CITY OF SANTA BARBARA

ADDENDUM TO ENVIRONMENTAL IMPACT REPORT
(SCH #2009051018)

FOR OLIVE MILL ROUNDABOUT PROJECT, INTERSECTION OF OLIVE MILL ROAD, COAST VILLAGE ROAD, JAMESON LANE AND HWY 101 ONRAMP AND OFFRAMP
PLN2019-00115

July 22, 2020

This Addendum is prepared in accordance with State California Environmental Quality Act (CEQA) Guidelines Section 15164, which provides that an Addendum to a previous environmental impact report (EIR) may be prepared if only minor changes or additions are necessary to make the prior document adequate for the current project. According to Section 15164(a) of the State CEQA Guidelines, "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

The 2017 South Coast 101 High Occupancy Vehicle (HOV) Lanes Project Revised EIR/Environmental Assessment (SCH #2009051018) and 2018 Addendum, herein referred to as the "101 HOV Revised EIR" was prepared by the California Department of Transportation (Caltrans) to comply with the requirements of CEQA and the National Environmental Policy Act (NEPA) for a high occupancy vehicle lane extending from Carpinteria Creek in the City of Carpinteria to Cabrillo Boulevard in the City of Santa Barbara, herein referred to as the "101 HOV Project."

The Olive Mill Roundabout Project (Project) is a mitigation project identified in the 101 HOV Revised EIR. The County of Santa Barbara and City of Santa Barbara are responsible agencies for the Project; Caltrans delegated the City of Santa Barbara as lead agency for environmental review under CEQA. This addendum to the 101 HOV Revised EIR documents the Project's components in detail and concludes the Project would not create

any potentially significant environmental impacts beyond those identified in the 101 HOV Revised EIR. The Project would also not substantially increase the magnitude or severity of impacts that were previously identified.

This addendum does not require public circulation because it does not provide significant new information that changes the 101 HOV Revised EIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the proposed project or a feasible way to mitigate or avoid such an effect. This addendum is not reviewing any other 101 HOV Project components other than evaluating the Olive Mill Roundabout.

101 HOV Revised EIR/EA Document Components

The Final South Coast 101 HOV Lanes Project EIR/EA with Finding of No Significant Impact (2014 Final EIR) was completed in August 2014 and was approved by Caltrans as the CEQA and NEPA lead agency in August 2014. Following certification of the 2014 Final EIR, a legal challenge to the 2014 Final EIR was filed with the Santa Barbara County Superior Court. Subsequently, the "2017 Revised EIR" was prepared to address sections warranting revision, and ultimately certified in October 2017 by Caltrans. The 2017 Revised EIR incorporated the analysis of the 2014 Final EIR that remained unchanged. Subsequently, the 101 HOV Project was amended in 2018 to incorporate additional structural alterations to rehabilitate the highway's mainline and ramps along with the construction of the HOV lane; a 2018 EIR Addendum analyzed these changes.

For the purposes of this Olive Mill Roundabout Addendum, the complete text of the 2017 Revised EIR (including sections incorporated from the 2014 Final EIR) and 2018 Addendum will be referred to as the "101 HOV Revised EIR," unless a distinction is made to reference specific document elements.

Below is a summary of what is found in each of the components that make up the 101 HOV Revised EIR.

- 2014 Final EIR: An EIR/EA for the South Coast HOV Lanes project, including segments 4B to 4E, was certified on August 26, 2014. The 101 HOV EIR found significant (Class 1) impacts as a result of both project-specific and cumulative Visual Resource impacts. The 101 HOV EIR identified significant but mitigable (Class 2) impacts in the areas of Biological Resources, Cultural Resources, Noise, Paleontology, Water Quality, Climate Change, and Construction. The bulk of the environmental analysis is found in this component, since the 2017 Revised EIR incorporated the text of the 2014 Final EIR for all sections other than traffic analysis, which was the focus of the revision.

- 2017 Revised EIR: In response to litigation of the 2014 Final EIR, the 2017 Revised EIR was prepared and certified on October 27, 2017. In addition to the impacts identified in the 2014 Final EIR, the 2017 Revised EIR identified significant (Class

1) traffic impacts—a substantial increase in traffic delay at eight identified intersections. The Olive Mill Road at Coast Village Road intersection was one of the eight intersections with identified impacts. A mitigation plan was established for the eight intersections and the approach for each location is listed in Table 2.8 (page 47) of the 2017 Revised EIR. The specific approach for the Olive Mill Road and Coast Village Road intersection calls for a one-lane roundabout, constructed prior to the full opening of the 101 HOV Project, with a funding cooperative agreement between Caltrans and the City of Santa Barbara for constructing the project. Although the 2017 Revised EIR incorporates by reference the 2014 Final EIR sections, the text of the 2017 Revised EIR documents focus on traffic impacts.

- 2018 EIR Addendum: Structural inspections of Highway 101 revealed a need for structural rehabilitation of Highway 101's mainline and ramps; it was determined it would be in the best interest to include the rehabilitation with the 101 HOV Project. The rehabilitation also includes reevaluation of the highway's vertical and horizontal alignments to meet current standards for stopping and sight distance, as well as American Disability Act improvements at select ramp intersections, and soundwall elements. An EIR Addendum, approved June 1, 2018, was prepared by Caltrans to address these changes.

CEQA REVIEW ONLY

The 101 HOV Revised EIR/EA was prepared to address NEPA requirements as well as CEQA. This Olive Mill Roundabout Addendum provides a comparison of the impacts for all environmental issue areas listed in Appendix G of the State CEQA Guidelines; it does not change the NEPA portion of the document, nor the Finding of No Significant Impact conclusion.

101 HOV REVISED EIR IMPACT DETERMINATIONS

As stated above, the 101 HOV Revised EIR/EA was prepared to address NEPA requirements as well as CEQA. The CEQA analysis of the 101 HOV Project is found in Chapter 3 of the 2014 Final EIR, titled "California Environmental Quality Act Evaluation." The impact classifications listed below summarize the classifications identified in Chapter 3. However, because issue areas between the two regulations overlap, Chapter 3 often references the analysis within the NEPA chapters that proceed it. For ease of reference, the CEQA issue areas are listed below with the NEPA section (where the detailed analysis is found) listed in italics.

No Impact (Class 4)

- Agriculture and Forestry Resources *(Farmlands/Timberlands)*
- Energy *(Energy)*
- Public Services *(Utilities/Emergency Services)*
- Population/Housing *(Growth)*

Less Than Significant Impact (Class 3)

- Air Quality[1] *(Air Quality)*
- Geology/Soils *(Geology/Soils/Seismic/Topography)*
- Hazards and Hazardous Materials *(Hazardous Waste or Materials)*
- Land Use/Planning *(Consistency with Local Coastal Plans and Community Character/Cohesion)*
- Recreation *(Recreation)*
- Utilities/Service Systems *(Utilities/Emergency Services)*

Less Than Significant Impacts with Mitigation Measures Incorporated (Class 2)

- Air Quality[2] *(Air Quality)*
- Biological Resources *(Biological Environment)*
- Cultural and Tribal Cultural Resources *(Cultural Resources)*
- Greenhouse Gas Emissions *(Climate Change)*
- Hydrology/Water Quality *(Hydrology/Floodplains, Water Quality/Storm Water Runoff)*
- Noise *(Noise)*
- Paleontology *(Paleontology)*
- Water Quality/Storm Water Runoff
- Construction Impacts[3]

Significant and Unavoidable (Class 1)

- Aesthetics *(Visual/Aesthetics)*
- Transportation *(Traffic and Transportation including Pedestrian and Bicycle Facilities)*
- Construction Impacts[4]

Areas Not Discussed in EIR

The following impact areas were not discussed in the 101 HOV Revised EIR but are analyzed in this addendum.

- Mineral Resources
- Wildfire

[1] Operational impacts to Air Quality were identified as Class 3
[2] Construction impacts to Air Quality were identified as Class 2
[3] Construction impacts include the following construction-related impacts: Utilities/Emergency Services, Traffic and Transportation including Bicycle and Pedestrian Facilities, Cultural Resources, Water Quality, Groundwater Hydrology, Paleontology, Air Quality, Noise, and Vibration
[4] Construction impacts include the following construction-related impacts: Visual/Aesthetics

CURRENT PROJECT DESCRIPTION

The Olive Mill Roundabout Project (Project) consists of construction of one of the mitigation measures identified in the 101 HOV Revised EIR—a 22-foot-wide roundabout at the Olive Mill Road northbound off-ramp—to address increased traffic congestion at the intersection resulting from the 101 HOV Project.

The Project would reconfigure the intersection at the termination of the Highway 101 Northbound Exit 94A for Olive Mill Road. Currently, the termination of the exit ends at a six-legged stop-controlled intersection involving the northbound off-ramp, the southbound on-ramp, Olive Mill Road, Coast Village Road, and North Jameson Lane. The Project would reconfigure the stop-controlled intersection into a single-lane roundabout. The approaches to the intersection at each of the legs would be modified to include new road curvature (to slow traffic), pedestrian refuge islands, sidewalks, street lighting, signage, crosswalks, landscaping, and drainage facilities (Attachment 1 – Project Plans). The roundabout configuration and geometry takes into consideration visibility (lighting and line of sight), speed, deflection, deceleration distance from the freeway off-ramp to the roundabout, and turning/maneuvering of trucks, emergency access vehicles, pedestrians and cyclists. All elements of the roadway design must comply with Caltrans roadway standards and safety requirements.

Pedestrian access would continue to be provided on the west and north legs of the intersection and discouraged on the eastern legs near the highway on-ramps and off-ramps (aligning with the recently-repaired Olive Mill Road highway overcrossing, which intentionally eliminated sidewalk on the east side of Olive Mill Road to concentrate pedestrian movement along the west side of Olive Mill Road). Pedestrian crossings would be improved with the addition of a crosswalk along the northern leg (Olive Mill Road North), shortened crossing lengths, refuge islands, and lighting.

The existing Class II bike lanes along Coast Village Road, Olive Mill Road (North), and North Jameson Lane would be maintained up to the roundabout approaches. The roundabout approaches would be narrowed to slow traffic and merge the vehicle lane and bike lane into a shared roadway facility. Once cyclists reach the roundabout, they would queue for their right to enter the roundabout in the same manner as vehicles, and would be able to ride through the roundabout without changing lanes or making any turning movements. Upon exiting the roundabout, cyclists would be diverted back into the dedicated bike lanes along Coast Village Road, Olive Mill Road (North), and North Jameson Lane. Bikes would continue to share the lane on Olive Mill Road (South) because a dedicated bike lane does not exist. Cyclists wishing to not ride through the roundabout could dismount their bike and cross the west and north legs of the roundabout as pedestrians.

The 87,392-square-foot Project footprint would extend beyond the existing road improvements; however, all improvements would be accommodated within existing Caltrans, City, and County right-of-way; no permanent private property acquisitions are

needed. Temporary construction easements may be needed. To accommodate the Project footprint, existing vegetation within the right-of-way would need to be removed. Up to 50 trees would be removed or substantially impacted by the Project. Coast live oaks and sycamores will be replaced on a 3:1 basis with 15-gallon container oaks and sycamores. Non-native trees will be also replaced on a 3:1 basis with 15-gallon container trees. The project includes approximately 30,000 square feet of landscaping using low water use native and Mediterranean plant species. Water for proposed landscaping would be provided by the Montecito Water District.

Demolition of approximately 36,200 square feet of pavement would be required to construct the roundabout. The material removed from the site (road base, concrete, and soil if necessary) would be sampled, tested, handled and transported to a licensed disposal site per State and Federal regulations, including Caltrans Standard Specifications Sections 14-11.08 and 14-11.09). Grading would include approximately 1,400 cubic yards of cut and 2,000 cubic yards of fill (600 cubic yards of which would be imported fill). It would take approximately 55 truck trips to import 600 cubic yards of material. The storm water bioretention basins would be constructed with imported engineered soils suitable for drainage and compliance with State and Regional Water Quality Control Board standards and the Clean Water Act. Relocation of some utility infrastructure would also be required to accommodate the project improvements. Utility infrastructure within the project area includes fire service facilities (fire hydrants), and telephone and cable television (CATV) services. The majority of construction activities would not have ground disturbance below 18 inches in depth. However, the bioretention basins located in five planter areas on the northwest, northeast and southeast legs of the roundabout would require disturbance to approximately 6 feet in depth, and larger tree plantings would require an estimated 4 feet depth of disturbance.

Construction is anticipated to be approximately one year in duration. Although some portions of construction would require full closure of the intersection, it is anticipated that the majority of the construction can be completed with only partial closures. Based upon the circulation conditions and local/regional roadway configurations, traffic rerouting assumptions have been made and are shown on the Olive Mill Roundabout Construction/Traffic Management Plan (City of Santa Barbara Public Works Department Memorandum dated May 28, 2020); this plan is inclusive of emergency response vehicle access requirements, as well as pedestrian and bicycle circulation during construction. Construction staging would be located onsite and on the southeast quadrant of the existing Union Pacific Bridge at Cabrillo Boulevard.

CHANGES TO PROJECT, ENVIRONMENTAL CONDITIONS, EVALUATION CRITERIA, AND REGULATIONS

Project Changes

The 101 HOV Revised EIR included the construction of a roundabout at the Olive Mill northbound off-ramp intersection as mitigation for traffic impacts associated with the

project. No changes to the roundabout Project are proposed, but rather, greater detail on the Project layout and construction is provided.

Debris Flow

The Thomas Fire (December 2017-January 2018) and subsequent debris flow event (January 2018) gravely impacted the Montecito community.

Olive Mill Road became a causeway to the ocean during the debris flow event. Water, mud and debris flowed down Olive Mill Road toward Butterfly Beach, a half-mile south of the Project intersection. The Project intersection was inundated with mud and debris at unprecedented levels. The extreme volume of material that made its way to the intersection overflowed onto the highway below, and submerged several hundred feet of the highway, cutting off Santa Barbara from freeway access to the south. Removal of the debris was a constant, concentrated effort by the community at large for over a year. Clearing of the right-of-way was prioritized, as it was necessary to provide access to the properties within the community that were inundated. Once access was achieved, clearing of properties and subsequent restoration efforts commenced.

Although the mud and debris dramatically altered the physical landscape during the interim period, it did not result in permanent environmental changes to the project area. Existing development (roads, sidewalks, utilities, buildings) and significant natural features (large trees) remain, as debris removal efforts restored the area to its pre-incident condition. The entire ground floor of the Montecito Inn, on the southwest corner of the Project intersection, was inundated, but after restoration efforts, reopened in March 2018. The mixed-use development at 1298 Coast Village Road, on the northwest corner of the Project intersection, was under construction at the time of the event, but avoided significant damage because the mud pushed past the property. The owners resumed construction and ultimately opened the development in March 2019. The right-of-way facilities were also restored, including replacement of the "Coast Village Road" sign; concrete curbs, and highway guardrail were replaced, with no changes to materials or placement. Therefore, this circumstantial change does not require revisions to the 101 HOV Revised EIR.

1298 Coast Village Road Development

As noted above, the mixed-use development at 1298 Coast Village Road completed construction in March 2019. At the time of the 2014 Final EIR, the owners were in the process of obtaining permit approvals for the current development, but the property was developed as a gas station. The new construction included soil remediation of contaminants related to the gas station development, installation of storm water retention basins in the public right-of-way to handle private property drainage, and public improvements in the right–of-way including new sidewalk, landscape planters, replacement bus stop facilities on Olive Mill Road, new driveway curb cuts, and closure of the driveway curb cut on Coast Village Road and replacement with three new parking spaces.

The construction of this development does not substantially change the environment or circumstances and therefore does not require a revision to the 101 HOV Revised EIR.

CEQA Evaluation Criteria

Since 2014, the evaluation criteria in the CEQA Guidelines have been amended. The category of Wildfire has been added. Analysis of this additional environmental issue area is included in this Addendum.

PROJECT IMPACTS AND MITIGATIONS

The analysis below identifies the impacts that were previously analyzed in the 101 HOV Revised EIR and assesses whether the specific details of the Project would create potentially significant environmental impacts in addition to those already identified, or whether the Project would substantially increase the magnitude or severity of impacts that were previously identified.

Because the 101 HOV Revised EIR was prepared to address both CEQA and NEPA, the terminology follows NEPA category descriptions. For each CEQA issue area discussed below, the corresponding EIR section header and section number is identified in *italics*. With the exception of traffic, all referenced sections are found in the body of the 2014 Final EIR. Additionally, it should be noted that construction impacts for all impact areas are analyzed under Section 2.4 "Construction Impacts" of the 101 HOV Revised EIR, rather than within the corresponding impact area. This addendum discusses construction impacts under each applicable issue area and references Section 2.4 Construction Impacts in the headers below, where applicable.

Mitigation measures identified in the 101 HOV Revised EIR (Appendix F, 2017 Revised EIR) that apply to the Project are identified. Where appropriate, mitigation measures are refined to be Project- and site-specific. As a condition of Project approval, the applicant would be required to prepare a Mitigation Monitoring and Reporting Plan prior to construction permit issuance that identifies how the measures will be implemented (i.e. timing, responsible party, and success criteria).

Aesthetics *(Visual/Aesthetics 2.1.6, Construction Impacts 2.4)*

Operational Impacts

The 101 HOV Revised EIR identifies *Significant and Unavoidable Impacts (Class 1)* to visual resources due to the significant change to scenic resources including views to the ocean being cut off by the installation of sound walls and loss of mature median and shoulder vegetation for large stretches along the highway to accommodate the wider highway footprint. Mitigation measures, combined with features such as replacement landscaping and aesthetic treatments to walls, are proposed to lessen the adverse visual change to the corridor. However, because of the inherent alteration of scale, increase of

hard surface, and loss of vegetative character, substantial adverse visual impacts would remain.

The Project involves at-grade alterations to the intersection that would modify the form of the intersection, but would not substantially change the dominance or scale of the Project intersection. The Project would not include any vertical features that would present a significant visual obstruction to viewers. A Visual Impact Assessment (Rincon Consultants, January 2019) was completed to assess potential visual impacts caused by the Project. The assessment finds that the Project would not significantly alter views of the Santa Ynez Mountain Range from the intersection, nor would it alter the visual quality or character of nearby visual resources, such as the mission-style architecture of the commercial development extending west along Coast Village Road. The segment of Highway 101 adjacent to the Project is not a designated State Scenic Highway.

Even though the Project would not cause detrimental visual impacts due to the scale of the project and the character of the surroundings, it would increase the hard surface development of the right-of-way, require the removal of existing vegetation, including up to 50 existing trees, and would increase lighting. The removal of mature vegetation and increase of hard surface would alter the visual form of the immediate area. However, the Project design and architectural treatments proposed—sandstone planter wall, landscape materials, and decorative light pole fixture designs—would establish a transition area with materials consistent with the character of the area between the commercial area and the residential areas beyond. In the long-term, replacement trees of various sizes, including mature trees, along North Jameson Lane consistent with the mitigation measures identified in the 101 HOV Revised EIR, would offset the loss of trees removed within the footprint of the roundabout and would return the vegetative growth characteristic of the area.

New lighting would be installed to light the reconfigured roadway and pedestrian crossings, consistent with current safety standards. Currently the intersection only has two 35-foot tall Caltrans light standards (metal pole with slim light fixture heads) and one 10-foot decorative City light standard. The Project proposes to remove the three existing light fixtures and install eleven decorative Santa Barbara light standards—five pedestrian-level lights (14 feet tall) and six streetlights (20 feet tall) to light the roadway. The lighting design was selected to meet safety requirements set by Caltrans, while balancing the aesthetic of the area. The project lighting plan and photometric study was reviewed by the County and City design review boards. The boards felt the proposed layout appropriately focused the lighting on the roundabout and indicated appreciation of the lighting levels which light the area without creating hotspots or significant glare.

Therefore, no new significant environmental effects or substantial increases in the severity of previously identified significant effects would result from the Project. Mitigation measures previously identified for the 101 HOV Project would continue to apply.

Construction Impacts

The 101 HOV Revised EIR discussed various visual impacts that would occur as a result of construction vehicles and equipment and other elements on and near the Project site. Because of the extended duration of work (10 years) to complete the 101 HOV Project and the great number of affected viewers, this impact was classified as *Significant and Unavoidable (Class 1).* Construction of the roundabout is expected to take approximately one year. During construction, equipment typical of roadway and rehabilitation projects would be present. This would include temporary construction lighting (only during night work), added light and glare from construction vehicle operation, and temporary structures, such as construction fencing, that may impede scenic views during construction. However, the Project would not increase the severity of previously identified significant effects described in the 101 HOV Revised EIR. Mitigation measures previously identified for the 101 HOV Project would apply.

Aesthetic Mitigation Measures that Apply to the Project

- All proposed concrete barriers shall include aesthetic treatment such as texture and/or color appropriate for the setting.
- Drainage structures visible from public areas shall be designed to visually blend-in with the setting as much as possible.
- If new traffic management system elements such as radar, cameras, and other equipment are added to the project, all visible components shall be located in the least obtrusive locations possible and colored to reduce visibility.
- All new lighting shall minimize excess light and glare by careful placement of the poles, height and position of luminaires, and shielded lenses where feasible.
- All areas where existing ramps and other paved surfaces are removed and where new landscaping is proposed shall be made suitable for planting.
- Existing trees and shrubs shall be preserved to the greatest extent possible.
- Existing healthy palm trees that would be affected by the project shall be transplanted to other areas within the project.
- Planting shall be included with any retaining walls to the greatest extent possible.
- The landscaping plan would include historically successful plant species throughout the corridor.
- All aesthetic planting shall use larger container-size plant material where appropriate. Trees shall be planted, at minimum, from 15-gallon containers.

- All permanent storm water treatment measures would be designed to visually fit with the ornamental or natural landscaped roadsides to the greatest extent feasible considering their intended function. Swales, ditches and basins shall appear as natural as possible. Built structures would be architecturally treated, colored or hidden from view with planting.

Agriculture and Forestry Resources *(Farmlands/Timberlands Chapter 2, page 39)*

A determination of *No Impact (Class 4)* to agriculture or forestry resources is made in the 101 HOV Revised EIR because the project would be built in existing right-of-way. The proposed roundabout does not extend beyond the existing public right-of-way, nor are there agricultural or forestry resources present; therefore, no increase in previously analyzed impacts would result.

Air Quality *(Air Quality 2.2.6, Construction Impacts 2.4)*

Operational Impacts

The 101 HOV Revised EIR found operational impacts to air quality to be *Less Than Significant (Class 3)*. The increase in localized levels of mobile source air toxics emissions of adding the new HOV lane would be offset by increases in speeds and reductions in congestion (which are associated with lower mobile source air toxics emissions). The EIR also found that on a regional basis, the Environmental Protection Agency's vehicle and fuel regulations, coupled with fleet turnover, would over time cause substantial reductions that, in almost all cases, would cause region-wide mobile source air toxics levels to be significantly lower than today.

The roundabout would similarly reduce air quality impacts related to vehicle emissions due to increased efficiency of the intersection. An Air Quality and Greenhouse Gas Emissions Technical Memorandum was prepared for the Project by Rincon Consultants in 2019 and found that the seconds per vehicle delay at the intersection of Olive Mill Road, Jameson Lane, Coast Village Road, and U.S. 101 Interchange would be reduced by as much as 140 seconds as a result of implementation of the Project. This reduction in delay time would allow vehicles to move more freely along the roadway at the appropriate speed. Therefore, the Project would improve traffic flow and vehicle speeds and would not result in any substantial increases in idling. Thus, this Project would be expected to have a neutral or positive influence on particulate matter (PM10) emissions (Air Quality and Greenhouse Gas Emissions Technical Memorandum; prepared by Rincon Consultants Inc., dated January 16, 2019). Therefore, no new significant environmental effects or substantial increases in the severity of previously identified operational effects would result from the Project.

Construction Impacts

The 101 HOV Revised EIR identifies a number of air pollutants that could be triggered by construction activities both through particle generation and equipment emissions. However, standard measures required by the California Air Resources Board (CARB), Santa Barbara County Air Pollution Control District, Caltrans Standard Specification sections, and mitigation measures previously identified for the 101 HOV Project would effectively reduce and control construction-emission impacts. Therefore construction impacts to air quality within the 101 HOV Revised EIR were found to be *Less Than Significant with Mitigation (Class 2).*

The Project would also result in construction-related air quality emissions from heavy-duty construction equipment. Construction emissions from the project are estimated within the Air Quality and Greenhouse Gas Emissions Technical Memorandum (Rincon Consultants, dated January 16, 2019) using the California Emissions Estimator Model. Given that all the same regulations and mitigation measures apply to the subject roundabout, no new significant environmental effects or substantial increases in the severity of previously identified significant construction effects would result. Mitigation measures previously identified for the 101 HOV Project would apply.

Air Quality Mitigation Measures that Apply to the Project

- 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 would include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency would be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water would 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 onsite vehicle speeds to 15 miles per hour or less.
- If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days would be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site would be tarped from the point of origin.
- Gravel pads shall be installed at all access points to prevent tracking mud onto public roads.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, re-vegetation, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.
- The contractor or builder would designate a person to monitor the dust control program and to order increased watering, as necessary to prevent transportation of

dust offsite. The individual's duties would include holiday and weekend periods when work may not be in progress. The name and telephone number of such a person would be provided to the Santa Barbara County Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain a permit from Santa Barbara County Air Pollution Control District.
- Fleet owners are subject to Sections 2449, 2449.1, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of Regulations to reduce diesel particulate matter and criteria pollutant emissions from in-use off-road diesel-fueled vehicles.
- Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; auxiliary power units will be used whenever possible.
- Diesel construction equipment meeting the California Air Resources Board's (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards will be used to the maximum extent feasible.
- Diesel-powered equipment would be replaced by electric equipment whenever feasible.
- Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the Environmental Protection Agency or California.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- 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.

Biological Resources *(Biological Environment 2.3, Construction Impacts 2.4)*

Operational Impacts

The 101 HOV Revised EIR concludes that impacts to habitat and wetland areas would be *Less Than Significant with Mitigation Measures (Class 2)*. The ten-mile reach of the 101 HOV Project footprint extends through various biological and natural communities including wetlands, creek crossings, and coast live oaks. As a result, the 101 HOV Revised

EIR identifies a number of mitigation measures that would reduce impacts to those biological resources.

A site-specific biological assessment was prepared for the roundabout to assess whether any resources exist within the specific project area (Natural Environment Study: Minimal Impacts; prepared by Meg Perry, Rincon Consultants Inc., November 2018). The biological assessment found no protected waters or wetlands, riparian habitat or streambed, or designated Environmentally Sensitive Habitat Areas (ESHA) in the Project area; and no state or federally listed or otherwise sensitive animal species were observed in the field survey. Although Montecito Creek crosses North Jameson Lane through the Project area, the creek is channeled through a culvert under the road.

However, County and City policies also attribute biological value to non-ESHA trees, and encourage the preservation of both native and non-native trees where possible. The Olive Mill Roundabout Tree Replacement Plan (prepared by Rincon Consultants, dated April 10, 2020) estimated the Project would impact or remove up to 50 trees, many of which are ornamental but 29 of which are coast live oaks, and 5 are sycamores. This loss of biomass within the urban forest could be potentially significant. However, the Project proposes to replace the oak trees lost on a 3:1 basis with 15-gallon containers, sycamore trees would be replaced on a 3:1 basis with 15-gallon container sycamores, and non-native trees would be replaced on a 3:1 basis with a combination of 15-gallon containers of various species. Replacement of the trees at this ratio and size is consistent with County and City policies and would provide comparable or better tree canopy as quickly as possible given the growth rate of the species used. Therefore, no new significant environmental effects or substantial increases in the severity of previously identified significant effects would result. Mitigation measures previously identified for the 101 HOV Project would apply.

Construction Impacts

The 101 HOV Revised EIR similarly found construction-related impacts to biological resources to be *Less Than Significant with Mitigation Measures (Class 2)*. The site-specific biological assessment (Natural Environment Study: Minimal Impacts; prepared by Meg Perry, Rincon Consultants Inc., November 2018) found that potential construction impacts to nesting species and the spread of invasive species could apply to the roundabout Project. Nesting birds and raptors (such as Cooper's hawk and white-tailed kite) are known to nest in large dense trees similar to some of those within the Project area. Although none were observed, measures to ensure their protection during construction were recommended in the event they are present. The site-specific biological assessment also noted that construction activities could have the potential to spread noxious species during grading activities. These impacts are consistent with those previously identified in the 101 HOV Revised EIR; therefore, no new significant environmental effects or substantial increases in the severity of previously identified significant effects would result.

The mitigation measures identified within the site-specific biological assessment relating to these impacts are also consistent with those in the 101 HOV Revised EIR; however, they

include updated language consistent with current Caltrans, County and City standards. Therefore, the measures are modified to include the current standards. The following mitigation measures previously identified for the 101 HOV Project, as modified for the roundabout Project, would be applied to the project.

Biological Resource Mitigation Measures that Apply to the Project

- Existing trees and shrubs would be preserved to the greatest extent possible.

- All oaks and other native trees greater than 6 inches in diameter at breast height to remain in the project vicinity would be delineated on design plans. Prior to any ground-disturbing activities, environmentally sensitive area fencing would be installed around the drip line of the trees to be protected. Where feasible, fencing will be established at least 5 feet from the drip line of trees to be protected.

- The Caltrans Standard Specifications for Bird Protection would be included with the project's contract.

- Non-standard Specifications for nesting swallows would be included with the project's Plans and Specifications. If construction activities occur on these structures during the swallow nesting season (March to August), a qualified biologist would need to inspect all nests to ensure that no birds are using them. If the nests are abandoned, the contractor can remove the nests before March 1 and either prohibit birds from assessing the structure using netting or actively discourage nesting.

- To avoid impacts to nesting birds, tree and vegetation removal would occur between September 1 and February 15. If tree removal is required during the nesting season, a qualified biologist would need to conduct a focused survey for active bird nests in the trees to be removed. If any active migratory bird nests are found, Caltrans would coordinate with the California Department of Fish and Wildlife and the City/County to determine an appropriate buffer based on the habits and needs of the species. The nest would not be removed until the young have fledged and nesting is complete. If any nesting white-tailed kites are observed during surveys, City and County shall be immediately notified. White-tailed kite nests shall be fully avoided. The City and County shall coordinate with California Department of Fish and Wildlife regarding appropriate avoidance measures while the nest is active.

- ~~To avoid affecting nesting birds that might use the landscaped portions of the right-of-way, tree removal would not occur between February 15 and September 1. If tree removal is required during the nesting season, a qualified biologist would conduct a focused survey for active bird nests in the trees to be removed. If any active migratory bird nests are found, Caltrans shall coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species.~~ For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the California Fish

and Game Code and the Migratory Bird Treaty Act shall be conducted by a qualified biologist no more than 14 days prior to initiation of vegetation removal and/or initiation of construction activities. If any nesting white-tailed kites are observed during surveys City and County shall be immediately notified. White-tailed kite nests shall be fully avoided. The City and County shall coordinated with California Department of Fish and Wildlife regarding appropriate avoidance measures while the nest is active. Surveys shall include the private property right-of-entry constraints. If any other species' nests are located during surveys, all construction work shall be conducted outside the buffer zone from the nest to be determined by the qualified biologist. The buffer shall be a minimum of 250 feet for non-raptor bird species and 500 feet for raptor species. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer. Readily visible exclusion zones shall be established in areas where nests must be avoided. Nests, eggs, or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code would not be moved or disturbed until the end of the nesting season or until young fledge, whichever is later, nor would adult bird be killed, injured, or harassed at any time.

- Impacts to native oak trees greater than 6 inches diameter at breast height shall be offset by replacement planting within the project limits. Replacement plantings shall be achieved using a 3:1 ratio for each tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). Although higher numbers are sometimes appropriate, the limited habitat value of the trees to be removed and the fact that all replacement trees would be maintained within Caltrans right-of-way make this an appropriate number for this project. Replacement plantings will be detailed in the Caltrans landscape architecture Landscape Planting Plan. Oak tree plantings would be monitored to ensure successful re-vegetation at six months and then once a year for three years. It is recommended that native tree and shrub species such as western sycamore, lemonade berry, toyon, laurel, sumac and coyote brush also be included as replacement plantings.

- To prevent new invasive species from being imported to the site, ~~Caltrans requires that~~ the project contractor shall implement the following control measures:

    - Only certified noxious weed-free erosion control materials and fill will be used.

    - All straw and seed material shall be certified weed-free by the County Agricultural Commissioner prior to being used at the project site. The California Department of Food and Agriculture maintains a current listing of noxious weeds.

- Prior to construction, a qualified botanist/biologist shall provide invasive plant prevention training and an appropriate identification/instruction guide to staff and contractors. A list of target species shall be included, along with measures for early detection and eradication.

- Prior to construction, specific areas shall be designated for cleaning of tools, vehicles, equipment, clothing and footwear, and other gear.

- Before entering and existing the worksite, any and all tools, equipment, vehicles, clothing, and footwear, and other gear shall be cleaned to remove soil, seeds, and other plant parts.

- The reproductive parts of any invasive plants, such as seeds, mature flowers, and roots/shoots of species that can reproduce vegetatively, shall be contained in sealed containers and removed from the site to a licensed landfill.

- If necessary, suitable receiving areas shall be designated for invasive plant waste disposal prior to their transport to a certified landfill and 100 percent containment of the invasive plant materials during transport shall be achieved.

- All disturbed areas that are not converted to hardscape or formally landscaped shall be hydroseeded with a mix of locally native species upon completion of work in those areas. In areas where construction is ongoing, hydro-seeding shall occur where no construction activities have occurred within 6 weeks since ground disturbing activities ceased. If exotic species invade these areas prior to hydro-seeding, weed removal shall occur in consultation with a qualified botanist/biologist. Alternatively, in areas not suitable for hydro-seeding, areas that are not hardscaped and are planned for formal landscaping shall be mulched to reduce potential for invasive species to colonize. Mulch shall be at least 4 inches thick and shall be weed free.

- For project activities outside areas of direct impact, tree resources would be avoided by confining activities, such as traffic control and lane modifications, to within existing pavement, gravel, or other unvegetated areas.

Cultural Resources and Tribal Cultural Resources *(Cultural Resources 2.1.7, Construction Impacts 2.4, Treatment and Data Recovery Plan for the South Coast 101 HOV Project)*

The 101 HOV Revised EIR found impacts to historic resources to be *Less Than Significant (Class 3)*. The 101 HOV Revised EIR identified 11 historic-period properties within the immediate vicinity of the 101 HOV Project "Area of Potential Effect," that were either listed in or determined eligible for listing in the National Register of Historic Places. One of these was the Montecito Inn at 1295 Coast Village Road. With concurrence from the State Historic Preservation Officer on the eligibility findings, the 101 HOV Revised Final

EIR concluded that "none of the proposed project's alternatives would have any direct or indirect effects on the National Register-eligible built-environment (architectural) resources. The proposed project would not alter any of the characteristics that make the historic-period built environment resources eligible." Since the roundabout Project would extend beyond the Caltrans right-of-way, into City and County roads in front of the Montecito Inn and other structures with potential historic merit, a project-specific historic assessment was prepared to analyze potential impacts to the historic resources (Consistency of Historical Resources Evaluation Report (HRER) with the City of Santa Barbara Master Environmental Assessment (MEA) Guidelines for Archaeological Resources and Historic Structures and Sites and Historic Structures/Sites Report, prepared by Susan Zamudio-Gurrola, Rincon Consultants Inc., dated April 8, 2019). The assessment concluded that the Project would not alter the characteristics of the historic properties that qualify them for inclusion in or eligibility for the National Register of Historic Places. Therefore no new significant environmental effects or substantial increases in the severity of previously identified significant effects would result.

The 101 HOV Project is determined to have *Less Than Significant Impacts with Mitigation Measures Incorporated (Class 2)* to cultural resources and tribal cultural resources. The *Treatment and Data Recovery Plan for the South Coast 101 HOV Project* identified eleven locations within the 101 HOV Project area that had a moderate to very high potential to contain buried sites. Extended Phase I testing examined 7 of the 11 locations that were identified as having high sensitivity for buried resources; 4 locations could not be accessed (Montecito Creek, Oak/Ysidro Creeks, Romero Creek, and Garrapata Creek). One prehistoric archaeological site was identified (the Via Real Redeposited Midden) and determined eligible for listing in the National Register of Historic Places. Avoidance and protection measures identified in the Treatment Plan and incorporated into the EIR require the establishment of an Environmentally Sensitive Area (ESA) protected with exclusionary fencing and monitoring by two full-time cultural resource specialists: an archeologist and a Barbareño Chumash representative, at the Redeposited Midden site and when construction activities extend below fill at the four previously inaccessible locations—including Montecito Creek. In the unlikely event that previously unidentified archaeological resources are encountered during construction either in the vicinity of the Via Real Redeposited Midden or at another project location, a Treatment and Data Recovery Plan is required as specified in the EIR. In addition, in the unexpected event that human remains are uncovered during construction, mitigation measures within the EIR require work to be stopped to allow for evaluation of the discovery and consultation with the Most Likely Descendent (as appropriate).

The identified prehistoric archaeological site (Via Real Redeposited Midden) is located outside of the area of direct impact for the Olive Mill roundabout. However, tree planting would occur within the Montecito Creek sensitivity area, not previously accessible and subject to monitoring per the Treatment Plan. In 2019, an Archaeological Survey Report (Rincon Consultants, 2019) was prepared to evaluate whether any cultural resources exist within the roundabout construction footprint. The report did not identify any prehistoric or historic archaeological resources within the area of the roundabout and found the likelihood

of encountering intact cultural resources to be low due to a high level of previous disturbance (due largely to prior road construction and utility installation). In addition, prior studies analyzed a broader area outside of the immediate Project footprint. Those studies included an Archaeological Survey Report for the San Ysidro Road Safe Routes to School Pathway (Applied Earthworks, 2010) and a Phase I Archaeological Survey Report for the North Jameson Bike Path Project (Conejo Archeological Consultants, 2001). These studies also found a high level of disturbance and a low likelihood of encountering intact cultural resources, and covered areas where replacement trees would be planted as a part of the Project. In addition, Rincon Consultants Archaeologist Christopher Duran (email March 2020) confirmed the likelihood of encountering cultural resources within the tree planting areas to be low.

In addition, a request for review of the Native American Heritage Commission's (NAHC's) Sacred Lands Inventory File for the Project was conducted in 2017, and Native American tribes were contacted via mailed letters in December 2017 and January 2018 to request input on the presence of potential Native American cultural resources within the Project vicinity. Tribal consultation and review of these files concluded that there are no known important tribal cultural resources within the vicinity of the Project. State regulations for the unanticipated discovery of tribal cultural resources would apply to the Project.

Therefore, the likelihood of encountering cultural or tribal cultural resources during construction of the proposed project is low, and measures included as a part of the 101 HOV Revised EIR would be adequate to address any unanticipated discoveries. No new significant environmental effects or substantial increases in the severity of previously identified significant effects would result. However, since areas near Montecito Creek are subject to protection measures per the Treatment Plan, additional language has been added to the mitigation measures to note the applicability to this Project. The following mitigation measures previously identified for the 101 HOV Project, as modified for the project, would be applied to the project.

Cultural Resource Mitigation Measures that Apply to the Project

- Avoidance, minimization and mitigation measures for cultural resources <u>in areas near Montecito Creek</u> will be carried out through the implementation of the June 2013 *Programmatic Agreement Between the California Department of Transportation and the California State Historic Preservation Office Regarding the South Coast 101 HOV Lanes Project, U.S. Route 101, Santa Barbara County, California* and the appended *Treatment and Data Recovery Plan for the South Coast 101 HOV Lanes Project, Santa Barbara County, California (See Appendix D, State Historic Preservation Officer Correspondence).*

- Caltrans will prepare a technical report documenting the results of the implementation of the Data Recovery Plan. Copies of the report will be distributed by Caltrans to the State Historic Preservation Officer, the Central Coast Information Center of the California Historic Resources Information System, and to the Coastal

Band of the Chumash Nation, the Santa Ynez Band of Chumash Indians, and Chumash individuals and groups participating in the consultation process.

- If Caltrans determines during the implementation of the Data Recovery Plan or after construction of the Undertaking has commenced, that either the implementation of the Data Recovery Plan or the Undertaking will affect a previously unidentified property that may be eligible for the National Register, or affect a known historic property in an unanticipated manner, Caltrans shall address the discovery or unanticipated effect in accordance with 36 CFR §800.13(b).

- If human remains are discovered, State Health and Safety Code Section 7050.5(b) states that further disturbances and activities must cease in any area or nearby area suspected to overlie remains, and the county coroner would be contacted. Pursuant to State Health and Safety Code 7050.5(c), if the county coroner/medical examiner determines that the human remains are or may be of Native American origin, the Native American Heritage Commission will be contacted and the discovery will be treated in accordance with the provisions of California Public Resources Code 5097.98(a)-(d). The Native American Heritage Commission will notify the Most Likely Descendent. The District 5 or construction personnel who discovered the remains will contact the cultural resource specialist who will then work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

Energy *(Energy p. 39)*

The 101 HOV Revised Final EIR made a determination of *No Impact (Class 4)* to energy resources. "When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the [101 HOV] project would not have substantial energy impacts (2014 Final EIR p. 39)."

The roundabout was identified as a measure to reduce congestion and traffic inefficiency; therefore, it would not create any impacts related to energy beyond those previously analyzed.

Geology/Soils *(Geology/Soils/Seismic/Topography 2.2.3, Paleontology 2.2.4)*

The 101 HOV Revised EIR identified potential seismic hazards from three sources: surface-fault rupture, ground shaking, and liquefaction. However, the 101 HOV Revised EIR found that the proposed Caltrans standards and construction methods would minimize potential risks associated with strong ground shaking and potential liquefaction hazards to *Less Than Significant (Class 3).* There is no substantial change to the 101 HOV Revised EIR assessment of impacts pertaining to seismic, geologic, and soil conditions, and no mitigation is required beyond Caltrans standards and construction methods and grading and building code requirements. Based on the Olive Mill Preliminary Geotechnical Report

prepared for the Project in 2019, the Project site has a low potential for liquefaction and seismic settlement. No active faults are located in the vicinity of the Project site and the potential for surface rupture is low. Therefore, no new significant environmental effects or substantial increases in the severity of previously identified geologic/soils effects would result.

Potential high sensitivity to paleontological resources was identified within the 101 HOV Project area, and the 101 HOV Revised EIR ultimately found the impacts to be *Less Than Significant with Mitigation Measures Incorporated (Class 2).* The uppermost few feet of sediment in the 101 HOV Project area is mostly covered by younger alluvial and fluvial deposits and is unlikely to contain fossils with scientific significance. But deeper excavation for proposed walls and structures are expected to encounter formations that contain scientifically significant fossils. The regions contain sensitive paleontological resources that could be exposed during construction excavation. Maps showing Potential Paleontological Sensitive Areas are shown in Appendix G, Volume II of the 2014 Final EIR.

The proposed roundabout is located outside of the Potential Paleontological Sensitive Areas identified in the 101 HOV Revised EIR. Additionally, the Project does not contain any walls or structures at great depths. The deepest Project elements are the storm water retention basins and larger tree plantings, both still limited to the uppermost six feet of sediment, which are less likely to contain fossils with scientific significance. Therefore, the Project would not result in new or substantially more severe impacts to unique paleontological resources or sites beyond those identified in the 101 HOV Revised EIR. Because the site is not located within an area identified as sensitive to paleontological resources, the mitigation measures identified in the 101 HOV Revised EIR would not apply to the Project.

Greenhouse Gas Emissions *(Climate Change under the CEQA 3.2.6)*

Operational Impacts

The 101 HOV Revised EIR finds that the 101 HOV Project would provide incentives for carpooling, enhance transportation operations, and reduce travel times in high congestion travel corridors that produce greenhouse gas emissions as a result of idling and low speeds. In addition, the 101 HOV Project would be consistent with the Santa Barbara County Association of Governments 2040 Sustainable Communities Plan. While the 101 HOV Revised EIR includes greenhouse gas estimates associated with the 101 HOV Project, the EIR finds that there is not enough regulatory or scientific information to make a significance determination regarding the 101 HOV Project's direct impact and contribution towards climate change.

The roundabout Project would continue to be consistent with the Santa Barbara County Association of Governments 2040 Sustainable Communities Plan. Further, the highest levels of greenhouse gas emissions generated by vehicles occur at stop-and-go speeds, and

the Project would improve traffic operations and reduce idle times at the Project intersection. Project greenhouse gas emissions were modeled using CalEEMod within the Air Quality and Greenhouse Gas Emissions Technical Memorandum and would not contribute a substantial amount of operational greenhouse gas emissions (Air Quality and Greenhouse Gas Emissions Technical Memorandum; prepared by Rincon Consultants Inc., dated January 16, 2019). The Project would not result in new or substantially more severe impacts than those described within the 101 HOV Revised EIR.

Construction Impacts

Greenhouse gas emissions from construction of the 101 HOV Project are analyzed in the 101 HOV Revised EIR and the regulations and mitigation measures identified therein would apply to the Project to minimize greenhouse gas emissions. Potential construction-related greenhouse gas emissions from the Project were modeled using CalEEMod within the Air Quality and Greenhouse Gas Emissions Technical Memorandum (prepared by Rincon Consultants Inc., dated January 16, 2019). Compliance with Santa Barbara County Air Pollution Control District rules, ordinances, and regulations would minimize greenhouse gas emissions generated by construction., and would not result in new or substantially more severe impacts than those described within the 101 HOV Revised EIR. In addition, mitigation measures identified within the 101 HOV Revised EIR would minimize impacts.

Greenhouse Gas Emissions Mitigation Measures that Apply to the Project

- The Project should incorporate recycling and waste-diversion techniques by promoting the reuse of materials such as steel, road base, concrete, asphalt-concrete, to the extent feasible (Deputy Directive 17 Recycling Asphalt Concrete).
- Disturbed areas will be seeded with native and drought-tolerant shrubs, perennials and grasses.
- Disturbed areas will be planted with a variety of native and drought-tolerant trees and shrubs in ratios sufficient to replace the air quality and cooling benefit of trees removed by construction of the Project. Any native trees removed as part of the project will be replaced at a 3:1 ratio resulting in continued increases to the biomass within the project limits. Additional trees will be planted as space allows to further increase those benefits. Street trees will be planted from large-sized containers to accelerate reestablishment of the greenhouse gas sink and to shade the pavement. Riparian planting will also be included to maintain shade along creek corridors.
- To the extent that it is applicable or feasible, the following measures will be incorporated into the Project:
    - Compost and soil amendments derived from recycled wood products and green waste materials

- Fiber produced from recycled pulp such as newspaper, chipboard, cardboard
- Wood mulch made from green waste and/or clean manufactured wood or natural wood
- Native and drought-tolerant seed and plants species
- Irrigation controllers with "smart" irrigation technology for plants dependent on actual climate conditions
- Pesticide use and reduction goals restriction
- Fly ash in all concrete poured on the project
- Recycled water for irrigation within the Santa Barbara city limits (and elsewhere if available)

Hazards and Hazardous Materials *(Hazardous Waste or Materials 2.2.5)*

The 101 HOV Revised EIR found potential for hazardous materials—primarily aerially deposited lead and asbestos—to exist throughout the 101 HOV Project area. Hazardous materials of these kinds are common in roadway projects, and as such, Caltrans has codified project standards to ensure materials are appropriately handled, tested, and transported so as to not create or emit hazards for the public or environment. The EIR concluded that these measures, along with the oversight of state and federal regulatory agencies governing hazardous materials would result in a *Less Than Significant Impact (Class 3)*.

A Hazardous Waste Initial Site Assessment (ISA) was prepared for the Project (Initial Site Assessment; prepared by Rincon Consultants Inc., dated June 29, 2018). No sources of subterranean soil or groundwater contamination were identified. However, two sources for superficially deposited contamination were identified: vehicles (aerially deposited lead) and the 2018 mudslide debris (lead, asbestos, and petroleum hydrocarbons). However, the Project proposes to remove the existing ground surface (demolish the existing roadway and regrade the site). Demolished material (road base, concrete, and soil) would be sampled, tested, handled and transported to a licensed disposal site per State and Federal regulations, including Caltrans Standard Specifications for Hazardous Waste Testing, Removal and Disposal, Sections 14-11.08 and 14-11.09. Clean soils may be reused onsite if they comply with Caltrans standards. However, storm water bioretention basins included in the Project, would be constructed with imported soils as they must be suitable for drainage compliant with State and Regional Water Quality Control Board standards. Therefore, the Project would not result in new or substantially more severe impacts relating to hazards or hazardous materials beyond those identified in the 101 HOV Revised EIR.

Hydrology/Water Quality ***(Hydrology/Floodplain 2.2.1, Water Quality and Storm Water Runoff 2.2.2, Construction Impacts 2.4)***

Operational Impacts

The 101 HOV Revised EIR finds impacts to Hydrology/Water Quality to be *Less Than Significant with Mitigation Measures (Class 2)* because the 101 HOV Project would incorporate permanent design best management practices and treatment best management practices to minimize the direct discharge of highway storm water to adjacent waterways—as required by the State Water Resources Control Board and Regional Water Quality Control Board.

The roundabout is also designed to comply with State and Regional Water Quality Control Board requirements, including the local (Santa Barbara County and City) Storm Water Management Program requirements. Bioretention basins are incorporated into the Project and would serve to treat runoff within the Project area. Therefore, no new or substantially more severe impacts beyond those analyzed previously within the 101 HOV Revised EIR would result. The mitigation measures identified within the 101 HOV Revised EIR relating to these potential impacts would be applied to the project.

Construction Impacts

The 101 HOV Revised EIR identified a number of potential impacts to water quality and hydrology related to construction activities, including sediment from construction debris and grading activities, erosion, chemical releases, changes in water temperature of wetlands due to removal of vegetation, and temporary hydrology impacts of dewatering. However, the 101 HOV Revised EIR noted that standard Caltrans measures for pollution prevention and permanent storm water treatment best management practices would apply during and after construction of the 101 HOV Project that would control potential discharges of pollutants to surface water. Additionally, the required Storm Water Pollution Prevention Plan would address all the best management practices (BMPs) necessary to prevent water quality impacts during construction of the project and buffers from sensitive resources such as wetlands and riparian corridors would be established throughout the project area. With these standard measures in place, construction impacts were found to be *Less Than Significant with Mitigation Measures (Class 2).*

The Project would similarly be subject to the same regulatory requirements and therefore no new or substantially more severe construction impacts beyond those analyzed previously would result. Mitigation measures previously identified for the 101 HOV Project would apply.

Hydrology/Water Quality Mitigation Measures that Apply to the Project

- Permanent Storm Water Treatment Best Management Practices—Because this project proposes to add more than 1 acre of new impervious surfaces permanent storm water treatment best management practices will be incorporated into this project to the maximum extent practicable. Treatment best management practice techniques would concentrate on the use of biofiltration swales (stable grass-lined ditches) to convey surface runoff, and biofiltration strips to intercept overland flow. Currently, infiltration devices are not proposed as part of the project due to high groundwater levels in most locations. If site specific locations indicate low groundwater and soils are determined to be appropriate for infiltration, infiltration devices would then be evaluated for installation
- All existing vegetated locations to remain along the project limits would be evaluated for viability as bio-strips and documented to quantify effectiveness of reductions of particulate runoff. In addition, the following locations would be used for building new bio-strips and bio-swales to intercept runoff. If subsurface conditions are appropriate, these same locations would also be used for infiltration purposes. Preliminary locations are shown in Final Environmental Document, Table F.1. Note that this table was updated in the Revalidation/Addendum prepared in June 2018.
- During construction, litter on the highway would be removed periodically as part of regular maintenance procedures.
- Storm water best management practices would be selected and designed during the design phase of this project. Best management practices would be selected to minimize pollutant discharges to surface waters, minimize storm water discharge rates and volumes, and recharge groundwater. A formal storm water drainage plan would be developed during the design process of this project.
- Standard temporary construction site and permanent design pollution prevention and permanent storm water treatment best management practices (BMPs) would be used during and after construction of the project to control potential discharges of pollutants to surface water. Best management plans should be designed with the goal of controlling general gross pollutants and/or sedimentation/siltation, depending on location. The required storm water pollution prevention plan would address all the best management plans necessary to prevent water quality impacts during construction of the project. In addition, buffers from sensitive resources such as wetlands and riparian corridors will be established throughout the project area.

Land Use/Planning *(Land Use 2.1.1, Community Impacts 2.1.3)*

No regional or community-level impacts were identified with the construction of the 101 HOV Project. No displacement of residents or populations would occur; population characteristics and distribution within the project area would not change; no residences or businesses would be displaced as a result of the proposed project; no neighborhoods would be divided or separated from existing community facilities. The 101 HOV Revised Final EIR identifies conflicts with local and coastal policies for visual resources, biological

resources, wetland buffers, and landscaping. However, these inconsistencies are mitigated by measures in other sections. Therefore, impacts to land use/planning in the 101 HOV Revised EIR are classified as *Less Than Significant (Class 3).*

The Project would be constructed entirely within the existing right-of-way, replacing the existing stop-controlled intersection configuration. No new or substantially more severe impacts to the community or land use/planning would result. Additionally, the Project would not conflict with any coastal or land use policies.

Mineral Resources *(no applicable section)*

The subject intersection is not a mineral resource recovery site, nor is there any known or mapped mineral resource in the project area. Therefore, the Project would have *No Impact (Class 4)* to mineral resources.

Noise *(Noise 2.2.7 and 3.2.2, Construction Impacts 2.4)*

Operational Impacts

The requirements for noise analysis and consideration of noise abatement and/or mitigation differ between CEQA and NEPA. CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. Existing conditions contain elevated noise levels due to the high traffic volumes passing through the corridor.

Traffic volumes through the U.S. 101 corridor have been increasing steadily for over 30 years. Construction of the 101 HOV Project would result in minimal increases to noise—the maximum increase at any one receptor site for any of the build alternatives would be 3 decibels by the year 2040. This 3-decibel increase from existing noise levels would be barely perceptible to the human ear. Therefore, under CEQA, noise impacts for the 101 HOV Project would be *Less Than Significant (Class 3).*

However, NEPA thresholds for noise impacts differ from CEQA. As discussed in Section 2.2.7 of the EIR, noise levels at 28 locations—including the roundabout Project location—would approach or exceed the Caltrans Noise Abatement Criteria of 67 decibels (a NEPA standard). As such, noise abatement (sound walls) was recommended for those locations where the construction of a sound wall met the "feasibleness and reasonableness" criteria. The sound wall at the Project site met the feasibleness and reasonableness assessment; therefore, a sound wall was proposed to be constructed at Olive Mill Road as part of the 101 HOV Project.

The Olive Mill roundabout is a required mitigation measure of the 101 HOV Project as a means to improve traffic operations at the impacted intersection (Traffic Operations Analysis Report prepared by Omni Means (GHD), September 2018). Accordingly, it is anticipated that the Project would also decrease long-term traffic noise in the vicinity of the Coast Village Road/North Jameson/Olive Mill Road/US-101 intersection (Noise

Technical Memorandum prepared by Rincon Consultants Inc., November 8, 2019). Therefore, no new or substantially more severe operational noise impacts beyond those analyzed previously within the 101 HOV Revised EIR would result.

Construction Impacts

The 101 HOV Revised EIR finds construction noise impacts to be *Less Than Significant with Mitigation Measures (Class 2).* Two types of short-term noise impacts are identified to occur during construction of the 101 HOV Project: 1) noise associated with construction crew commutes and the transport of construction equipment and materials; and 2) noise generated during excavation, grading, and roadway construction. Vibration impacts typically result from activities such as pile driving occurring in areas with other factors such as soil type, pile type, hammer strength, and sensitive receptors within proximity. Although both types of impacts are anticipated to occur with the 101 HOV Project construction activities, mitigation measures identified are anticipated to reduce those impacts to less than significant levels.

With the exception of pile-driving, which is not required for construction of the roundabout, the Project would require similar noise-inducing construction activities as the 101 HOV Project. No new or substantially more severe impacts beyond those previously analyzed within the 101 HOV Revised EIR would result. Mitigation measures previously identified for the 101 HOV Project would apply.

Noise Mitigation Measures that Apply to the Project

- Caltrans will consider constructing the permanent noise barriers before beginning project construction so that the barriers can reduce construction noise transmission to adjacent residents and other land uses. When it would not interfere with other construction activities, recommended permanent soundwalls would be built during the first phase of construction to protect sensitive receptors from subsequent construction noise, dust, light, and glare.
- Advanced Notice: The resident engineer shall notify the District 5 Public Information Officer to place notice of the proposed project in local news media in advance of construction. The notice will give estimated dates of construction and mention potential noise impacts.
- Public Relations: A telephone shall be installed in the Public Information Officer's office to receive noise complaints. The telephone number shall be publicized in local newspapers, and by letter to residences near the construction area.
- Construction activities would be minimized near any residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours. When possible, noisier construction tasks exceeding 87dBA within 50 feet of residential areas would be

limited to weekdays from 7:00 a.m. to 5:00 p.m. It should be noted, however, that some nighttime construction is necessary to avoid major traffic disruption.

- In the case of construction noise complaints by the public, the construction manager would be notified and the specific noise-producing activity may be changed, altered, or temporarily suspended. District noise staff would be consulted if specific noise-producing activities cannot be adequately reduced in the field.
- All equipment would have sound-control devices no less effective than those provided on the original equipment. All equipment shall operate with muffled exhaust.
- When feasible, the use of loud sound signals such as back-up warning buzzers or alarms would be avoided in favor of light warnings. The exception would be those cases required by safety laws for the protection of personnel.
- As directed by the Caltrans resident engineer, the contractor will implement appropriate additional noise mitigation measures such as notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.
- Temporary barriers would be used, if needed, to protect residential areas from excessive construction noise generated by such items as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.
- Each internal combustion engine, used for any purpose on the job, or related to the job, must be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine will be operated on the jobsite without an appropriate muffler.

Population/Housing *(Growth 2.1.2)*

The 101 HOV Revised Final EIR concludes that the 101 HOV Project would have *No Impact (Class 4)* to growth-inducing factors. The 101 HOV Project is not expected to stimulate residential or related commercial growth in the region. Therefore, no growth-inducing impacts would occur as a result of implementation of any of the three build alternatives.

The Project would replace the existing stop-controlled intersection as analyzed in the 101 HOV Revised EIR. The roundabout would not change or increase impacts previously analyzed within the 101 HOV Revised EIR.

Public Services *(Utilities/Emergency Services 2.1.4)*

The 101 HOV Revised EIR finds that there would be *Less Than Significant (Class 3)* impacts to public services. As a result of reduced congestion, access for emergency facilities would improve as a result of the Project.

The Project would replace the existing stop-controlled intersection. The Project would not change or increase impacts previously analyzed within the 101 HOV Revised EIR.

Recreation ***(Parks and Recreation 2.1.1.4, Construction Impacts 2.4)***

Operational Impacts

The 101 HOV Revised EIR finds impacts to Park and Recreation facilities to be *Less Than Significant (Class 3)* because the work associated with the project would occur within the existing right-of-way and would not require the use of property from any park or recreational facility.

Different than the highway, the Project right-of-way has sidewalks and bike lanes, which are used by pedestrians and cyclists as recreational facilities. Coast Village Road, Olive Mill Road (North), and North Jameson Lane all have "Class II" bike lanes—dedicated five-foot bike lanes separated from vehicle traffic with solid lines—approaching the intersection. Navigating the intersection in its current condition is challenging for cyclists, pedestrians and vehicles alike due to the existing, six-legged configuration. The geometry of the intersection creates a condition contrary to user expectation, and results in uncertainty of assignment of right of way between those approaching the intersection. The roundabout configuration of the intersection would improve the pedestrian and bicycle facilities by: 1) slowing the vehicular traffic approaching the roundabout; 2) improving vehicular stopping sight distance; 3) designating right of way to the pedestrians and bicyclists using the crosswalks; 4) providing refuge islands for the crossing pedestrians; 5) providing new curb and gutter; and 6) providing some missing sidewalk/bike lanes where incomplete infrastructure exists.

Pedestrian access would continue to be provided on the west and north legs of the intersection. Pedestrian access would continue to be discouraged on the eastern legs near the highway on-ramps and off-ramps. The roundabout would align with the recently-repaired Olive Mill Road highway overcrossing, which eliminated sidewalk on the east side of Olive Mill Road to concentrate pedestrian movement along the west side of Olive Mill Road where existing sidewalk and pathway facilities exist, and discourage pedestrian access near highway on-ramps and off-ramps.

Cyclists would be able to continue to use the on-street bike lanes along Coast Village Road, Olive Mill Road (North), and North Jameson Lane with the proposed roundabout configuration. Approaches to the intersection would be signed to indicate the merging of the bike lane and vehicle lane. Once cyclists reach the roundabout, they would queue for their right to enter the roundabout in the same manner as vehicles, and would be able to ride through the roundabout without changing lanes or making any turning movements. Upon exiting the roundabout, cyclists would be diverted back into the dedicated bike lanes along Coast Village Road, Olive Mill Road (North), and North Jameson Lane. Bikes would continue to share the lane on Olive Mill Road (South) because a dedicated bike lane does

not exist. Cyclists wishing to not ride through the roundabout can dismount their bike and cross the west and north legs of the roundabout as pedestrians.

Overall, the proposed roundabout would improve long-term pedestrian and bicyclist circulation and safety, thereby improving coastal access and recreation opportunities within the project area. Impacts under the proposed project would remain be *Less Than Significant (Class 3).*

Construction Impacts

The 101 HOV Revised EIR identifies potential impacts to pedestrian and bicycle paths during project construction from the inevitable roadway closures to be *Less Than Significant with Mitigation Measures (Class 2).* As a project within the public right-of-way, construction of the roundabout would have similar impacts. The Project would not change or increase impacts previously analyzed. Therefore, no new or substantially more severe impacts beyond those previously analyzed within the 101 HOV Revised EIR would result. Mitigation measures previously identified for the 101 HOV Project would apply.

Recreation Mitigation Measures that Apply to the Project

- Coordinate with local jurisdictions as needed to minimize disruptions to traffic, pedestrians, and bicyclists associated with local and state road construction projects in the corridor. Refer to Construction Impacts under Traffic Circulation (including pedestrian and bicycle) for further details regarding a required Transportation Congestion Management Plan.
- Where the project proposes local-street changes, all modified pedestrian facilities would comply with the Americans with Disabilities Act.
- All existing bike or pedestrian facilities would be retained or replaced as needed.

Transportation *(Traffic and Transportation including Pedestrian and Bicycle Facilities 2.1.1 2017 Revised EIR)*

Operational Impacts

The 101 HOV Revised EIR determined that the 101 HOV Project would result in *Significant and Unavoidable Impacts (Class 1)* to transportation because construction would contribute to a substantial increase in traffic delay at eight identified intersections—including the Olive Mill Road / Coast Village Road intersection. A mitigation plan was established for the eight intersections and the approach to mitigate each location is listed in Table 2.8 (page 47) of the 101 HOV Revised EIR. The specific mitigation approach for the Olive Mill Road / Coast Village Road Intersection calls for a one-lane roundabout constructed prior to the full opening of the 101 HOV Project. The measures also require a funding cooperative agreement between Caltrans and the City of Santa Barbara for funding

and construction of the roundabout Project. The mitigation measures listed in Table 2.8 are intended to reduce the impacts to less than significant levels. Since Caltrans could not alone ensure all of the appropriate improvements would be made, a Statement of Overriding Considerations was ultimately adopted for the 101 HOV Project. However, construction of the roundabout is shown to mitigate the *Significant Impact* to a *Less Than Significant Impact* level at the Project intersection by improving the Level of Service from Level F (extreme congestion or considerable delays) to Level C (minimal delays).

The subject roundabout is that which was analyzed in the 101 HOV Revised EIR. The impacts to transportation are unchanged from what was previously analyzed, resulting in a reduction in congestion and delays. However, the configuration of the roundabout—geometrics, dimensions, interfaces with the connecting streets—has been refined.

The roundabout configuration is designed to not only reduce congestion, but also to remedy geometric hazards that exist in the existing intersection. The existing intersection has six legs—Coast Village Road, Olive Mill (South), Highway 101 On-ramp, Highway 101 Off-ramp, North Jameson Lane, and Olive Mill Road (North). Within the legs, drivers, pedestrians, and cyclists are required to determine who has the assigned right of way. The stop lines on these legs vary in distance away from each other because the intersection is three times longer than it is wide—making the closest vehicle approximately 40 feet away, and the furthest vehicle 145 feet away. The multiple intersection legs, varied stop lines and the potential for conflicts between user-types result in geometric and safety hazards at the existing intersection.

The proposed roundabout configuration takes into consideration visibility geometrics (lighting and line of sight), speed, deflection, deceleration distance from the freeway off-ramp to the roundabout, and turning/maneuvering of trucks and emergency access vehicles. The narrowing and curvature of the approach lanes systematically reduce the speeds of approaching vehicles. Additionally, the cylindrical shape of the roundabout increases visibility of users. Although the cylindrical single-lane design is intentionally compact, the radius was designed to accommodate WB40 vehicles (medium-sized semi-trucks with wheelbase of 40 feet), WB50 vehicles (trucks with a 42.5-foot trailer), and California Legal Design Vehicles (vehicle template with 56-67 foot radius). All fire engine turning movements would be accommodated within the roundabout; however, some of these moves would need to circumvent the roundabout to provide access. It should be noted that since Olive Mill is not an identified truck route under the Surface Transportation Assistance Act (STAA), a STAA vehicle will have to go around the roundabout to make this northbound right turn from Olive Mill to the NB on-ramp.

Lastly, the roundabout is compliant with the City's General Plan Circulation Element (1997 and 2011), Local Coastal Plan (2018), Pedestrian Master Plan (2006), Bicycle Master Plan (2016), and Vision Zero Strategy (2018) with respect to the proposed circulation system. The proposed project implements mitigation identified in the 101 HOV Revised EIR and will result in an improvement to traffic and circulation at the intersection. No new traffic

impacts or an increase in the severity of previously identified traffic impacts would occur as a result of the proposed project.

Vehicle Miles Traveled

State legislation adopted in 2013 (Senate Bill 743 (Steinberg)) revised the method for analyzing transportation impacts of projects under CEQA. The new criteria for analyzing transportation impacts are included in State CEQA Guidelines Section 15064.3 adopted in 2018. Under the new criteria, travel delay or traffic congestion effects measured by intersection level of service (LOS) standards are not considered a significant impact on the environment under CEQA. Instead, vehicle miles traveled (VMT) is identified as the most appropriate measure of the transportation impacts of a project. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of a project on transit or non-motorized travel. The new criteria apply statewide beginning on July 1, 2020.

Many transportation projects change travel patterns. A transportation project that leads to additional vehicle travel on the roadway network, commonly referred to as "induced vehicle travel," would need to quantify the amount of additional vehicle travel in order to assess air quality impacts, greenhouse gas emissions impacts, energy impacts, and noise impacts. Projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include many transportation projects that do not involve roadway expansion, safety and maintenance projects of existing infrastructure, and active transportation projects. Installations of roundabouts or traffic circles are included on the list of projects that do not require an induced travel analysis (Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CECA – December 2018).

The roundabout Project would not induce vehicle travel; rather it would improve intersection LOS congestion and delay at the intersection. It would not result in additional traffic/circulation impacts beyond those identified in the EIR and would help to mitigate impacts associated with the 101 HOV Project.

Construction Impacts

Construction of the 101 HOV Project would result in *Significant and Unavoidable Impacts (Class 1)* to transportation given the nature of the project. Mitigation measures would reduce the impacts but significant impacts would remain.

Construction of the Project within the public right-of-way would result in similar impacts to the transportation system, just on a smaller scale. The Project would not increase impacts previously analyzed within the 101 HOV Revised EIR.

Transportation Mitigation Measures that Apply to the Project

- A Traffic Management Plan will be developed before building the project. Measures would be taken to avoid impacts to emergency services with alternate routes made available for use during construction. During all temporary closures, detour routes will be provided for vehicles, pedestrians, and bicycles. Caltrans plans to work closely with County Public Works with regard to a construction traffic management plan for neighborhood streets surrounding the Sheffield Drive interchange and with City of Santa Barbara Public Works with regard to a construction traffic management plan for neighborhood streets surrounding the Cabrillo Boulevard interchange. At the completion stage of the project, Caltrans will evaluate local streets to determine to what extent repair or repaving is necessary and to ensure that the project meets the ADA requirements. The plan would consider phasing and scheduling associated with other construction projects in the corridor to minimize delays to the driving public.
- The Traffic Management Plan for this project may include the following items:
    - Public Awareness Campaign—Flyers, brochures, press releases, web site, and advertising as required informing travelers of the project.
    - Construction Zone Enhanced Enforcement Plan (COZEEP)—Additional California Highway Patrol officers would be assigned to the construction zone during peak travel times to ensure construction zone safety.
    - Temporary facilities—Changeable message signs and ramp-detour notices would alert travelers to road closures, detours and other pertinent information.
    - Temporary access—Access would be provided to residences and businesses as necessary.
    - Emergency services—Emergency services would be notified before any required roadway or highway lane closures.
    - Maintenance schedule—The maintenance of traffic and sequencing of construction would be planned and scheduled to minimize traffic delays.
    - Detour signs—When ramps are closed, detour signs would direct traffic to the nearest available ramp.

Utilities/Service Systems *(Utilities/Emergency Services 2.1.4, Construction Impacts 2.4)*

Operational Impacts

The 101 HOV Revised EIR acknowledges that the 101 HOV Project area overlaps that of various utilities, including domestic water service, wastewater collection and treatment, natural gas service, electric service, and telephone and television utilities. However, potential conflicts or relocation needs would be coordinated prior to construction (see

Construction Impacts below), therefore operational impacts to utility service systems are classified as *Less Than Significant (Class 3).*

The subject roundabout would be constructed entirely within the existing road right-of-way, at the intersection of the Coast Village Road commercial corridor and a rural residential neighborhood. A number of above ground utilities (e.g. light fixtures, bus stops, fire hydrants) and underground utilities (e.g. electrical, sewer, water, and communications) exist in the project area. The Project plans identify the location of each of the existing services, the impacts (if any), and the coordination with their respective owners. Ongoing coordination through final design details and construction, as identified in the 101 HOV Revised EIR, would apply. No utility/service system impacts beyond those analyzed previously would result.

Construction Impacts

The 101 HOV EIR identifies the potential for the 101 HOV Project construction activities to impact utilities and service systems, namely because there are a number of various utilities that exist within the Project area. However, coordination with the utilities throughout the design and construction process would result in impacts being *Less Than Significant with Mitigation Incorporated (Class 2).*

Utilities/Service System Mitigation Measures that Apply to the Project

- Coordination between Caltrans and service providers would strive to ensure that utility services are not disrupted. Preconstruction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the Project would be relocated, avoided, or protected in place. The design team would continue to minimize the need for utility relocations and reconstruction.

Wildfire

Wildfire impacts were added to the CEQA Guidelines since preparation of the 101 HOV Revised EIR (2017); therefore, the 101 HOV Revised EIR does not address impacts related to wildfire risks.

Santa Barbara, including the community of Montecito, has inherent wildfire and debris flow risks due to the proximity to the Santa Ynez Mountain Range and Los Padres National Forest. As a result of this geography, the subject intersection is part of the designated High Fire Area in the County of Santa Barbara. In 2018, the Thomas Fire and subsequent debris flow event gravely impacted the community, and the subject intersection in particular. While construction of the Project would result in the addition of new landscaping (biofuel) and new drainage facilities, the limited scale of these improvements would not change the inherent wildfire or debris flow risk. However, the improved circulation of the intersection

would promote greater efficiency for residents to evacuate the area in the event of an emergency.

Olive Mill Road, Coast Village Road, and N. Jameson Lane are major collector streets as identified by the California Highway System Roadway Classification Map, making the subject intersection a critical emergency access route. The City of Santa Barbara Fire Department, Carpinteria-Summerland Fire Department, and the Montecito Fire Department reviewed the geometrics of the proposed roundabout and concurred that it would be an operational improvement over the existing intersection. Furthermore, each of the fire departments provided the navigational likelihoods of their engines. One of the constraints of the intersection is the tight turning radius required to get to North Jameson Lane from the Highway 101 NB Off-ramp. Although this was not the only constraint noted, the roundabout would improve the existing condition by providing the option to circle the roundabout rather than make the hairpin turn—currently not a practical option with the stop-controlled intersection. This maneuver is an improvement over the stop-controlled intersection, and would be an additional benefit for emergency access. Therefore, the Project would improve conditions pertaining to wildfire, and impacts are classified as *Less Than Significant (Class 3).*

DETERMINATION

Based on the above review of the Project, in accordance with State CEQA Guidelines Section 15162, no Subsequent EIR is required for the Project because new information and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

This Addendum identifies the Project changes and minor changes to Project impacts. With application of identified mitigation measures, project impacts will be less than significant. This addendum, together with the 101 HOV Revised EIR (SCH# 2009051018), constitute adequate environmental documentation in compliance with CEQA for the current project.

Prepared by: ***(signature)*** _____ **Date:** 7/22/20
Megan E. Arciniega, Project Planner, City of Santa Barbara

Reviewed by: Alex Tuttle **Date:** **8/3/2020**
Alex Tuttle, Environmental Hearing Officer, County of Santa Barbara

Reviewed by _____ **Date:** **7/22/2020**
Allison De Busk for Julia Pujo, Environmental Analyst, City of Santa Barbara

Attachment:

1) Project Plans

References:

Air Quality and Greenhouse Gas Emissions Technical Memorandum; prepared by Rincon Consultants Inc., dated January 16, 2019

Archeological Survey Report, San Ysidro Safe Routes to School (SR2S) Walkway Project in Montecito, Santa Barbara County, California; prepared by Sean A. Lee, Applied Earthworks, Inc., dated January 2010

Community Impact Assessment; prepared by Rincon Consultants, dated December 18, 2018

Consistency of Historical Resources Evaluation Report (HRER) with the City of Santa Barbara Master Environmental Assessment (MEA) Guidelines for Archaeological Resources and Historic Structures and Sites (January 2002), Historic Structures/Sites Report Requirements; prepared by Susan Zamudio-Gurrola, MHP, dated April 8, 2019

Consistency of Archaeological Survey Report with the City of Santa Barbara Master Environmental Assessment Guidelines for Archaeological Resources and Historic Structures and Sites Phase I Archaeological Resources Report Requirements; prepared by Christopher Duran, MA, RPA, dated February 24, 2020

Construction/Traffic Management Plan; prepared by City of Santa Barbara Public Works Department, dated May 28, 2020

Initial Site Assessment; prepared by Rincon Consultants Inc., dated June 29, 2018

Natural Environment Study: Minimal Impacts; prepared by Meg Perry, Rincon Consultants Inc., November 2018

Noise Technical Memorandum; prepared by Rincon Consultants Inc., November 8, 2019

Phase 1 Archeological Survey of Approximately 1.5 Linear Miles for the North Jameson Lane Bike Path Project, Montecito, Santa Barbara County; prepared by Conejo Archeological Consultants, dated March 25, 2001

Traffic Operations Analysis Report; prepared by Omni Means (GHD), September 2018

Treatment and Data Recovery Plan for the South Coast 101 HOV Project; prepared by Joslin and Hildebrandt, June 2013

Tree Replacement Plan; prepared by Rincon Consultants, dated April 10, 2020

Preliminary Stormwater Management & BMP Implementation Report; prepared by TY Lin International, dated March 4, 2020

Programmatic Agreement Between The California Department of Transportation and The California State Historic Preservation Officer Regarding the South Coast 101 HOV Lanes Project, US Route 101, Santa Barbara County, California; 2013

Renderings, prepared by TY Lin International; dated March 9, 2020

Visual Impact Assessment; prepared by Rincon Consultants, January 2019

Water Quality Technical Memorandum; prepared by Rincon Consultants, dated September 15, 2018