COUNTY OF SANTA BARBARA

Department of Public Works, Transportation

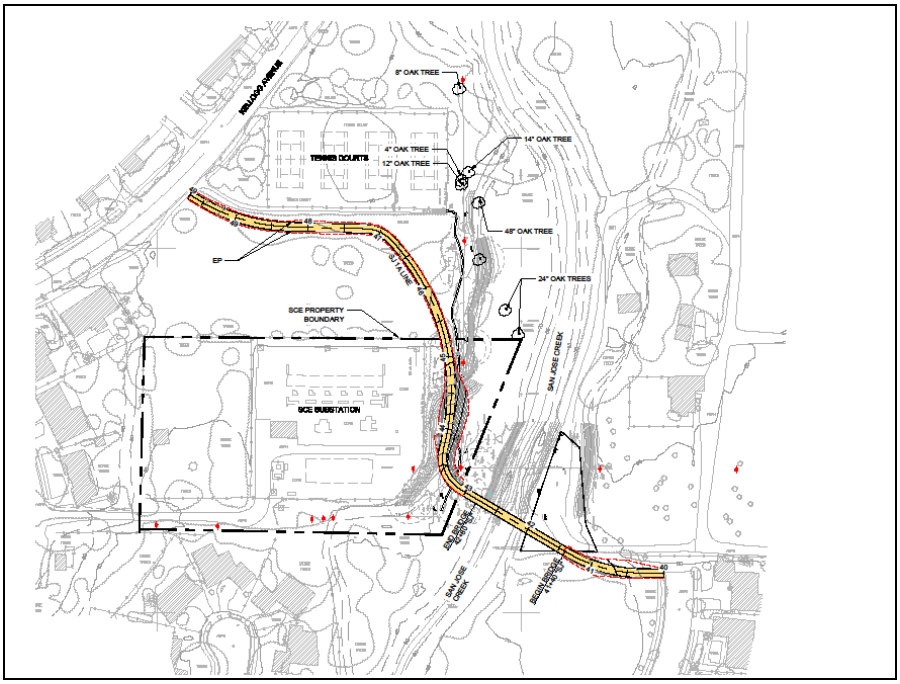
Proposed Final Mitigated Negative Declaration

San Jose Creek Bike Path Project
Kellogg Avenue to Merida Drive

14-NGD-00000-00001

SCH No. 2014101021

January 14, 2015



PROJECT PROPONENT:

Santa Barbara County Public Works Department
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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 San Jose Creek Bike Path 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 LOCATION

The San Jose Creek bike path alignment is located approximately 1,000 feet southwest of the Cathedral Oaks Road/Kellogg Avenue intersection, just north of the City of Goleta (see Figure 1). The bike path would include a bridge over San Jose Creek, which is an intermittent stream that drains the southern slopes of the Santa Ynez Mountains to the Goleta Slough. Site photographs are provided as Figures 4 and 5.

1.4 PROJECT OBJECTIVES

The objective of the project is to implement the County's 2012 Bicycle Master Plan by extending the Class-3 Berkeley Route from Merida Drive west over San Jose Creek to Kellogg Avenue. This would provide another link from the Class-2 east-west Foothill Route along Cathedral Oaks Road to the Class-1 north-south route along Ribera Drive (south to Goleta Beach Park).

1.5 PROJECT APPROVALS AND PERMITS

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

1.5.1 State Agencies

- Department of Fish and Wildlife - Streambed Alteration Agreement (work within San Jose Creek).
- Regional Water Quality Control Board – coverage under the construction storm water discharge general permit.

1.5.2 Local Agencies

- Santa Barbara County Flood Control District – approval of development within a watercourse.
- Santa Barbara County Public Works, Transportation – roadway encroachment permit for potential temporary closure of Kellogg Avenue.

1.6 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 November 7, 2014.

Comment letters were received from the following parties:

- Hayden Dozier, 5477 Agana Drive, Santa Barbara;
- Santa Barbara Audubon Society;
- Santa Barbara Urban Creeks Council;
- Santa Barbara County Air Pollution Control District; and
- Central Coast Regional Water Quality Control Board.

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

2.1 PROJECT CHARACTERISTICS

This project consists of a 970 foot-long Class-1 bike path between Kellogg Avenue and Merida Drive. The bike path would head east from Kellogg Avenue along the south side of the existing tennis courts, then south along the west side of San Jose Creek, then east to cross San Jose Creek and intersect with Merida Drive. The bike path would be eight feet wide with two foot-wide shoulders on each side. The bike path would be paved with asphalt concrete over an aggregate base (see Figure 2).

The bike path would include a free-span bridge to cross San Jose Creek. The bridge would be constructed of pre-fabricated steel, approximately 140 feet-long and 12 feet-wide. The steel bridge deck would be surfaced with wood decking. The bridge would be supported by concrete abutments with either drilled or driven piles, located above the upper bank of San Jose Creek. The bridge design would be similar to that constructed at Lassen Drive in Goleta (see Figure 3).

Project implementation would involve removal or substantial trimming of 21 trees, including 13 native trees. Five coast live oak trees protected under the County Grading Ordinance would be removed, but would be replaced at a 10:1 ratio. Riparian vegetation and environmentally sensitive habitat would be impacted by the proposed bridge; however, impacts would be mitigated through habitat restoration (on-site) and habitat enhancement (invasive plant removal). Additional mitigation may be provided as part of the Streambed Alteration Agreement to be obtained from the California Department of Fish & Wildlife.

2.2 CONSTRUCTION METHODS

The project would be constructed using traditional methods including clearing and grubbing, rough grading, bridge abutment installation, bridge installation, finish grading and paving. Two construction staging areas have been identified (see Figure 2), one near Kellogg Avenue and one near Merida Drive. Therefore, construction work would occur from both sides of San Jose Creek, without needing to cross the creek. Mature trees within the staging areas would be flagged and avoided.

The bridge abutments would be supported by a single drilled or driven pile, located at each abutment. Drilled piles would require an auger, while driven piles would require a pile driver. Pre-fabricated bridge sections would be delivered by truck, and placed in one of the staging areas. The bridge would then be assembled, and one or more cranes would be used to place the bridge deck on the abutments. Providing clearance for the cranes would require tree trimming along San Jose Creek.

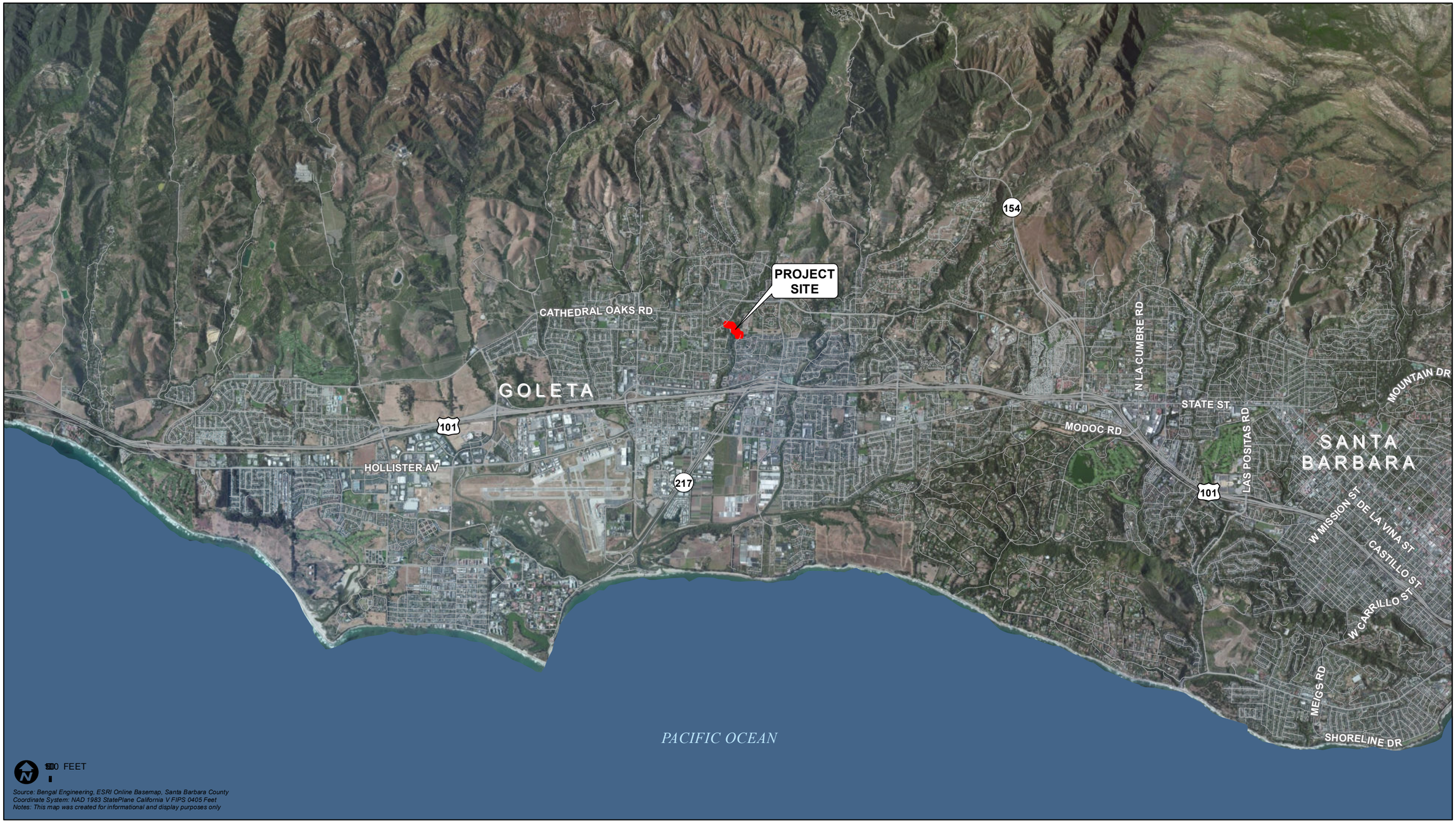
Riparian vegetation within San Jose Creek would be avoided to the extent feasible by placing the bridge on abutments located outside the creek channel. Therefore, no construction activity would occur within San Jose Creek.

Earthwork volumes would include 70 cubic yards of cut and 720 cubic yards of fill, with 650 cubic yards of clean fill imported. Solid waste may be generated by project construction, including excess earth material which would be offered for use at other construction sites. All project-related solid waste would be recycled to the extent feasible, and would not exceed the 350 ton County CEQA threshold for construction and demolition.

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.

Heavy-duty trucks and equipment would enter the construction area primarily from Kellogg Avenue. Traffic control (signage and temporary flagmen) would be provided on Kellogg Avenue as needed during construction to avoid conflicts with local traffic, and ensure emergency vehicles can safely transit the work area.

December 2013
Project No. 1202-1781



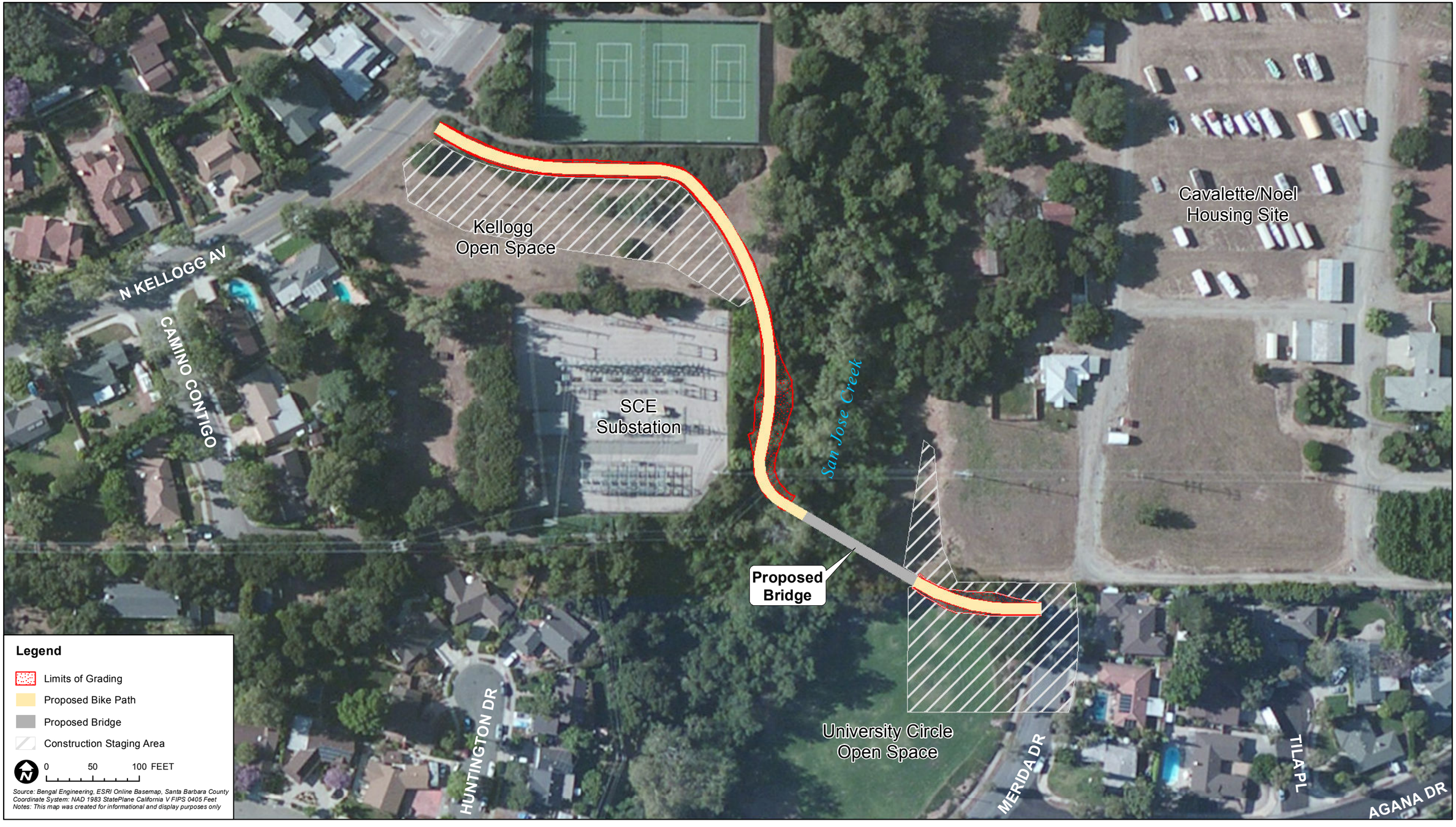
padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

San Jose Creek Bike Path
(Kellogg-Merida)

PROJECT LOCATION MAP
FIGURE 1

BACK OF COLOR FIGURE

December 2013
Project No. 1202-1781



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San Jose Creek Bike Path
(Kellogg-Merida)

BIKE PATH ALIGNMENT
FIGURE 2

BACK OF COLOR FIGURE

December 2013
Project No. 1202-1781

Photo taken by Padre Associates, Inc 12/2013 - Lassen Drive Goleta, CA
Notes: This map was created for informational and display purposes only

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San Jose Creek Bike Path
(Kellogg-Merida)

CONCEPTUAL BRIDGE DESIGN
FIGURE 3

BACK OF COLOR FIGURE

a. East end of bike path alignment at Merida Drive (photo center)

b. University Circle Open Space, bike path alignment to right

c. San Jose Creek at bike path crossing

d. Bike path alignment near SCE substation

SITE PHOTOGRAPHS (1 of 2)
FIGURE 4

BACK OF FIGURE

a. Bike path alignment at northern boundary of the SCE substation

b. Kellogg Open Space, bike path alignment to right

c. View of SCE substation from Kellogg Open Space

d. West end of bike path alignment at Kellogg Avenue (photo center)

SITE PHOTOGRAPHS (2 of 2)
FIGURE 5

BACK OF FIGURE

3.0 ENVIRONMENTAL SETTING

3.1 EXISTING LAND USE

The proposed bike path alignment extends across the following parcels and land uses:

- APN 069-350-031 (County Parks Kellogg Tennis Courts), 2.02 acres, zoned REC, land use designation Recreation/Open Space;
- APN 069-100-004 (electrical substation), 2.9 acres, zoned PU (public utilities);
- APN 069-100-006 (rural residential, power line corridor), 17.63 acres, zoned DR-4.6 (design residential 4.6 units per acre); and
- APN 069-291-001 (County Parks University Circle Open Space), 2.63 acres, zoned REC, land use designation Recreation/Open Space;

The immediate project area is comprised of single-family residential and recreational (County Park) land uses. However, an electrical substation is located immediately adjacent to the bike path alignment (see Figure 2).

3.2 OTHER PENDING AND APPROVED DEVELOPMENT

3.2.1 Santa Barbara County

The following list of projects was obtained from the County's cumulative projects list, focusing on projects in the vicinity.

1. Caird/Por La Mar Nursery Expansion: 1,488,570 square feet of greenhouses, six employee residences – approved;
2. St. Athanasius Orthodox Church: new church facilities – constructed;
3. Hourigan Development Plan: six unit residential subdivision – approved;
4. La Franella Cove lot split: four lot residential subdivision – approved;
5. The Knoll: 16 lot residential subdivision – approved;
6. Cavaletto/Noel Housing: 142 unit residential development – approved;
7. Ciervo Farming lot split: four lot residential subdivision – approved;

3.2.2 City of Goleta

The following major projects were under review by the City as of January 2014, or recently approved.

1. Islamic Center: new assembly building and residence – approved;
2. Marriott Residence Inn and Hollister Center: new 118 room hotel, 106,500 square feet of office and research uses – under review;
3. Hollister/Kellogg Park and Multi-Use Path: neighborhood park and multi-use path along the west side of San Jose Creek – under review;

4. Rincon Palms Hotel and Conference Center: 149 room hotel and conference center – under review;
5. McDonalds Drive-through: addition of drive-through facility for existing restaurant – approved;
6. Kenwood Village Residential Project: 60 unit residential project – under review;
7. Shelby Trust: 60 residential units – under review;
8. Westar Mixed Use Project: 274 residential units and 90,054 square feet of commercial space – under review;
9. Willow Springs II Project: 100 residential units – under review; and
10. Mariposa at Ellwood Shores Assisted Living Project: assisted living residential serving up to 99 residents – under review.

Section 15355 of the State CEQA Guidelines states that "cumulative impacts refer 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.

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 (San Jose Creek corridor) is located in an area designated as "high" scenic value by the Open Space Element of the Santa Barbara County Comprehensive Plan. Scenic highways identified in the County's Comprehensive Plan include U.S. 101 (eligible scenic highway) and State Route 154 (designated scenic corridor). The project site is not visible from these roadways.

The San Jose Creek riparian corridor imparts a natural component to the area, a forested area in a suburban setting. Generally, the scenic character of the area is dominated by suburban components, including collector streets, older single-family residences and landscaping. However, the Southern California Edison electrical substation located immediately south of the Kellogg Open Space imparts an industrial character to this area. The project area also has views of the Santa Ynez Mountains to the north, with steep mountainous topography and varied natural vegetation.

West of San Jose Creek, public views of the bike path alignment are limited to motorists on Kellogg Avenue (see Figure 5.d), and users of the Kellogg Open Space (primarily tennis players). East of San Jose Creek, public views of the bike path alignment are limited to motorists on Merida Drive (see Figure 4.a), and users of the northern portion of the University Circle Open Space (primarily dog walkers). Note that views of the bike path alignment from the playground at the University Circle Open Space are obscured by intervening landscaping.

Impact Discussion:

a. The proposed bike path would be constructed at grade (excluding the bridge) and would not obstruct views of San Jose Creek or the Santa Ynez Mountains. The proposed bike path bridge would be similar to that shown in Figure 3 (Lassen Drive bridge over Maria Ygnacio Creek), narrow and unobtrusive, and would not substantially obstruct views of the San Jose Creek corridor. Therefore, the proposed bike path and bridge would not create an aesthetically offensive site.

b. The proposed bike path and bridge would be visually unobtrusive, with views of the bridge mostly obscured by adjacent riparian vegetation. Most tree removals would occur adjacent to electrical substation; however, only a small percentage of trees would be removed and trees would remain along the substation fence to screen views of this industrial-appearing facility. This area is not visible from Kellogg Avenue, but can be viewed from the eastern end of the Kellogg Open Space. Overall, construction of the proposed bike path and related tree removal would not significantly alter the visual character of the area.

c. The project would not involve any glare-producing features or require night lighting.

d. As discussed under questions a. and b. above, the proposed bike path and bridge would be unobtrusive and would not significantly alter the visual character of the area. Bike paths and associated bridges are a common feature of suburban areas in the region. The proposed bridge design would be very similar to an existing bike path bridge in Goleta, and considered visually compatible with the surrounding suburban area.

Mitigation and Residual Impact:

No mitigation is required. The project would not create any significant project-specific aesthetic impacts or 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. The proposed bike path alignment lies within lands designated as "urban or built-up". Lands designated as prime farmland, statewide-importance farmland and unique farmland does not occur at the project site. The nearest agricultural land to the project site are orchards located approximately 0.6 miles to the northeast, including areas mapped as Prime farmland and Unique farmland by the California Department of Conservation. The project impact area is located primarily within recreational (County Park) zoned lands.

Impact Discussion:

a. The project would not involve the conversion of agricultural lands, or conflict with existing agricultural uses or preserve programs.

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

Mitigation and Residual Impact:

No mitigation is 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		

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
Greenhouse Gas Emissions					
d. Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?			X		
e. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X	

Setting:

Air Quality. The primary chemical compounds that are considered pollutants emitted into or formed in the atmosphere include ozone, oxides of nitrogen, sulfur dioxide, hydrocarbons, carbon monoxide, and particulate matter.

Ozone is formed in the atmosphere through a complex series of chemical reactions generally requiring light as an energy source. Ozone is a pungent, colorless gas that is a strong irritant and attacks the respiratory system. Respiratory and cardiovascular diseases are aggravated by exposure to ozone. A healthy person exposed to high concentrations of ozone may experience nausea, dizziness, and burning in the chest. Ozone also damages crops and other vegetation.

Oxides of nitrogen (NO_x) which are considered pollutants include nitric oxide (NO) and nitrogen dioxide (NO_2). NO is colorless and odorless and is generally formed by combustion processes combining atmospheric oxygen and nitrogen. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen in the atmosphere or at the emission source. Both NO and NO_2 are considered ozone precursors because they react with hydrocarbons and oxygen to produce ozone. Exposure to NO_2 may increase the potential for respiratory infections in children and cause difficulty in breathing even among healthy persons and especially among asthmatics.

Sulfur dioxide (SO_2) is a colorless, pungent, irritating gas which affects the upper respiratory tract. Sulfur dioxide may combine with particulate matter and settle in the lungs, causing damage to lung tissues. Sulfur dioxide may combine with water in the atmosphere to form sulfuric acid that may fall as acid rain, damaging vegetation.

Hydrocarbons include a wide variety of compounds containing hydrogen and carbon. Many hydrocarbons (known as reactive organic compounds [ROC]) react with NO and NO_2 to form ozone. Generally, ambient hydrocarbon concentrations do not cause adverse health effects directly, but result in ozone formation.

Carbon monoxide (CO) is a colorless, odorless gas generally formed by incomplete combustion of hydrocarbon-containing fuels. Carbon monoxide does not irritate the respiratory tract, but does interfere with the ability of blood to carry oxygen to vital tissues.

Particulate matter consists of a wide variety of particle sizes and composition. Generally, particles less than 10 microns (PM_{10}) are considered to be pollutants because they accumulate in the lung tissues and may contain toxic materials which can be absorbed into the

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 or less in recent years. The closest air quality monitoring station and most representative of the project site is the Goleta station, located approximately 1.0 miles southwest of the project site. The most recent ambient air quality data from the project area is presented in Table 1.

Table 1. Summary of Ambient Air Quality Data

Pollutant	2011	2012	2013
Ozone – Goleta station			
Highest 1-Hour concentration (ppm)	0.091	0.065	0.075
Highest 8-Hour concentration (ppm)	0.075	0.056	0.065
Number of State Exceedances (8-Hour>0.070 ppm)	1	0	0
Number of Federal Exceedances (8-Hour>0.075 ppm)	0	0	0
Particulate Matter less than 10 microns (PM_{10}) – Goleta station			
Highest Sample (micrograms/cubic meter)	70.0	48.0	44.0
Number of State Exceedances (Samples>50)	2	0	0
Particulate Matter less than 2.5 microns ($PM_{2.5}$) – Goleta station			
Highest Sample (micrograms/cubic meter)	18.4	29.0	20.5
Number of Federal Exceedances (Samples>35)	0	0	0

Greenhouses Gases and Climate Change. 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. Regulated GHGs include, but are not limited to, water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). 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. The heat absorption potential of a GHG is referred to as the "Global Warming Potential" (GWP). Each GHG has a GWP value based on the heat-absorption properties of the GHG relative to CO_2. This is commonly referred to as CO_2 equivalent (e).

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. The Scoping Plan was finalized in December 2008 and includes 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. A Scoping Plan Update was released in May 2014. Overall, California is on target for meeting the 2020 GHG emissions reduction goal.

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. These revisions became effective March 18, 2010. According to GHG amendments to the CEQA Guidelines, each public agency that is a CEQA lead agency needs to develop its own approach to performing a climate change analysis for projects that generate GHG emissions. A consistent approach should be applied for the analysis of all such projects, and the analysis must be based on best available information.

Santa Barbara 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 is an Energy and Climate Action Plan, which would:

- Reduce the County's greenhouse gas emissions.
- Increase the community's resilience to the effects of climate change.
- Allow for programmatic mitigation of GHG emissions as required under California Environmental Quality Act.

- Identify energy efficiency goals and targets.
- Create an energy efficiency strategy to meet the County's energy reduction goals.
- Implement programs to comply with the state of California's GHG reduction and long-term energy efficiency goals.

An EIR has been prepared for the draft Energy and Climate Action Plan, and the Plan is anticipated to be approved by the County Board of Supervisors in fall 2014.

Impact Discussion:

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.

- Interferes with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NO_x and ROC;
- Equals or exceeds the state or federal ambient air quality standards for any criteria pollutant (as determined by modeling);
- Emits (from all sources, except registered portable equipment) greater than the daily trigger for offsets in the SBCAPCD New Source Review Rule (55 pounds per day for NO_x or ROC; 80 pounds per day for PM_{10});
- Emits greater than 25 pounds per day of NO_x or ROC (motor vehicle trips only);
- Causes or contributes to a violation of a State or Federal air quality standard (except ozone); and
- Is inconsistent with adopted State and Federal Air Quality Plans (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).

Currently, Santa Barbara County has adopted interim thresholds from the San Luis Obispo County APCD, including 1,150 metric tons CO_2e per year, with construction emissions amortized over the life of the project.

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, during rough grading for the bike path. It was assumed that 2 truck trips (4 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.

Project-related construction activities include minor grading; however, the site is relatively level and earth-moving activities would be minimal. Earth moving operations 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.

Table 2. Construction Air Pollutant Emissions

Source	Pounds per Peak Day			
	ROC	NO_x	CO	PM_{10}
Equipment exhaust	5.6	60.4	30.2	3.1
On-road vehicles	0.2	1.8	2.6	0.1
Fugitive dust	0.0	0.0	0.0	79.7
Total	5.8	62.2	32.8	82.9

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 involves a bike path with bridge, and would not directly generate any air emissions. The project is not expected to attract motor vehicle trips by bicyclists, as parking areas are not provided. Therefore, the proposed project would not have any long-term air quality impacts.

d-e. Greenhouse Gas Emissions/Global Climate Change

Construction. Construction of the proposed bike path would generate GHG emissions from the engine exhaust of heavy equipment and motor vehicles. Table 3 provides a summary of GHG emissions as compared to the County's interim threshold. Project GHG construction emissions amortized over the 30 year life of the project would be 2.5 metric tons CO_2e. This value is less than the County's interim threshold; therefore, global climate change impacts are considered less than significant.

The project would not involve any sources of greenhouse gases that are regulated under the State cap and trade program, or other plans or policies regulating these emissions.

Operation. The project involves a bike path to be used by bicyclists and pedestrians and would not generate GHG emissions. The project may result in some shift in transportation mode from motor vehicle to bicycle, which would reduce GHG emissions.

Table 3. Construction GHG Emissions

Phase	CO_2 (tons)	N_2O (tons)	CH_4 (tons)	CO_2e (metric tons)
Rough grading	15.17	0.0001	0.0021	
Bridge installation	20.90	0.0002	0.0029	
Finish grading & paving	45.65	0.0005	0.0063	
Total	**81.72**	**0.0008**	**0.0113**	**74.6**
Construction emissions amortized over 30 years				**2.5**
Santa Barbara County Interim Threshold				1150

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		

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
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 biological survey conducted by Padre Associates' biologists on December 5, 2013. Due to the seasonal timing of the survey, many migratory birds were absent, and wildlife activity was relatively low. Therefore, the following discussion relies on the results of past field work conducted in the project area.

Vegetation. A total of 67 vascular plant species were identified in the vicinity of the bike path alignment during the field survey. Plants observed consisted of 23 (34 percent) native taxa and 44 (66 percent) non-native, naturalized, or ornamental taxa. Note that no attempt was made to identify all landscaping and ornamental species planted in developed areas, such as the Kellogg Open Space and University Circle Open Space.

The vegetation of the project site can be divided into three plant communities, based on the vegetation classification system used in A Manual of California Vegetation (Sawyer et al., 2009: California sycamore woodland, coast live oak woodland and developed areas (lawns, other landscaping). These vegetation types are depicted on Figure 6 and described below.

The riparian corridor along San Jose Creek in the project area may be characterized as California sycamore woodland, dominated by western sycamore (*Platanus racemosa*), arroyo willow (*Salix lasiolepis*), and red willow (*Salix laevigata*). In addition, patches of black cottonwood (*Populus trichocarpa*) occur in this community, including the east bank near the proposed bridge site. Coast live oak (*Quercus agrifolia*) and California bay-laurel (*Umbellularia californica*) are common along the upland margin of this community. The streambed vegetation is sparse due to storm-related erosion and shading by riparian trees. Dominant species in the streambed include water cress (*Nasturtium officinale*), umbrella sedge (*Cyperus involucratus*) and tree seedlings (mostly black cottonwood).

Coast live oak woodland is dominated by coast live oak, and occurs in remnant patches in suburban areas along San Jose Creek, including within the tree farm property to the northeast of the project site.

Developed areas along the bike path alignment include lawns and other landscaping within the Kellogg Open Space and University Circle Open Space, and trees planted along the perimeter of the adjacent electrical substation. Planted trees include western sycamore, coast live oak, English walnut, European larch (*Larix decidua*) and melaleuca.

Aquatic Invertebrates. Santa Barbara County (Project Clean Water) has conducted a creek bio-assessment program since 2000 and includes three sampling sites (SJ1, SJ2, SJ3) on San Jose Creek. The nearest sampling site (SJ2) is located approximately 0.25 miles upstream of the Patterson Road crossing (approximately 0.9 miles upstream of the project site). Biological integrity is defined as "the ability to support and maintain a balanced, integrated, adaptive community of organisms having a species composition, diversity, and functional organization comparable to that of natural habitat of the region". Over the period of 2002 through 2010, the index of biological integrity at the SJ2 sampling site has varied from poor to good, based on sampling of benthic macroinvertebrates. The lowest index of biological integrity score was in 2009, likely a result of erosion-related sediment deposition associated with the run-off from portions of the watershed affected by the Gap Fire in July 2008.

Wildlife. The San Jose Creek riparian corridor in the project area is relatively narrow (averaging about 150 feet-wide), but generally continuous. The wildlife habitat value of the project site is relatively high in the vicinity of the proposed bike path alignment due to the importance of the riparian corridor in maintaining continuity with habitats of the Santa Ynez Mountains to the north and the coastal terrace to the south. Observed vertebrate species include those seen or detected by track, scat, burrows or vocalizations (calls, songs, etc.). Vertebrate taxa expected for the area are based on sight records from other environmental documents (Padre Associates, Inc., 2003 & 2011, SAIC 2007); range maps (Zeiner et al., 1988, 1990a, 1990b); and bird species reported from District C in south Santa Barbara County (Lehman, 1994).

Fish known from San Jose Creek include partially-armored three-spined stickleback and mosquitofish in the suburban portion of the watershed (Padre 1999, Hunt 1996, SAIC 2007). These two fish species, plus arroyo chub and rainbow trout were reported from bio-assessment sampling site SJ2 (Ecology Consultants, Inc., 2004). San Jose Creek empties into the Goleta Slough, where at least 14 species of fish have been reported (Padre Associates, 2011). However, a concrete channel located just upstream of the Goleta Slough likely prevents most fish in the Slough from reaching the project site. Larval partially-armored three-spined stickleback (~1" long) was observed near the bike path alignment on December 5, 2013 during the field survey conducted for the project.

Pacific chorus frog and western fence lizard were observed along lower San Jose Creek (near Hollister Avenue) in 2005 by SAIC (2007). Tierney and Collins (1995) observed four amphibian species in the National Forest portion of the San Jose Creek watershed (Windermere Ranch), including black-belly slender salamander, coast range newt, western toad and Pacific chorus frog. Coast range newt, Pacific chorus frog and California chorus frog were observed at bio-assessment Site SJ-3 near the San Marcos Trout Club (Ecology Consultants, 2004). Ensatina and arboreal salamander are also expected to occur in the watershed, and could occur at the project site.

Amphibians and reptiles were not observed near the bike path alignment on December 5, 2013, likely due to the seasonal timing of the field survey. However, Pacific chorus frog, bullfrog, western fence lizard and southern alligator lizard were observed along San Jose Creek in May 2013 approximately 0.6 miles south of the project site during field surveys conducted for the City of Goleta's proposed bike path. These species are expected to also occur at the project site.

Field notes from informal birding trips (1990-2001) in the project area (suburban portion of San Jose Creek) from Mark Holmgren and associates at the University of California Santa Barbara indicate at least 46 bird species were observed. Consistently observed species include green heron, red-shouldered hawk, Cooper's hawk, mourning dove, band-tailed pigeon, Anna's hummingbird, Costa's hummingbird, acorn woodpecker, downy woodpecker, hairy woodpecker, California quail, black phoebe, western kingbird, Pacific-slope flycatcher, wood pee-wee, scrub jay, bushtit, Bewick's wren, house wren, American robin, wrentit, northern mockingbird, warbling vireo, Hutton's vireo, starling, orange-crowned warbler, common yellowthroat, song sparrow, black-headed grosbeak, California towhee, brown-headed cowbird, house finch, lesser goldfinch and purple finch. Special-status birds observed include Cooper's hawk, willow flycatcher and yellow warbler.

Based on observations of juveniles or active nests by Mark Holmgren and associates, birds breeding in the project area include Cooper's hawk, black phoebe, Pacific-slope flycatcher, oak titmouse, bushtit, warbling vireo, common yellowthroat, black-headed grosbeak, rufous-sided towhee, song sparrow, brown-headed cowbird, starling, yellow warbler, house wren and hooded oriole.

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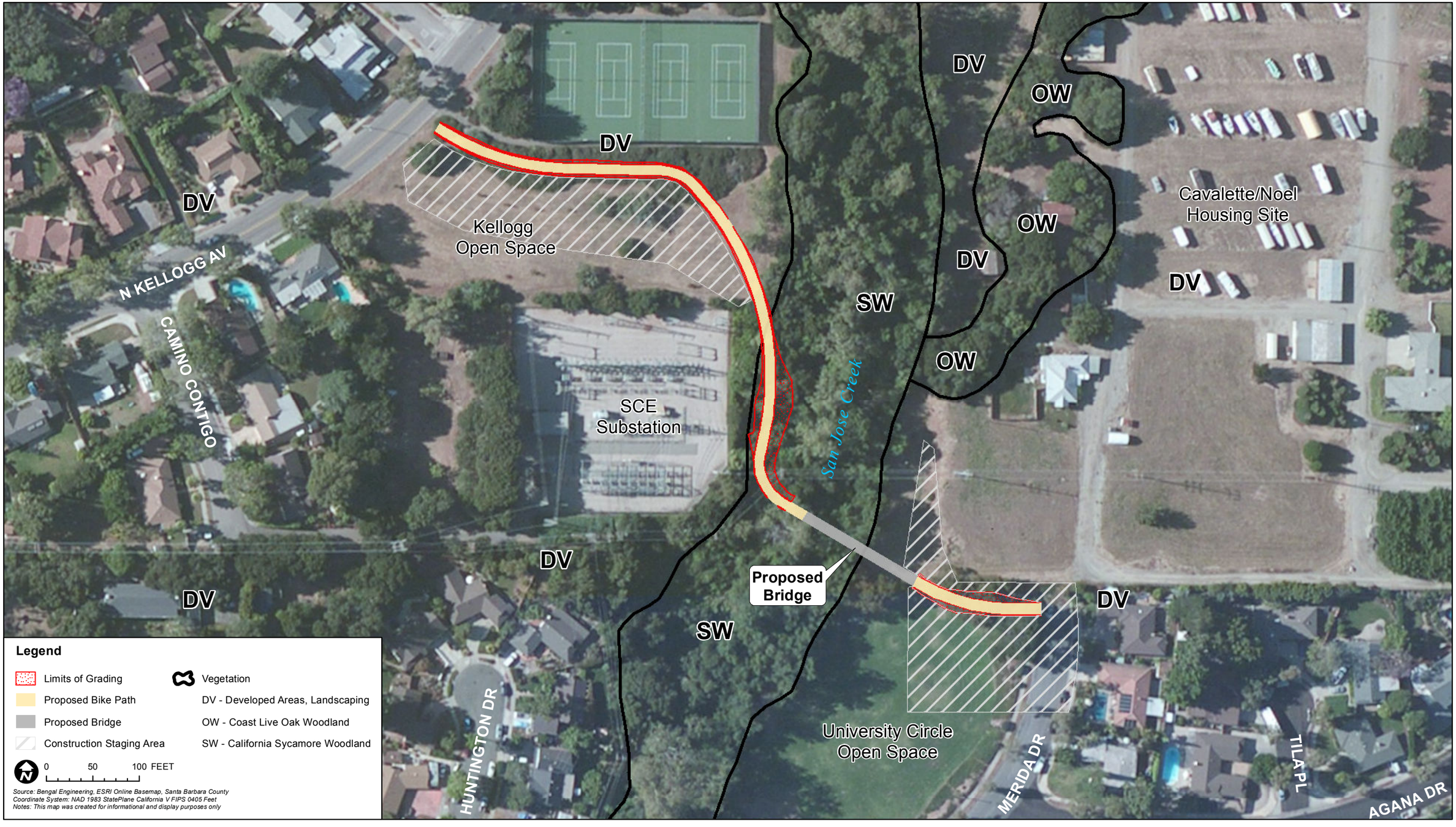

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

San Jose Creek Bike Path
(Kellogg-Merida)

VEGETATION MAP
FIGURE 6

BACK OF COLOR FIGURE

Bird species observed along San Jose Creek near Hollister Avenue in 2005 included spotted sandpiper, turkey vulture, red-tailed hawk, red-shouldered hawk, great blue heron, green heron, mallard, mourning dove, rock dove, Anna's hummingbird, Nuttall's woodpecker, acorn woodpecker, American crow, western scrub jay, cliff swallow, ash-throated flycatcher, black phoebe, oak titmouse, bushtit, Bewick's wren, house wren, northern mockingbird, common yellowthroat, Hutton's vireo, spotted towhee, California towhee, song sparrow, white-crowned sparrow, house sparrow, house finch, lesser goldfinch, and European starling (SAIC, 2007).

Bird species observed along the bike path alignment on December 5, 2013 included American crow, Anna's hummingbird, common raven, black phoebe, mourning dove, bushtit, scrub jay, California towhee, American robin, Hutton's vireo, black-headed grosbeak, white-crowned sparrow, Audubon's warbler, acorn woodpecker, Townsend's warbler, northern flicker, oak titmouse, and lesser goldfinch.

Mammals expected to occur along the lower San Jose Creek corridor include pocket gopher, opossum, brush rabbit, deer mouse, black rat, striped skunk, raccoon, coyote and bobcat. Mammal species observed along the bike path alignment on December 5, 2013 included raccoon (tracks), dog (tracks, scat), striped skunk (tracks), pocket gopher (burrows), brush rabbit (near tennis courts), and black-tailed deer (tracks).

Wildlife Corridors. Highly mobile species such as larger mammals and birds are expected to move between coastal areas and the Santa Ynez Mountains. San Jose Creek provides a means to traverse developed areas, dense vegetation and steep slopes. Therefore, San Jose Creek may be an important wildlife movement corridor in the area. Mammal tracks (raccoon) were observed within San Jose Creek during the field survey, indicating wildlife may be using San Jose 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). Five plant species rated as "high" for invasiveness was found within the project site; giant reed (*Arundo donax*), red brome (*Bromus madritensis* ssp. *rubens*), freeway iceplant (*Carpobrotus edulis*), Cape ivy (*Delairea odorata*) and English ivy (*Hedera helix*). Both giant reed and English ivy occur as a few small patches within the riparian corridor of San Jose Creek in the vicinity of the bike path alignment. Red brome primarily occurs within developed areas along the bike path alignment. Freeway iceplant occurs as landscaping within the University Drive Open Space near the eastern end of the bike path alignment. Cape ivy is common in the riparian corridor of San Jose Creek, and its climbing habit appears to have adversely affected the vigor of many shrubs and small trees.

In addition, ten plant species rated as "moderate" and six species rated as "limited" for invasiveness were found along the bike path alignment. Many of these 16 species were observed within the riparian corridor of San Jose Creek. Chinese privet (*Ligustrum lucidum*) is considered potentially problematic in riparian areas but was not classified in the California Invasive Plant Inventory. This species is considered highly invasive in Florida, and appears to be spreading in the project area (east of the electrical substation).

The proposed bike path alignment site has been disturbed in the past primarily by the construction and maintenance of the facilities and landscaping within the Kellogg Open Space and University Circle Open Space, and the construction and maintenance of the adjacent electrical substation. Additionally, these open space areas appear to draw the public to San Jose Creek, and informal trails were observed near the bike path alignment. These trails result in human and pet intrusion into wildlife habitat along the creek that likely occurs on a regular basis.

Habitats of Concern. San Jose Creek within the project site has been designated "critical habitat" for the southern California steelhead (NOAA, 2005). The San Jose Creek corridor has been assigned an environmentally sensitive habitat overlay designation within the Goleta Community Plan. California sycamore woodlands are considered sensitive by the CDFW Natural Diversity Data Base.

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 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 4. The literature search conducted for this impact analysis indicates nine special-status plant species have the potential to occur within the region (Santa Barbara foothills). Table 5 lists these species, their current status, and the nearest known location relative to the project area. Coast live oak and southern California black walnut were observed within the project site, no other special-status plant species were detected and are considered absent, based on the findings of project-specific botanical surveys.

Table 4. 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, November 22, 2013).
- 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.

Table 5. Special-Status Plant Species of the Project Area

Common Name	Status	Habitat Description	Nearest Known Location	Status On-site
Southern tarplant *Centromadia parryi australis*	List 1B	Vernal pools, alkaline meadows	San Jose Creek on Hollister Ave., 1.1 miles to the south-southwest (CNDDB, 2013)	Habitat absent
Mesa horkelia *Horkelia cuneata ssp. puberula*	List 1B	Sandy soils in coastal scrub & chaparral	Near San Jose Creek Road; 1.5 miles to the northeast (CNDDB, 2013)	Habitat absent
Southern California black walnut *Juglans californica*	List 4	Canyons, shady slopes	On-site, along San Jose Creek	Observed within project site
Humboldt lily *Lilium humboldti ssp. occelatum*	List 4	Shady canyons	Santa Barbara Botanical Garden; 5.9 miles to the east (Santa Barbara Botanic Garden, 2007)	Marginal habitat occurs within project site
Santa Barbara honeysuckle *Lonicera subspicata var. subspicata*	List 1B	Chaparral	~~East of Northridge Drive; 3.0 miles to the east-northeast (Padre Associates, 2010)~~Reported from the project reach of San Jose Creek (see Comment Letter no. 2 in Appendix A)	~~Habitat absent~~ Not observed during the botanical survey
Coast live oak *Quercus agrifolia*	CO-4491	Woodland	On-site, along San Jose Creek	Observed within project site
California scrub oak *Quercus dumosa*	List 1B	Chaparral	Santa Barbara Botanical Garden; 5.9 miles to the east (Santa Barbara Botanic Garden, 2007)	Habitat absent
Hoffman's bitter gooseberry *Ribes amarum var. hoffmannii*	List 3	Chaparral	Near San Jose Creek, 1 mile north of Cathedral Oaks Road	Habitat absent
Hoffman's sanicle *Sanicula hoffmannii*	List 4	Chaparral	Santa Barbara Botanical Garden; 5.9 miles to the east (Santa Barbara Botanic Garden, 2007)	Habitat absent

Status Codes:

CO-4491 Protected under County Ordinance no. 4491
List 1B Plants rare, threatened, or endangered in California and elsewhere (CNPS)
List 3 Plants about which we need more information, a review list (CNPS)
List 4 Plants of limited distribution (CNPS)

Special-Status Wildlife Species. Special-status wildlife species are defined in Table 6. The potential for these species to occur in the vicinity of the project site was determined by habitat characterization within the project site, review of sight records from other environmental documents and range maps described above. Table 7 lists special-status wildlife species that have the potential to occur within the project site for at least a portion of their life cycle. The presence-absence column in Table 7 refers to suitable habitat within the project site, and does not necessarily indicate the presence of the species.

Table 6. Definitions of 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 November 22, 2013).
- 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 CDFW (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]).

Monarch Butterfly. This species winters in dense roosts, typically in tree stands in protected coastal areas. These winter roosts begin forming in October and persist into February, while autumnal roosts are abandoned early in November or December by individuals seeking more favorable conditions. Meade (1999) reports a roost site (Elks Grove) along San Jose Creek just upstream of U.S. 101 (approximately 2,500 feet south of the project site). Suitable roosting habitat (typically eucalyptus stands) does not occur in the immediate project area.

Tidewater Goby. Tidewater goby is a federally listed endangered fish and California species of special concern that inhabits brackish water habitats along the California coast. It is a small fish rarely exceeding two inches in length, and all life stages occur in the upper end of lagoons with salinities ranging from 5 to 20 parts per thousand (ppt). They lack a marine phase, and estuaries with a more permanent ocean connection and higher salinities (20-30 ppt) often do not support tidewater gobies.

Table 7. Special-Status Wildlife Species of the Project Area

Common Name	Habitat	Status	Nearest Known Location Relative to the project site	Present /Absent based on Habitat	Rationale for Absence/ Discussion
Monarch butterfly (*Danaus plexippus)*	Eucalyptus groves and parks	SA	Elks Grove, 0.5 miles to the south (Meade, 1999)	A	No suitable roosting habitat within project site
Tidewater goby (*Eucyclogobius newberryi)*	Coastal lagoons and adjacent stream reaches	FE, CSC	Goleta Slough (ECORP, 2008)	A	Distance from the Slough and concrete channel likely prevents occurrence at project site
Southern steelhead (*Oncorhynchus mykiss gairdneri)*	Coastal streams	FE, CSC	Goleta Slough	HP	
Arroyo chub (*Gila orcutti)*	Coastal streams	CSC	San Jose Creek, Bio-assessment site SJ2 (Ecology Consultants, 2004)	HP	Minimal dry season surface water may limit presence
California newt (*Taricha torosa torosa*)	Coastal streams in foothills	CSC	Upper San Jose Creek, Bio-assessment site SJ3 (Ecology Consultants, 2004)	A	Surface water duration insufficient
California red-legged frog (*Rana draytonii)*	Ponds, stream pools	FT, CSC	San Jose Creek near Old San Marcos Road (historic), about 3 miles to the north (Padre Associates, 2003)	A	No stream pools within project site
Southwestern pond turtle (*Emys marmorata)*	Vegetated ponds, stream pools	CSC	Atascadero Creek, two miles to the southeast (Padre Associates, 2011)	A	No stream pools within project site
Two-striped garter snake (*Thamnophis hammondii)*	Streams	CSC	San Jose Creek (historic) (Hunt, 1996)	HP	
Least Bell's vireo (*Vireo bellii pusillus*)	Wide, contiguous riparian corridors	FE, SE	Santa Ynez River near Paradise, 6 miles to the north (CNDDB, 2013)	A	Suitable habitat not present at project site
Southwestern willow flycatcher (*Empidonax trailli extimus*)	Riparian corridors with permanent surface water	FE	Santa Ynez River near Gibraltar Reservoir, 10 miles to the northeast (CNDDB, 2013)	A	Suitable habitat not present at project site
White-tailed kite (*Elanus caeruleus)*	Riparian forests and wetlands	FP	Lower watershed (foraging)	HP	
Cooper's hawk (*Accipiter cooperi)*	Riparian forest	CSC (nest)	San Jose Creek (project area) (Hunt, 1996)	HP	
Sharp-shinned hawk (*Accipiter striatus)*	Chaparral and woodland	CSC (nest)	San Jose Creek (project area, visitor) (Hunt, 1996)	HP	
Yellow warbler (*Dendroica petechia brewsteri)*	Riparian forest, riparian scrub	CSC	San Jose Creek (project area, breeding) (Hunt, 1996)	HP	
Yellow-breasted chat (*Icteria virens)*	Riparian forest, riparian scrub	CSC	San Jose Creek (project area) (Lehman, 1994)	HP	
Ringtail (*Bassariscus astutus)*	Forest, and near riparian habitats	FP	Highway 154, 3.5 miles to the north (Tierney and Collins, 1995)	HP	

Status Codes:
- CSC California Species of Special Concern (CDFW)
- FP Fully protected under Section 4700 of the Fish and Game Code
- FE Federal Endangered (USFWS)
- FT Federal Threatened (USFWS)
- SA Special Animal (CDFG)

Habitat Codes:
- A: Habitat absent
- HP: Habitat present
- P: Species present

The species occurs in coastal streams that create deposition berms that dam the mouths of the estuaries for the majority of the year. The presence of the berms results in lower salinities due to the reduction of exchange flows with the ocean, and increases the amount of suitable spawning and rearing habitat. Tidewater goby has been reported from the Goleta Slough (ECORP, 2008), with which San Jose Creek has a surface water connection during the rainy season. However, due to fish passage impediments and distance to the Goleta Slough (about 3 creek miles), the tidewater goby is not expected to occur within the project site.

Steelhead. Steelhead was not observed during the field survey of the project site. However, resident rainbow trout have been reported from the upper watershed (Ecology Consultants, Inc., 2004). Steelhead is an anadromous form of rainbow trout, which reproduces in freshwater but spends much of its life cycle in the ocean where greater prey availability and mass provides a greater growth rate and size. Steelhead have been divided into evolutionary significant units (ESU) based on similarity in life history, location, and genetic markers. The southern California ESU extends from the Santa Maria River south to the Tijuana River, and includes those portions of coastal watersheds which are seasonally accessible to steelhead entering from the ocean. The southern California ESU was listed as endangered by the National Marine Fisheries Service (NMFS) on October 17, 1997.

The lower portion of San Jose Creek, including the project site, is considered critical habitat for southern California steelhead (National Oceanic and Atmospheric Administration, 2005). San Jose Creek was stocked with juvenile steelhead from the Santa Ynez River in 1944, and has been stocked with hatchery rainbow trout. A seven pound steelhead was caught in the Creek in 1975 (Titus et al., 2000). The concrete trapezoidal channel located downstream of Hollister Avenue was considered an impassable barrier to steelhead (Stoecker at al., 2002), which prevents steelhead access to the project site from the ocean. However, completion of the City of Goleta's San Jose Creek Capacity Improvement Project will improve steelhead passage by replacing the concrete bottom with articulated concrete revetment, and weirs to reduce flow velocity and provide resting areas for migrating steelhead. These improvements are anticipated to make the project site accessible to steelhead moving upstream from the ocean.

Arroyo Chub. This species is a small freshwater fish, found in coastal streams in southern California. Arroyo chub is considered a species of special concern by the California Department of Fish and Game. Arroyo chub has been reported from upper San Jose Creek (Ecology Consultants, Inc., 2004), but is not native to this watershed.

California Newt. This species is a California species of special concern and occurs in the upper portions of coastal streams in Santa Barbara County, including Mission Creek and Santa Monica Creek. California newt has been reported from upper San Jose Creek near the San Marcos Trout Club (Ecology Consultants, Inc., 2004). Due to the lack of sightings and suitable habitat, California newt is considered absent from the project site.

California Red-legged Frog. This species is a federally listed threatened species and a California species of special concern. The project site is located outside of the Critical Habitat Unit No. STB-7 designated by USFWS (2010). California red-legged frog has been historically reported in the upper watershed of San Jose Creek located approximately four miles north the project site. However, this species was not found in lower San Jose Creek (near Hollister Avenue) during protocol surveys conducted in 2005 as part of the San Jose Creek Capacity Improvement Project (SAIC, 2007). Due to the lack of suitable stream pool habitat near the bike path alignment and lack of recent observations in the watershed, California red-legged frog is considered absent from the project site.

Western Pond Turtle. This turtle is considered a California species of special concern. It is an aquatic turtle inhabiting streams, marshes, ponds, and irrigation ditches within woodland, grassland, and open forest communities, but requires upland sites for nesting and over-wintering. Stream habitat must contain relatively permanent, deep pool areas with moderate-to-good plant and debris cover, and rock and cobble substrates for escape retreats. Due to the lack of dry season stream pools, the likelihood of occurrence of southwestern pond turtle within the project site is low.

Two-striped Garter Snake. The two-striped garter snake is a California species of special concern that occurs along the central and southern California coastal drainages from Monterey County to northern Baja California (Fitch, 1941). It is a highly aquatic species and is dependent on freshwater streams, ponds, and reservoirs with permanent water and ample emergent vegetation for breeding and foraging. The two-striped garter snake has been historically reported from San Jose Creek, and could occur in the upper watershed. The status of this species in the project area is unknown and could occur here.

White-tailed Kite and Sharp-shinned Hawk. These species have been reported from the San Jose Creek corridor, and could forage in the project area. White-tailed kite roosts in the project area (Goleta Valley) in fall and winter, and may breed here in small numbers (Lehman, 1994). Sharp-shinned hawk is a winter visitor to the project area, and does not breed here.

Cooper's Hawk, Yellow Warbler and Yellow-breasted Chat. These species have been reported from the San Jose Creek corridor, and may breed in the project area.

Least Bell's Vireo. This endangered subspecies typically inhabits dense stratified riparian habitats with a canopy of willows, cottonwood, sycamore, and/or oak and an understory comprised of mule fat, wild rose, and other riparian species. This species typically is associated with southern willow scrub, cottonwood forest, mulefat scrub, sycamore alluvial woodland, coast live oak riparian forest, and arroyo willow riparian forest along perennial and intermittent streams. The birds forage in riparian and adjoining chaparral habitat. The most critical structural component to least Bell's vireo breeding habitat is a dense shrub layer at 2 to 10 feet above the ground. Nests are typically built within three feet of the ground in the limbs of willow saplings, wild rose, mulefat, or other understory vegetation.

Least Bell's vireo is considered a casual fall migrant in the project area (Lehman, 1994), with the nearest reported breeding areas along the Santa Ynez River, about 6 miles north of the project site. Due the lack of suitable habitat, this species is considered absent from the project site.

Southwestern Willow Flycatcher. Willow flycatchers breed in dense riparian habitats in southern North America and in the extreme northwestern Mexico from May 1 to August 31. They migrate south in the winter to southern Mexico, Central America, and northern South America. Southwestern willow flycatcher nests in dense riparian forests interspersed with small openings for open water, or shorter/sparser vegetation, creating a mosaic that is not uniformly dense. Willow flycatcher breeding sites almost always occur near slow-moving or still surface water and/or saturated soil.

Southwestern willow flycatcher is considered a possible rare migrant in the project area (Lehman, 1994), with the nearest reported breeding areas along the Santa Ynez River, about 10 miles northeast of the project site. Due the lack of open water habitat and breeding records in the watershed, this species is considered absent from the project site.

Ringtail. This species has not been reported from the immediate project area and was not observed during field surveys of the project site. Ringtail is known from the region, but is very secretive and could frequent the San Jose Creek riparian corridor.

Bats. Bat populations in the project area are typically associated with bridges, which offer significant roosting habitat and support substantial populations of bats statewide. Bridges are most often used as night roosts, which are near foraging sites where bats can rest between foraging bouts. Night roosts are typically in more exposed sites than day roosts (Rainey and Pierson, 1995). Some species use bridges as day roosts, where they rest during the day before leaving in the evening to forage. Bridges can also be used as maternity roosts. In areas of major seasonal temperature changes, bats will migrate to warmer climates in the fall. However, bats will use a roost on a year-round basis in areas that do not undergo dramatic temperature changes.

Of the 13 bat species reported from the coastal area of Santa Barbara (Zeiner, et al., 1990b), 11 are known to use bridges as roosts (Rainey and Pierson, 1995). These are Yuma myotis, long-eared myotis, fringed myotis, long-legged myotis, California myotis, small-footed myotis, western pipistrelle, big brown bat, pale big-eared bat, pallid bat, and Brazilian free-tailed bat. The red bat and hoary bat are not known to use bridges for roosting.

Local bridges supporting known bat populations include Cathedral Oaks Road (over San Jose Creek), Hollister Avenue (over Maria Ygnacio Creek) and Cathedral Oaks Road (over San Antonio Creek). Several cubic feet of bat guano was observed under the Cathedral Oaks Road bridge over San Jose Creek (approximately 1,600 feet north of the bike path alignment) during the December 5, 2013 field survey. Based on bat surveys conducted for the replacement of the Cathedral Oaks Road bridge over San Antonio Creek, observed bat guano was likely generated by Mexican free-tailed bats. Based on the lack of crevice habitat and observed urine stains, bats are using the Cathedral Oaks Road bridge over San Jose Creek as a night roost. Due to the proximity of the observed bat guano, it is expected that bats forage along the bike path alignment.

Wetlands. 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 criteria are observed (prevalence of hydrophytic vegetation, presence of hydric soils, and wetland hydrology).

A preliminary wetland delineation was conducted at the project site along San Jose Creek, and all three wetland criteria (prevalence of hydrophytic vegetation, wetland hydrology, hydric soils) were found. Therefore, both Corps-defined and County-defined wetlands occur at the project site. The width between ordinary high water marks at the proposed bridge site is 33 feet, which is the area of Corps jurisdiction.

Thresholds of Significance:

The following thresholds are taken from the Santa Barbara County Environmental Thresholds and Guidelines Manual.

General Impacts. Disturbance to habitats or species may be significant, based on substantial evidence in the record (not public controversy or speculation), if they substantially impact significant resources in the following ways:

- Substantially reduce or eliminate species diversity or abundance;
- Substantially reduce or eliminate quantity or quality of nesting areas;
- Substantially limit reproductive capacity through losses of individuals or habitat;
- Substantially fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources;

- Substantially limit or fragment range and movement (geographic distribution or animals and/or seed dispersal routes); and/or
- Substantially interfere with natural processes, such as fire or flooding, upon which the habitat depends.

Wetland Impact Assessment Guidelines. The following types of project-created impacts may be considered significant:

- Projects which result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or would threaten the continuity of wetland-dependent animal or plant species are considered to have a potentially significant effect on the environment.
- Projects which substantially interrupt wildlife access, use and dispersal in wetland areas would typically be considered to have potentially significant impacts.

Riparian Impact Assessment Guidelines. The following types of project-related impacts may be considered significant:

- Direct removal of riparian vegetation.
- Disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation.
- Intrusion within the upland edge of the riparian canopy (generally within 50 feet in urban areas, within 100 feet in rural areas, and within 200 feet of major rivers listed in the previous section), leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion.
- Disruption of a substantial amount of adjacent upland vegetation where such vegetation plays a critical role in supporting riparian-dependent wildlife species (e. g., amphibians), or where such vegetation aids in stabilizing steep slopes adjacent to the riparian corridor, which reduces erosion and sedimentation potential.
- Construction activity which disrupts critical time periods (nesting, breeding) for fish and other wildlife species.

Impact Assessment Guidelines for Woodlands and Forest Habitat Areas. Project-created impacts may be considered significant due to changes in habitat value and species composition such as habitat fragmentation, removal of understory, alteration to drainage patterns, disruption of the canopy, removal of a significant number of trees that would cause a break in the canopy or disruption in animal movement in and through the woodland.

Native Tree Impact Assessment. In general, the loss of 10 percent or more of the trees of biological value on a project site is considered potentially significant.

Impact Discussion:

a. Sensitive riparian vegetation and environmentally sensitive habitat occurs along San Jose Creek at the proposed bike path bridge site. Although the bike path bridge has been designed to span the riparian corridor to the extent feasible, approximately 0.13 acres of vegetation along the margin of the California sycamore woodland would be removed by proposed earthwork. However, this impact area does not support any sycamore trees and supports non-native trees including European larch, Chinese privet and Peruvian pepper tree.

A discussion of project impacts relative to the County's impact assessment guidelines for wetlands, riparian and woodland areas follows:

- The proposed bridge would fully span the wetlands of San Jose Creek and avoid significant impacts to wildlife access and dispersal.
- The project would involve removal of approximately 0.13 acres of vegetation along the margin of the riparian corridor.
- Disruption of riparian wildlife habitat would occur during the construction period, and during use of the proposed bike path. However, disturbance of the streambed and banks would be avoided by spanning most of the riparian corridor.
- The proposed bike path would intrude upon the upland edge of the riparian canopy. However, disruption of animal migration would be minimal as the bridge would be elevated above the streambed, and riparian vegetation would be virtually continuous under and above the bridge. Increased noise would be limited to bicycle noise (tires and mechanical noises) and human voices, which is not anticipated to substantially degrade habitat value. The bike path would not include night lighting that could reduce habitat value.
- Upland vegetation removal would be limited to lawn areas and landscaping shrubs, which is not critical in supporting riparian-dependent wildlife.
- Construction activity may occur during the bird breeding season and may disrupt breeding activities.

Overall, impacts to riparian habitat are considered potentially significant.

b. Two special-status plant species were found within the project site, southern California black walnut and coast live oak. Coast live oak and other native trees are addressed under question e. below. Southern California black walnut is listed as a plant of limited distribution, and one tree would be removed (see Table 8). This species is common in the region and does not meet the definition of rare or endangered in Section 15380 of the State CEQA Guidelines. Therefore, removal of one southern California black walnut tree is considered a less than significant impact.

c. Impacts to native vegetation would be limited to the temporary disturbance of approximately 0.13 acres of California sycamore woodland associated with bike path construction and bridge deck installation. As discussed under question a. above, impacts to riparian vegetation are considered potentially significant.

d. Bike path construction would result in the removal of nine non-native trees (see Table 8). These trees are located along the margin of the California sycamore woodland, adjacent to the electrical substation, and provide limited habitat value. However, the project-related loss of this habitat would be less than 0.1 acres. Therefore, the loss of non-native vegetation is considered a less than significant impact.

e. Project implementation would substantially impact 21 trees, including 13 native and 9 non-native trees (see Table 8). Note that native riparian trees (willow, cottonwood, sycamore) listed in Table 8 are located under the proposed bridge alignment and impacts would consist of major trimming to provide clearance for the bridge deck. Several additional trees would also require major trimming to provide clearance for the cranes installing the bridge deck. These trees would not be removed and would re-grow following bridge installation. In general, the impact to native specimen trees is considered less than significant because less than 10 percent of the native trees found at the project site would be removed. However, 5 of the 6 coast live oak trees to be removed are greater than 8 inches in diameter and are protected under the County Grading Ordinance. Therefore, impacts to native specimen trees are considered significant.

Table 8. Tree Impact Summary

Species	Largest Tree Diameter at Breast Height (“)	Impact	Origin
Melaleuca	3 trunks: 10,16,16	2 removed	Planted
European larch	20	3 removed	Planted
Chinese privet	7	2 removed	Non-native, invasive
Peruvian pepper tree	3 trunks: 8,10,12	1 removed	Non-native
Black cottonwood	6	1 cut for clearance	Native
Coast live oak	18	6 removed	Native
Arroyo willow	8	3 cut for clearance	Native
Western sycamore	11	1 cut for clearance	Native
Southern California black walnut	11	1 removed	Native
California bay-laurel	5	1 removed	Native
Total		**21**	

f. No chemicals, animals, human habitation or invasive plants would be associated with project implementation. Minor tree trimming may be required along the bridge deck to ensure the bike path bridge remains passable. However, herbicides would not be used. The proposed bike path would result in additional human activity within San Jose Creek, and may adversely affect wildlife activity in the immediate vicinity of the bridge. However, the bike path would not be heavily used and impacts on local wildlife populations are not anticipated.

g. Steelhead. Completion of the San Jose Creek Capacity Improvement Project would allow steelhead the opportunity to migrate upstream to the project site, provided suitable flow conditions exist. However, no construction activity within the streambed is proposed and the proposed bridge would fully span San Jose Creek. Therefore, no habitat loss, migration barriers or other impacts to steelhead would occur.

Arroyo Chub. If present in the project reach, arroyo chub would not be adversely affected by project-related construction, as work within the streambed, dewatering and/or water diversion is not planned. In addition, the proposed bridge would fully span San Jose Creek and would not function as an impediment to movement of this fish species. Overall, potential impacts to arroyo chub are considered less than significant.

Western Pond Turtle and Two-striped Garter Snake. The status of these species in the project area is unclear, and they may occur during high rainfall years when adequate stream pools and prey are available. However, the project has been designed to avoid the streambed and banks of San Jose Creek, which would prevent loss of habitat and minimize the potential for construction-related mortality. Therefore, potential impacts to western pond turtle and two-striped garter snake are considered less than significant.

White-tailed Kite and Sharp-shinned Hawk. The proposed project would result in the loss of approximately 0.13 acres of riparian vegetation, which is considered suitable habitat for these species. Due to the small area affected and lack of any observations of juveniles or nests along San Jose Creek, loss of this habitat is not anticipated to adversely affect the local populations of these species.

Cooper's Hawk, Yellow Warbler and Yellow-breasted Chat. The proposed project would result in the loss of 0.13 acres of riparian vegetation, which is considered suitable habitat for these species. Cooper's hawk, yellow warbler and yellow-breasted chat are known to occur in the project area and could breed on-site. Project-related construction activity during the breeding season may cause active nests to be abandoned and result in the loss of eggs and/or nestlings. This impact is considered potentially significant.

Ringtail. The proposed project would result in the loss of 0.13 acres of suitable riparian habitat for ringtail. Due to the small area affected as compared to the typical home range (100-1300 acres), loss of this habitat is not anticipated to adversely affect the local ringtail population.

h. The project-related loss of vegetation/wildlife habitat would be approximately 0.37 acres, including native vegetation and landscaping in adjacent developed areas. Construction-related disturbance (noise, vibration, equipment activity) would be short-term, localized and occur primarily in previously disturbed areas (Kellogg Open Space, University Circle Open Space). Therefore, a reduction in diversity or substantial reduction in numbers of wildlife is not expected.

i. As discussed in c. and g., potentially significant project-related deterioration of riparian habitat would occur.

j. San Jose Creek may be used as a corridor by wildlife moving through the area as it provides habitat and cover in a suburban area. Habitat removal and construction activity may affect local wildlife movements. However, the proposed bridge would span San Jose Creek and construction activity would not affect the streambed or banks. No barriers to wildlife would be involved and no work would occur at night, when most wildlife movement occurs. Therefore, impacts to wildlife movement are considered less than significant.

k. Project implementation would not involve fencing or lighting, but an increase in human presence and noise may occur as a result of bike path use. However, this activity would be focused along the bike path and bridge during daylight hours. The bridge would be elevated above the streambed with dense vegetation on both sides, and would not encourage users to stop at San Jose Creek and/or enter habitat areas. Overall, the project would not result in a substantial increase in factors which may hinder normal activities of wildlife. Impacts are considered less than significant.

Mitigation and Residual Impact:

BIO-1: Environmentally Sensitive Habitat. Impacts to sensitive riparian habitat would be minimized and offset by implementation of the following measures:

- The limits of ground disturbance shall be minimized within the San Jose Creek riparian corridor and clearly flagged in the field to prevent inadvertent habitat disturbance;
- The eastern cut slope (near SCE substation, see Figure 2) shall be restored using native plant species including coast live oak, western sycamore, black cottonwood, ~~and~~ California bay-laurel<u>, southern California black walnut, Santa Barbara honeysuckle, blue elderberry, coffee-berry, holly-leaf cherry, lemonade-berry, California blackberry and giant rye-grass</u>;
- Giant reed shall be removed from the San Jose Creek riparian corridor from the project site upstream to the North Patterson Avenue crossing, for a period of 5 years using hand tools to the extent feasible;
- A biologist shall monitor bridge deck installation to ensure tree trimming and removal to provide clearance for the cranes is minimized.

Plan Requirements and Timing: These measures shall be included in the project's plans and specifications. **MONITORING**: The County project engineer shall ensure compliance with Mitigation Measure BIO-1. **Residual Impact**: Implementation of the above measures would reduce impacts to sensitive riparian habitat to a level of less than significant.

BIO-2: Oak Trees. The loss of five protected coast live oak trees would be mitigated by planting coast live oaks at a mitigation ratio of 10:1, such that a total of 50 coast live oaks would be planted. Replacement oak trees would be planted along the bike path and/or within Kellogg Open Space or University Circle Open Space. One-gallon to five-gallon container oaks would be used and should be propagated from genetic stock originating from the San Jose Creek watershed (if available) or southern 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. 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 50 oaks should be alive and in good health, or 25 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: Oak tree replacement requirements shall be included in the project's plans and specifications. **MONITORING**: The County project engineer shall ensure compliance with Mitigation Measure BIO-2. **Residual Impact**: Implementation of the above measures would reduce impacts to oak trees to a level of less than significant.

BIO-3: Special-Status Birds. Impacts to Cooper's hawk, yellow warbler and yellow-breasted chat during the breeding season shall be minimized by conducting vegetation removal within San Jose Creek during the non-breeding season (September 1 through February 1). In addition, breeding bird surveys shall be conducted in February and March prior to the initiation of construction. If active nests of birds protected under the California Fish & Game Code or Migratory Bird Treaty Act are found within or adjacent to the work area, construction activities within 100 feet of active nests (or other distance authorized by USFWS and/or the California Department of Fish and Wildlife would be postponed until the nest is abandoned or young have fledged. Additional breeding bird surveys would be conducted as needed to monitor active nests and allow vegetation removal and construction to proceed.

Plan Requirements and Timing: This requirement shall be included in the project's plans and specifications.

MONITORING: The County project engineer shall ensure compliance with Mitigation Measure BIO-3. **Residual Impact**: Implementation of the above measures would reduce impacts to special-status birds 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	

The following discussion is taken from a Phase I Archeological Investigation Report prepared by Conejo Archeological Consultants (2013) and an Extended Phase I Subsurface Testing Program by Conejo Archeological Consultants (2014).

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 (Goleta Valley) 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 Goleta Valley falls within the historic territory of the Barbareño, whose name is derived from the mission with local jurisdiction, Santa Barbara. The Barbareño occupied the narrow coastal plain from Point Conception in Santa Barbara County to Punta Gorda in Ventura County (Grant, 1978).

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).

At the time of Spanish contact, the Goleta area was one of the most densely populated areas in California. The Goleta Slough, which was much bigger in prehistoric times, provided an abundance of marine resources including shellfish, fish, birds, and marine mammals for the aboriginal population.

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. A records search was conducted by Kristina Gill at the Central Coast Information Center on September 6, 2012. Seven archaeological sites are recorded within a 2,000 foot radius of the project site: CA-SBa-1556, -1567, -1568, -1570, -1702, -2702, & 2728. Site CA-SBa-1702, which is located within the project site, was recorded as a low density shell scatter on the west bank of San Jose Creek by Wilcoxon and Erlandson in 1981. One chert flake was identified within the site boundaries, which extend on both the north and south side of the North Kellogg Avenue tennis courts. Ground surface disturbances within CA-SBa-1702's boundaries included agricultural activities and construction of the tennis courts.

Previous Field Investigations. Five previous archaeological surveys have been conducted within or immediately adjacent to portions of the project site as described below.

- Goleta Flood Protection Program: in 1982, an archaeological survey was undertaken which included San Jose Creek (Wilcoxon et al., 1982). This survey encompassed the proposed project site west of San Jose Creek. Wilcoxon's report notes *"The site consists of a shell scatter comprised primarily of Chione sp., with a trace to Tivela, Mytilus, Tresus, and Ostrea. Despite an intensive reconnaissance and reasonably good visibility, only one chert flake was observed. The shellfish represent a variety of marine and/or estuarine environments and are heavily weathered. In the absence of diagnostic artifacts, the temporal relationship of the deposit remains undetermined....The site area represents a former walnut orchard and portions appear to have been recontoured...Adjacent housing and road construction have impacted the site to an unknown degree. Agricultural practices have probably caused disturbances to site context as well."*

- Painted Cave Fire Emergency Projects: the majority of the project site appears to have been surveyed by the USDA Forest Service in 1990 for Stream Channel Work and Maria Ygnacio Debris Basin (Bittner, 1990). Bittner's report includes a copy of the CA-SBa-1702 site record, but no updates were provided.

- Goleta Old Town Revitalization Plan: SAIC's 1996 investigation included the portion of the current project site west of San Jose Creek and notes "… *extremely few pieces of shell were found within the site boundary: four pieces south of the tennis court and three pieces north of the tennis court. Due to the low artifact density on the ground surface, it is difficult to determine the extent of the site boundaries."*

- Cavaletto/Noel Housing Project: in 2007, Macfarlane Archaeological Consultants surveyed the 25.9 acre property located on the east side of San Jose Creek. The bike path alignment crosses the southwest corner of the Housing Project site. Macfarlane concludes her findings as "*There are no prehistoric archaeological sites or landmarks identified within the subject parcel and no indication of a prehistoric site identified during the survey...There was, therefore, sufficient visibility on which to determine the presence of an archaeological site or artifacts present...The area adjacent to San Jose Creek is considered potentially sensitive for the presence of a site or artifacts buried in alluvium during periods of flooding."*

- Cavaletto/Noel Housing Project: in 2010, HEART conducted an Extended Phase 1 Testing Program along the eastern bank of San Jose Creek. The purpose of the testing program was to ensure that no buried prehistoric resources exist in the most likely area to contain such resources. No artifacts, features, human remains or other cultural resources were observed in any of the 15 backhoe trenches excavated (Wlodarski, 2010).

Archeological Field Survey. Ms. Maki of Conejo Archeological Consultants conducted an archaeological survey of the project impact area on November 28, 2012 and December 4, 2013. The archaeological survey area covered approximately 1.5 acres, including staging areas for construction (see Figure 2). The objective of the survey was the visual detection of historical resources, including lithic debris and aboriginal artifacts, midden deposits, archaeological features, historical-era foundations or refuse, and other evidence of past land use. On the west side of San Jose Creek, the open space area south of the North Kellogg Avenue tennis courts and north of the SCE substation between Kellogg Avenue and the creek bank was surveyed using linear transects spaced no more than 6.5 feet apart. Ground surface visibility in this area was approximately 50 percent due to sparse grasses and an abundance of gopher mounds. Four fragments of weathered marine shell were observed widely scattered in this area. It is assumed that the marine shell is associated with archaeological site CA-SBa-1702.

The survey area from the top of the western creek bank to the creek bottom and up to the eastern creek bank was located within riparian woodland habitat. The dense undergrowth of ivy and leaf detritus restricted ground surface visibility to less than 10 percent within this portion of the project impact area. Survey methodology consisted of inspecting any visible ground surface and periodically scraping vegetation and leaf detritus aside. An additional transect was walked along the creek bottom, north and south of the project impact area, to inspect the bank walls for evidence of archaeological resources, but survey efforts were hampered by vegetation. A few marine shell fragments were noted near the base of a pine tree, but as this area is subject to periodic flooding the shell was probably washed downstream or eroded down from the banks to this location.

On the east side of San Jose Creek, the potential construction staging area and bike path alignment were surveyed. Ground surface visibility was fair, although not as good as on the west bank. Several scattered fragments of marine shell were noted in the survey area and an inspection of a berm to the immediate east of the staging area showed a light marine shell scatter mixed with modern debris. In past interviews, property owner Larry Cavaletto indicated that following a major flood event in the early 1990s, fill soils were brought in to build a berm above the existing creek bed to stem future flood and debris overflows. No artifacts, human remains or other cultural resources were found in any of the 15 backhoe trenches excavated in this area as part of the Cavaletto/Noel Housing project (Wlodarski, 2010). Ground surface visibility was fair in the University Circle Open Space, but no archaeological resources were found in this area. Note that site CA-SBa-1568 is located about 300 feet south of the proposed eastern staging area.

Native American Consultation. A total of 23 Native American contacts (provided by the Native American Heritage Commission) were mailed a project description letter by Conejo Archeological Consultants on October 11, 2012. The only concern expressed was from Patrick Tumamait which noted that the project area should be considered very sensitive for cultural resources, and project-related earth disturbance should be monitored by an archeologist and Native American.

Extended Phase I Subsurface Testing Program. The Testing Program was conducted on July 16 and 17, 2014 by Conejo Archeological Consultants to determine if cultural deposits associated with site CA-SBa-1702 and any other deposits within the University Circle Open Space extend into the project impact area. Eleven shovel test probes (STPs) were excavated within the estimated limits of site CA-SBa-1702, and four STPs within the University Circle Open Space. Upon completion of the original 15 STPs, 13 additional STPs were excavated 5 meters (16 feet) from the positive STPs, according to cardinal directions, where shell, bone or chert was encountered within CA-SBa-1702. The STPs were hand excavated in 20 cm (8 in.) increments to a depth of 100 cm (39 in.) using a shovel, breaker bar and buckets. All materials were dry screened through 1/8-inch wire mesh to determine the presence or absence and types of cultural materials present, including modern materials that are indicative of ground disturbances.

CA-SBa-1702 was originally described as a sparse shell scatter and the subsurface testing program reinforced that description. Very small marine shell fragments were noted in several of the STPs. Two unmodified, tertiary Franciscan chert flakes and two very small fragments of chert were also unearthed. In addition, two fragments of large vertebrate faunal remains were observed. However, the most abundant material found within the STPs was modern debris. No evidence of midden deposit with darker soils was noted. Rodent activity was present in some of the STPs. All four STPs located within University Circle Open Space contained modern debris throughout.

The Phase 1 Archaeological Survey and Extended Phase 1 Subsurface Testing Program indicate that CA-SBa-1702 is a sparse shell scatter which has been disturbed both vertically and horizontally within the project impact area. The paucity of cultural material combined with the extent of past ground disturbances render this site's potential to provide new and valuable scientific information within the project impact area as negligible. Therefore, the portion of CA-SBa-1702 within the project impact area does not qualify as a significant resource under CEQA.

Impact Discussion:

a. Background research indicates that the project area (San Jose Creek corridor) is considered sensitive with regard to the potential to support Native American artifacts. There are seven archaeological sites recorded within 2,000 feet of the project impact area. Archeological site CA-SBa-1702 is recorded within the project impact area on the west side of San Jose Creek. Based on the findings of the Extended Phase I Subsurface Testing Program, the proposed project would not significantly impact this archeological site.

b. No evidence of human remains was reported at archeological site CA-SBa-1702. However, the potential exists for human remains to be discovered during project-related excavation near San Jose Creek.

c. The proposed project would not result in an increase in population or increased access to archeological sites. Exposed artifacts were not observed during the field survey and Subsurface Testing Program, such that bike path users are not anticipated to collect artifacts or otherwise vandalize or sabotage cultural resources. Therefore, the increased potential for trespassing, vandalism or sabotage is considered less than significant.

d. Although impacts to archeological site CA-SBa-1702 would be less than significant, the project area is considered to be culturally sensitive and there is a potential for unknown resources to be discovered during project-related excavation.

e. No 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 The following measures shall be implemented to address cultural resources (if any) found during project construction:

- In the unexpected event that potentially significant archaeological resources are exposed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended until a qualified archaeologist has evaluated the nature and significance of the find. The County shall be notified of any such find. A Chumash representative should monitor any archaeological field work associated with Native American materials.
- 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. The County shall be notified of any such find.

Plan Requirements/Timing: These conditions shall be included in the project plans and specifications. **MONITORING**: The County project manager shall ensure these measures are fully implemented as needed. **Residual Impact**: 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:

a. The project consists of construction and operation of a bike path with a bridge over San Jose Creek, and would not consume energy, with the exception of fossil fuels used by construction equipment. Overall, no increase in demand for energy would occur.

b. 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 proposed bike path alignment, including the bridge abutment locations and adjacent construction staging areas. Fire hazard is moderate, primarily associated with weedy roadside areas and the undeveloped area east of San Jose Creek. However, the area north of Cathedral Oaks Road has been mapped as a high fire hazard area on the State Fire Hazard Severity Zones map for Santa Barbara County.

The County Fire Department Headquarters is located at 4410 Cathedral Oaks Road, approximately 2.6 miles east of the project site. Fire Station 12 serves the project area (Goleta), and is located at 5330 Calle Real, approximately 0.2 miles south of the project site.

Impact Discussion:

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

b. Construction activities would occur in areas supporting potentially flammable vegetation and have the potential to significantly increase fire hazard to adjacent open space areas and residential areas. The bike path would be maintained to control weeds and associated fuel accumulation. Therefore, operation of the bike path is not anticipated to result in a significant increase in fire hazard.

c. The proposed project does not include any development.

d. The proposed project does not include any development, and would not hamper fire prevention activities.

e. Excluding the wooden surface of the proposed steel bridge, the proposed bike path and bridge would be constructed of non-flammable materials (primarily steel, gravel, Portland cement and asphalt concrete). The proposed project does not involve habitable structures and would not require fire protection.

Mitigation and Residual Impact:

FIRE-1 To minimize potential fire hazards during construction, a Fire Awareness and Avoidance Plan shall be implemented. 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. **Residual Impact**: full implementation of the above mitigation measure would reduce project-specific and cumulative fire hazard impacts to a level of less than significant.

4.9 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. Permanent changes in topography?			X		
d. The destruction, covering or modification of any unique geologic, paleontologic, or physical features?				X	
e. Any increase in wind or water erosion of soils, either on or off the site?				X	
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?			X		
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X	
h. Extraction of mineral or ore?				X	
i. Excessive grading on slopes of over 20%?				X	
j. Sand or gravel removal or loss of topsoil?				X	
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?			X		
l. Excessive spoils, tailings or over-burden?				X	

Setting

Based on the Geologic Map of the Goleta Quadrangle (Dibblee, 1987), the project site is underlain by recent alluvium composed of unconsolidated floodplain deposits. The bridge crossing is underlain by stream channel deposits, mostly gravel and sand. The San Jose Fault is located approximately 1.3 miles to the north, and is considered potentially active. The Regional Earthquake Shaking Potential Map prepared by the Department of Mines and Geology indicates the project area has a 10 percent chance in 50 years to experience a shaking event of 40 to 50 percent of the force of gravity.

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, slope stability, tsunami, expansive soils, soil creep, and compressible-collapsible soils and a high problem rating (includes entire south coast) for seismic-tectonic. The project site does not include any slopes, such that landslides and slope stability is not an issue. The immediate project area has been assigned a low-moderate overall geologic problems index. The proposed bike path bridge would be designed to withstand anticipated seismic stresses according to established engineering practices. The proposed project would not include any habitable structures; therefore, no persons would be exposed to geologic hazards.

b. Earth work associated with the proposed project would be limited to minor grading for the bike path, and excavation and drilling for bridge abutment footings. No extensive grading, cuts or fills would occur.

c. The project site is relatively level, such that earthwork would be minimal and changes in topography would be minor, with only localized changes associated with the bike path alignment and bridge abutments.

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. Overall, 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.

f. The bridge and abutments would be placed outside the floodway of San Jose Creek and would not modify the stream channel. Bridge installation would not involve stream diversion or excavation within San Jose Creek, and would not result in construction-related increases in erosion and siltation.

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 slopes is proposed.

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

k. Vibration would be generated by heavy equipment during bike path grading and bridge installation activities, and may be detected at residences along Kellogg Avenue, Huntington Drive and Merida Drive during pile driving or drilling for bridge abutment piles. However, due to the distance from the nearest residence to drilling operations (at least 210 feet), 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.

4.10 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 recreational and residential land uses, and an electrical substation. No agricultural or industrial land uses are located in immediate area. Based on review of the GeoTracker (State Water Resources Control Board) and ENVIROSTOR (California Department of Toxic Substances Control) data bases, no hazardous materials sites are located within 0.5 miles of the project site. The nearest sites are service stations along Calle Real with leaking underground storage tanks. 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 is not known to be contaminated by hazardous materials. However, earthwork associated with bike path construction would be conducted within 20 feet of the Southern California Edison substation perimeter fence. Electrical substations may contain hazardous materials associated with past operations including poly-chlorinated biphenyls (PCB) used in transformers (pre-1978), and mercury used in rectifiers (pre-1980). Therefore, soils within the substation site may be contaminated with these materials. However, the amount of these materials used is very small and contamination of soils beyond the substation fence is not anticipated.

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. No risk of explosion is expected as a result of project-related activities.

d. The proposed project would not interfere with any emergency response plan. Traffic control would be provided on Kellogg Avenue as needed 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. Oil and/or gas wells or pipelines are not located within or adjacent to the project site. The project would not increase the exposure of the public to potential hazards associated with these facilities.

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.

4.11 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	

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
b. Beneficial impacts to an historic resource by providing rehabilitation, protection in a conservation/open easement, etc.?				X	

Setting:

Overview. The initiation of the historic era in Santa Barbara County began with an exploratory voyage led by Juan Rodriguez Cabrillo in 1542–1543. The next European explorers to pass through the Santa Barbara Channel were Sebastian Rodriguez Cermeno in 1595, followed by Sebastian Vizcaino in 1602. Over one hundred and fifty years passed before the next major European expedition reached Santa Barbara County. In 1769, Gaspar de Portola and Fray Crespi departed the newly established San Diego settlement and marched northward toward Monterey with the objective of securing the port and establishing five missions along the route. They passed through present-day Santa Barbara County that same year. The 1769 Portola Expedition and the later De Anza Expedition of 1775 were preludes to systematic Spanish colonization of Alta California. The Santa Barbara Mission was established in 1786.

Mexico gained its independence from Spain in 1822, and twelve years later the Missions were secularized and their lands granted as rewards for loyal service or in response to an individual's petition. The project area is located along the western edge of the historic boundaries of Rancho La Goleta, which was granted to Daniel Hill in 1846. Following conquest of California by the United States in 1847, California became a state in 1850. The great droughts of 1863 and 1864, and the death of Hill in 1865, resulted in the subdivision of Rancho La Goleta, and the large cattle ranch was replaced with smaller ranches, farms and dairies. The Goleta Valley developed into a prosperous farming region and retained a rural character until the 1950s.

The alignment of Cathedral Oaks Road in the project area approximates that of the historic stagecoach route through the region, used from about 1861 to 1901.

The construction of the University of California, Santa Barbara in 1954, along with the expansion of the airport and the arrival of several aerospace companies, helped redefine the Goleta Valley into a technology research area and urban bedroom community.

Record Search. The National Register of Historic Places (NRHP) listings do not include any properties within or adjacent to the project site (National Park Service 2012). No California Historical Landmarks or California Points of Historical Interest are located within or adjacent to the project site (Office of Historic Preservation, 2012). The California State Historic Resources Inventory lists no properties within or adjacent to the project site (Office of Historic Preservation 2011).

There are no Santa Barbara County Landmarks within or adjacent to the project site. The City of Goleta's 2006 General Plan/Coastal Land Use Plan (amended 2009), Chapter 6, does not list any historic resources within or adjacent to the project site. The closest listed locally significant historic resource is the Holland Residence, 590 N. Kellogg Avenue. This 1931 Monterey Rival Style structure is located approximately 525 feet south of the project site and will not be impacted by project implementation.

Impact Discussion:

a. No historic structures or properties would be affected.

b. The project does not offer any opportunities for rehabilitation or protection of historic resources.

Mitigation and Residual Impact:

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

4.12 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	
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	

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

The proposed bike path alignment extends across the following parcels and land uses:

- APN 069-350-031 (County Parks Kellogg Open Space/Tennis Courts), 2.02 acres, zoned REC, land use designation Recreation/Open Space;
- APN 069-100-004 (electrical substation), 2.9 acres, zoned PU (public utilities);
- APN 069-100-006 (rural residential, power line corridor), 17.63 acres, zoned DR-4.6 (design residential 4.6 units per acre); and
- APN 069-291-001 (County Parks University Circle Open Space), 2.63 acres, zoned REC, land use designation Recreation/Open Space;

The immediate project area is comprised of single-family residential and recreational (County open space) land uses (see Figure 2). However, an electrical substation is located immediately adjacent to the bike path alignment. The San Jose Creek corridor has been assigned an environmentally sensitive habitat overlay designation as part of the Goleta Community Plan.

Impact Discussion:

a. The proposed project is a bike path, which is compatible with the residential and recreational environment (Kellogg Open Space, University Circle Open Space), and would serve surrounding land uses.

b. The proposed project is potentially consistent with all applicable plans and policies (see Tables 9 and 10).

c. The proposed project does not involve any new development, and would not result in population growth or spatial reconfiguration 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. The proposed project would be implemented within designated open space areas. The project would result in a change in land use in these open space areas, from passive recreation to bicycling and walking. However, no loss of open space would occur.

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

j. The project site is located approximately 1.4 miles northeast of the Santa Barbara 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.

4.13 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:

Noise sensitive receptors in the immediate vicinity of the project site include residences along Kellogg Avenue, Huntington Drive and Merida Drive, and rural residences east of San Jose Creek. The nearest receptors/residences are located at the eastern terminus (Merida Drive) and western terminus (Kellogg Drive) of the bike path alignment, approximately 75 feet from the alignment. A 20 minute noise measurement was taken at Merida Drive near the bike path alignment at the University Circle Open Space on December 5, 2013 (25 feet from the roadway centerline), yielding a noise level of 51.9 dBA Leq. Dominant noise sources included landscaping equipment and distant traffic on U.S. 101.

Impact Discussion:

a. The proposed project involves the construction and operation of a Class I bike path. Long-term project-related increases in noise levels at sensitive receptors would be limited to bicycle tire noise, mechanical noise (chain, gears) and voices. This increase in noise levels would not exceed County thresholds and would be similar to existing conditions (use of tennis courts and open space, pedestrian and bicycle traffic on Kellogg Avenue). Long-term noise impacts are considered less than significant.

b. Heavy equipment activity would occur at various times at the site during the construction period. Noise modeling was conducted using the Federal Highway Administration Roadway Construction Noise Model to estimate short term noise levels for two construction scenarios; pile driving (for bridge abutment footings) and grading (dozer, wheeled loader, backhoe). Estimated noise levels are 81.8 dBA Leq during pile driving activities, and 75.3 dBA Leq during grading at the nearest residence (northern terminus of Merida Drive). The County has not developed any short-term noise thresholds. However, construction activities within 1,600 feet of residences are considered to generally result in a potentially significant impact (County of Santa Barbara, 2008).

c. See b. above.

Mitigation and Residual Impact:

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

- Construction activities involving heavy equipment or heavy-duty truck traffic shall be limited to 7 a.m. to 5 p.m., with no work on weekends or holidays, unless weekend work is required to minimize traffic congestion.
- Stationary construction equipment generating noise exceeding 65 dBA Leq at the project boundaries shall be provided with manufacturer-installed acoustic shielding or surrounded with temporary noise barriers.

Plan Requirements/Timing: These conditions shall be included in the project specifications. The selected construction contractor shall develop a plan for temporary noise barrier installation, if required. **MONITORING**: The County-appointed inspector shall ensure these measures are fully implemented, including work hours limitations and noise attenuation of stationary equipment. **Residual Impact**: Full implementation of the above mitigation measures would reduce project-specific and cumulative noise impacts to a level of less than significant.

4.14 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. Solid waste may be generated by project construction, including excess earth material which would be offered for use at other construction sites. All project-related solid waste would be recycled to the extent feasible, and would not exceed the 350 ton County 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.

4.15 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:

Recreational facilities in the immediate vicinity of the project site include Kellogg Open Space (within project site), University Circle Open Space (within project site), Emerald Terrace Open Space (0.4 miles to the southwest), Tuckers Grove County Park (1.3 miles to the east), Los Padres National Forest (1.4 miles to the north) and Class I bike paths along Maria Ygnacio Creek and Atascadero Creek. The proposed project represents the implementation of a planned segment of the County's 2012 Bicycle Master Plan.

Impact Discussion:

a. Project construction activities would occur within designated open space areas, but would not conflict with existing recreational uses. Utilization of the Kellogg Tennis Courts and the playground at the University Circle Open Space would not be adversely affected by project construction.

b. The project site is not located in the vicinity of any existing recreational trails. The proposed project would introduce a new bike path to the project area. No adverse impacts to trails would occur.

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.

4.16 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:

Cathedral Oaks Road and Kellogg Avenue are considered arterial roadways. Cathedral Oaks Road is a major east-west corridor carrying approximately 7,200 vehicles per day. Kellogg Avenue links Calle Real (highway frontage road) to Cathedral Oaks Road. Merida Drive is short residential collector, linking to Patterson Avenue (north-south arterial) via Agana Drive and Parejo Drive. Cathedral Oaks Road is a part of the Foothill Route, a designated Class-2 bikeway. The Berkeley Route is a Class-3 bikeway from San Marcos Road west to Merida Drive. The project would extend the Berkeley Route over San Jose Creek to Kellogg Avenue.

Impact Discussion:

a. Employee and material transportation associated with project construction would generate a maximum of 20 round trips per day (2 heavy-duty truck, 18 light-duty vehicles). This level of vehicular movement would not substantially increase volume to capacity ratios at affected intersections.

b. The proposed project would not generate any long-term vehicle trips and would not result in a need for new roads or maintenance of existing roads.

c. Specialized parking facilities do not occur in the project area. On street parking is allowed on Kellogg Avenue and Merida Drive near the bike path alignment. The project would be a new link in a bike circulation system, and not a trailhead or similar assembly point. Therefore, the bike path 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 may be required on Kellogg Avenue while transporting pre-fabricated bridge sections to the site. Traffic controls (including signage and flagmen, as needed) would be used to minimize any traffic hazards to motorists or bicyclists.

g. The proposed project would not affect sight distance.

h. The proposed project would not affect ingress/egress on any roadways. Access to all land uses along Kellogg Avenue and Merida Drive would be maintained during the construction period.

i. The proposed project would not affect roadway capacity.

j. Emergency access to residences along Kellogg Avenue and Merida Drive 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.

4.17 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	

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
d. Discharge 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?				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 overcommitment of any groundwater basin? Or, a significant increase in the existing overdraft or overcommitment of any groundwater basin?				X	
j. The substantial degradation of groundwater quality including saltwater intrusion?				X	
k. Substantial reduction in the amount of water otherwise available for public water supplies?				X	
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?			X		

Setting:

Surface Waters. The San Jose Creek watershed is located within the South Coast Hydrologic Unit and is a tributary to the Goleta Slough watershed. The San Jose Creek headwaters originate at the coastal slopes of the Santa Ynez Mountains at an elevation of 2,760 feet. The creek flows from the Santa Ynez Mountains, through the Goleta Valley to the Pacific Ocean. From its headwaters to the Pacific Ocean, San Jose Creek flows roughly 9 miles south, draining an area of approximately 9.5 mi^2.

The United States Geologic Survey maintains two stream gauges along San Jose Creek. The upper gauge is located approximately 0.2 miles north of the Patterson Avenue bridge, and records runoff from the upper 5.51 mi^2 of the San Jose Creek drainage basin. The highest peak flows recorded at the lower gauge are 2,130 cubic feet per second (cfs) on March 20, 2011 and 2,520 cfs on March 4, 2001. The annual run-off for the 2011 water year is 3,890 acre-feet. Surface flow was present at the project site during the December 5, 2013 field visit, with scattered pools varying from 2 to 10 feet wide, 1-12 inches deep with very little flow.

Floodplain. The project site lies partially within the 100-year floodplain at San Jose Creek. The National Flood Insurance Program Flood Insurance Rate Map (06083C1354F, effective September 30, 2005) indicates a 100-year water surface elevation of 69 feet at the bridge site.

Groundwater. The project site lies within the North Sub-basin of the Goleta Groundwater Basin, which is separated from the Central Sub-basin by a fault that forms a partial impediment to groundwater flow. The perennial yield of the Central and North Sub-basin (combined) is estimated to be 3,700 acre-feet. Overdraft of the North Sub-basin is not anticipated because the Goleta Groundwater Basin was adjudicated in 1989 and pumping is regulated by court decision. Water quality in the North Sub-basin is adequate for many agricultural uses (Santa Barbara County Public Works, 2009).

Water Quality Regulation. The Regional Water Quality Control Board (RWQCB) has developed a Water Quality Control Plan for the Central Coastal Basin (Basin Plan) (revised 2011) 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. Beneficial uses identified for San Jose Creek in the Basin Plan include municipal water supply, agricultural water supply, groundwater recharge, water contact recreation, non-water contact recreation, wildlife habitat, cold water habitat, warm water habitat, migration habitat, spawning habitat, rare species habitat, freshwater replenishment, and commercial/sport fishing.

San Jose Creek is on the 2010 Section 303(d) list under the Clean Water Act due to elevated levels of chloride, electrical conductivity, enterococcus, E. coli, fecal coliform, sodium and pH. Therefore, waters of San Jose Creek are considered impaired because beneficial uses are not fully supported.

Impact Discussion:

a. Bike path construction and bridge installation would avoid surface waters of San Jose Creek. Therefore, impacts related to water movement are not anticipated.

b. No changes in creek or storm drain locations, dimensions or hydraulic characteristics would occur. Therefore, no changes in drainage patterns would occur. The project would involve approximately 0.15 acres of impervious surfaces associated with the bike path paving. However, this area would be dispersed over the landscape and would not substantially alter percolation rates or surface run-off in the project area.

c. No discharge to surface waters or extraction of surface water is proposed. Therefore, no change in the amount of surface water present in any water body would occur as a result of the project.

d. Storm water run-off from project construction areas may cause increased turbidity and siltation, and discharge of hydrocarbons and other pollutants.

e. The proposed project would not alter the San Jose Creek channel. No changes in the course or flow of flood waters would occur, and no new flood control facilities would be required.

f. The proposed bridge would be located within the 100-year floodplain, but would be elevated above the projected water surface elevation. Therefore, bike path users would not be subjected to flood hazards. The project would not result in land development or otherwise increase the exposure of persons or property to water-related hazards.

g. The proposed project would not affect groundwater flow as project-related groundwater pumping would not occur, and recharge from San Jose Creek would not be affected.

h. The project does not involve extraction of groundwater, excavation of aquifers or interference with recharge.

i. The project would not involve any groundwater extraction or commitment of groundwater. Therefore, the proposed project would not contribute to overdraft of the Goleta Groundwater Basin, should it occur.

j. There is no evidence of seawater intrusion upon the Goleta Groundwater Basin (Santa Barbara County Public Works, 2009). In any case, the proposed project would not involve groundwater extraction or otherwise contribute to seawater intrusion.

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

l. Storm run-off from Kellogg Avenue, other local roadways and adjacent land uses likely contributes pollutants to San Jose Creek. The proposed bike path would be a very minor source of storm water pollutants, primarily sediments and asphalt-related hydrocarbons, but would not result in a substantial increase in the discharge of these pollutants.

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 Pollution Control Plan (WPCP) 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 WPCP 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 San Jose 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. **Residual Impact**: 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

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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:

- Removal of approximately 0.13 acres of vegetation along the margin of the San Jose Creek riparian corridor;
- Substantial impacts to 13 native trees, including removal of five mature coast live oak trees protected under the County Grading Ordinance; and
- Potentially significant impacts to Cooper's hawk, yellow warbler and yellow-breasted chat associated with construction activities.

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 residential and open space areas 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 lists other projects under review or recently approved within the project region (Goleta area).

6.3.1 Air Quality

Other land development projects (see Section 3.2) 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 projects listed in Section 3.2 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 cumulatively considerable.

6.3.3 Biological Resources

Protected Trees. Coast live oak is common in the project area, and other projects (including the Cavaletto/Noel Housing and Hollister/Kellogg Park and Multi-use Path projects) would result in removal of these trees. However, mitigation measures are provided to avoid and offset impacts to protected trees. Therefore, the incremental contribution of the proposed project to impacts to protected trees would not be cumulatively considerable.

Steelhead. Given the large range of southern California steelhead, it is likely that other projects may adversely affect suitable habitat and/or hinder migration. However, the proposed project is not anticipated to contribute to a cumulative impact to this species.

Arroyo Chub. This species occurs in several drainages in the region, and it is likely that other projects (including the Hollister/Kellogg Park and Multi-use Path project) may adversely affect suitable habitat. However, the proposed project is not anticipated to substantially contribute to a cumulative impact to arroyo chub.

White-tailed Kite and Sharp-shinned Hawk. The Cavaletto/Noel Housing and Hollister/Kellogg Park and Multi-use Path projects may result in adverse impacts to suitable habitat for white-tailed kite and sharp-shinned hawk near San Jose Creek. The incremental contribution of the proposed project to impacts to these species would not be cumulatively considerable.

Cooper's Hawk, Yellow Warbler and Yellow-breasted Chat. The Hollister/Kellogg Park and Multi-use Path project would also result in adverse impacts to suitable habitat for Cooper's hawk, yellow warbler and yellow-breasted chat in San Jose Creek. However, mitigation measures are provided to avoid and minimize potential impacts to these species. Therefore, the incremental contribution of the proposed project to impacts to Cooper's hawk, yellow warbler and yellow-breasted chat would not be cumulatively considerable.

Ringtail. The Cavaletto/Noel Housing and Hollister/Kellogg Park and Multi-use Path projects would also result in adverse impacts to suitable habitat for ringtail. However, the incremental contribution of the proposed project to impacts to ringtail would not be cumulatively considerable.

6.3.4 Cultural Resources

Most cumulative projects listed in Section 3.2 are located in previously developed areas and are unlikely to adversely affect intact archeological resources. However, some projects (the Cavaletto/Noel Housing and Hollister/Kellogg Park and Multi-use Path projects) are located in potentially sensitive areas, which may result in disturbance of known or unknown cultural resources. The proposed project may impact unreported cultural resources along San Jose 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 (see Section 3.2) 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. The proposed project is located adjacent to the Cavaletto/Noel Housing project and would contribute to cumulative construction noise, should construction occur at the same time. However, mitigation measures are provided to avoid and minimize potential noise impacts. The project's contribution to noise impacts would not be cumulatively considerable.

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	

Discussion of Findings:

1. The proposed project has the potential to substantially degrade the quality of the environment. However, implementation of mitigation measures BIO-1 through BIO-3 would ensure impacts to wildlife habitat would be minimized and offset through habitat restoration and enhancement, and prevent fish or wildlife populations from dropping below self-sustaining levels. Due to the small scale of project impacts, it would not threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Based on subsurface archeological testing conducted for the project, no impacts to cultural resources are anticipated, and the proposed project would not eliminate important examples of the major periods of California history or prehistory.

2. The proposed project does not have the potential to achieve short-term to the disadvantage of long-term environmental goals. The proposed project is designed to achieve the long-term goal of the Public Works Department to create Class I bike routes within the County owned roadway system.

3. The proposed project may contribute to cumulative impacts, but its incremental contribution would not be substantial or result in cumulatively significant impacts.

4. The proposed project may create environmental effects which would cause substantial adverse effects on human beings, including fire hazards, noise and water quality. However, mitigation measures have been provided (see FIRE-1, NOISE-1 and WR-1) to reduce these impacts to a level of less than significant.

5. There is no disagreement supported by facts or any 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.

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 County Comprehensive Plan and the Goleta Community Plan is provided in Tables 9 and 10, respectively. The proposed project, with mitigation, is expected to be consistent with all existing land use and development policies.

Table 9. Policy Consistency Analysis – County Comprehensive Plan

Applicable Policy Number	Issue	Consistency Discussion
Circulation Element		
C.	The County shall continue to develop programs to encourage alternative modes of transportation	The proposed bike path would expand the bike circulation system and encourage bike use: consistent
Land Use Element		
Hillside & Watershed Protection 1	Plans for development shall minimize cut and fill operations	The proposed bike path alignment would be primarily located in level areas, within minimal cut and fill operations: consistent
Hillside & Watershed Protection 2	All development shall be designed to fit site topography, soils, geology and hydrology to minimize grading	The bike path alignment has been designed to follow site topography, and would require minimal grading: consistent
Hillside & Watershed Protection 4	Sediment basins shall be installed during initial grading operations and maintained to remove sediment	A water pollution control plan would be developed and likely would include sediment basins: consistent
Hillside & Watershed Protection 5	Temporary vegetation, seeding, mulching or other soil stabilization method shall be used to protect soils from erosion	A water pollution control plan would be developed and would include temporary soil stabilization measures: consistent
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	No work within the streambed is proposed. Mitigation measures (WR-1) have been provided to minimize discharge of sediment and reduce erosion during construction: consistent
Flood Hazard 1	All development, including construction, excavation and grading, except flood control projects shall be prohibited in the floodway.	The proposed bridge abutments would be located outside the floodway: consistent

Table 9. Continued

Applicable Policy Number	Issue	Consistency Discussion
Historical & Archeological Sites 2	When developments are proposed for parcels where archeological sites are located, project design shall be required which avoids impacts if possible	Known archeological sites are located near the bike path alignment; however, the project would not result in significant impacts. Mitigation measures (AR-1) would be implemented to avoid any unreported resources found: consistent
Parks/Recreation 1	Bikeways shall be provided where appropriate for recreational and commuting use	The proposed bike path would expand the bike circulation system and encourage bike use: consistent

Table 10. Policy Consistency Analysis – Goleta Community Plan

Applicable Policy Number	Issue	Consistency Discussion
CIRC-GV-2.5	County to encourage use of alternative modes of transportation, including an updated bicycle plan	The project is included within the County's 2012 Bicycle Master Plan: consistent
CIRC-GV-5	County to facilitate use of the bicycle and shall provide adequate, safe bike routes in the Goleta area	The proposed project provides a valuable bike path connection in the Goleta area: consistent
AQ-GV-3	County shall implement land use patterns and transportation programs to reduce vehicle trips	The proposed project would encourage bicycle use and may reduce vehicle trips: consistent
BIO-GV-2	Environmentally sensitive habitat areas shall be protected, and enhanced where feasible	The proposed bridge would be located within a designated environmentally sensitive habitat area along San Jose Creek; however, a creek crossing is required and was selected to minimize impacts to environmentally sensitive habitat: consistent
BIO-GV-2.2	New development within 100 feet of environmentally sensitive habitat areas shall include setbacks or undeveloped buffer zones. A restoration plan shall be required for potential disturbance of this habitat.	The proposed bike path requires crossing of San Jose Creek, such that setbacks are not feasible. The project would involve impacts to environmentally sensitive habitat; however, mitigation measures have been provided to offset these impacts. Additional restoration may be implemented as required by a Streambed Alteration Agreement: consistent
BIO-GV-7	Riparian vegetation shall be protected and not removed except for maintenance of a free flowing channel, provision of essential public services or where protection would preclude reasonable use of a parcel	The proposed bridge would involve removal of riparian vegetation; however, the bike path may be considered an essential public service. The bike path alignment has been selected to minimize removal of riparian vegetation to the extent feasible while accomplishing the objective of linking existing bike routes: consistent
BIO-GV-8a	A setback of 50 feet from environmentally sensitive habitat is required in urban, inner rural and developed rural neighborhoods	The proposed bike path requires crossing of San Jose Creek, such that setbacks are not feasible. The project would involve impacts to environmentally sensitive habitat; however, mitigation measures have been provided to offset these impacts: consistent

Table 10. Continued

Applicable Policy Number	Issue	Consistency Discussion
BIO-GV-15	Significant biological communities shall not be fragmented into small non-viable pocket areas by development	The proposed bike path is not considered development and requires crossing of San Jose Creek. Affected riparian vegetation may be considered a significant biological community. However, the project would fully span San Jose Creek and minimize loss of riparian habitat. Riparian vegetation would remain on both sides of the proposed bridge, preventing fragmentation of the riparian corridor: consistent
BIO-GV-15.1	New development shall not interrupt major wildlife corridors	The proposed bridge would fully span San Jose Creek and would not impede wildlife movement: consistent
BIO-GV-15.2	County shall require protection of sensitive biological resources during construction	The proposed project would implement mitigation measures (BIO-1) to protect riparian vegetation during bridge installation: consistent
BIO-GV-15.3	Restoration may be required where adverse impacts to biological resources cannot be avoided	The proposed project would implement mitigation measures (BIO-1) to restore and enhance riparian vegetation: consistent
BIO-GV-15.4	Construction monitoring may be required where sensitive biological resources exist within a project site	The proposed project would implement mitigation measures (BIO-1) to monitor bridge installation: consistent
BIO-GV-16, 16.1	To the maximum extent feasible, protected trees shall be preserved	The bike path alignment was located along the electrical substation to minimize the removal of protected trees: consistent
BIO-GV-16.3	A tree protection plan may be required where trees may be impacted by new development	A tree survey was conducted as part of preparation of the MND, and mitigation measures to minimize impacts to protected trees were incorporated: consistent
BIO-GV-17	Oak trees shall be protected to the maximum extent feasible	The bike path alignment was located along the electrical substation to minimize the removal of protected trees, mitigation has been provided to replace oak trees (BIO-2): consistent
BIO-GV-18	Trees serving as known raptor nesting or key roosting sites shall be preserved to the maximum extent feasible	Known raptor nesting or roosting site do not occur near the site, no raptor nests were observed in trees to be removed: consistent
BIO-GV-22	Preserve habitat for sensitive plant and animal species	The proposed bike path bridge would span the riparian corridor to the extent feasible, minimizing loss of habitat for sensitive species: consistent
BIO-GV-22.2	A minimum replacement ratio of 2:1 shall be required for significant habitat areas eliminated	The proposed project would implement mitigation for loss of riparian habitat, including restoration and enhancement (BIO-1), and is anticipated to meet the 2:1 minimum ratio: consistent
FLD-GV-2	No structures shall be allowed within creek channels or along creek banks	The proposed bridge abutments would be located outside the floodway: consistent

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: None

PROJECT EVALUATOR: Matt Ingamells, Padre Associates

DATE: September 24, 2014

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

_____ I agree with staff conclusions. Preparation of the appropriate document may proceed.

_____ I DO NOT agree with staff conclusions. The following actions will be taken:

_____ I require consultation and further information prior to making my determination.

SIGNATURE:_____ INITIAL STUDY DATE: 9/25/14

SIGNATURE:_____ DRAFT ND DATE: _____

SIGNATURE:_____ REVISION DATE: _____

SIGNATURE:_____ FINAL MND DATE: _____

APPENDIX A

PUBLIC COMMENTS AND RESPONSES

APPENDIX A

COMMENT LETTERS RECEIVED ON THE PROPOSED MITIGATED NEGATIVE DECLARATION

	Party	Date
1.	Hayden Dozier, 5477 Agana Drive, Santa Barbara	November 7, 2014
2.	Santa Barbara Audubon Society	November 6, 2014
3.	Santa Barbara Urban Creeks Council	November 6, 2014
4.	Santa Barbara County Air Pollution Control District	November 5, 2014
5.	Central Coast Regional Water Quality Control Board	October 29, 2014

Letter no. 1

A Bridge to Nowhere

Attn: Morgan Jones, Project Manager

Hello,

1. This letter is in regards to the proposed San Jose Creek bike path project. The project appears to favor a private landowner and developer, while being of dubious value to the general public. It provides an expensive shortcut that duplicates existing routes, needlessly disturbs the San Jose Creek environment, and poses safety risks to the surrounding neighborhoods.

2. The problems begin with the stated objective of the project, "to extend the Class-3 Berkeley Route from Merida Drive west over San Jose Creek to Kellogg Avenue." Presently, as the Class-3 bike route comes down University, then Berkeley, from Patterson to Merida, it *already* extends west across San Jose Creek, via a bridge, to the controlled intersection two blocks further at Kellogg. It's already there. This bridge has been used by the community for at least the past 40 years, and provides safe and efficient access for pedestrians and bicycles alike. Bicyclists wishing to connect to the Cathedral Oaks route can use the existing bike lane north on Patterson to Cathedral Oaks, or go north on Kellogg as well. Those westbound commuters crossing at Berkeley and Merida tend to continue on Berkeley to Fairview, or head south to Calle Real after crossing the bridge. Heading east, the class 1 bike route across Patterson at University and Ribera is easily reached. The present bridge is also used daily by hundreds of schoolchildren and their families to get to Kellogg School, along a straightforward route with existing stop signs and crosswalks. The proposed bridge would do nothing to provide a better route to any of these people. It leads away from Kellogg School, hitting Kellogg Ave near the tennis courts at a windy spot in the road with no crosswalks. It also does not connect any logical bike routes that are not already easily connected. Two blocks south of the proposed project is the existing and well used bridge that serves the proposed objective. Two blocks north Cathedral Oaks also crosses San Jose Creek, and has bike lanes in both directions.

3. As it stands right now, the bridge is actually being built onto private property that currently has no access at all to the public, the Noel Christmas tree farm. I know that this land has development plans that include the owner giving up that little bit of floodplain, but I didn't realize that part of the deal would be to enhance the value of his land and development with a taxpayer funded half million dollar bridge. Is he still going to give up that land if somehow the development falls through or is delayed? The only people that this bridge seems positioned to serve are the eventual residents of his development, not the surrounding neighborhoods. While that may be a nice selling point for the landowner, it should not be payed for with public money.

4. Also of concern are the safety issues that the proposed bridge poses to the neighborhood. Years ago, there was a footbridge crossing the creek about 20 meters south of the current proposed route. Tucked away down in the park, it became vandalized with gang graffiti and attracted people using drugs and alcohol, who polluted the creek with litter. We do not need to provide another spot for those activities to continue. The path that skirts the creek outside the Maravilla complex, with its easy access, has routinely been the site of small homeless camps that

we have no wish to see spread. This bridge also eventually became the cause of a major flood event, as debris floating down the creek in a heavy rain became trapped, forming a dam that led to flooding of the entire park area. It was removed and wisely not rebuilt. 4.

Finally, there is the environmental impact that the bridge itself, and the increased traffic, will have on the San Jose Creek area. The creek bed and surrounding land is a corridor for wildlife, including coyote, bobcat, rabbits, possums, skunks, raccoons, and others. It's also an important watering hole and feeding ground for birds, and egrets, ducks, and hawks routinely are seen. When the water is flowing, frogs and fish inhabit the creek, possibly even steelhead trout. Given the sensitive nature of the creek environment, the somewhat overbuilt nature of the design, and the fact that the project is not crucial to public interest, it would seem prudent to at least prepare an Environmental Impact Report before doing permanent damage. 5.

While well intended, this project is a mistake, a bridge being built to nowhere. It doesn't serve any existing traffic patterns for pedestrians or bicyclists, or access any destination that is not otherwise easily reached. It certainly does a favor to the Noel farm developer, at the taxpayer's expense of half a million dollars. It also creates a possible public nuisance by making the creek more attractive to vagrants and vandals. The environmental impact it might have is unstudied, and could be significant. An easy and logical solution might be to instead rebuild the existing bridge along the existing route at Berkeley and Merida, perhaps even adding a controlled intersection for safer access. That would be an actual improvement that would serve the public well, and should at least be looked at. 6.

Thanks for your time, I hope you reconsider this project and conclude to stop it.

Sincerely, Hayden Dozier

Hayden Dozier
5477 Agana Dr.
Santa Barbara, CA 93111
(805)263-7212
hayden99@rocketmail.com

Letter no. 1

Commenter: Hayden Dozier, 5477 Agana Drive, Santa Barbara

Date: November 7, 2014

Response:

1. The proposed segment of the San Jose Creek Bike Path is a key piece of infrastructure in the community that will improve pedestrian and bicycle circulation and access to a regional network of bicycle facilities for bicycle commuters. The path will provide improved linkages between open space areas, residential development, commercial areas, and employment centers, increasing the opportunity to take commuter and utilitarian trips by bike. This project would also increase traffic safety and add to the capacity of existing roads throughout the Goleta area by encouraging use of non-motorized vehicles and diverting such traffic off streets and highways.

2. The proposed project would meet the transportation and land use planning goals of the City of Goleta General Plan Circulation Element and the Santa Barbara County Comprehensive Plan Circulation Element, and would be consistent with the Goleta Community Plan. The project was identified over 20 years ago in the Goleta Community Plan and is currently the number one priority in the County's Bicycle Master Plan. The proposed project is a segment of a regional Class I bike route along San Jose Creek, which would ultimately connect to Goleta Beach via the City of Goleta's proposed segment extending from Calle Real to Hollister Avenue, other proposed segments and existing Class I bike paths. However, the project has its own independent utility as it would facilitate safe travel for the community of North Kellogg and the Mountain View School area. The project is approximately mid-way between two principal north-south routes for vehicle traffic, Patterson and Fairview Avenues. Both streets are striped with Class II bicycle lanes; however, traffic volumes in the range of 20,000 ADT often deter any but the most seasoned bicycle commuter. This comment does not address the adequacy of the MND, but contests the project's purpose and need. Therefore, further response is not necessary.

3. The County plans to acquire an easement to facilitate the bike path project. As discussed in the response to Comment 2, the proposed project is a segment of a regional Class I bike route and would serve the larger community, and not just residents of the proposed Cavaletto Tree Farm Housing Project.

4. As discussed on page 32 of the Mitigated Negative Declaration (MND), informal trails already occur within the creek corridor at the project site. The proposed project would increase legitimate public use of the area (pedestrians, bicyclists, open space users) which would reduce the potential for vandalism, alcohol and drug use in the area. In addition, the paved surfaces and bridge would allow for easier access and monitoring by the sheriff's department and a quicker response to reports of crime and vandalism.

The proposed bridge would fully span San Jose Creek without any instream piers, and located above the projected water surface elevation of a 100-year storm event. Therefore, the proposed project would not impede flood flows, trap flood debris or otherwise increase flooding.

5. The MND fully discloses the potential impacts to biological resources associated with the proposed project, including fish, amphibians, birds and mammals, and provides mitigation to reduce these impacts to a level of less than significant. Based on the information presented in the MND, there is no substantial evidence that the project would have a significant impact on the environment that cannot be readily mitigated. Therefore, preparation of an environmental impact report is not warranted (see Section 15064 of the State CEQA Guidelines).

6. See the response to Comment 2 regarding project need. The environmental impacts of the proposed project are fully addressed in the MND.

Letter no. 2

Santa Barbara Audubon Society, Inc.
A Chapter of the National Audubon Society
5679 Hollister Avenue, Suite 5B, Goleta, CA 93117 (805) 964-1468

November 6, 2014

Morgan Jones, Project Manager
123 E. Anapamu Street
Santa Barbara, CA 93101
mmjones@cosbpw.net

RE: MND San Jose Creek Bikepath Project

Santa Barbara Society (SBAS) has about 1100 members in the Santa Barbara area. The mission of SBAS is to help conserve and restore the earth's natural ecosystems and improve its biological diversity, principally in the Santa Barbara area, and to connect people with birds and nature through education, science-based projects and advocacy. SBAS also implemented a restoration project in several areas along San Jose Creek between Calle Real and Cathedral Oaks, and is familiar with the Urban Creeks Council restoration efforts in this same reach. As a local organization dedicated to the conservation of biodiversity, SBAS would like to comment on the adequacy of the draft Mitigated Negative Declaration (MND), for this project. Thank you for the site visit to clarify the site of the proposed bikepath.

1. We have reviewed The Biological Resources section of the MND and have several comments to make on this section, to better protect natural resources on site. The Special Status Plant Species, as listed in Table 5, needs correction. Santa Barbara honeysuckle, *Lonicera subspicata subspicata*, is found in Oak Woodland and Riparian habitats as well as Chaparral. It is found in the reach of San Jose Creek between Cathedral Oaks and Calle Real, although not observed in the project site. This species has been planted in the restoration sites and is well-established, and doing well despite the drought. This CNPS-rated species is recommended for planting in the project revegetation sites.

2. The Tree Impact Summary, Table 8, needs some clarification. The Southern California black walnut and the California bay-laurel are listed as each having 1 tree impacted, but what kind of impact is not stated. From our site visit the Black walnut is be removed, and must be mitigated. Probably the same for the Bay tree. Avoidance of removal of native trees is the first choice. Please refer the county Oak Tree Protection Ordinance. The oaks and walnut trees in the field south of the tennis courts are habitat for Red-breasted sapsuckers, a locally uncommon to rare bird species, and a favorite spot for bird-watchers. Avoidance of these trees is feasible, by removing the non-native acacia shrubs, and replacing these with native oak trees and native shrubs to screen the tennis courts.

3. **BIO-1 Environmentally Sensitive Habitat.** *"The eastern cut slope (near SCE substation, see Figure 2) shall be restored using native plant species including coast live oak, western sycamore, black cottonwood and California bay-laurel".* Figure 2 is not provided, and thus the area proposed for revegetation is not known. The slope below the SCE substation appears to have been planted to screen the facility, with non-native, invasive species, *Pyracantha* and *Pittosporum.* These are recommended for removal during vegetation removal and grading, so the area can be appropriately revegetated with native species. This is a high-value area for the revegetation—see BIO-2 comment below. In addition to the trees, shrub species coffeeberry, lemonadeberry, holly-leaf cherry and elderberry, along with Santa Barbara honeysuckle are suggested for understory, providing habitat value and screening of the SCE facility—see Table 1. The native blackberry and Giant ryegrass are good erosion control species on the slope. Other species can be

seen in the attached Plant Palette from the Urban Creeks Council Project 2001-2003, and the 1991 San Jose Creek Revegetation Plan, prepared for Flood Control by Wayne Ferren and others.

Removal of giant reed, *Arundo donax*, would be a benefit to the ESHA along the creek. The reach from the project site to Cathedral Oaks is proposed. Given the risk of re-infestation from upstream, coordinating with other agencies, possibly Santa Barbara County Flood Control, could address the upstream infestations of *Arundo* at the same time. A reference needs to be made of planned revegetation that is planned for the Arundo removal sites.

3.

Table 1: Suggested Species to be added to Revegetation Palette

Common Name	***Scientific Name***
Santa Barbara honeysuckle	*Lonicera subspicata subspicata*
Blue elderberry	*Sambucus mexicana*
Coffeeberry	*Rhamnus californica*
Holly-leaf cherry	*Prunus ilicifolia*
Lemonadeberry	*Rhus integrifolia*
California blackberry	*Rubus ursinus*
Giant ryegrass	*Leymus condensatus*

BIO-2: Oak Trees. *"The loss of five protected coast live oak trees would be mitigated by planting coast live oaks at the mitigation ratio of 10:1, such that a total of 50 coast live oaks would be planted. Replacement oak trees would be planted along the bike path and/or within Kellogg Open Space or University Circle Open Space."* Coast live oaks are typically planted at 30' on center; 50 trees 30 foot centers equals one acre of space. The high-value area is the environmentally sensitive area of the riparian zone, so that must be the primary revegetation site, and additional trees can be planted in the areas mentioned. The slope on the western side of the creek mentioned in BIO-1 is appropriate for the primary planting site, with a mix of tree species and the understory species suggested above. Expansion of the riparian corridor is the best way to mitigate for permanent loss of habitat from the bridge. There is not space on the east side, but there is opportunity on west side, along both sides of the new bikepath.

4.

The likelihood of having oak trees, and other species, available from genetic stock of San Jose Creek is best if plants are ordered early in the process. This should be included in the plan. Acorns are generally ready in October (not many during this drought year!). Two local native plant nurseries are the best sources; both do contract growing: Santa Barbara Natives and Growing Solutions.

BIO-3. Special-Status Birds. Audubon concurs with the protection of special-status species by scheduling the vegetation removal for Sept 1-Feb 1, outside of the bird breeding season. However, grading cannot be safely conducted during the rainy season due to risk of siltation of the creek and erosion, so September-October are the optimal months for vegetation removal and grading, with revegetation during the following winter rainy season. To adequately protect breeding birds, if work must be done during the breeding season, additional protections need to be included in the MND. A county-approved biologist must conduct a survey of nesting birds, prior to commencement of any grading or vegetation removal. Not just special-status birds require protection, but nearly all native birds are protected under the California Fish and Game (CDFG) Code Section 3503 and the Migratory Bird Treaty Act (MBTA).

5.

For the San Jose Creek Bikeway Project the County must implement protection for all nesting birds. SBAS recommends implementing protections similar to those called out in the DEIR for the Cortona Apartments Project, a project in the City of Goleta. Those protections are repeated below for your convenience, and could be modified for this County project:

5.

Mitigation Measures. The following mitigation measure is required to reduce potential impacts to nesting birds to a less than significant level. Mitigation Measure BIO-1(a) is drawn from the Biological Resources Assessment in Appendix C and replaces Preliminary Mitigation Measure 4 from the Biological Resources section of the Initial Study, which also pertained to the protection of nesting birds.

BIO– 1 Nesting Bird Surveys. If vegetation removal or construction activities are expected to commence during the avian breeding season (typically February to August, but variable based on seasonal climatic conditions) a survey for active nests must be conducted by a qualified avian biologist approved by the City at the site one week before any scheduled tree removal. If active nests are located, all project work must be conducted at a distance (buffer) determined by the City-approved biologist to ensure that active nests are not disturbed and that any young have fledged and become independent of the adults. Project activities may encroach into the buffer at the discretion of the City-approved biologist.
Plan Requirements and Timing: The permittee must submit the name and qualifications of the project biologist that will conduct such survey work to the City for staff review and approval. The results of the survey must be submitted to the City for staff review and approval before the issuance of any grading or building permits for the project.
Monitoring: City Planning and Environmental Review staff must verify compliance before the issuance of any grading/building permits for the project as well as conduct periodic site inspections to verify compliance with any restrictions on construction activity posed by either this mitigation measure and/or the biological survey prepared before commencement of project construction.
Residual Impact. In the event of construction during the avian breeding season, Mitigation Measure BIO-1(a) would ensure that any active nests receive adequate protection to protect fledging birds. With the implementation of this measure, impacts would be reduced to a less than significant level.

6.

Other comments. The creek habitat will be improved by removal of the non-native trees and shrubs as proposed (plus those recommended by these comments). However, revegetation with natives including understory species is required to enhance the habitat, replace the permanently lost native habitat, provide slope stabilization, and retain bird-breeding habitat with the increased human intrusion into ESHA.

7.

The stakes for the bikepath from Kellogg Avenue to the riparian corridor are adjacent and some within the acacia shrub hedge along the southern border of the tennis courts. We understand that Parks would not object to removal of this. It would open up areas for the oak restoration, and coastal sage scrub and the shrub species listed above could be planted as understory and associated species. Hardy coastal sage shrubs would include black sage and California buckwheat.

Santa Barbara Audubon thanks you for the opportunity to comment on this project. We look forward to the bikepath, with adequate protection and mitigation for the native plant disturbance in this Environmentally Sensitive Habitat Area. For a Mitigated Negative Declaration, the mitigations must be explicit in order to demonstrate that the impacts will be appropriately mitigated.

Sincerely,

Darlene Chirman
Co-Conservation Chair SBAS

Stephen J. Ferry
Co-President SBAS

Copy: EDC, Urban Creeks Council

Letter no. 2

Commenter: Darleen Chirman & Stephen Ferry, Santa Barbara Audubon Society

Date: November 6, 2014

Response:

1. Santa Barbara honeysuckle is most common in mesic chaparral, but does occur in canopy openings in oak woodland and riparian woodland. Table 5 has been revised to note this species occurs along San Jose Creek in the project area.

2. Table 8 has been revised to clarify that the black walnut and California bay-laurel trees would be removed. The proposed bike path alignment and free span bridge design would avoid native trees to the extent feasible. The San Jose Creek corridor supports numerous trees, such that removal or major trimming of 13 native trees is a relatively small (but significant) impact. Note that no trees would be removed in the Kellogg Open Space (see Figure 2 of the MND), because trees shown in the proposed construction staging areas would be preserved (see Section 2.2 of the MND). Therefore, red-breasted sapsucker habitat and reported bird-watching activities would not be affected.

3. Figure 2 is included within the MND provided. The area proposed for revegetation is near the west bank of San Jose Creek, where most of the grading would occur. All vegetation occurring within the grading area as shown on Figure 2 (including non-native species) would be removed and replaced with native trees. Understory plant species listed in this comment have been added to the plant list in mitigation measure BIO-1. Revegetation of areas where giant reed would be removed is not proposed. These areas are generally small patches located within intact riparian forest where colonization of areas made available by giant reed removal is expected, and trampling of native vegetation associated with maintenance of plantings would be counter-productive.

4. This comment appears to agree with mitigation measure BIO-1, planting native trees on the west side of the creek. Mitigation measure BIO-2 indicates that local genetic stock would be used for oak tree replacement, if available. Note that a detailed revegetation plan would be prepared as part of permitting with the California Department of Fish & Wildlife, which may include contract growing.

5. Mitigation measure BIO-3 is equivalent to the measure suggested, in that it would avoid vegetation removal during the bird breeding season, and identify and avoid active nests (of all birds, including an agency approved buffer) that could be adversely affected by construction activities conducted during the breeding season. The fact that this measure applies to all birds protected under the Fish & Game Code and Migratory Bird Treaty Act has been clarified in the MND.

6. Proposed mitigation measure BIO-1 includes revegetation with native species and habitat enhancement through removal of giant reed, and would attain the goals listed in this comment.

7. As shown in Figure 2, the western portion of the bike path alignment would displace landscaping (*Acacia* sp.) along the southern side of the tennis courts. Revegetation with native plants would need to be coordinated and approved by the County Parks Department.

Letter no. 3

SANTA BARBARA URBAN CREEKS COUNCIL

P.O. Box 1467, Santa Barbara, CA 93102 (805) 962-8260 *sbucc@silcom.com*

November 6, 2014

Morgan Jones
Santa Barbara County Public Works
123 Anapamu Street
Santa Barbara, CA 93101
mmjones@cosbpw.net

Re: San Jose Creek Bike Path Project

Thank you for showing in person the layout of the proposed bike path and providing this opportunity to comment on the project.

1. It is good to hear that you intend to replace all mature native trees that will be removed not only the ones listed in the Draft MND.

2. Arundo is a problem in San Jose Creek and removal of it near the bike path site is important. However Santa Barbara Urban Creeks Council, UCC, would like to see this removal linked to a comprehensive County plan for the whole length of San Jose Creek. And logically it would make sense to start removal at the upper most infestation on the creek.

3. San Jose Creek has been of special interest to UCC since the organization's founding. In the early 1990s, UCC did a restoration project just downstream of the bike path site and at that time an MOU with the County permitted UCC to do additional future restorations nearby. Thank you for assuring me that the County will continue to be supportive of any future UCC restorations. And arrange other San Jose Creek locations if necessary.

Sincerely

Rick Frickmann
Santa Barbara Urban Creek Council

Letter no. 3

Commenter: Rick Frickmann, Santa Barbara Urban Creeks Council

Date: November 6, 2014

Response:

1. Table 8 in the MND reflects a good faith effort to identify all trees that would be removed (displaced by the proposed bike path, bridge and related fill) or cut down (to provide construction access). It is possible that additional trees to be removed may be identified as the project design progresses. In any case, mitigation measure BIO-2 provides for 10:1 replacement of all oak trees protected under Ordinance no. 4491.
2. Giant reed (*Arundo donax*) removal is an important part of mitigation measure BIO-1 as it would offset loss of environmentally sensitive habitat. Planning of this effort has not occurred to date, but may include coordination with other County agencies and the Urban Creeks Council to include areas outside the specified reach of San Jose Creek.
3. This comment addresses potential restoration projects along San Jose Creek, and not the adequacy of the MND. Therefore, no further response is required.

Letter no. 4

November 5, 2014

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

Re: APCD Comments on the Mitigated Negative Declaration for the San Jose Creek Bike Path Project, 14-NGD-00000-00001

Dear Ms. Jones:

The Air Pollution Control District (APCD) has reviewed the Mitigated Negative Declaration for the referenced project, which consists of the construction of a 970 foot-long bike path between Kellogg Avenue and Merida Drive. The bike path would be eight feet wide with two foot-wide shoulders on each side. The bike path would be paved with asphalt concrete over an aggregate base. Earthwork volumes would include 70 cubic yards of cut and 720 cubic yards of fill, with 650 cubic yards of clean fill imported. The bike path would head east from Kellogg Avenue along the south side of the existing tennis courts, then south along the west side of San Jose Creek, then east to cross San Jose Creek and intersect with Merida Drive. The bike path extends across parcels identified in the Assessor Parcel Map Book as APN 069-350-031, APN 069-100-004, APN 069-100-006, APN 069-291-001 located in the unincorporated Goleta area.

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. 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.

3. All portable diesel-fired construction engines rated at 50 bhp 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.

4. 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) 961-8893 or via email at nightingalek@sbcapcd.org.

Sincerely,

Krista Nightingale

Krista Nightingale,
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.

Letter no. 4

Commenter: Krista Nightingale, Santa Barbara County Air Pollution Control District

Date: November 5, 2014

Response:

1. Standard dust mitigation measures would be implemented as indicated on page 24 of the MND. These measures may include those listed in Attachment A of the comment letter.
2. Page 24 of the MND indicates that measures recommended by the Santa Barbara County APCD to reduce ozone precursor emissions would be implemented. These measures would include those listed in Attachment B of the comment letter.
3. The selected construction contractor would comply with State law regarding registration of portable equipment.
4. The selected construction contractor would comply with Santa Barbara County APCD Rule 329.

Letter no. 5

Matt Ingamells

From: Innis, David@Waterboards <David.Innis@waterboards.ca.gov>
Sent: Wednesday, October 29, 2014 3:14 PM
To: Morgan Jones; Matt Ingamells
Subject: IS/MND San Jose Creek Path – possible 404/401 issues

Hi Morgan and Matt,

I reviewed the IS/MND for Santa Barbara County Public Works proposed San Jose Creek Bike Path Project. Section 4.4. Biological Resources indicates the project will cause a deterioration of fish or wildlife habitat. It appears the Wetlands subsection indicates the project will impact Corps-defined and County-defined wetlands at the proposed bridge site. If this correct, I didn't find mention of filing an California Department of Fish and Wildlife Streambed Alteration Agreement (1600 Permit), US Army Corps of Engineers Clean Water Act section 404 permit, and Regional Water Quality Control Board Clean Water Act section 401 Water Quality Certification. Please let me know if I've missed the County's plans to file and obtain these permits and Certification.

Thanks,

--Dave

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Letter no. 5

Commenter: David Innis, Central Coast Regional Water Quality Control Board

Date: October 29, 2014

Response:

Section 1.5 of the Draft MND indicates that the project may need permit approval from the California Department of Fish & Wildlife, Corps of Engineers and Regional Water Quality Control Board. The permit jurisdiction of these agencies will be confirmed as the engineering design progresses, and permits will be obtained as required by State and Federal law.