

**15164 ADDENDUM FOR THE LAS VEGAS-SAN PEDRO CREEKS CAPACITY
IMPROVEMENT PROJECT
August 19, 2014**

To: Board of Directors

From: Santa Barbara County Flood Control and Water Conservation District
Maureen Spencer, Operations and Environmental Manager

Date: August 19, 2014

RE: Las Vegas-San Pedro Creeks Capacity Improvement Project, Addendum #2 to 11NGD-00000-00008 for Potential Impacts to Cultural Resources

California Environmental Quality Act (CEQA) Guidelines Section 15164 (Addendum) applies to the Las Vegas-San Pedro Creeks Capacity Improvement Project Mitigated Negative Declaration (MND) No. 11NGD-00000-00008 which was approved on October 4, 2011. CEQA section 15164 allows an addendum to 11NGD-00000-00008 to be prepared when only minor technical changes or changes which do not create new significant impacts in accordance with Section 15162 would result. CEQA requires analysis of environmental impacts which could occur as a result of project development. For the proposed revisions to the approved project, an Addendum to the previously adopted Mitigated Negative Declaration (11NGD-00000-00008) for the approved project can be prepared if the following applicable provisions of Section 15164 CEQA Guidelines can be met:

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to CEQA Guideline Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

The following Addendum has been prepared to reflect technical changes to the approved Las Vegas-San Pedro Creeks Capacity Improvement. None of the applicable conditions of Section 15162 calling for a subsequent EIR or negative declaration have occurred, as indicated by the County analysis and determination provided below. There are no substantial changes or changed circumstances under which the proposed modified project is to be undertaken. No new significant environmental effects or a substantial increase in the severity of previously identified potentially significant effects under the approved 11NGD-00000-00008 have been found with the proposed modified project. Further, there is no new information that the proposed modified project will have one or more potentially significant effects not discussed in the approved 11NGD-00000-00008. All documents incorporated into this Addendum by reference are on file with the Santa Barbara County Flood Control and Water Conservation District (District) and are available upon request.

Location

The project area considered in this Addendum is located in the Cities of Goleta and Santa Barbara north of Hollister Avenue between Fairview Avenue and Los Carneros Road. The proposed project area is bounded by the west bank of San Pedro Creek, and northward on San Pedro Creek just beyond Calle Real. It extends east of Las Vegas Creek and the U.S. 101/Fairview Avenue Overpass, and south to Hollister Avenue. The northern portion of the project area, extending south from Calle Real to just south of the Union Pacific Railroad (UPRR) right of way (ROW), is located within the City of Goleta. The southerly portion of the project area extending south of the UPRR ROW to Hollister Avenue, including the Twin Lakes Golf Course and Santa Barbara Airport Overflow Parking Lot, are located within the City of Santa Barbara Airport jurisdiction. Both Las Vegas Creek and San Pedro Creeks run north to south and pass under Calle Real, Route 101, the UPRR ROW, and Hollister Avenue. The project area is within the Second Supervisorial District.

Overall Project Background

The existing hydraulic capacity of Las Vegas and San Pedro Creeks has become inadequate at specific locations, resulting in break-out flooding during 10-year storm events. This hydraulic capacity improvement project would involve Calle Real within the City of Goleta, Route 101 within Caltrans right-of-way (ROW), the UPRR within the UPRR ROW, and the City of Santa Barbara Airport properties downstream of the UPRR.

Currently, the Las Vegas Creek culverts under Route 101 and under the UPRR facility have the hydraulic capacity to carry peak flows of less than a ten-year event, while San Pedro Creek under Calle Real, Route 101 and the UPRR has the hydraulic capacity to carry peak flows of no greater than a ten-year event. As a result, the existing hydraulic capacities of the Las Vegas and San Pedro Creeks under Calle Real, Route 101 and UPRR result in overtopping of the roadway surface at Calle Real and Route 101 during heavy rains. In 1995, 1998, and 2000 flooding of Calle Real and Route 101 occurred. These flooding events resulted in floodwaters backing up on San Pedro Creek into the neighborhood north of Calle Real, with subsequent flooding and closures of both Calle Real and Route 101. Improvements are proposed for Las Vegas and San Pedro Creeks starting at Calle Real within the City of Goleta, Route 101 within Caltrans ROW, the UPRR within the UPRR ROW, and the City of Santa Barbara Airport properties downstream of the UPRR. The project has been separated into three components to facilitate implementation by the District and Caltrans.

Cultural Resources Background

Potential impacts on cultural resources resulting from the Las Vegas/San Pedro Creeks Capacity Improvement Project were assessed in an intensive surface survey recorded in an Archaeological Survey Report (ASR) and limited Extended Phase 1 excavations within a portion of CA-SBA-60 (Stone and Victorino 2009). Investigations within CA-SBA-60, a multi-component village site associated with the ethnohistoric occupation *S'axpíllil*, had previously determined that it was eligible for listing on the National Register of Historic Places (NRHP). This determination was formally concluded in association with excavations undertaken in 1994 for improvements to the Fairview Avenue Overpass (Woodman, Bowser, and Stone 1994).

These investigations evaluated all direct and indirect impacts associated with short-term construction (e.g., equipment access and staging) as well as permanent disturbances associated with enlarged creek culverts. The Areas of Potential Effect (APE) for this project is attached. The permanent Area of Direct Impact (ADI) within CA-SBA-60 was limited to areas adjacent to the existing Las Vegas Creek within the Twin Lakes Golf Course.

Extended Phase I backhoe trench excavations within the previously recorded CA-SBA-60 site areas within the Las Vegas/San Pedro Creeks Capacity Improvement Project APE immediately adjacent to Las Vegas Creek and south of the UPRR identified a light shellfish scatter, but was associated with extensive modern historic debris (Stone and Victorino 2009). Based on the mixing of prehistoric artifacts and modern cultural debris, it was determined that the shell fragments came from secondary, redeposited deposits. Given that the deposit was disturbed, and did not “possess integrity of location,” it was determined to be a non-contributing element to the NRHP-eligible CA-SBA-60. The State Historic Preservation Officer (SHPO) concurred with this finding (Donaldson, 2010; FHWA 091125A).

Mitigation measures developed in the archaeological investigations and incorporated in the Las Vegas/San Pedro Creeks Capacity Improvement Project Mitigated Negative Declaration (MND) require an archeological and Native American monitor be present when excavation is occurring within the site boundaries or within 50 feet of the site boundary.

As Lead Agency under CEQA, the District wrote and approved the MND for this project. Both Caltrans and the District have obtained the necessary permits for construction.

Previously Approved Project

The project approved on October 4, 2011 includes the following three components:

- Project A: Improvements within Caltrans ROW and on San Pedro Creek extending to Calle Real within the City of Goleta ROW;
- Project B: Improvements within UPRR ROW; and
- Project C: Improvements within the City of Santa Barbara Airport properties downstream of the UPRR.

Project details are provided below, presented in a north-to-south direction.

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

Caltrans would be responsible for the following project elements:

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

Project B: Improvements within the UPRR ROW South of U.S. Hwy 101 and District ROW North of Calle Real

The District is partnering with UPRR to implement the following project elements:

- Replacement of the UPRR Bridge over Las Vegas Creek.

- Replacement of the UPRR Bridge over San Pedro Creek.
- Creek channel conform work (i.e., the improvements that provide a transition between proposed and existing channel characteristics) between the proposed UPRR bridges and the proposed Caltrans bridges, and south of the UPRR within the City of Santa Barbara Airport property (Twin Lakes Golf Course).
- Hydraulic Drop Structure. A Hydraulic drop structure is needed in San Pedro Creek upstream of Calle Real. This element is needed to address a change in elevation along San Pedro Creek and to transition from the existing upstream concrete-lined channel to the new natural bottom of San Pedro Creek.

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

The District will implement the following project elements.

- Las Vegas Creek conform work between the proposed wider UPRR Bridge and downstream to the existing Las Vegas Creek within the Twin Lakes Golf Course.
- San Pedro Creek conform work between the proposed wider UPRR Bridge and downstream to the existing San Pedro Creek.
- Installation of a floodwall on the Santa Barbara Airport property, located along the west side of San Pedro Creek beginning just south of the UPRR Bridge and continuing downstream approximately 700 linear feet, to compensate for water surface elevation increases resulting from upstream capacity improvements.

Proposed Changes to the Project

All components of the proposed project will remain as described above. This Amendment covers a portion of utility relocation that is connected to, but a short distance to the east of the original project boundaries and is associated with the UPRR Bridge replacement at Las Vegas Creek.

Several fiber optic companies have utilities that are buried within the UPRR ROW and at the time the MND was being finalized the limits of the fiber optic cable relocation requirements were not yet known. Since 2011 the relocation limits have been defined.

The following describes the existing utilities and the fiber optic relocations that will occur near and within Las Vegas Creek in association with the construction of the new UPRR Bridge. Figure 1 shows the portion of the relocation efforts that will occur near Las Vegas Creek, both outside and within the Area of Potential Effect (APE) that was included in the MND. Only areas beyond 50' of the APE, to the east of Las Vegas Creek are the subject of this additional cultural resources impact consideration since all the other areas were considered in the 2011 MND. Additionally, the fiber optic relocations will not result in any new or additional impacts to all other resource areas (i.e. aesthetics, air quality, biological resources, etc) analyzed in the original MND

The present assessment of ground disturbances associated with fiber optic conduit relocation is limited to areas that extend outside of the approved project APE Permanent Area of Direct Impact (ADI). These are limited to four bore pits (A through D) and three short trenches. Figure

1 shows in red the portion of the relocation efforts that will occur near Las Vegas Creek, outside the previously approved APE that was included in the MND.

Ground disturbance requirements associated with the fiber optic relocations outside of the APE were not yet identified at the time of the project MND certification. Therefore, ground disturbances to the east of Las Vegas Creek, within the UPRR ROW and outside of the defined project boundaries for the bridge replacement, were not included in the Cultural Resource impact assessment.

Existing Utilities and Structures with the UPRR ROW

Existing utilities and infrastructure within and in the vicinity of proposed fiber optic conduit relocation are discussed below. The UPRR Corridor contains several existing utilities, some of which have been in place since the 1980s. Other utilities have been installed in the 1990s and 2000s. Based on a review of As-Built plans and discussions with industry land managers, the following description of existing improvements is provided.

- A. **Qwest and AT&T:** Fiber Optic lines run east to west approximately 25 feet north of the UPRR track. These lines are located approximately 4-feet below the surface, and were installed in an approximately 3-foot wide trench.
- B. **Level 3:** This Fiber Optic line runs east to west approximately 30 feet to the north of the UPRR track. This line was originally installed in the mid- to late-1980s (1986-1989). Upgrades to the line were done in 2001 and 2002, which required 36- to 42- inch wide trenching within the areas to the east and west of Las Vegas Creek. Installation of the Level 3 line under Las Vegas Creek was done by directional boring.
- C. **MCI and US. Sprint:** Fiber Optic lines run east to west approximately 10 feet to the south of the UPRR track, and were installed in a trench that ranged from 3- to-5-feet wide. The area closer to the Fairview Overpass abutments (east of Las Vegas Creek) is where the trench was the widest.
- D. **UPRR Tracks.** UPRR maintains existing tracks through this corridor. Additionally, according to Phillip Stevenson, a Field Supervisor for UPRR, ground disturbance occurred to the north of the existing tracks when a second set of tracks was removed in 1990s. The depth of disturbance associated with construction of the UPRR tracks is not documented. The UPRR corridor was also disturbed during construction of the Fairview Avenue overpass in 1994. The track areas within the UPRR corridor near Las Vegas and San Pedro Creeks were also disturbed to make changes to track configurations when the Amtrak Station was constructed in the 1990s.
- E. **Goleta West Sanitary Sewer.** A sewer line runs north to south across the UPRR corridor approximately 10' west of Las Vegas Creek.
- F. **Storm Drain Outlet.** A storm drain outlet (concrete headwall) and associated drainage swale that drains into Las Vegas Creek is located approximately 15 feet to the south of the railroad tracks.

Relocation Plans

- North of the UPRR tracks:** Between San Pedro and Las Vegas Creeks, a 12- to 18-inch trench will be dug within 2 feet of the existing Qwest/AT&T fiber optic line on the north side of railroad tracks. The trench will end approximately 300 feet to the west of the centerline of the Fairview overpass (see Figure 1), where a 6-inch diameter bore pit will be dug (Bore Pit A). Using a directional bore machine, QWest will directionally bore in an easterly direction to approximately 50-feet east of the centerline of the Fairview overpass where a second 6-inch diameter bore pit will be excavated (Bore Pit B). Bore depths begin at ground level at Bore Pit A, proceed to approximately 20 feet deep under Las Vegas Creek and reach the maximum depth of approximately 30 feet deep at western edge of the Fairview Overpass. The bore depth then gradually comes to surface level at Bore Pit B. From the Bore Pit B, a 10- to 15-foot long by 12- to 18-inch wide, 4-foot deep trench will be dug to a third, 6-inch diameter bore pit (Bore Pit C). At Bore Pit C, the fiber optic cable will be directionally bored to the south under the UPRR tracks for a distance of approximately 30 feet, at a depth of at least 5 feet, to Bore Pit D. At the end of the under-the-track-bore, another 12- to 18-inch wide by 50-feet long by 4-foot deep trench will be dug to reconnect the fiber optic line to an existing line located on the south side of the UPRR tracks.
- South of the UPRR Tracks, west of the Fairview Overpass:** The construction schedule has the utility relocations being completed ahead of when UPRR will construct the bridge replacements, however due to some changes in scheduling, there is the possibility that Sprint may have to stop their work if UPRR needs to construct their bridges within the same construction window as the relocation efforts. The following work will only occur if the Sprint relocation cannot be completed before the UPRR bridge construction begins: If UPRR comes in prior to relocation efforts being complete, Sprint will have to temporarily suspend the fiber optic cable off the bridge over Las Vegas Creek for several days. To do this, a 20-foot long, by 4-foot deep, by 2-feet wide trench will be dug to expose the existing line and then the line will be reburied in a 60-foot long by 4-inch deep trench dug at an angle towards the creek. A temporary pole will be placed on either side of the creek and the fiber optic line will be suspended over the creek. Another 60-foot long by 4-foot trench will be dug on the west side of Las Vegas Creek back to the existing line that will be exposed as described on the east side, above. Only the trenching on the east side of Las Vegas Creek is considered outside of APE and within an area of cultural resource concern.

Fieldwork

An intensive survey of the proposed impact areas was undertaken on July 9, 2014 by David Stone, Cultural Resources Manager for Dudek, Inc. Mr. Stone was also the project manager and archeologist for the MND approved in 2011. All proposed disturbance areas were surveyed in 1-meter (3.3 feet) transects. The impact areas described below are illustrated on Figure 1.

North of the UPRR

Bore Pit A: This proposed 6-inch diameter bore pit is located approximately 150 feet outside the recorded CA-SBA-60 boundary. Soils within this area were light brown sandy silt. No prehistoric or historic cultural material was identified.

Bore Pit B and C and Connecting Trench: The proposed 6-inch diameter bore pits and connecting trench are located within the previously recorded CA-SBA-60 boundary. Soils within this area were light brown sandy silt. No prehistoric or historic cultural material was identified.

Previous archaeological testing and monitoring for the existing Level 3 Fiber Optic Line (Peak and Associates 1993) adjacent to the proposed bore pits did not identify intact archaeological deposits in this area.

South of the UPRR

Bore Pit D and Connecting Trench: The proposed 6-inch diameter bore pit and connecting trench are located within the previously recorded CA-SBA-60 boundary. Soils within this area were light brown sandy silt. Based on a comparison with adjacent topography immediately to the south, substantial fill was placed south of the UPRR in this location to raise the tracks. The landform immediately south of the proposed bore pit and connecting trench is 8 feet lower than within the APE. The proposed soil disturbances are located adjacent to Sprint MCI fiber optic cable that would be abandoned, located 20 feet south of the UPRR tracks. Previous excavations south of the UPRR for the Level 3 Fiber Optic Line and directly east of the proposed improvements identified only redeposited shellfish deposits (Luhnow and Mason 2000).

South of the UPRR Tracks, west of the Fairview Overpass: The potential location of a trench for temporary relocation of the Sprint fiber optic cable is located on the edge of the recorded CA-SBA-60 boundary. Ground surfaces within this area would occur adjacent to the previously undergrounded MCI and US Sprint fiber optic lines. Substantial fill has been placed to elevate the UPRR tracks in this location above the surrounding topography. A drainage running parallel to the tracks from the Fairview Overpass to Las Vegas Creek provided soil exposures that were readily inspected. Soils were again light brown sandy silt, and no prehistoric materials such as shellfish were identified.

Potential Impacts of the Project Changes

Based on the review of As Built Plans for fiber optic line development, inspection of landforms, and exposed ground surfaces, the proposed fiber optic relocation activities would not result in impacts to intact CA-SBA-60 deposits. The potential for encountering redeposited cultural remains is highest south of the UPRR, in the vicinity where previous archaeological investigations identified redeposited shellfish deposits.

There is the potential for encountering redeposited human remains within the recorded CA-SBA-60 boundaries. Disturbance to these materials would be a potentially significant impact on cultural resources.

Proposed Mitigation Measures to Reduce Impacts to Less Than Significant

Previously identified and adopted mitigation measures associated with the Las Vegas-San Pedro Creeks Capacity Improvements Project require that all ground disturbances within and adjacent to the CA-SBA-60 site boundary be monitored by a County-qualified archaeologist and local Chumash representative. This measure would be applicable to the proposed fiber optic relocation activities described above. Compliance with the previously adopted measures, including addressing the presence of any redeposited human remains pursuant to Public Resources Code § 5097.98 and isolated artifacts that could help to understand the periods of CA-SBA-60 occupation pursuant to County Cultural Resources Guidelines, would reduce any potentially significant impacts on cultural resources to less than significant.

Findings

It is the finding of the Flood Control and Water Conservation District Board of Directors that the previous environmental document as herein amended may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines Section 15164, preparation of a subsequent Mitigated Negative Declaration or Environmental Impact Report is not required.