ATTACHMENT 1

15164 ADDENDUM FOR THE LAS VEGAS-SAN PEDRO CREEKS CAPACITY IMPROVEMENT PROJECT
April 10, 2012

To: Board of Directors

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

Date: April 10, 2012

RE: Las Vegas-San Pedro Creeks Capacity Improvement Project, Addendum to 11NGD-00000-00008

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

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

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

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

Location

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

Background

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

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

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

Previously Approved Project

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

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

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

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

Caltrans would be responsible for the following project elements:

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

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

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

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

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

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

The District would implement the following project elements.

- Las Vegas Creek conform work between the proposed wider UPRR bridge and downstream to the existing Las Vegas Creek within the Twin Lakes Golf Course.
- San Pedro Creek conform work between the proposed wider UPRR bridge and downstream to the existing San Pedro Creek.
- Installation of a berm and floodwall on the Santa Barbara Airport property located along the west side of the San Pedro Creek channel north of Hollister Avenue within Airport Long-Term Parking Lot #2 to compensate for water surface elevation increases resulting from upstream capacity improvements.

Proposed Changes to the Project

All components of the proposed project will remain as described above with the exception of the Hydraulic Drop Structure located on San Pedro Creek just upstream of Calle Real (a portion of Project B).

Based on additional hydraulic calculations that were completed after the MND was approved, the 1600 linear foot concrete-lined channel immediately upstream of the proposed project, that was thought to be impassable by steelhead, was found to be potentially passable by steelhead, albeit within a very small window. Due to this new information, it was determined that the original hydraulic drop structure, which was not designed to be fish passable, would need to be

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

The transition structure is made up of the following components: Please refer to the attached figure.

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

Potential Impacts of the project changes

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

Beneficial Impacts

Beneficial impacts of the proposed project that are not being changed include the removal of several fish barriers on San Pedro Creek within the project limits, including a 5' drop located at the UPRR Bridge as well as the replacement of the Hwy 101 and Calle Real box culverts (i.e. concrete-bottomed channel) with bridges that will have natural bottomed channels.

When District, Caltrans and NOAA personnel were working with the knowledge that the 1600' concrete-lined channel immediately upstream of this project was impassable to fish, the hydraulic drop structure that was being built within the confines of that exiting concrete channel, did not represent a fish barrier being added to the system. However, when further calculations determined that the 1600' concrete-lined channel is potentially passable by steelhead, even within a limited range of flows, the re-design of the transition structure became important. With this re-design all aspects of the proposed project will be fish passable, thus resulting in an overall beneficial impact.

Findings

It is the finding of the Flood Control District Board of Directors that the previous environmental document as herein amended may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State

CEQA guidelines Section 15164, preparation of a new Mitigated Negative Declaration or Environmental Impact Report is not required.