human habitation. 13.

Fauna, j. Introduction of barriers to movement of any resident or migratory fish or wildlife species? The new bridge design restricts access to the property southwest of the bridge for the resident. 14.

Pg. 38 e. Project implementation would require the removal of 20 mature (at least 8" diameter at breast height) coast live oak trees from the project site. This impact to the native specimen trees is considered potentially significant because about ten percent of the specimen (mature) native trees found in the BSA would be removed. There are a considerable number of trees slightly less than 8" that will not be replaced, that have been growing for over twenty years. Impact is significant. 15.

Pg. 40 k. Project would not involve fencing, the project will involve replacement of property fencing due to horses have continuous use of the southwest property next to the bridge. 16.

Mitigation and Residual Impact:

Par 2. These mitigation trees would be maintained for five years with the last two years without irrigation. Where is the water tank being placed for these trees, it hasn't been shown to date. 17.

Pg. 43 4.5 Cultural Resources

Will the proposal result in: Archeological Resources

c. Increased potential for trespassing, vandalizing, X=Less than Significant. The curiosity of the historic bridge buried underneath the new bridge will bring significant trespassing and vandalizing. 18.

Pg.49 4.9 Geological Process

Will the proposal result in:

k. Vibrations from short-term construction or long term operation, which may affect adjoining areas? X= Less than Significant. Vibration to the resident is increased by bringing the new bridge impact point within 50 feet of the residence on the southwest side. 19.

Pg. 51

k. Vibration would be generated by heavy equipment during bridge replacement activities, and may be detected at nearby residences (as close as 50 feet away) during periods of high heavy equipment activity. However, due to the distance to the nearest residence, and the small number of persons affected, vibration impacts are considered less than significant. The impact is more than significant to the small number of persons affected; vibration will be permanent with every large vehicle. 20.

Pg. 52 Impact Discussion

b. Excluding fuels used by construction equipment and vehicles, the project does not involve the use, storage or distribution of hazardous or toxic materials. Equipment and vehicles associated with the project would be fueled from a maintenance vehicle located away from drainages and residences. No storage of fuel is proposed at or near the project site. This includes the proposed right-of-way on the southwest side of the bridge next to the residence. 21.

c. Although such accidents have not been reported, the existing bridge could contribute to a vehicle collision and release of fuel and other hydrocarbons to Zaca Creek. There has never been an incident since the bridge was built in 1916; the new bridge would contribute the same if an accident occurred on the bridge. 22.

Pg. 55 Impact Discussion

a. The proposed project is a bridge replacement, with the same number of traffic lanes and same basic configuration, and is entirely compatible with surrounding land uses. The proposed bridge project has increased lane size from 12 feet to 16 feet and 10 foot change in elevation and is not compatible with the surrounding land uses. 23.

Pg. 57 Impact discussion

a. The proposed project involves replacement of existing roadway bridge may result in a small increase in travel speeds over the bridge, and a small increase in long term traffic noise could occur. However, this potential noise increase is not anticipated to be readily detectable and is considered a less than significant impact. Impact is more than significant as the speed limit is not adhered to at the present bridge height, increasing the speed would create a higher noise level directed at the residents on both sides of the bridge due to the lane direction. 24.

Pg. 58 4.15 Public Facilities

Impact Discussion

e. The proposed project would not require the construction of any storm drain or water quality control facilities. No accommodations shown for road water drain from the bridge to the creek without eroding private property when the project is complete. 25.

Pg. 60 4.17 Transportation/Circulation:

Setting: Jonata Park Road is considered a minor rural collector roadway, and connects Route 246 in Buellton to rural land uses west of U.S. 101. The average daily traffic volume measured on Jonata Park Road in 2004 was 301 vehicles. The traffic volume measured on June 21, 1990 was 370 vehicles per day. Thirty five percent of these vehicles were 2-axle or larger trucks. Jonata Park Road is linked to U.S. 101 by a short connector to an uncontrolled at-grade intersection, located immediately south of the project site. On both dates 99% of the traffic recorded travels Jonata Park Road to the southern direction and did not cross the bridge. A very small number of vehicles travel to the north of the named intersection for three property owners on the north side of Bridge 51C-0226. 26.

Pg. 61. Impact Discussion

c. The project area is rural, and parking facilities do not occur in the vicinity of the project site. The project would not generate long-term parking demand. Project construction-related parking needs would be accommodated on the project site. 27.

g. The existing bridge is much lower in elevation than the roadway approaches, which results in inadequate sight distance for the observed vehicle speeds (Dokken Engineering, 2007). The proposed new bridge would improve sight distance by elevating the bridge deck by approximately 10 feet. Sight distance in the rural setting on a dead end road is less than significant. 28.

h. The proposed project would not affect ingress/egress to and from residential and commercial land uses along Jonata Park Road. Access to all land uses would be maintained during the construction period. The new bridge proposal will block the access to the property on the southwest corner of the bridge. 29.

Pg. 62 4.18 Water Resources/Flooding:

Will the proposal result in:

d. Discharge directly or through a storm drain system, X=Less than Significant with Mitigation. No proposal has been made on the present design for water run-off into Zaca Creek from the bridge deck, as the low spot is on the south side of the bridge. 30.

Pg. 72 6.3.5 Noise

Other projects would generate both short-term and long term traffic noise. The proposed project would not contribute to cumulative long term traffic noise, but may contribute to cumulative construction noise. There will be significant long term traffic noise affecting the resident on the southwest corner of the new bridge with design direction and elevation change. 31.

Pg. 73 7.0 Mandatory Findings of Significance

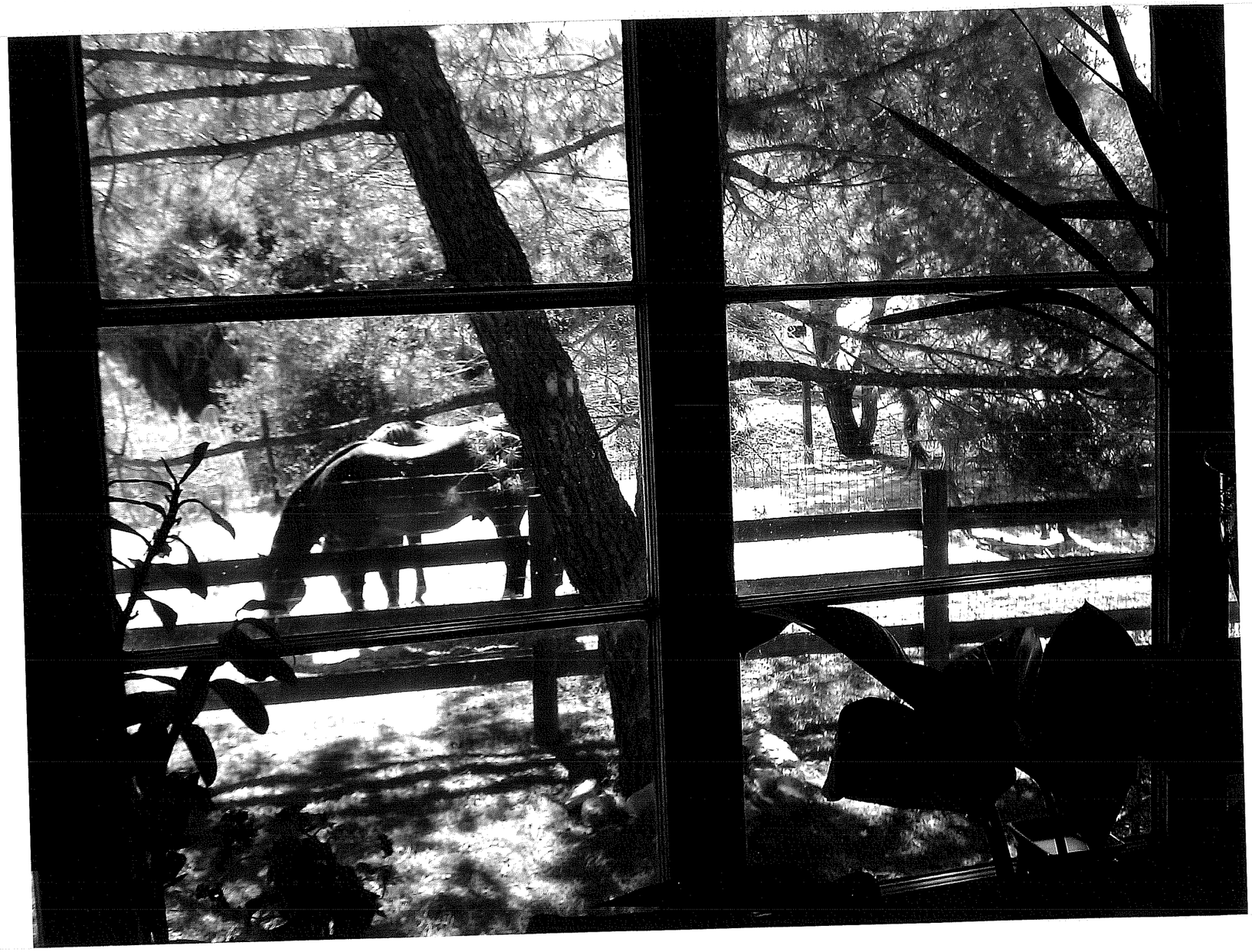
5. Is there disagreement supported by the facts, reasonable assumptions predicted upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR? X=No Impact. Residents on the Southwest corner of the bridge have disagreements with the project and have many facts to support the disagreements with alternate options in design and construction, alternate parking for the heavy equipment, 32.

8.0 Project Alternatives

No significant, adverse unmitigable impacts were identified; therefore, no project alternatives. The project is mitigable due to the lack of notification to the resident being impacted on the southwest corner of the project. 33.

View from our residence,
proposed plan replaces
our horses with heavy equipment.

The project would allow the
equipment to be parked here for
over a year.



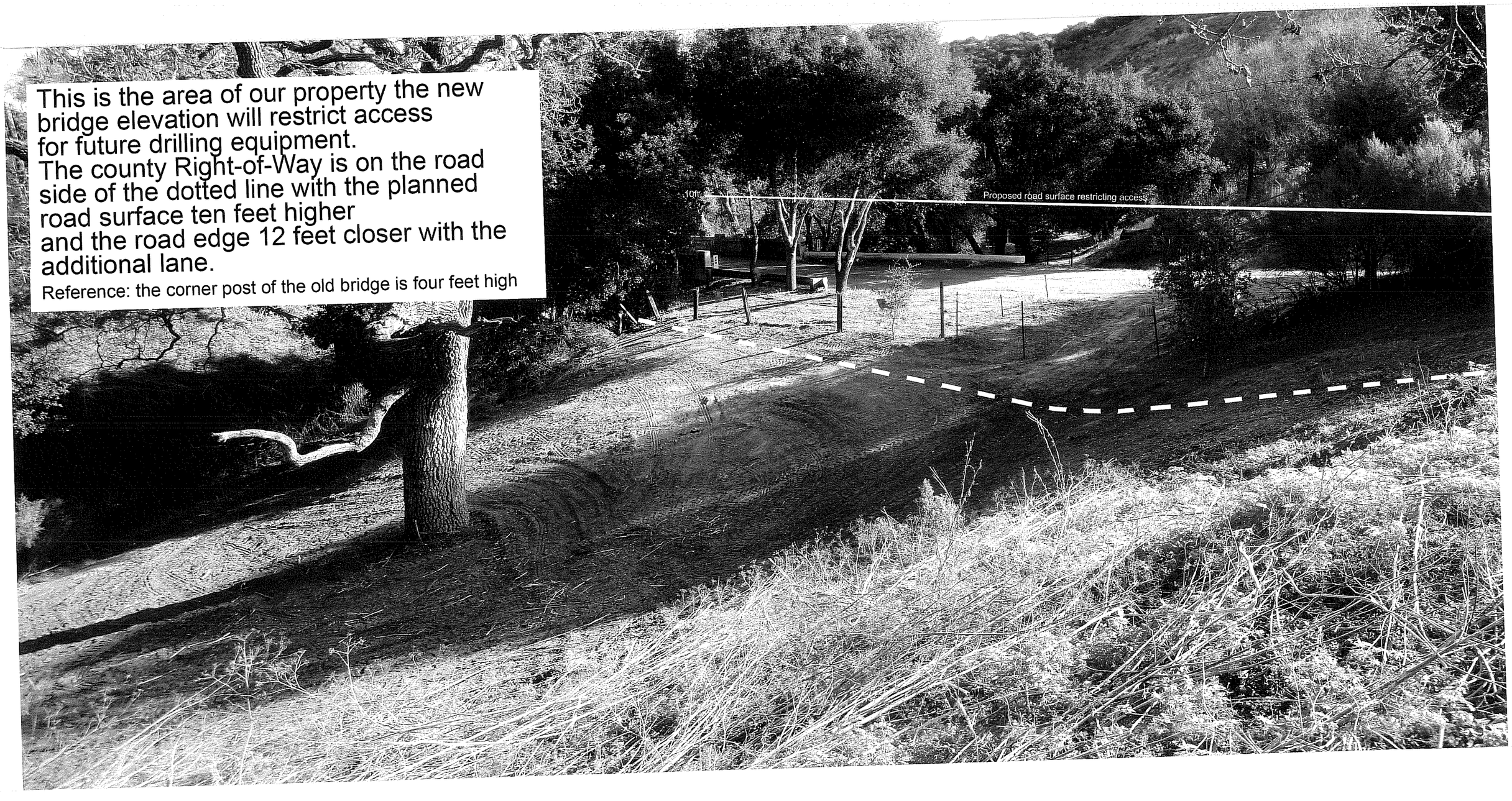
The area in the photo was purchased by the county for a road project in 1955 and later abandoned in 1957 due to the construction of Hwy 101.

The property owners have used the parcel continuously for over 55 years.

The plan is to remove the fence and vegetation on the right and park the heavy equipment on the parcel for a year or more without concern for what the parcel is being used for to date.

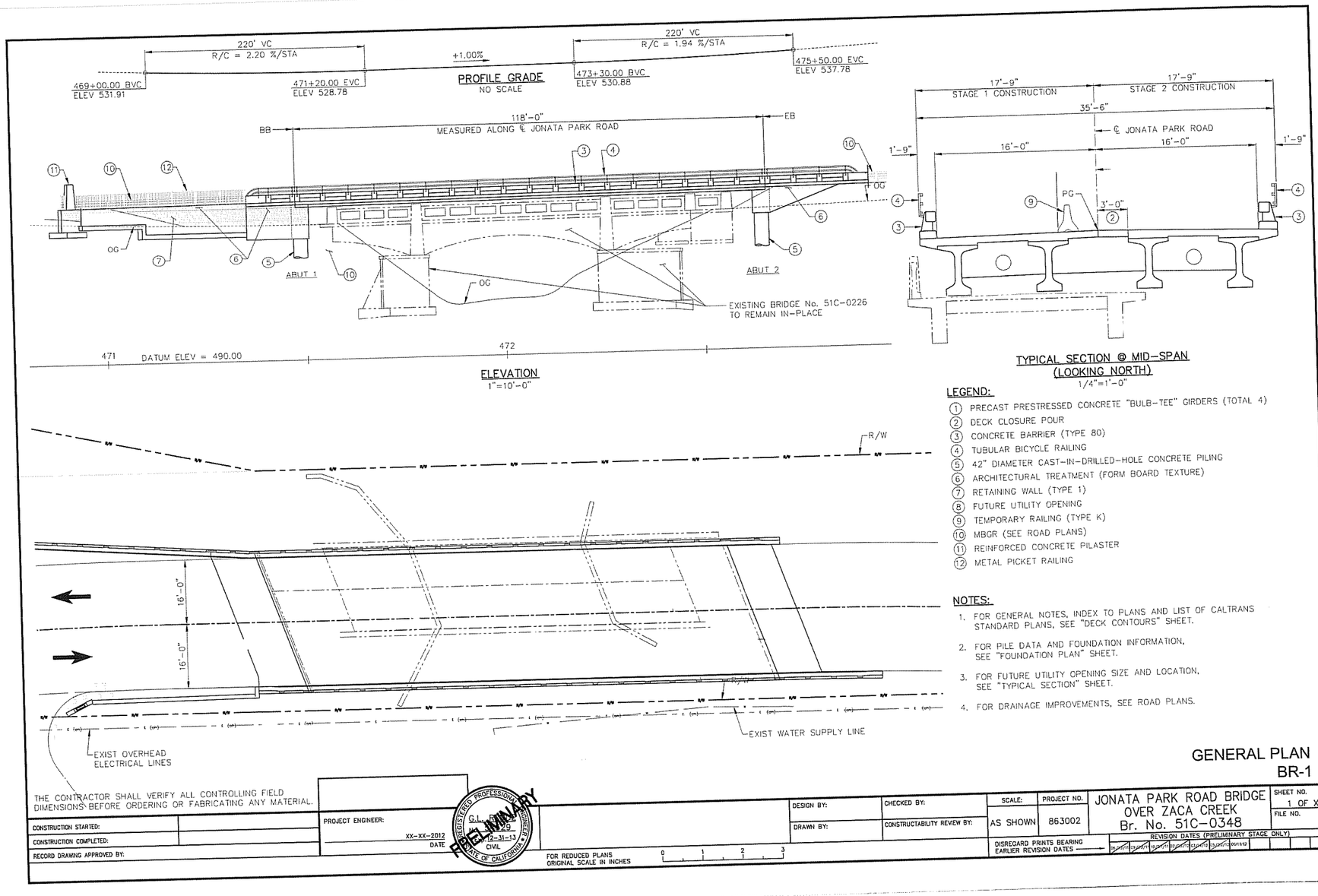
This is the area of our property the new bridge elevation will restrict access for future drilling equipment.
The county Right-of-Way is on the road side of the dotted line with the planned road surface ten feet higher and the road edge 12 feet closer with the additional lane.

Reference: the corner post of the old bridge is four feet high



JUL 6 PM 12:07

Bridge at the minimum midspan height with lane direction to the east side would allow room to acess southwest property and direct the vehicle lights/noise away from the residence staying within the East side Right-of-Way



LEGEND:

1. PRECAST PRESTRESSED CONCRETE "BULB-TEE" GIRDERS (TOTAL 4)
2. DECK CLOSURE POUR
3. CONCRETE BARRIER (TYPE 80)
4. TUBULAR BICYCLE RAILING
5. 42" DIAMETER CAST-IN-DRILLED-HOLE CONCRETE PILING
6. ARCHITECTURAL TREATMENT (FORM BOARD TEXTURE)
7. RETAINING WALL (TYPE 1)
8. FUTURE UTILITY OPENING
9. TEMPORARY RAILING (TYPE K)
10. MBGR (SEE ROAD PLANS)
11. REINFORCED CONCRETE PILASTER
12. METAL PICKET RAILING

NOTES:

1. FOR GENERAL NOTES, INDEX TO PLANS AND LIST OF CALTRANS STANDARD PLANS, SEE "DECK CONTOURS" SHEET.
2. FOR PILE DATA AND FOUNDATION INFORMATION, SEE "FOUNDATION PLAN" SHEET.
3. FOR FUTURE UTILITY OPENING SIZE AND LOCATION, SEE "TYPICAL SECTION" SHEET.
4. FOR DRAINAGE IMPROVEMENTS, SEE ROAD PLANS.

GENERAL PLAN
BR-1

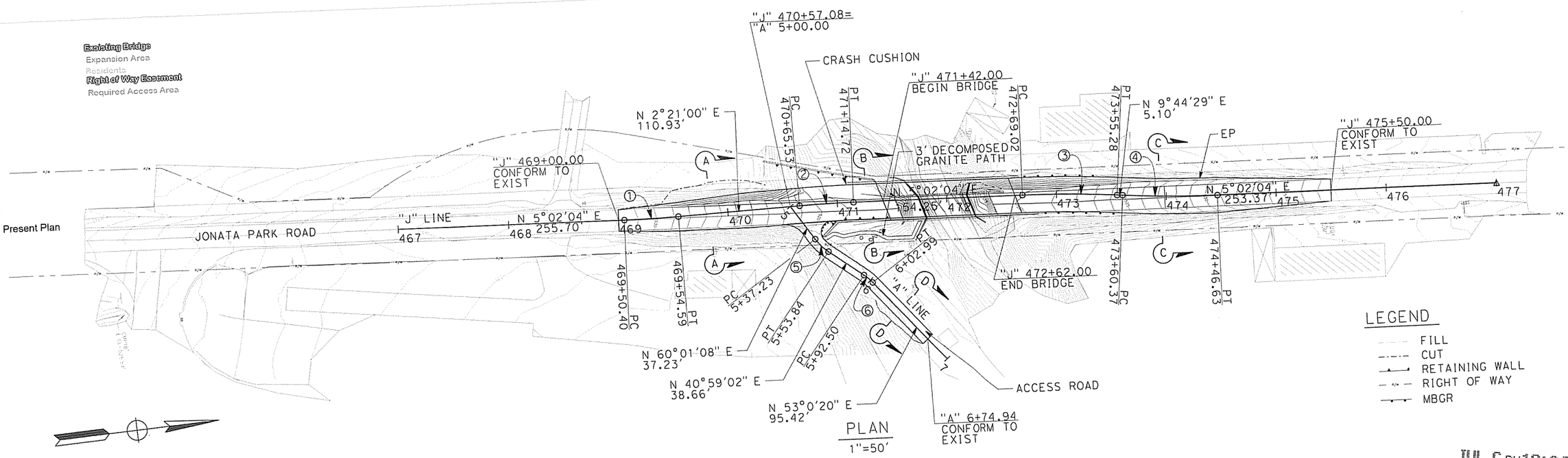
CONSTRUCTION STARTED:	PROJECT ENGINEER:	DESIGN BY:	CHECKED BY:	SCALE:	PROJECT NO.	JONATA PARK ROAD BRIDGE OVER ZACA CREEK Br. No. 51C-0348
CONSTRUCTION COMPLETED:	XX-XX-2012 DATE	DRAWN BY:	CONSTRUCTABILITY REVIEW BY:	AS SHOWN	863002	SHEET NO. 1 OF X
RECORD DRAWING APPROVED BY:	REGISTERED PROFESSIONAL ENGINEER G.L. 12-31-13 CIVIL STATE OF CALIFORNIA	FOR REDUCED PLANS ORIGINAL SCALE IN INCHES 0 1 2 3		DISREGARD PRINTS BEARING EARLIER REVISION DATES		FILE NO.
	PRELIMINARY					REVISION DATES (PRELIMINARY STAGE ONLY)

Jonata Br 2/6 Replace.dwg

Existing Bridge
Expansion Area
Residents
Right of Way Easement
Required Access Area

JUL 6 PM 12:07

Present Plan



PLAN
1"=50'

LEGEND
- FILL
- CUT
- RETAINING WALL
- RIGHT OF WAY
- MBGR

JUL 6 PM 12:06

Alternate Plan

JUL 6 PM 12:07

Commenter: William Russell, resident/owner of 1926 Jonata Park Road

Date: July 6, 2012

Response:

1. The change in elevation of the replacement bridge is addressed as an aesthetics issue, see the response to Comment 8.
2. Access to the property (APN 099-630-004) would be maintained because the existing access road (driveway) would not be affected by the project, and would remain open during construction. See response to Comment 29.
3. The removal of vegetation within the construction area (County right-of-way) is addressed as an aesthetics issue, see the response to Comment 10.
4. This comment is not relevant to the project, and does not address the adequacy of the MND.
5. See response to Comment 8.
6. See response to Comment 12.
7. It appears all commercial land uses are located on one parcel (APN 099-640-010), located east of Jonata Park Road.
8. Based on a September 7, 2012 field visit, views of the existing bridge from the commenter's residence (see gray-roofed home southwest of the existing bridge on Figure 5 of the MND) are mostly blocked by intervening vegetation, including landscaping immediately north of the residence and trees along Zaca Creek. Note that the bridge is not considered a scenic vista or view. There are no recognized scenic resources in the project area. In any case, the proposed replacement bridge would not block views of adjacent grazing lands.
9. The MND acknowledges that the new bridge and associated tree removal would change the visual character of the area (see part a. in table on page 17 of the MND), but concludes that this impact is less than significant with mitigation.
10. A tree survey was conducted in 2009 and updated in 2012 by a qualified biologist. The survey included trees as small as two inches in diameter at breast height. Therefore, trees less than 8 inches were included in the count of 39 trees to be removed and replaced. Tree removal was considered a significant impact in the MND under both aesthetics and biological resources, with tree replacement provided as mitigation. Most of the trees to be removed have a diameter of 12 inches or less, such that replacement trees may attain a similar size in less than 30 years.
11. As stated under part b. on page 18 of the MND, night-lighting during construction would be uncommon and focused at the bridge site. However, the MND determined that this impact may be potentially significant, and provided mitigation in the form of minimizing the duration and limiting lighting to approved construction work hours. Therefore, when working under approved construction hours, night lighting would not be required.

12. The southbound lane (western edge) on the new bridge would be located approximately 13 feet to the west of the existing southbound lane, but would parallel the existing bridge alignment and would not be directed toward the residence. The roadway alignment would be slightly modified, such that traffic (and associated headlights) would be directed a few degrees to the east as they cross the bridge, which would be away from the residence. In addition, intervening trees along Zaca Creek and on the commenter's property would at least partially screen headlight glare. However, some increase in headlight-related glare may occur. Glare impacts are considered less than significant due to this screening effect, and the very small number of expected nighttime vehicle trips crossing the bridge (only four residences are located north of the bridge). Note that most of the intervening trees are outside the impact area (see Figure 5 of the MND) and would not be removed.
13. It is possible that the space between the existing bridge and proposed bridge may be used by homeless persons for short periods. However, indirect impacts to wildlife associated with permanent human habitation such as habitat removal, introduction of invasive plants, and pets are not anticipated. In any case, the County is considering installing fencing to prevent access to this space.
14. Part j. on page 25 of the MND addresses movement of fish and wildlife and not vehicle access.
15. See the response to Comment 10.
16. The project would likely involve some fencing along the County right-of-way (ROW) during the construction period, but would not hinder wildlife movement (see part k. on page 25 of the MND).
17. The replacement trees may be irrigated for several years, either from a water truck or a small temporary on-site water tank. The location of the tank (if used) has not been determined, but would be located within the impact area shown of Figure 5 of the MND.
18. As discussed in the response to Comment 13, trespassing by homeless persons could occur at the bridge site. However, vandalizing of buried cultural resources (Site CA-SBA-3387) is not expected. Increased trespassing or vandalizing of cultural resources is typically associated with increased human density (i.e., new residential development), which would not occur as a result of the project.
19. The proposed bridge would be constructed on deep foundations (piles, cast-in-drill-hole), which would dissipate vibration from traffic loading much more effectively than the spread footings of the existing bridge. In any case, no increase in traffic volume over the bridge would occur, such that an increase in vibration at adjacent residences would not occur. In addition, the use of cast-in-drill-hole piles would avoid ground vibration associated with pile driving.
20. See response to Comment 19.
21. Storage of fuel at the bridge site would not occur, including the portion of the County right-of-way near the commenter's residence.

22. The existing bridge cannot safely pass two vehicles meeting on the bridge, while the new bridge would be wider and allow vehicles to pass safely. This may reduce the potential for collisions and the resulting release of hydrocarbons.

23. The bridge may be larger, but is compatible with the existing land use (bridge and approaches). Construction-related impacts that may cause conflicts with nearby land uses (noise, aesthetics, glare) would be mitigated.

24. The posted speed limit would not increase; however, motorists may travel faster over a wider bridge that can easily pass traffic in both directions. The new bridge would be constructed to current Caltrans specifications, including a smooth-ground bridge deck surface built to a residential noise level certification. The newly paved surface on the bridge approaches would also be quieter than the existing roadway. The proposed longer bridge would provide less steep approaches, which would reduce vehicle noise associated with braking and acceleration.

25. The bridge design (65% drawings, dated 7/9/12) provides drainage facilities both north and south of Zaca Creek, which would empty into Zaca Creek within the County right-of-way. Rock slope protection would be provided at the pipe outlet to prevent erosion.

26. It is likely that the traffic volumes crossing Bridge 51C-226 are less than that reported in the MND for Jonata Park Road as a whole. In any case, the data provided adequately characterizes the traffic environment, indicating traffic volumes are very low but the percent trucks value is high.

27. Construction-related parking would be accommodated on-site, the project would not cause increased demand for parking facilities or require the construction of new parking facilities.

28. Sight distance would be improved, but may not be the only safety concern at the bridge site. In any case, the project would not cause inadequate sight distance.

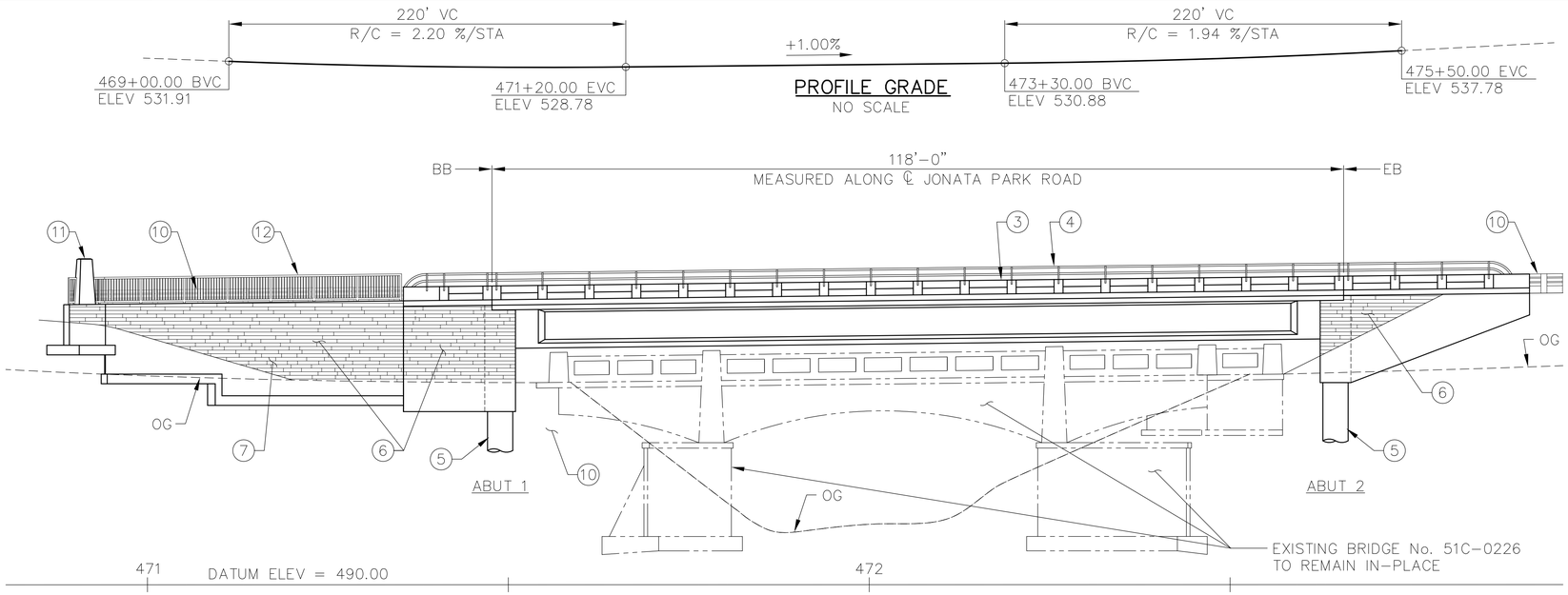
29. A retaining wall would be constructed at the southwest corner of the proposed bridge and extend approximately 87 feet within County-owned property (ROW) along the Road. See Note 7 (RW no. 1) on the attached drawing (BR-1). This may preclude construction of a second access road at this location. The County has no record of engineered plans or encroachment permits to allow legal access from this point. The current legal driveway would remain open. However, a feature has been incorporated into the wall design to allow the adjacent property owner the ability to remove a portion of the wall at a future date, following County approval of engineered plans and permits. This feature is an expansion joint (see Waterstop on attached drawing BR-14) allowing for removal of 27 feet of retaining wall without compromising structural integrity, enabling this area to be used for future access, if proper permits are obtained.

30. See the response to Comment 25.

31. No increase in traffic volumes would occur as a result of the project, and the bridge deck would be designed to minimize traffic noise. No significant noise increase would occur. See the response to Comment 24.

32. The commenter has not provided evidence that impacts could not be mitigated to less than significant levels such that preparation of an EIR is warranted.

33. All property owners/residents within 300 feet of the site were mailed a notice of intent to adopt the MND to allow an opportunity to comment on the MND. We understand that at least one property owner indicated they did not receive a notice. As a courtesy, the County mailed new notices to adjacent property owners (return receipt required) and extended the public comment period by 30 days to fully accommodate public review of the MND.



ELEVATION
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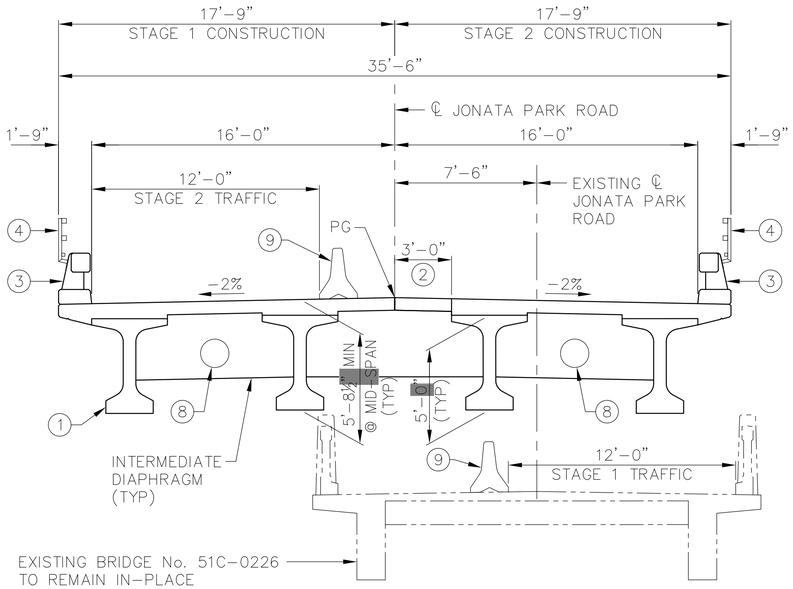
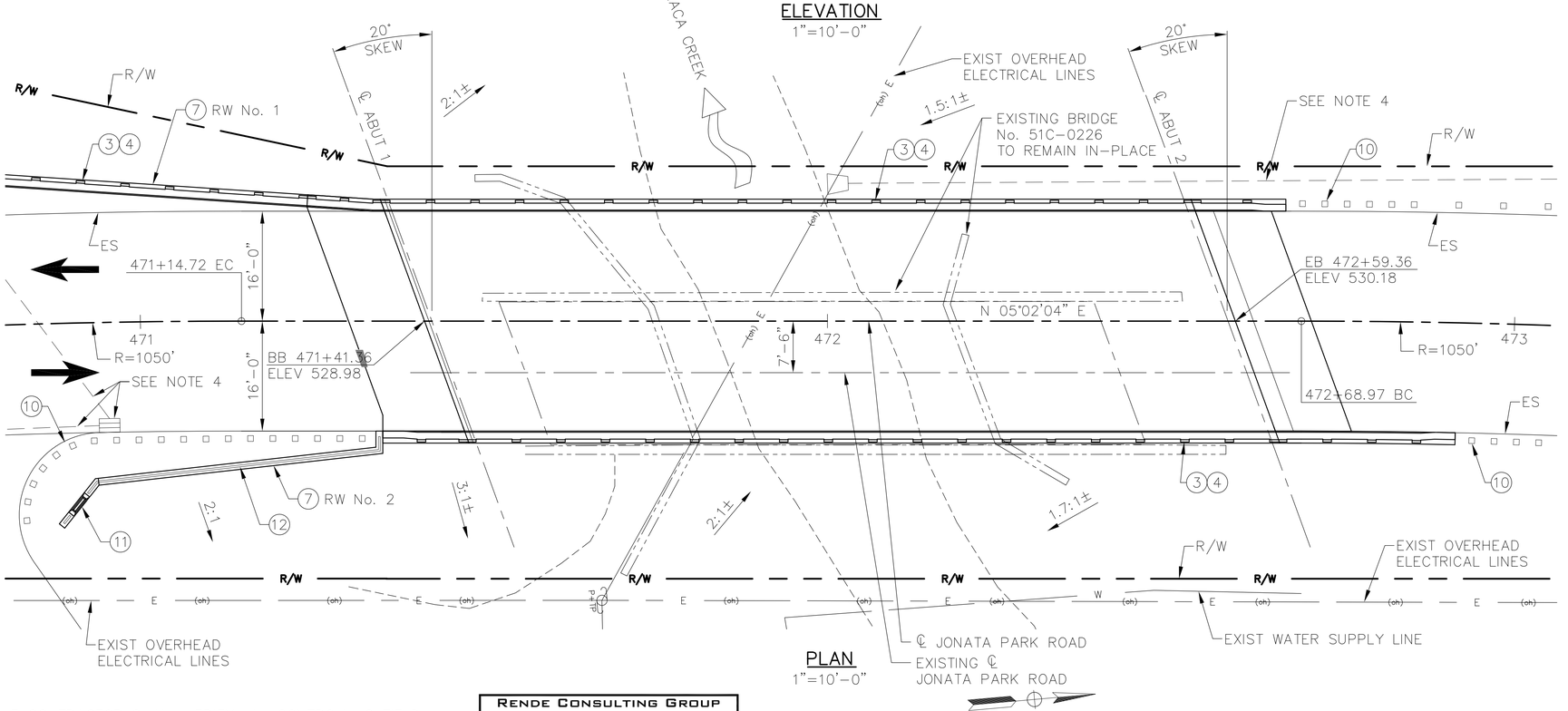


TYPICAL SECTION @ MID-SPAN
(LOOKING NORTH)
1/4"=1'-0"



PLAN
1"=10'-0"

LEGEND:

1. PRECAST PRESTRESSED CONCRETE "BULB-TEE" GIRDERS (TOTAL 4)
2. DECK CLOSURE POUR
3. CONCRETE BARRIER (TYPE 80)
4. TUBULAR BICYCLE RAILING
5. 42" DIAMETER CAST-IN-DRILLED-HOLE CONCRETE PILING
6. CONCRETE SURFACE TEXTURE (FORM BOARD TEXTURE)
7. RETAINING WALL (TYPE 1)
8. FUTURE UTILITY OPENING
9. TEMPORARY RAILING (TYPE K)
10. MBGR (SEE ROAD PLANS)
11. REINFORCED CONCRETE PILASTER
12. METAL PICKET RAILING

NOTES:

1. FOR GENERAL NOTES, INDEX TO PLANS AND LIST OF CALTRANS STANDARD PLANS, SEE "DECK CONTOURS" SHEET.
2. FOR PILE DATA AND FOUNDATION INFORMATION, SEE "FOUNDATION PLAN" SHEET.
3. FOR FUTURE UTILITY OPENING SIZE AND LOCATION, SEE "TYPICAL SECTION" SHEET.
4. FOR DRAINAGE IMPROVEMENTS, SEE ROAD PLANS.

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

RENDE CONSULTING GROUP
22431 ANTONIO PARKWAY - SUITE B160-470
RANCHO SANTA MARGARITA, CA 92688
949-713-6780 - FAX 949-713-6790

REGISTERED PROFESSIONAL ENGINEER
G. L. RENDE
No. 29
12-31-13
CIVIL
STATE OF CALIFORNIA
PRELIMINARY

GENERAL PLAN
BR-1

CONSTRUCTION STARTED:	
CONSTRUCTION COMPLETED:	
RECORD DRAWING APPROVED BY:	
PROJECT ENGINEER: XX-XX-2012 DATE	

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

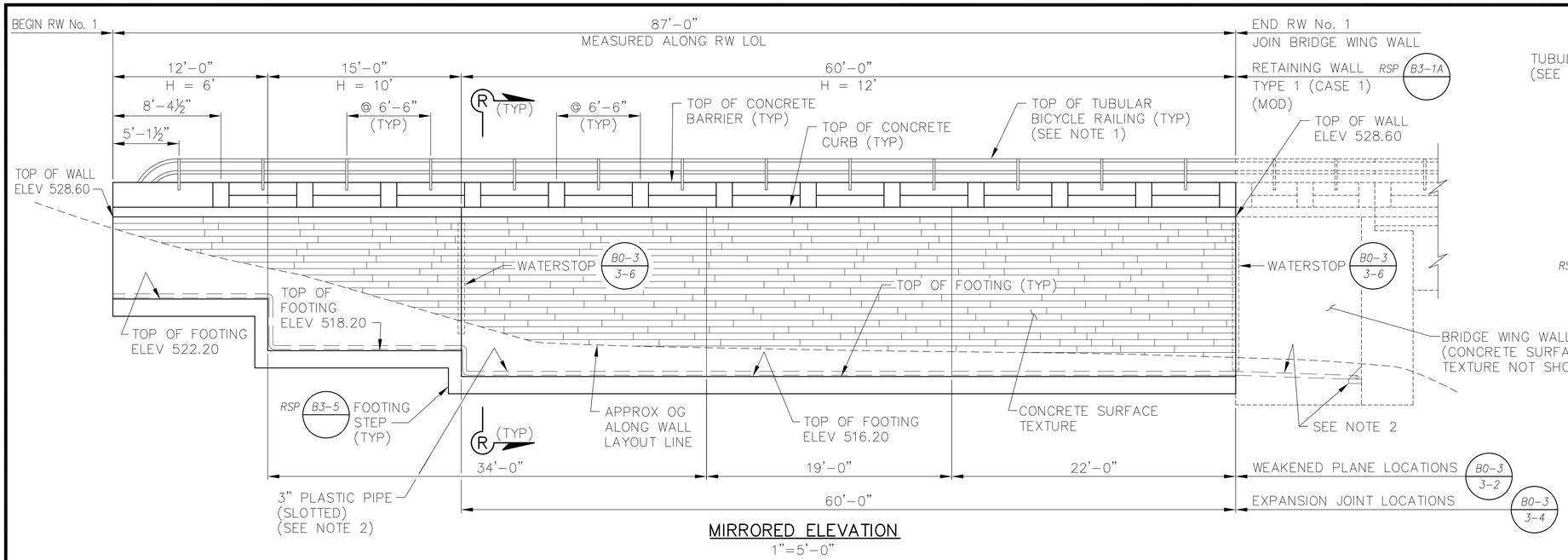
DESIGN BY: G. L. RENDE	CHECKED BY:
DRAWN BY: G. L. RENDE	CONSTRUCTABILITY REVIEW BY:

SCALE:	PROJECT NO.	JONATA PARK ROAD BRIDGE OVER ZACA CREEK Br. No. 51C-0356	SHEET NO.
AS SHOWN	863002		1 OF 17
			FILE NO.

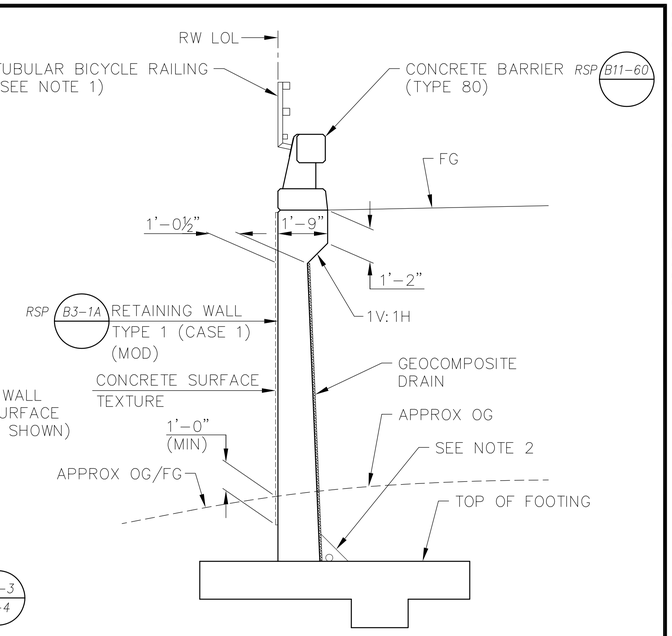
FOR REDUCED PLANS ORIGINAL SCALE IN INCHES 0 1 2 3

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY)
05/03/11 09/06/11 10/07/11 02/03/12 03/14/12 05/15/12 06/12/12 07/02/12



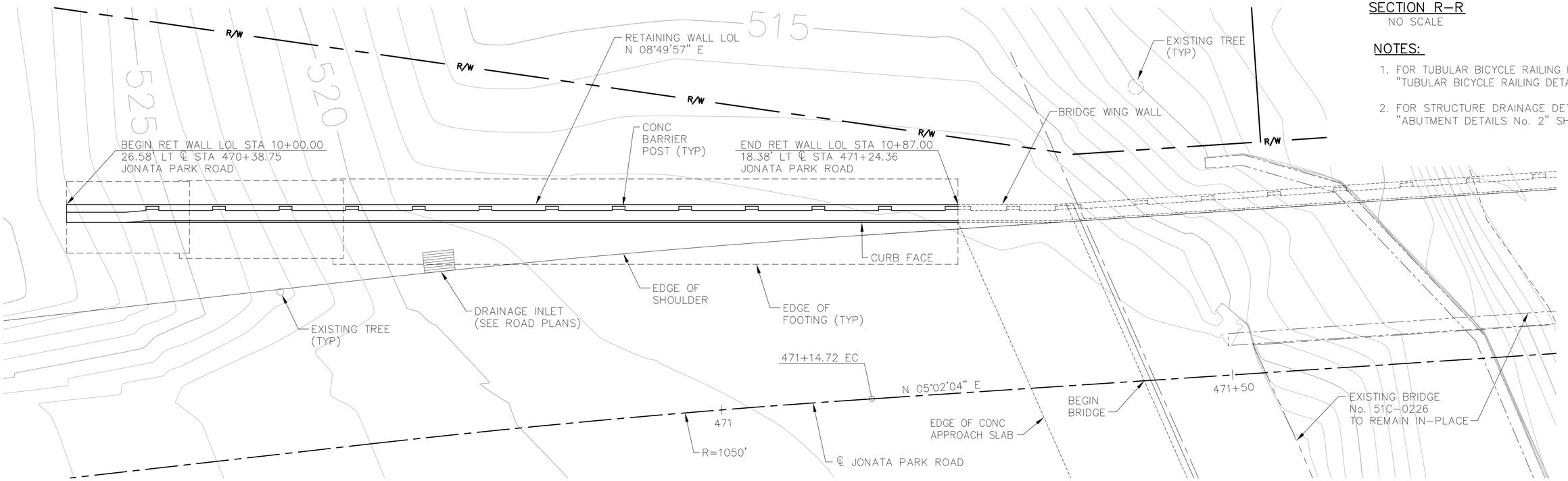
MIRRORED ELEVATION
1"=5'-0"



SECTION R–R
NO SCALE

NOTES:

1. FOR TUBULAR BICYCLE RAILING DETAILS, SEE "TUBULAR BICYCLE RAILING DETAILS" SHEET.
2. FOR STRUCTURE DRAINAGE DETAILS, SEE "ABUTMENT DETAILS No. 2" SHEET.



PLAN
1"=5'-0"

THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

RENDE CONSULTING GROUP
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REGISTERED PROFESSIONAL ENGINEER
G. L. RENDE
No. 29
12-31-13
CIVIL
STATE OF CALIFORNIA
PRELIMINARY

RETAINING WALL No. 1 LAYOUT
BR-14

CONSTRUCTION STARTED:		PROJECT ENGINEER:	COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION	DESIGN BY: G. L. RENDE	CHECKED BY:	SCALE: AS SHOWN	PROJECT NO. 863002
CONSTRUCTION COMPLETED:		XX-XX-2012 DATE		DRAWN BY: G. L. RENDE	CONSTRUCTABILITY REVIEW BY:	JONATA PARK ROAD BRIDGE OVER ZACA CREEK Br. No. 51C-0356	SHEET NO. 14 OF 17
RECORD DRAWING APPROVED BY:							FILE NO.

FOR REDUCED PLANS ORIGINAL SCALE IN INCHES 0 1 2 3

DISREGARD PRINTS BEARING EARLIER REVISION DATES →

REVISION DATES (PRELIMINARY STAGE ONLY)
02/05/12 05/30/12 06/04/12 07/02/12

65% Plans - July 2, 2012

Jonata Br 226 Replace.dwg, Mon, 02 Jul 2012 – 11:23pm, Greg

Draft Mitigated Negative Declaration

Jonata Park Road Bridge (51C-0226) Replacement Project 12NGD-8, June 4, 2012
Comments by Ingrid Russell in Red

2.0 PROJECT DESCRIPTION

Pg.3 par 1. At a slightly higher elevation, 10 ft higher than the existing bridge. The road surface is more than "slightly"above the existing bridge. It will bring noise from heavy equipment trucks and headlight glare into our windows for the life of this house. Headlight glare spreads out up to 40 ft.. 1.

Pg.3 par 3. The proposed bridge approach would require a fill slope south of Zaca Creek which would be higher in elevation than a water well access driveway on the property southeast of Bridge 51C-0226, and would prevent future access to the well. Therefore, a new access driveway would be constructed slightly south (upslope) of the existing alignment. It is unacceptable that the fill slope on the south west will be higher than a roadway access and will prevent us from drilling a well and or using that protion of our property forever. **This significantly devalues our parcel now and in the future.** 2.

Pg. 3 par 5. Staging of construction equipment and materials would be conducted within the roadway right-of-way southeast of the bridge. There are several alternative areas to have a staging and parking area for the heavy equipment, the same as was done for the other bridge on Jonata Park Road near the shooting range. We do not want the staging area to be adjacent to our home, within 20 feet, in an area where we have maintained an easement for the last 12 years. We also do not want it staged in the adjoining parcel where we have an easement with the owner for the use of our horses in exchange for maintaining the parcel. 3.

3.0 ENVIRONMENTAL SETTING

Pg. 15 **3.1 AFFECTED PARCELS**

Zoning designation AG-II indicates prime and non-prime farmland located in the Rural Area with the goal to preserve lands for long-term agricultural use. A property owner on the opposite side has obtained several conditional use permits in which he leases to businesses of heavy equipment and hauling which is not solely for the benefit for agricultural uses. This is in direct violation of the zoning laws which are in place to protect this very problem of conflict of noise, use, and other problems not conducive for residential uses. 4.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

Pg. 17 4.1 Will the proposal result in:

b. Change the visual character of an area? X=Less than Significant with Mitigation. I am in disagreement, that it will indeed change the visual character in a huge way, by replacing an historic rural bridge with a generic bridge that looks like it could handle the traffic to the latest Walmart 5.

Super Center. Why would the county place such a bridge in this place when it is not warranted, needed or wanted?

c. Glare or night lighting which may affect adjoining areas? X=Less than Significant with Mitigation. What kind of mitigation can prevent the invasion of night lighting into our home for any period of time?! None. 6.

Pg. 18 par 1. Commercial Land uses occur east of Jonata Park Road, and serve the agricultural and equestrian communities. This is up for opinion. The land owner leases a horse trailer sales operation, and several heavy equipment businesses that are the main use of the bridge in question. They have used the bridge for over 12 years that we know of for transporting heavy equipment and rocks and loads that far exceed the bridge weight limits and speed limits and certainly have contributed to the wear on the bridge on which the weight limits have not been enforced. 7.

Pg. 18 Impact Discussion

a. The proposed replacement bridge would be constructed at the same location but at a higher elevation than the existing bridge, and would not block views or create an aesthetically offensive site. The bridge replacement will totally change the visual and esthetic feel of the site. We bought the property because we loved the old bridge and the view from our living room. Who could have imagined that the road would be somehow elevated 10 ft. and move over 16 feet toward your property when you signed to pay for this for 30 years and now our investment could be virtually worthless if we cannot drill a viable well because our property is now permanently blocked by a "bridge replacement". 8.

b. The new bridge would be constructed of the same materials (reinforced concrete) as the existing bridge, with a design and scale consistent with the existing visual environment. Bridge construction would require the removal of approximately 39 trees, which would adversely affect the visual character of the bridge site. The removal of numerous trees that have taken decades to grow in the less than friendly environment would be devastating to us, in that we would be fully exposed to the noise, pollution, glare, and dirt that would increase if our natural barrier is removed. 9.

Cont. b.

Bridge construction would require the removal of approximately 39 trees(36 coast live oaks and three valley oaks, ranging in size from 4 to 18 inches in diameter), which would adversely affect the visual character of the bridge site. There are a considerable amount of oak trees less than 8 inches, trees take much longer to grow in the harsh rural environment of the bridge. It will take at least thirty or more years to replace what is being removed. Many less trees would be affected if the bridge did not elevate 10 feet and move over 16 feet, and if the staging area were placed in a different area, instead of next to the one homeowner who is expected to take the brunt of the impact of this project. 10.

c. par 1. Project –related construction activities may require occasional night lighting. While such lighting would be located relatively close to the bridge and focused on work activities, and is not anticipated to substantially increase ambient light levels at nearby residences, impacts may be

potentially significant. Any and all night lighting is totally opposed. This is within 50 or less feet of our home. 11.

c. par 2. The existing bridge is lower than the roadway approaches, while the new bridge would be 10 feet higher in elevation than the existing bridge, and headlights of vehicles using the new bridge would be visible to land uses along the roadway. However, nearby residences are screened by trees and are not in the direct path of headlights, such that a significant increase in headlight-related glare is not anticipated. This statement is not even taken seriously. The county is proposing taking out all of our trees that screens us from not only Jonata Park Road, but Highway 101! If you take out our trees, how can they help us screen out headlights and glare? This type of screening replacement could not be a reality until 20 to 30 years from now! 12.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:

Flora, f. Introduction of Human Habitation, X=No Impact. An apartment size gap between the two bridges will create the problem of homeless human habitation. We asked how this problem would be resolved and Ron Bensel stated that it may be filled with foam, but it had not fully been determined yet. 13.

Fauna, j. Introduction of barriers to movement of any resident or migratory fish or wildlife species? The new bridge design restricts access to the property southwest of the bridge for the resident. 14.

Pg. 38 e. Project implementation would require the removal of 20 mature (at least 8" diameter at breast height) coast live oak trees from the project site. This impact to the native specimen trees is considered potentially significant because about ten percent of the specimen (mature) native trees found in the BSA would be removed. 10% of trees within the BSA is a significant number! There are a considerable number of trees slightly less than 8" that will not be replaced, that have been growing for over twenty years. This environment is very harsh and is difficult to grow and maintain any vegetation. Removal of existing vegetation and trees is significant. Water is in short supply and the influx of ground squirrels is out of control. Removal of any natural screening is devastating for our home. Impact is significant. 15.

Pg. 40 k. Project would not involve fencing, How could the county not provide any provisions in this plan for replacement fencing for us at 1926 Jonata Park Road? The fencing that they are proposing to breach has been this property perimeter fence since its'existence. If the county will come and remove or breach my fence it leaves my property open for not only my horses and dogs to escape to Highway 101, it leaves my property open, with no security, with the removal of my locked gate!! How can the plan be at 65% without provision of security to our home and our animals? 16.

Mitigation and Residual Impact:

Par 2. These mitigation trees would be maintained for five years with the last two years without irrigation. It has been our experience that whatever is planted is expected to be lost by 50%. Will there be an analysis done after the first two years where there will be replacement plantings when 17.

other plantings have failed? Where is the water tank being placed for these trees, it hasn't been shown to date.

Pg. 43 4.5 Cultural Resources

Will the proposal result in: Archeological Resources

c. Increased potential for trespassing, vandalizing, X=Less than Significant. The curiosity of the historic bridge buried underneath the new bridge will bring significant trespassing and vandalizing, especially because of the large area created by building the bridge significantly higher than the existing bridge. We have already experienced vandalism, poaching, cleaning of deer from poaching and leaving the remains, discarding of human waste from recreational mobile homes, placing of clues for GPS games, huge amount of trash. 18.

Pg.49 4.9 Geological Process

Will the proposal result in:

k. Vibrations from short-term construction or long term operation, which may affect adjoining areas? X= Less than Significant. Vibration to us will be increased by bringing the new bridge impact point within 50 feet of the residence on the southwest side. 19.

Pg. 51

k. Vibration would be generated by heavy equipment during bridge replacement activities, and may be detected at nearby residences (as close as 50 feet away) during periods of high heavy equipment activity. However, due to the distance to the nearest residence, and the small number of persons affected, vibration impacts are considered less than significant. The impact is more than significant to the small number of persons affected, US!!!; vibration will be permanent with every large vehicle. Why are we not considered? Does it take numerous people to determine what is significant? 20.

Pg. 52 Impact Discussion

b. Excluding fuels used by construction equipment and vehicles, the project does not involve the use, storage or distribution of hazardous or toxic materials. Equipment and vehicles associated with the project would be fueled from a maintenance vehicle located away from drainages and residences. No storage of fuel is proposed at or near the project site. This includes the proposed right-of-way on the southwest side of the bridge next to the residence. 21.

c. Although such accidents have not been reported, the existing bridge could contribute to a vehicle collision and release of fuel and other hydrocarbons to Zaca Creek. There has never been a recorded accident since the bridge was built in 1916, which is why we ask if this project is valid. 22.

Pg. 55 Impact Discussion

a. The proposed project is a bridge replacement, with the same number of traffic lanes and same basic configuration, and is entirely compatible with surrounding land uses. The proposed bridge project has increased lane size from 12 feet to 16 feet and 10 foot change in elevation and is not compatible with the surrounding land uses as it will significantly affect the homeowner on the south west side of the bridge by being elevated by 10 feet and moved to the west by 16 feet putting it in a significantly more imposing position than it is now and in very close proximity of the home at 1926 Jonata Park Rd. 23.

Pg. 57 Impact discussion

a. The proposed project involves replacement of existing roadway bridge may result in a small increase in travel speeds over the bridge, and a small increase in long term traffic noise could occur. However, this potential noise increase is not anticipated to be readily detectable and is considered a less than significant impact. Impact is more than significant as the speed limit is not adhered to at the present bridge height, increasing the speed would create a higher noise level and impact to the residents on both sides of the bridge. Any provision to increase the speed limit is in direct opposition to the property owners adjacent, as it is already a problem. People speed on our road in excess of 60 MPH now, it can only get worse with the increased width of the bridge and decreasing the dip. There is a problem with the CUP's given to another property owner, as this is the heaviest use of the bridge with the heavy equipment and is in conflict with the residential parcels. This is why there is zoning to prevent this conflict. Why were these permits granted and what was considered in granting them? Were the adjacent property owners considered when these conditional use permits were granted to Kenny Hollister? 24.

Pg. 58 4.15 Public Facilities

Impact Discussion

e. The proposed project would not require the construction of any storm drain or water quality control facilities. No accommodations shown for road water drain from the bridge to the creek without eroding private property when the project is complete. We must have a plan to prevent erosion and drainage onto our private property. 25.

Pg. 60 4.17 Transportation/Circulation:

Setting: Jonata Park Road is considered a minor rural collector roadway, and connects Route 246 in Buellton to rural land uses west of U.S. 101. The average daily traffic volume measured on Jonata Park Road in 2004 was 301 vehicles. The traffic volume measured on June 21, 1990 was 370 vehicles per day. Thirty five percent of these vehicles were 2-axle or larger trucks. Jonata Park Road is linked to U.S. 101 by a short connector to an uncontrolled at-grade intersection, located immediately south of the project site. On both dates 99% of the traffic recorded travels Jonata Park Road to the southern direction and did not cross the bridge. A very small number of vehicles travel 26.

to the north of the named intersection for three property owners on the north side of Bridge 51C-0226. This traffic study is not valid.

Pg. 61. Impact Discussion

c. The project area is rural, and parking facilities do not occur in the vicinity of the project site. The project would not generate long-term parking demand. Project construction-related parking needs would be accommodated on the project site.

g. The existing bridge is much lower in elevation than the roadway approaches, which results in inadequate sight distance for the observed vehicle speeds (Dokken Engineering, 2007). The proposed new bridge would improve sight distance by elevating the bridge deck by approximately 10 feet. Sight distance in the rural setting on a dead end road is less than significant. There are hundreds of roads in Santa Barbara County that do not comply with the ideal site distance of today's standards. Does that mean that every road that does not have ideal site distance is to be rebuilt? Is it only because of the federal funding already provided that this project is progressing? This does not mean that it is indicated, wanted, or needed. 27.

h. The proposed project would not affect ingress/egress to and from residential and commercial land uses along Jonata Park Road. Access to all land uses would be maintained during the construction period. The new bridge proposal will block the access to the property on the southwest corner of the bridge not only during construction, but forever more. This is a big issue, as it significantly devalues our property and prevents us from access to drill a new water well which is needed since our present well was placed in 1916, and is not a dependable source of water in the future for our property. 28.

Pg. 62 4.18 Water Resources/Flooding:

Will the proposal result in:

d. Discharge directly or through a storm drain system, X=Less than Significant with Mitigation. No proposal has been made on the present design for water run-off into Zaca Creek from the bridge deck, as the low spot is on the south side of the bridge. 29.

Pg. 72 6.3.5 Noise

Other projects would generate both short-term and long term traffic noise. The proposed project would not contribute to cumulative long term traffic noise, but may contribute to cumulative construction noise. There will be significant long term traffic noise affecting , (us), the resident on the southwest corner of the new bridge with design direction and elevation change. 30.

Pg. 73 7.0 Mandatory Findings of Significance

5. Is there disagreement supported by the facts, reasonable assumptions predicted upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR? X=No Impact. Residents on the Southwest corner of the bridge have 31.

disagreements with the project and have many facts to support the disagreements with alternate options in design and construction, alternate parking for the heavy equipment.

8.0 Project Alternatives

No significant, adverse unmitigable impacts were identified; therefore, no project alternatives. The project is mitigable due to the lack of notification to the resident being impacted on the southwest corner of the project. 32.

Commenter: Ingrid Russell, resident/owner of 1926 Jonata Park Road

Date: July 12, 2012

Response:

1. The new bridge would be constructed to current Caltrans specifications, including a bridge deck surface built to a residential noise level certification. The newly paved surface on the bridge approaches would also be quieter than the existing roadway. The proposed longer bridge would provide less steep approaches, which would reduce vehicle noise associated with braking and acceleration. Noise generated by traffic (including trucks) on the proposed bridge would not be increased. Concerning heavy equipment noise, construction-related noise was considered a significant impact and mitigation was provided in the MND to reduce construction noise impacts. The southbound lane (western edge) on the new bridge would be located approximately 13 feet to the west of the existing southbound lane, but would parallel the existing bridge alignment and would not be directed toward the residence. Intervening trees along Zaca Creek and on the commenter's property would at least partially screen headlight glare. However, some increase in headlight-related glare may occur. Glare impacts are considered less than significant due to this screening effect, and the very small number of expected nighttime vehicle trips crossing the bridge (only four residences are located north of the bridge). Note that most of the intervening trees are outside the impact area (see Figure 5 of the MND) and would not be removed.

2. Access to the commenter's property (APN 099-630-004) would be maintained because the existing access road (driveway) would not be affected by the project, and would remain open during construction. A retaining wall would be constructed at the southwest corner of the proposed bridge and extend approximately 87 feet within County-owned property (ROW) along the Road. See Note 7 (RW no. 1) on the attached drawing (BR-1). This may preclude construction of a second access road at this location. The County has no record of engineered plans or encroachment permits to allow legal access from this point. The current legal driveway would remain open. However, a feature has been incorporated into the wall design to allow the adjacent property owner the ability to remove a portion of the wall at a future date, following County approval of engineered plans and permits. This feature is an expansion joint (see Waterstop on attached drawing BR-14) allowing for removal of 27 feet of retaining wall without compromising structural integrity, enabling this area to be used for future access, if proper permits are obtained.

3. Construction staging and storage would be limited to the County right-of-way, no temporary easements are required. This comment does not address environmental issues and further response is not required.

4. This comment is not relevant to the project, and does not address the adequacy of the MND.

5. The MND acknowledges that the new bridge and associated tree removal would change the visual character of the area (see part a. in table on page 17 of the MND), but concludes that this impact is less than significant with mitigation. A longer and higher bridge is needed to meet current Caltrans standards and preserve the existing historic bridge.

6. As stated under part b. on page 18 of the MND, night-lighting during construction would be uncommon and focused at the bridge site. However, the MND determined that this impact may be potentially significant, and provided mitigation in the form of minimizing the duration and limiting lighting to approved construction work hours. It is anticipated that any night lighting would be very brief and unobtrusive.
7. Land uses north of the bridge require heavy-duty trucks to support equestrian, ranching and related businesses. However, we have no evidence indicating overweight vehicles use the existing bridge. Replacement of the bridge is required due to degradation of the concrete associated with age and alkali reactivity and not "wear" caused by truck traffic.
8. Based on a September 7, 2012 field visit, views of the existing bridge from the commenter's residence (see gray-roofed home southwest of the existing bridge on Figure 5 of the MND) are mostly blocked by intervening vegetation, including landscaping immediately north of the residence and trees along Zaca Creek. Note that the bridge is not considered a scenic vista or view. See the response to Comment 5 regarding visual impacts. See the response to Comment 2 regarding a second access road from Jonata Park Road that could be used by well drilling equipment.
9. Most of the trees to be removed are located at the bridge site and not adjacent to the commenter's residence. In any case, the site is rural with very low traffic volumes such that noise, pollution and dirt are not expected to be substantial concerns. See the response to Comment 1 concerning glare.
10. A tree survey was conducted in 2009 and updated in 2012 by a qualified biologist. The survey included trees as small as two inches in diameter at breast height. Therefore, trees less than 8 inches were included in the count of 39 trees to be removed and replaced. Tree removal was considered a significant impact in the MND under both aesthetics and biological resources, with tree replacement provided as mitigation. Most of the trees to be removed have a diameter of 12 inches or less, such that replacement trees may attain a similar size in less than 30 years. The project impact area (and associated tree removal) has been minimized to avoid loss of riparian vegetation and California red-legged frog habitat, while meeting Caltrans standards and preserving the historic bridge and bat habitat.
11. See the response to Comment 6.
12. See the responses to Comments 1 (headlight glare) and 10 (tree replacement).
13. It is possible that the space between the existing bridge and proposed bridge may be used by homeless persons for short periods. However, indirect impacts to wildlife associated with permanent human habitation such as habitat removal, introduction of invasive plants, and pets are not anticipated. In any case, the County is considering installing fencing to prevent access to this space.
14. Part j. on page 25 of the MND addresses movement of fish and wildlife and not vehicle access. See the response to Comment 2 regarding a second access road.
15. See the responses to Comments 9 and 10.

16. The project would likely involve some fencing along the County right-of-way during the construction period, but would not hinder wildlife movement (see part k. on page 25 of the MND). The County project manager would coordinate with the adjacent property owners during installation of construction fencing to ensure existing security is maintained.

17. Mitigation Measure BIO-1 (see page 40 of the MND) includes planting 10 trees for each tree removed, and requires at least 100 oaks be alive at the end of the five year maintenance period. The replacement trees may be irrigated for several years, either from a water truck or a small temporary on-site water tank. The location of the tank (if used) has not been determined, but would be located within the impact area shown of Figure 5 of the MND.

18. As discussed in the response to Comment 13, trespassing by homeless persons could occur at the bridge site. Note that the referenced portion of the MND concerns vandalism of cultural resources and not personal property. The County is considering methods to prevent homeless use of the area under the proposed bridge, which could result in increased littering. Vandalism of buried cultural resources (Site CA-SBA-3387) is not expected. Increased trespassing or vandalizing of cultural resources is typically associated with increased human density (i.e., new residential development), which would not occur as a result of the project.

19. The proposed bridge would be constructed on deep foundations (piles), which would dissipate vibration from traffic loading much more effectively than the spread footings of the existing bridge. In any case, no increase in traffic volume over the bridge would occur, such that an increase in vibration at adjacent residences would not occur.

20. See response to Comment 19.

21. Storage of fuel at the bridge site would not occur, including the portion of the County right-of-way near the commenter's residence.

22. The existing bridge cannot safely pass two vehicles meeting on the bridge, while the new bridge would be wider and accommodate vehicles passing on the bridge. This may reduce the potential for collisions and the resulting release of hydrocarbons. Note that bridge replacement is proposed due to lack of structural integrity and not to reduce accident rates.

23. The bridge may be larger, but is compatible with the existing land use (bridge and approaches). Construction-related impacts that may cause conflicts with nearby land uses (noise, aesthetics, glare) would be mitigated.

24. The posted speed limit would not increase; however, motorists may travel faster over a wider bridge that can easily pass traffic in both directions. The new bridge would be constructed to current Caltrans specifications, including a bridge deck surface built to a residential noise level certification. The newly paved surface on the bridge approaches would also be quieter than the existing roadway. The proposed longer bridge would provide less steep approaches, which would reduce vehicle noise associated with braking and acceleration.

25. The bridge design (65% drawings, dated 7/9/12) provides drainage facilities both north and south of Zaca Creek, which would empty into Zaca Creek within the County right-of-way. Rock slope protection would be provided at the pipe outlet to prevent erosion.

26. It is likely that the traffic volumes crossing Bridge 51C-226 are less than that reported in the MND for Jonata Park Road as a whole. In any case, the data provided adequately characterizes the traffic environment, indicating traffic volumes are very low but the percent trucks value is high.

27. Sight distance would be improved, but may not be the only safety concern at the bridge site. In any case, the project would not cause inadequate sight distance. The purpose of planned bridge replacement is to address lack of structural integrity and geometric deficiencies, and not sight distance.

28. See the response to Comment 2.

29. See the response to Comment 25.

30. No increase in traffic volumes would occur due to the project, and the bridge deck would be designed to minimize traffic noise. No significant noise increase would occur. See the response to Comment 24.

31. The commenter has not provided evidence that impacts could not be mitigated to less than significant levels such that preparation of an EIR is warranted.

32. All property owners/residents within 300 feet of the site were mailed a Notice of Intent to Adopt the MND to allow an opportunity to comment on the MND. We understand that at least one property owner indicated they did not receive a notice. As a courtesy, the County mailed new notices to adjacent property owners (return receipt required) and extended the public comment period by 30 days to fully accommodate public review of the MND.

State of California -The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
http://www.dfg.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

July 9, 2012

Morgan Jones
Santa Barbara County Public Works Department
123 East Anapamu Street
Santa Barbara, CA 93101
Fax No.: (805) 568-3019

Subject: Draft Mitigated Negative Declaration for the Jonata Park Road Bridge Replacement Project, SCH # 1999121084, Santa Barbara County

Dear Mr. Jones:

The Department of Fish and Game (Department), has reviewed the above Draft Mitigated Negative Declaration (DMND) for impacts to biological resources. The Santa Barbara County Public Works Department (Public Works) proposes the construction of a bridge on Jonata Park Road where it crosses over Zaca Creek, north of the City of Buellton in Santa Barbara County (County). The new bridge would be built atop an existing historic bridge and the historic bridge would be left in place.

Proposed project impacts include temporary and permanent loss of 0.36 acres of coyote brush scrub, coast live oak woodland, and mixed oak riparian forest; and temporary and permanent loss of 1.1 acres of annual grassland and disturbed areas. Proposed impacts also include the removal of 36 coast live oak (*Quercus agrifolia*) and 3 valley oak (*Quercus lobata*). Twenty of the coast live oak and the 3 valley oak proposed for removal are considered to be protected oak trees by County ordinance. Additional wildlife with the potential to be impacted by the project include the Federal and State Endangered least Bell's vireo (*Vireo bellii pusillus*), the Federal Threatened and California Species of Special Concern California red-legged frog (*Rana aurora draytonii*), and seven additional California Species of Special Concern.

Measures proposed in the DMND to mitigate impacts include:

- planting of replacement oak trees at a ratio of 10 replacement trees for every tree removed. Replacement trees would be planted along the Jonata Park Road right-of-way and, potentially, at other off site areas;
- a California red-legged frog survey and relocation protection plan; and
- a bat survey and protection plan.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines §15386(a)) and pursuant to our authority as a Responsible Agency (CEQA Guidelines §15381) over those aspects of the proposed project that come under the purview of the Fish and Game Code Section 1600 et seq. As trustee for the State's fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species.

California Wildlife Action Plan

The California Wildlife Action Plan, a Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with Public Works to minimize impacts to fish and wildlife resources with a focus on these stressors.

Impacts to Nesting Birds

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from March 1-August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86), and includes take of eggs and/or young resulting from disturbances which cause abandonment of active nests. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted.

If avoidance of the avian breeding season is not feasible, the Department recommends that, beginning thirty days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project activities. If a protected native bird is found, the project proponent should delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing should be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. The biological monitor should provide Public Works and the Department the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why a reduced buffer is appropriate (*e.g.*, species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) to Public Works and the Department. Based on the submitted information, Public Works and the Department will determine whether to allow a narrower buffer.

1.

The biological monitor shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint (*i.e.*, outside the demarcated buffer) and that the flagging/stakes/fencing is being maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor shall send weekly monitoring reports to Public Works and the Department during the grubbing and clearing of vegetation, and shall notify Public Works and the Department immediately if project activities damage active avian nests. 1.

Oak Woodland Impacts

The Department is concerned the proposed loss of oak riparian woodland will not be adequately mitigated. Proposed mitigation for oak woodland removal consists of planting replacement trees. However, the Department considers oak woodland to have biological value beyond the individual trees. Therefore, oak woodland restoration should be performed to include the planting of understory species and the oak trees should be planted in appropriate soils and spaced appropriately in an area large enough to mitigate the loss of oak woodland habitat. We recommend a minimum area of 1 acre of oak riparian woodland restoration. 2.

Impacts to Sensitive Biological Resources

Least Bell's vireo (*Vireo bellii pusillus*) – The DMND contains statements that least Bell's vireo (LBV) typically nest in immature riparian vegetation (mostly willows) along wide stream corridors, and that because the proposed project site's riparian habitat is narrow, discontinuous and dominated by oaks, it is not suitable for LBV. The DMND concludes the lack of suitable habitat coupled with the distance from known LBV breeding sites (14 miles from the nearest known site at the Sisquoc River) means that LBV are considered absent from the proposed project site.

The Department does not agree with the conclusion presented in the DMND that a distance of 14 miles to the nearest documented LBV nesting occurrence on the Sisquoc River and the presence of oak dominated riparian vegetation at the proposed project site would preclude the possibility of LBV nesting at the site. LBV are not obligate riparian willow nesters, and have been documented nesting in non-native castor bean (*Ricinus communis*) and giant cane (*Arundo donax*), as well as in citrus orchards and riparian scrub. In addition, LBV have been documented nesting northwest of the proposed project site along the Sisquoc River and southeast of the project site along the upper Santa Ynez River. The proposed project site is within ten miles of a direct flight path between these two occurrences, well within dispersal distance from either of the known breeding sites. Therefore the Department recommends protocol surveys be conducted to detect the presence of LBV at the proposed project site if work is to occur during the bird nesting season (attached). Please note the LBV is susceptible to noise and vibration disturbance leading to nest abandonment up to 500 feet from the source of the noise (Hein, 1997). 3.

Impacts to Jurisdictional Drainages

The Department has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the 4.

Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. It appears from the Project Description in the DMND and the proposed impacts to riparian resources in Zaca Creek that Public Works will be required to notify pursuant to Section 1602 of the Fish and Game Code. You may obtain a notification package online by visiting the Department's website at http://www.dfg.ca.gov/1600/1600.html or you can call our San Diego office at (858) 636-3160.

The Department's issuance of an LSA Agreement is a project subject to CEQA. To facilitate issuance of a LSA Agreement, if necessary, the DMND should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Again, the failure to include this analysis in the DMND could preclude the Department from relying on Public Works' analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project. 4.

For future projects, early consultation with the Department is encouraged. CEQA requires a lead agency to conduct informal consultation with all responsible and trustee agencies once the lead agency has determined that an initial study will be required for the project (CEQA Guidelines §15063(g)).

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Mr. Martin Potter, Environmental Scientist at (805) 640-3677.

Sincerely,

Leslie MacNair

Leslie S. MacNair
Environmental Program Manager
South Coast Region

Attachment

Reference

Hein, E. 1997. The Impact of Noise on Federally-Listed Species and the Subsequent Mandates for Mitigation. U.S. Fish and Wildlife Service.

cc: Ms. Betty Courtney, CDFG, Santa Clarita
Ms. Natasha Lohmus, CDFG, Carpinteria
Mr. Scott Morgan, State Clearinghouse, Sacramento

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008

LEAST BELL'S VIREO SURVEY GUIDELINES

The following suggested guidelines are provided to facilitate accurate assessments of the presence/absence of the State and federally endangered least Bell's vireo (*Vireo bellii pusillus*, vireo), to provide the Fish and Wildlife Service with sufficient information to adequately respond to requests for applicable Federal permits and licenses, and to fulfill our mandate to conserve and recover the species. Currently, a recovery permit pursuant to section 10(a)(1)(A) of the Endangered Species Act is not required to conduct presence/absence surveys for the vireo, as long as this protocol is utilized and vocalization tapes are not used. These guidelines include minor modifications to our February 1992 guidelines and provide clarification of what we have been verbally recommending.

1. Under normal circumstances, all riparian areas and any other potential vireo habitats should be surveyed at least eight (8) times during the period from April 10 to July 31. However, we may concur, on a case by case basis, with a reduced effort if unusual circumstances dictate that this is a prudent course of action. For instance, intensive surveys of small, marginal or extralimital habitats by experienced personnel may well result in defensible conclusions that eight (or more) individual survey are unnecessary. Under such unusual circumstances, we will consider requests for reductions in the prescribed number of individual surveys. In any case, site visits should be conducted at least 10 days apart to maximize the detection of, for instance, late and early arrivals, females, particularly "non vocal" birds of both sexes, and nesting pairs.

2. Although the period from April 10 to July 31 encompasses the period during which most vireo nesting activity occurs, eight surveys are generally sufficient to detect most (if not all) vireo adults in occupied habitats. Precise vireo censuses and estimations of home range likely will not be possible unless surveys are conducted outside of this time window. Although focused surveys conducted in accordance with these guidelines substantially reduce the risk of an unauthorized take* that could potentially occur as a result of land development or other projects, individual project proponents may wish to conduct surveys that are more rigorous than those that would otherwise result from strict adherence to these survey guidelines. If additional information (e.g., extent of occupied habitat, total numbers of adult and juvenile vireos in study area) is desired or necessary, surveys should be extended to August 31 and conducted in such a manner as to collect the data necessary to prepare reports that reflect the methods and standards established in the current scientific literature on this subject. In particular, information collected after July

15 will reflect a broader extent to the riparian habitat and other adjacent habitat types that the vireo typically utilizes during the latter phase of the breeding season, especially when the young become independent of the adults.

3. Surveys should be conducted by a qualified biologist familiar with the songs, whisper songs, calls, scolds, and plumage characteristics of adult and juvenile vireos. These skills are essential to maximize the probability of detecting vireos and to avoid potentially harassing the species in occupied habitats.

4. Surveys should be conducted between dawn and 11:00 a.m. Surveys should not be conducted during periods of excessive or abnormal cold, heat, wind, rain, or other inclement weather that individually or collectively may reduce the likelihood of detection.

5. Surveyors should not survey more than 3 linear kilometers or more than 50 hectares of habitat on any given survey day. Although surveyors should generally station themselves in the best possible locations to hear or see vireos, care should be taken not to disturb potential or actual vireo habitats and nests or the habitat of any sensitive or listed riparian species.

6. All vireo detections (e.g., vocalization points, areas used for foraging, etc.) should be recorded and subsequently plotted to estimate the location and extent of habitats utilized. These data should be mapped on the appropriate USGS quadrangle map.

7. Data pertaining to vireo status and distribution (e.g., numbers and locations of paired or unpaired territorial males, ages and sexes of all birds encountered) should be noted and recorded during each survey. In addition, surveyors should look for leg bands on vireo adults and juveniles if, in fact, it is possible to do so without disturbing or harassing the birds. If leg bands or other markers are observed, then surveyors should record and report the detection and associated circumstances to us by telephone, facsimile, or electronic mail as soon as possible. Reports should include the colors and relative locations of any and all bands detected, the age and sex of the marked bird, and the precise location of the detection.

8. The numbers and locations of all brown-headed cowbirds (*Molothrus ater*) detected within vireo territories should be recorded during each survey and subsequently reported to us. In addition, all detections of the State and federally endangered southwestern willow flycatcher (*Empidonax trallii extimus*, flycatcher) and State endangered yellow-billed cuckoo (*Coccyzus americanus*, cuckoo) should be recorded and reported. Any and all cuckoo and flycatcher adults, young, or nests should not be approached, and taped vocalizations of these species should not be used unless authorized in advance by scientific permits to take* issued by us (if appropriate) and the California Department of Fish and Game. Flycatcher presence/absence surveys require a recovery permit issued by us per section 10(a)(1)(A) of the Endangered Species Act.

9. To avoid the potential harassment of vireos, flycatchers, and cuckoos resulting from vireo surveys, other riparian species survey efforts, or multiple surveys within a given riparian habitat patch, detections of these three species should be reported to us as soon possible by telephone, facsimile, or electronic mail.

10. A final report (including maps) should be prepared that depicts survey dates and times and includes descriptions or accounts of the methods, locations, data and information identified in preceding sections.

11. This final report should be provided to us (at the letterhead address) and to the local office of the Department of Fish and Game within 45 calendar days following the completion of the survey effort. Additionally, a summary of all vireo survey efforts conducted during the calendar year should be submitted to each of the above offices by January 31 of the following year.

Should you have data or information to report, or have any questions regarding these survey guidelines, please contact Christine Moen (christine_moen@fws.gov), or Loren Hays (loren_hays@fws.gov) of my staff at (760) 431-9440 (facsimile 760-431-9624), or John Gustafson (jgustafs@hq.dfg.ca.gov) with the Department of Fish and Game at (916) 654-4260 (facsimile 916-653-1019).

Sincerely,

Andrew R. Yuen

Ken S. Berg
Acting Field Supervisor

* The term "take," as defined in Section 3, paragraph 18 of the Endangered Species Act of 1973 as amended (Act), means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct. "Take" (specifically "harass") is further defined to mean "an act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns, which include, but are not limited to, breeding, feeding, and sheltering" "Take" (specifically "harm") is further defined as an "act which actually kills or injures wildlife. Such act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavior patterns, including breeding feeding or sheltering" (50 CFR 17.3). Please be advised that the take of the vireo and other listed species is prohibited by section 9 of the Act unless authorized by permits issued pursuant to section 7 or section 10 to the Act.

Commenter: Leslie MacNair, California Department of Fish and Game

Date: July 9, 2012

Response:

1. Following project approval, the County would obtain a streambed alteration agreement under Section 1602 of the Fish and Game Code. The agreement is expected to include requirements to avoid take of migratory and non-game birds. The County would comply with these requirements, including scheduling vegetation removal during the non-breeding season, if feasible.

2. The streambed alteration agreement issued for the project is expected to include requirements for mitigation for vegetation/habitat removal. The County plans to meet this commitment (to the extent feasible) through planting within the right-of-way near Zaca Creek, and would submit a detailed mitigation plan for approval.

3. The Lead Agency (County) considers the potential for least Bell's vireo to be adversely affected by the project to be very low. However, protocol surveys would be completed if required by the streambed alteration agreement and/or required by the U.S. Fish and Wildlife Service as part of consultation with FHWA and Caltrans.

4. As indicated in the response to Comment 1, the County is aware of the requirement to obtain a streambed alteration agreement to authorize impacts to Zaca Creek. The County also understands that the MND would be used as the CEQA document for the agreement. The MND provides adequate information regarding impacts to biological resources as required by CEQA. However, as lead agency, the County has the authority to determine the significance of identified impacts. The Department may require additional mitigation not included in the MND, which would be enforced through the streambed alteration agreement. It is important to note that the project has been designed to avoid direct impacts to the streambed by using a free span bridge, constructing the abutments/footings further from the creek than existing, and conducting work during the dry season (April – November) when the stream is typically dry.

Santa Barbara County
Air Pollution Control District

June 26, 2012

Morgan Jones
Santa Barbara County
Public Works
123 E. Anapamu Street
Santa Barbara, CA 93101

Re: APCD Comments on the Mitigated Negative Declaration for Jonata Park Road Bridge (51C-226) Replacement Project, 12NGD-00000-00008

Dear Mr. Jones:

The Air Pollution Control District (APCD) has reviewed the Draft Mitigated Negative Declaration (MND) for the referenced case, which consists of construction of a new bridge along the existing roadway alignment, at a slightly higher elevation that the existing bridge. The entire existing bridge would be retained as a historic resources and bat roosting habitat. The bridge will be replaced in two phases to maintain traffic over the bridge during the construction period, which would be limited to the dry season (April through November). The subject bridge (51C-226) is located immediately west of U.S. Highway 101 approximately three miles north of the City of Buellton in central Santa Barbara County. Bridge 51C-226 is located on Jonata Park Road and crosses Zaca Creek approximately 650 feet north of the Jonata Park Road/U.S. 101 intersection. Construction is anticipated to take 180 working days or about 9 months.

Air Pollution Control District staff offers the following suggested conditions:

1. Standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the APCD prior to issuance of land use clearance.

2. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities* establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. The text of the rule can be viewed on the APCD website at www.sbcapcd.org/rules/download/rule345.pdf.

3. Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of ozone precursors and fine particulate emissions from diesel exhaust.

4. All portable diesel-fired construction engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Construction engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.

5. The applicant is required to complete and submit an Asbestos Demolition/Renovation Notification or an EXEMPTION from Notification for Renovation and Demolition (APCD Form ENF-28 or APCD Form ENF-28e), which can be downloaded at www.sbcapcd.org/eng/dl/dl08.htm for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed exemption or notification should be presented, mailed, or emailed to the Santa Barbara County Air Pollution Control District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. The applicant should refer to APCD's website at http://www.sbcapcd.org/biz/asbestos.htm, to determine whether the project triggers asbestos notification requirements or whether the project qualifies for an exemption.

6. At all times, idling of heavy-duty diesel trucks must be limited to five minutes; auxiliary power units should be used whenever possible. State law requires that drivers of diesel-fueled commercial vehicles:
   - shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location
   - shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle.

7. Asphalt paving activities shall comply with APCD Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8890 or via email at cvw@sbcapcd.org.

Sincerely,

Carly Wilburton

Carly Wilburton,
Air Quality Specialist
Technology and Environmental Assessment Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: TEA Chron File

Santa Barbara County
Air Pollution Control District

ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

- 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 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

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

- 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.

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

- After clearing, grading, earth moving 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.

- 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 offsite. 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 land use clearance for map recordation and land use clearance for finish grading of the structure.

  Plan Requirements: All requirements shall be shown on grading and building plans and as a note on a separate information sheet to be recorded with map. **Timing**: Requirements shall be shown on plans or maps prior to land use clearance or map recordation. Condition shall be adhered to throughout all grading and construction periods.

  MONITORING: Lead Agency shall ensure measures are on project plans and maps to be recorded. Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

Santa Barbara County
Air Pollution Control District

ATTACHMENT B
DIESEL PARTICULATE AND NO_x EMISSION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is an updated list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.

- Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

- All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

The following measures are recommended:

- 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.

- Diesel powered equipment should be replaced by electric equipment whenever feasible.

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

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

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

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

- 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.

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

Plan Requirements: Measures shall be shown on grading and building plans. **Timing:** Measures shall be adhered to throughout grading, hauling and construction activities.

MONITORING: Lead Agency staff shall perform periodic site inspections to ensure compliance with approved plans. APCD inspectors shall respond to nuisance complaints.

Commenter: Carly Wilburton, Santa Barbara County Air Pollution Control District

Date: June 26, 2012

Response:

1. Standard dust mitigation measures would be implemented as indicated on page 23 of the MND. These measures may include those listed in Attachment A of the comment letter.
2. Based on the small area of ground disturbance, implementation of dust mitigation measures is anticipated to result in compliance with Rule 345.
3. Diesel particulate and ozone precursor emissions would be minimized through implementation of measures recommended by the APCD, as indicated on page 23 of the MND. These measures are listed in Attachment B of the comment letter.
4. The Public Works Department will ensure contractors comply with PERP requirements.
5. Demolition of the existing bridge or other structures is not proposed. Therefore, preparation of forms relating to asbestos is not required.
6. The project will comply with State law requiring minimizing heavy-duty truck idling time.
7. The project will comply with Rule 329, should cutback or emulsified paving materials be used in project construction.