Attachment 2

1.0 CEQA FINDINGS

1.1 CEQA FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

FINDINGS PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081 AND THE CEQA GUIDELINES SECTIONS 15090 AD 15091:

A. CONSIDERATION OF THE SEIR

The Final Supplemental Environmental Impact Report (FSEIR) SCH No. 2000031092), was presented to the Board of Directors and all voting members of the Board have reviewed and considered the SEIR, SCH No. 2000031092, and its appendices prior to approving this proposal. In addition, the Board has been informed that no public testimony was received during the public hearing held on April 12, 2010.

B. FULL DISCLOSURE

The Board of Directors finds and certifies that the Final Supplemental EIR constitutes a complete, accurate, adequate, and good faith effort at full disclosure under CEQA, and represents the independent judgment of the Board of Directors. The Board further finds and certifies the Final SEIR has been completed in compliance with CEQA and is adequate for this project.

C. LOCATION OF DOCUMENTS

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Deputy Director of the Water Resources Division, Santa Barbara County Public Works, located at 123 E Anapamu St., Santa Barbara, Ca 93101.

D. ENVIRONMENTAL REPORTING AD MONITORING PROGRAM

Pursuant to Public Resources Code Section 21081.6, the Board herby adopts the approved project description and mitigation measures, with their corresponding mitigation monitoring requirements, as the monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation and mitigation or avoidance of significant effects on the environment.

E. FINDINGS THAT CERTAIN UNAVOIDABLE IMPACTS ARE MITIGATED TO THE MAXIMUM EXTENT FEASIBLE (CLASS I IMPACTS)

The Final SEIR for the Goleta Slough Dredging Program identifies nine environmental impacts which cannot be fully mitigated and are therefore considered unavoidable. Those impact areas are: Air Quality; Biological Resources, and

Aesthetics. To the extent the impacts remain unavoidable, such impacts are acceptable when weighed against the overriding social, economic and other considerations set forth in the Statement of Overriding Considerations included herein. Each of these "Class I" impacts identified by the Final SEIR is discussed below, along with the appropriate findings as per CEQA Section 15091:

Air Quality:

1. Desilting activities in Goleta Slough may Result in Short-Term Project-Related Air Emissions During a "Typical Scenario." (AQ-1A) Dragline desilting activities in Goleta Slough and transport of sediment to the closed Foothill Landfill would result in temporary emissions of reactive organic compounds (ROC) and NOx which could interfere with progress toward attainment of the ozone standard and would exceed the SBCAPCD New Source Review Rule. The District shall implement the following measures originally developed for the 1993 PEIR to reduce air quality impacts where possible as well as additional mitigation measures recommended by the SEIR. The Board of Directors finds that implementation of these mitigation measures would reduce project-related air emissions but no other feasible measures are available to reduce emissions below levels of significance.

1993 PEIR Mitigation Measures:

MM PAQ-1 A&B: Efforts to Reduce NOX Emissions.

- Prior to and during project activity, equipment will be maintained in proper tune according to manufacturer's specifications.
- When feasible, the number of pieces of heavy-duty diesel-fueled equipment operating simultaneously during the project shall be minimized.
- Catalytic converters shall be installed on gasoline-powered equipment when feasible.
- Equipment shall be equipped with two to four degree engine retard.

2010 SEIR Mitigation Measures:

MM AQ-1 A&B: Additional Measures to Reduce NOX Emissions.

- Equipment meeting Tier 2 or higher emission standards will be used to the maximum extent feasible.
- Engine size of equipment shall be the minimum practical size.
- All portable construction equipment shall be registered with the state's portable equipment registration program or permitted by the District by September 18, 2008.
- All diesel powered equipment used during the project will be fueled with 15 ppm sulfur diesel fuel.
- Idling of heavy-duty trucks will be limited to 5 minutes.
- Heavy-duty diesel-powered equipment purchased for the project shall comply with federal and California diesel standards that are in force at the time of purchase.

- Diesel oxidation catalysts (DOC), catalyzed diesel particulate filters (CDPF) or other SBCAPCD approved emission reduction retrofit devices will be installed on applicable construction equipment used during the project.

2. May Result in Short-Term Project-Related Air Emissions During a "Worst Case Scenario." (AQ-1B) Desilting using both dragline and hydraulic desilting methods would result in temporary emissions of reactive organic compounds (ROC) and NOx which could interfere with progress toward attainment of the ozone standard and would exceed the SBCAPCD New Source Review Rule. The District shall implement the following measures originally developed for the 1993 PEIR to reduce air quality impacts where possible as well as additional mitigation measures recommended by the SEIR. The Board of Directors finds that implementation of these mitigation measures would reduce project-related air emissions but no other feasible measures are available to reduce emissions below levels of significance.

1993 PEIR Mitigation Measures:

MM PAQ-1 A&B: Efforts to Reduce NOX Emissions. As described above.

2010 SEIR Mitigation Measures:

MM AQ-1 A&B: Additional Measures to Reduce NOX Emissions. As described above.

Biological Resources:

1. Desilting May Adversely Affect Survival and Foraging of Tidewater Goby (BIO-2). Tidewater goby feeds on ostracods, amphipods, mysid shrimp, and insect larvae (especially midge larvae), by plucking prey from the substrate surface, sifting sediment in their mouth and mid-water capture. Desilting would result in direct removal of prey (drag-line bucket, hydraulic slurry), and elevated turbidity and siltation would adversely affect survival of prey and foraging success by tidewater goby. Desilting activities typically last about one month and in peak desilting years would affect a large proportion of the tidewater goby habitat in the Goleta Slough. Based on a review of the literature, adverse effects of maintenance dredging to benthic communities persist for several months to several years, depending on substrate characteristics, geographic location, ecosystem complexity and disturbance history. Tidewater goby mortality may occur as a result of starvation caused by desilting-related degradation of foraging habitat. In addition, mortality may occur as a result of direct contact with desilting equipment and entrainment by the hydraulic dredge. The following measures shall be implemented to reduce degradation of tidewater goby habitat during desilting events, and provide refuges.

2010 SEIR Mitigation Measure

MM BIO-2: Tidewater Goby Refuge

- Tecolotito Creek and Los Carneros Creek downstream of the basins provides high quality tidewater goby habitat and shall not be desilted;

- Desilting at the Tecolotito and Los Carneros basins shall not be conducted simultaneously, to minimize total habitat disturbance in this part of the Slough.

- Hydraulic dredging and dragline desilting in Atascadero Creek shall be designed and implemented so as to leave an undisturbed 10 foot-wide strip of streambed along the entire south edge of the channel.

  Although desilting activities would avoid periods of high population density (March-June), mortality is considered a significant and unavoidable impact.

Additional mitigation measures to protect all tidewater gobies from injury or mortality are infeasible given the large water body within Atascadero Creek and the associated infeasiblity to capture all gobies within the drainage. Additionally, even with careful relocation of tidewater gobies within smaller or more readily accessible areas of concern, mortality or injury is still likely to occur. The ability to guarantee that all gobies would be removed from an area to be desilted or that no gobies would be taken or injured is infeasible. The loss of one individual of an endangered remains a significant impact. The Board of Directors finds that implementation of additional mitigation measures to completely protect tidewater gobies are not logistically or fiscally feasible.

2. Disposal of sediment at the closed Foothill Landfill Sediment Disposal/Restoration Site would result in the loss of about one hundred coast live oak trees (BIO-4). Sediment disposal and associated earthwork would result in the loss of most of the coast live oak trees at the site. These trees were planted in a disturbed site for ornamental and screening purposes. However, they have matured and are considered specimen native trees as defined in the County's Environmental Thresholds and Guidelines Manual. Mature coast live oak trees (>8" at breast height) removed shall be replaced at the closed Foothill Landfill Sediment Disposal/Restoration Site. The following mitigation measure shall be implemented to reduce the significant impacts:

2010 SEIR Mitigation Measure

MM BIO-4: Oak Tree Replacement.

- Approximately 50 to 100 oak trees shall be planted as habitat clusters and as screening along the site perimeter.

Due to rooting depth restrictions and space limitations at the closed Foothill Landfill Sediment Disposal/Restoration Site, oak trees replacement at the 10:1 replacement ratio specified in the Santa Barbara County CEQA Thresholds of Significance is infeasible. The Board of Directors finds that implementation of additional mitigations measures to replace oak trees are not logistically or fiscally feasible. Therefore, residual impacts are considered significant.

3. Spills of fuel or hydraulic fluid would adversely affect aquatic wildlife, vegetation and birds (BIO-12). Spills of fuel or hydraulic fluid would adversely affect aquatic wildlife, vegetation and birds. The District shall implement the following measures originally developed for the 1993 PEIR to reduce Biological Resources impacts

where possible as well as additional mitigation measures recommended by the SEIR.

Mitigation Provided by the 1993 Program EIR.

MM PBIO-12: Spill Prevention Plan.

- Spill Prevention Plan. A site-specific emergency spill contingency plan for hydraulic and drag-line dredging shall be developed and implemented. The spill prevention plan shall include:
- Containment and cleanup procedures that minimize impacts to biological resources. These include specifying access locations, precautions to take in areas of native vegetation, types of materials to be used (non-toxic), and notifications to resource management agencies such as the California Department of Fish and Game and U.S. Fish and Wildlife Service;
- Cleanup equipment and materials to be stored at the staging areas for immediate use in case of an accident;
- Specifications for disposal of any contaminated materials resulting from cleanup activities;
- Measures to be taken to restore any significant environmental damage caused by the spill or cleanup activities. Such measures are to be taken only when natural recovery would be very slow (more than 3 years) or not likely to occur without help.
- The plan shall be prepared prior to sending the request for proposal for dredging activities.

The Board of Directors finds that implementation of these mitigation measures would reduce the probability and possibly the extent of spills. However, implementation of additional mitigation measure to further reduce impacts is infeasible and residual impacts would be significant.

Aesthetics:

1. Hydraulic desilting activities could adversely affect visual/aesthetic resources (AEST-2). Views of dredging activities from Atascadero Creek would be considerably pronounced. This is primarily due to the lack of dense vegetation along this portion of the Slough banks as well as the increased amount of time spent by recreational users along the Obern Trail/Atascadero Creek bike path. Due to the sensitivity of recreational areas as sensitive visual resources, impacts to visual/aesthetic resources along the Atascadero Creek viewshed are significant and unavoidable.

As discussed within the original 1993 Program EIR, hydraulic dredging equipment would be highly visible from Ward Memorial Blvd (SR-217), Goleta Beach Park parking lot and the Goleta Beach area. Hydraulic dredging equipment would be incompatible with the sensitive viewsheds of Goleta Beach. As such, impacts to visual/aesthetic resources resulting from dredging operations in this portion of the Goleta Slough would be considered significant and unavoidable.

The proposed Project would utilize existing sediment and materials removed from the Slough and its tributaries as replenishment for Goleta Beach. Temporary pipelines would be installed and connected to an existing pipeline sleeve currently located beneath the Goleta Beach Park and parking lot to discharge at a point within the surf zone located approximately 2,500 feet west of the Slough mouth at Goleta Beach. This would require equipment and staging to remove the paved bike path, install the sleeve, then replace the bike path. Bike path removal and replacement activities would occur at two locations; both located in the western portion of the Goleta Beach Park bike trail, south of the Ward Memorial Boulevard (SR-217) bridge. Construction equipment would be visible from the Goleta Beach Park parking lot and bike path for up to two full days every 3 to 5 years. Although temporary and mobile in nature, due to the highly sensitive nature of the Goleta Slough and surrounding viewshed, impacts caused by construction equipment would be significant and unavoidable.

Sediment release would occur within the surf zone within the eastern portion of Goleta Beach. During Project operations, recreational users would be directed around or outside of the sediment release zone. Replenishment activities would be plainly visible to recreational users in the vicinity of the Project site. Within the immediate vicinity of the discharge, discoloration and increased turbidity of the waters would result. As discussed within the original 1993 Program EIR, although construction would be short-term, the Goleta Beach viewshed is considered highly sensitive by virtue of its aesthetic properties and intensive recreational use. Impacts to visual/aesthetic resources would be significant and unavoidable.

The Board of Directors finds that there are no additional feasible mitigation measures to reduce aesthetic impacts to less than significant because the project area is open to various views and screening is not possible due to potential additional aesthetic, biological, or recreational impacts that would result from placing screening devices.

2. Dragline desilting activities could adversely affect visual/aesthetic resources (AEST-3). Draglining operations would be necessary within areas located in the Tecolotito Creek and Los Carneros Creek viewsheds. Under normal maintenance conditions, hydraulic dredging would be the preferred option for desilting of the remaining creeks. However, although hydraulic dredging is the preferred option for the remaining creeks, draglining may also, under some sediment removal circumstances, be the best feasible option for Atascadero, San Pedro and San Jose creeks. Sediment would then be stockpiled in areas for removal by trucks for either upland disposal or beach replenishment.

   Goleta Beach Park Viewshed. Dragline desilting activities would require that a 100-ton crane be located along the banks of the Slough and its tributaries for sediment removal. Crane use would be temporary and would move as each portion of the Project creek is desilted. If conditions allow, more than one site may be draglined at a time. Therefore, although unlikely within any one viewshed, a worst-case visual scenario for Project operations would include the two 100-ton cranes. Based on past experience, it is anticipated that draglining maintenance activities would last approximately 4 weeks for the entire Slough not counting the time it takes to remove the spoils after they have dried sufficiently to

be hauled. Although crane operations would be temporary and would only occur every 3 to 5 years as necessary, impacts to the Goleta Beach Viewshed would be significant and unavoidable until the crane was removed.

Atascadero Creek Viewshed. For Atascadero Creek, the dragline desilting crane area would be located along the northern banks directly adjacent to the recreational bike path. The Atascadero Creek bike trail (also known as the Obern Trail) offers public views of the Slough, vegetated coastal bluffs (along the adjacent SoCalGas property) and other scenic areas. Staging of the crane and equipment and stockpiling of removed sediment along the banks of Atascadero Creek would be highly visible from the public bike trail as well as from some of the residencies located within the Rancho Goleta Mobil Home Park. Therefore, although operations would be temporary and would only occur every 3 to 5 years as necessary, impacts to the Goleta Beach Viewshed would be significant and unavoidable until the crane was removed.

San Jose Creek/San Pedro Creek Viewsheds. Dragline desilting operations for San Jose Creek and San Pedro Creek would require staging of the crane and stockpiling of removed sediment within private property along the western portion of the bank for San Jose Creek and the eastern portion of the bank for San Pedro Creek. Views from privately owned property are generally not considered for analysis of potential impacts. However, some public views of these creeks are available from SR-217, James Fowler Road and Fairview Avenue. As stated within the original 1993 Program EIR the general appearance of the viewshed is urban. However, due to the overall visual sensitivity of the Goleta Slough, as well as the addition of Fairview Avenue to the City of Goleta's list of designated scenic corridors, the creek viewsheds are considered visually sensitive because they provide some visual relief to the surrounding urban setting.

As stated within the original 1993 Program EIR "construction equipment and the staging area would partially obstruct views of the creek[s]." Therefore, due to the increased sensitivity classification and adjacent roadways being designated as "scenic", as well as the obstruction of views, the impact to visual/aesthetic resources within the San Jose and San Pedro creek areas would be significant and unavoidable until the crane was removed.

Tecolotito Creek/Los Carneros Creek Viewsheds. Dragline operations conducted along Tecolotito Creek and Los Carneros Creek would be partially visible at right angles from specific locations along Hollister Road in Goleta. As stated within the original 1993 Program EIR, the general appearance of the Tecolotito and Los Carneros creeks viewshed is urban. However, due to the overall visual sensitivity of the Goleta Slough, as well as the addition of Hollister Avenue to the City of Goleta's list of scenic corridors, the viewshed is considered visually sensitive because it provides some visual relief to the surrounding urban setting. Therefore, due to the increased sensitivity classification and adjacent roadways being designated as "scenic", as well as the obstruction of views, the impact to visual/aesthetic resources within the Tecolotito Creek and Los Carneros Creek areas would be significant and unavoidable until the crane was removed.

The Board of Directors finds that there are no additional feasible mitigation measures to reduce aesthetic impacts to less than significant because the project area is open to various views and screening is not possible due to potential

additional aesthetic, biological, or recreational impacts that would result from placing screening devices.

3. Transportation of sediment by truck to Goleta Beach could cause adverse impacts to visual/aesthetic resources (AEST-4). The proposed Project includes the removal of sediment from the lower reaches of the Goleta Slough including Tecolotito Creek, Los Carneros Creek, Atascadero Creek, San Jose Creek, and San Pedro Creek. Following removal, the sediment would then be transported onto Goleta Beach for beach replenishment.

   The transport of sediment by dump trucks to Goleta Beach for replenishment purposes could require approximately 10 truck trips per hour during desilting operations resulting in 1,000 cy removed per day. According to the County, a typical desilting season would result in the removal of approximately 92,200 cy and no more than 192,000 cy. As such, trucks may be required to transport sediment within roadways adjacent to the Goleta Slough for approximately 92 - 192 days. Transportation of the sediment via truck would require that an excavator be used to transfer the sediment from the stockpiling area into the dump trucks for hauling. Several of the roadways, including U.S. Highway 101, Hollister Avenue, and Fairview Avenue are designated scenic corridors. Near the lower portions of the Slough these roadways traverse areas of parks, recreational areas, coastal estuaries and scenic areas. According to the County of Santa Barbara guidelines, interference with any of these sensitive viewsheds (scenic corridors, recreational areas, estuaries, etc) would result in a significant impact to visual/aesthetic resources. Therefore, the transportation of sediment by truck to Goleta Beach as well as the use of a dozer and excavator would result in a significant and unavoidable impact to visual/aesthetic resources.

   The Board of Directors finds that there are no additional feasible mitigation measures to reduce aesthetic impacts to less than significant because the project area is open to various views and screening is not possible due to potential additional aesthetic, biological, or recreational impacts that would result from placing screening devices.

4. Transportation of Sediment by Truck to the Closed Foothill Landfill Sediment Disposal/Restoration Site could adversely impact visual/aesthetic resources (AEST-5). The proposed Project includes the removal of sediment from the lower reaches of the Goleta Slough including Tecolotito Creek, Los Carneros Creek, Atascadero Creek, San Jose Creek, and San Pedro Creek. Following removal, the sediment would then be transported to Goleta Beach for beach replenishment purposes. Slough sediment would be monitored and tested to determine suitability for use as beach replenishment material. Should the sediment be deemed unsuitable for beach replenishment purposes, it would be collected at stockpile areas located adjacent to the Slough approximately 30 feet from creek banks except at the northern portion of San Jose Creek, where stockpiling would be closer. The excavated sediment would then be hauled from the stockpiling areas in dump trucks to the County of Santa Barbara closed Foothill Landfill for proper upland disposal and reuse. Transportation of the sediment via truck would require that an excavator be used to transfer the sediment from the stockpiling area into the dump trucks for hauling. The dump

trucks would then enter onto local roadways to deliver the sediment to the disposal site located off south U.S. Highway 101 at County Dump Road where a bulldozer would be used to place sediment. Several of these roadways including U.S. Highway 101, Calle Real, Cathedral Oaks, Hollister Avenue, and Fairview Avenue are designated scenic corridors. Near the lower portions of the Slough these roadways traverse areas of parks, recreational areas, coastal estuaries and scenic areas. According to the County of Santa Barbara guidelines, interference with any of these sensitive viewsheds (scenic corridors, recreational areas, estuaries, etc) would result in a significant impact to visual/aesthetic resources. Therefore, the transportation of sediment by truck to the closed Foothill Landfill as well as the use of a dozer and excavator would result in a significant and unavoidable impact to visual/aesthetic resources.

The Board of Directors finds that there are no additional feasible mitigation measures to reduce aesthetic impacts to less than significant because the project area is open to various views and screening is not possible due to potential additional aesthetic, biological, or recreational impacts that would result from placing screening devices.

F. FINDINGS THAT CERTAIN IMPACTS ARE MITIGATED TO INSIGNIFICANCE BY CONDITONS OF APPROVAL (CLASS II IMPACTS).

The Final SEIR identified several subject areas for which the proposed project is considered to cause or contribute to significant, but mitigable environmental impacts (Class II). With implementation of mitigation measures identified in the Final SEIR, and outlined below, the Board of Directors finds that these impacts would be reduced to less than significant levels.

Water Resources

1. Dredging activities has the potential to adversely impact inland surface water quality on a periodic basis (WR-1). Dredging of the creeks necessarily disturbs existing sediments. These sediments have the potential to include various toxic substances. Additionally, the movement of the sediments may adversely affect water quality parameters such as dissolved oxygen, color, odors and turbidity adversely during the periodic dredging periods.

Mitigation Incorporated in the Project Description.

MM Project 1: Sampling and Analysis Plan - Implementation of Project-incorporated Sampling and Analysis Plan (SAP) in accordance with ASTM and USEPA guidelines.

2010 SEIR Mitigation Measures

MM WR-1: Defined Best Management Practices (BMPs). The District shall define and implement all of its existing and proposed BMPs designed to prevent the introduction of pollutants to surface waters including but not limited to: sediment, trash, fuels, and chemicals. These should include, but are not limited to the following, some of which may be added to the Spill Prevention Plan identified in MM PBIO-12.

- All fueling of vehicles and heavy equipment shall occur in designated areas. Designated areas shall include spill containment devices (e.g., drain pans) and absorbent materials to clean up spills.
- Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and other fluids, and shall be examined for leaks on a daily basis. All maintenance shall occur in designated areas, which shall include spill containment devices and absorbent materials to clean up spills.
- Any accidental spill of hydrocarbons or other fluids that may occur at the work site shall be cleaned immediately. Spill containment devices and absorbent materials shall be maintained on the work site for this purpose. The Governor's Office of Emergency Services (OES) shall be notified immediately in the event of a reportable quantity accidental spill to ensure proper notification, clean up and disposal of waste.
- Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from drainage features, and shall be disposed of regularly.
- Convenient, portable sanitary/septic facilities shall be provided during construction activities. These facilities shall be well maintained and serviced, and wastes shall be treated and disposed of in accordance with state and local requirements.
- Storm water BMP material will be used around the construction area perimeters during construction and around any construction operations that could potentially generate waste.
- Minimize the use of pesticides for creek bank restoration and enhancement activities.
- Pesticides shall only be handled by appropriately trained personnel in accordance with all applicable regulations.
- All manufacturer recommended procedures for use, storage and disposal of pesticides shall be implemented.
- No pesticides shall be stored onsite.

2. Sediment stockpiling on creek banks and creek bank restoration activities will impact inland surface waters on a periodic basis (WR-2). The physical activities of stockpiling sediments on the creek banks also has the potential to result in increased turbidity of the creeks, and re-suspension of pollutants in the creeks from drainage from sediment stockpiles and disturbance of creek banks by equipment.

Mitigation Provided by the 1993 Program EIR.

MM *PBIO-12: Spill Prevention Plan*. A site-specific emergency spill contingency plan for hydraulic and drag-line dredging shall be developed and implemented. The spill prevention plan shall include:

•Containment and cleanup procedures that minimize impacts to biological resources. These include specifying access locations, precautions to take in areas of native vegetation, types of materials to be used (non-toxic), and notifications to resource management agencies such as the California Department of Fish and Game and U.S. Fish and Wildlife Service;

• Cleanup equipment and materials to be stored at the staging areas for immediate use in case of an accident;
• Specifications for disposal of any contaminated materials resulting from cleanup activities;
• Measures to be taken to restore any significant environmental damage caused by the spill or cleanup activities. Such measures are to be taken only when natural recovery would be very slow (more than 3 years) or not likely to occur without help.
• The plan shall be prepared prior to sending the request for proposal for dredging activities.

2010 SEIR Mitigation Measures

MM WR-1: Defined Best Management Practices (BMPs). As described above.

3. Possible leaks and spills of fuel, oil, and other consitiuents associated with equipment use and maintenance have the potential to impact inland surface water quality. (WR-3). Project implementation including dredging operations, sediment disposal, and restoration activities will require the use of equipment. During operation and maintenance of this equipment possible leakage of fuel, oil or other toxic substances may result in contamination of surface waters.

Mitigation Provided by the 1993 Program EIR.

MM *PBIO-12: Spill Prevention Plan*. As described above

2010 SEIR Mitigation Measures

MM WR-1: Defined Best Management Practices (BMPs). As described above.

4. Dregradation of marine water quality would result from accidental discharge of fuel or other petroleum products (WR-11). Petroleum discharge: An accidental release of fuel or other petroleum product from the dredging and/or grading equipment could result in a significant impact to the marine water quality. In addition to the potentially toxic effects on the biota that are contacted by the petroleum, the presence of floating oil products is in violation of the Ocean Plan objectives.

Mitigation Incorporated in the Project Description.

MM Project 1: Sampling and Analysis Plan – As described above.

2010 SEIR Mitigation Measures

MM WR-1: Defined Best Management Practices (BMPs). As described above.

Geology

1. Proposed Landfill Restoration Plan will alter existing topography and surficial features (GEO-7). The closed Foothill Landfill Sediment Disposal/Restoration Site ranges in elevation from 110 feet above mean sea level (msl) at the southern toe to 283 feet msl. The current topography of the site is a direct result

of the historic land filling operations. The proposed restoration/fill area is approximately 20 acres which is divided into three areas. The initial phase of restoration will require the import of sediment and grading/shaping to reach the final topography. Existing vegetation will be removed or filled incrementally as needed to accommodate new sediment as it is imported. The final topography of the site may change slightly in terms of general contouring of the side slopes; however the maximum elevations will not change from what they currently are. With implementation of a grading plan in conformance with all County requirements, impacts would be reduced to less than significant.

Mitigation Incorporated in the Project Description.

MM Project 2: Restoration/Revegetation Plan for the Proposed Sediment Disposal Areas at the Closed Foothill Landfill - Implementation of Project incorporated restoration and revegetation plan at the closed Foothill Landfill sediment disposal areas. Included as Appendix F of the SEIR.

Biological Resources

2. Desilting would disturb raptor and heron roosts, and swallow nesting (BIO-13). Based on the 2009 field survey, affected areas include:

- Great blue heron and great egret rookery north of the Slough main channel near mouth;
- Double-crested cormorant roost north of the Slough main channel near mouth;
- Cliff swallows nesting on the Route 217 bridge over San Pedro Creek, the pipe bridge over Atascadero Creek, and Hollister Avenue bridge at Tecolotiito Creek; and
- Raptor nesting habitat along the south side of Atascadero Creek.

Mitigation Provided by the 1993 Program EIR.

MM PBIO-13: Time Restrictions or Monitoring. Mitigate potential adverse impacts to raptor and heron roosting/perching by limiting dredging to daytime hours or by developing a plan to monitor the response of the birds to Project activities. Perform dredging in the Goleta Slough and drag-line desilting in Tecolotito Creek after the swallow breeding season has been completed and before the next season begins (between August 1 and April 1). A raptor and heron roosting monitoring plan shall be developed and include:

- Methodology for observing birds including a schedule of surveying prior to desilting (baseline conditions) and to coincide with periods of activity, including at night that could affect the birds.
- Criteria for determining an adverse impact is occurring.
- Measures to be taken if adverse impacts occur, and procedures to follow in implementing these measures

2010 SEIR Mitigation Measures

MM BIO-13: Breeding Bird Monitoring and Avoidance. If desilting activities are anticipated to occur or extend into the bird breeding season (February 15 through

August 1), breeding bird monitoring and avoidance shall be implemented, and include:

- A breeding bird survey shall be completed by a qualified biologist within all areas within 200 feet of desilting activities;
- Active nests shall be identified and monitored by a qualified biologist;
- If desilting activities are found to substantially affect breeding and/or foraging behavior at the nest site, a buffer shall be established by a qualified biologist and desilting work postponed within the buffer area until the nest is abandoned or young have fledged.

1. Disposal of dredged sediments at Goleta Beach may adversely affect grunion spawning. (BIO-15). Based on the proposed Project schedule, beach disposal may occur from September 15 through May 15, which includes grunion spawning periods. The presence of wheeled or tracked vehicles on the beach to place the discharge pipe and excavate a trench at the mouth of Goleta Slough may crush spawning grunion and their buried eggs and larvae. This impact is considered significant but mitigable.

Mitigation Provided by the 1993 Program EIR.

MM PBIO-15: Grunion Survey and Avoidance. Prior to pipelaying across the beach and discharge of sediments during grunion spawning season, conduct a survey (on high tides at night) to determine if grunion use Goleta Beach. If they do, suspend dredging and pipe moving activities as night and minimize vehicle activities on the beach to prevent damage to eggs in the sand.

Alternative Mitigation Recommended by the 2010 SEIR.

MM BIO-15: Grunion Surveys and Avoidance. If equipment activity is anticipated to occur on the beach during the documented grunion spawning season (March through September) nightly field observations (during favorable tide conditions as designated by CDFG) for grunion spawning activities at Goleta Beach shall be completed for two weeks prior to the proposed deposition and grading of sand on the beach. No sediment discharge or equipment activity shall be allowed if grunion spawning has occurred at anytime during the prior two week period without specific authorization from state and federal resource agencies (CDFG and NOAA Fisheries).

3. Turbidity and siltation caused by disposal of dredged sediments at Goleta Beach may adversely affect sensitive nearshore marine habitats (BIO-16). While the sediment in the beach discharge is expected to rapidly settle, fine material (silts and clays) which could comprise up to 50 percent of disposed material, would remain in the water column and be transported offshore. The analysis of nearshore currents in the 1993 Program EIR indicated that the prevailing flow is to the southwest (offshore and toward Goleta Point), which was confirmed by Aquatic Bioassay and Consulting (2009). Kelp beds, eelgrass, and rocky bottom habitat have been documented within the area offshore of the proposed beach disposal site and could be affected by the deposition of a substantial amount of fine sediment and/or by increased turbidity. The potential impacts of siltation and/or turbidity are considered significant but mitigable.

2010 SEIR Mitigation Measures

MM BIO-16: Marine Turbidity Plume Monitoring. The proposed updated maintenance program includes onshore visual monitoring of the turbidity plume during beach disposal operations. If the turbidity plume is observed to reach kelp beds or eelgrass beds (east of Goleta Pier, off Goleta Point) beach disposal shall be terminated until the turbidity plume has dissipated.

Risk of Upset

1. The use, maintenance and fueling of equipment has the potential to result in he discharge of hazardous material to the environment from leaks and accidental spills (RU-1). Equipment associated with the Project for hydraulic dredging operations include: hydraulic dredge and a crane. The hydraulic dredge operates on diesel fuel and contains onboard pumping equipment. Additionally, booster pumps may be floated like the dredge or staged on the bank approximately 3,000 feet from the working area. Other equipment that would be used for hydraulic dredging operations include: forklift, loader/dozer, welding machine, fusion machine, and rubber track dump truck.

   For dragline dredging the main piece of equipment is a crane that would operate from the sides of the creeks or basins. Additional equipment for the dragline dredging operations include trucks for hauling, an excavator for loading sediment into trucks, and a bulldozer.

   The fuel, luricants, oils and chemicals for the hydraulic dredge are stored in the staging area located in the eastern portion of Goleta Beach County Park. The fueling and maintenance of Project equipment for the hydraulic dredge takes place on the dredge or in the staging area located in the eastern portion of Goleta Beach County Park. Fuel, lubricants, oils and chemicals for the dragline crane are stored in a locked container inside the work truck associated with the crane but does not stay onsite after work hours. The fueling and maintenance of Project equipment for the crane takes place onsite in the staging area. In the event a booster pump is required to maintain the appropriate desilting discharge rate, if the booster pump is located on land, a temporary, above-ground fuel storage tank would be installed in accordance with applicable government regulations pertaining to the siting, construction and use of such tanks. Numerous pieces of equipment that require fueling and maintenance are part of the Project. Several safeguards are presently in effect to prevent the contamination of soil or water resources. However, due to the sensitivity of the Project environment, any discharge of hazardous materials may be significant.

   Mitigation Provided by the 1993 Program EIR.

   MM *PBIO-12: Spill Prevention Plan.* As described above

   2010 SEIR Mitigation Measures

   MM WR-1: Defined Best Management Practices (BMPs). As described above.

2. Discharge of pesticides associated with restoration activities have the potential to significantly impact human and environmental health (RU-2). Proposed site enhancement activities may result in the use of pesticides. Inappropriate use, storage or disposal of such substances may result in adverse impacts to human and environmental health. The significance of such effects is dependent upon the type of

chemical, quantity, and location of release among other factors. Because of the sensitivity of the environment for all of the creek-side enhancement areas, this impact is considered potentially significant.

Mitigation Provided by the 1993 Program EIR.

MM *PBIO-12: Spill Prevention Plan*. As described above

2010 SEIR Mitigation Measures

MM WR-1: Defined Best Management Practices (BMPs). As described above.

Cultural Resources

1. Project-related exposure of CA-SBA-45 may increase its exposure to unauthorized cultural artifact collectors (CR-2). Archaeological site CA-SBA-45 is well known to artifact collectors. Natural erosion of the creek banks may have exposed cultural material. Also, as stated in the PEIR, removal of vegetation along the banks of archaeological sites would also contribute to the exposure and access of prehistoric artifacts. Increased exposure and site access to cultural resources as a result of the Project could exacerbate unauthorized collection of these resources which is considered an indirect, but potentially significant, Project impact.

Mitigation Provided by the 1993 Program EIR

MM PCR-1a: Avoidance of SBA-45 and Locus 21. Dredging excavation shall not occur within a minimum 25-foot distance measured along the top of creek banks, and within 5 feet of the existing creek bank toe of slope adjacent to Locus 2 and SBA-45 site boundaries. These avoidance areas shall be temporarily staked during construction.

2010 SEIR Mitigation Measures

MM CR-2a: Worker Cultural Orientation. At Goleta Slough Flood Control Dredging Project work locations #1 Atascadero Creek, #2 San Jose Creek & Enhancement, #3 San Pedro Creek & Enhancement and #6 Goleta Beach Replenishment, before commencing work, Project crews and personnel shall be informed of the importance of the potential archaeological resources in the area and of the regulatory protections afforded to the resources. The crew should be informed of procedures relating to the discovery of archaeological remains during Project activities and cautioned to avoid archaeological areas with equipment and not to collect artifacts. Personnel and the crew should inform their supervisor and the on-site monitor should cultural remains be uncovered.

MM CR-2b: Demarcation of Archaeological Sites. Known archaeological sites shall be avoided, so as not to inflict a significant impact to the site. Avoidance can be accomplished by having the archaeologist and project engineer demarcate on the ground cultural resource boundaries that occur adjacent to work areas to ensure that proposed Project improvements do not impinge on the resource(s). Construction equipment can then be directed away from the resource, and construction personnel directed to avoid entering the area. This applies to work locations #1 Atascadero

Creek, #2 San Jose Creek & Enhancement, #3 San Pedro Creek & Enhancement and #6 Goleta Beach Replenishment where archaeological sites have been recorded.

2. Installation and removal of the pipeline for the Goleta Beach surf zone work associated with beach replenishment has the potential to impact CA-SBA-1695 (CR-4). The Project uses a discharge pipeline for the beach nourishment element when hydraulic desilting occurs. The discharge pipeline extends through a sleeve under the Goleta Beach parking lot and under the bike path. The pipeline sleeve at the parking lot is permanent. However, the sleeve under the bike path is installed for each event and then removed afterward. Due to the surface crossing of site CA-SBA-1695, during installation of the pipeline and removal of the pipeline for the Goleta Beach surf zone work archaeological site CA-SBA-1695 may be impacted.

Mitigation Provided by the 1993 Program EIR

MM PCR-1b: Monitoring of Archaeological Sites. All dredging operations within archaeological sites and buffer areas shall be monitored by a County-approved archaeologist and local Native American representative. If unexpected archaeological remains are encountered, dredging activities shall be redirected elsewhere until the significance of the materials can be evaluated pursuant to County Cultural Resource Guidelines. If significant and feasible, dredging activities shall be redesigned to avoid further disturbances to the cultural deposit. If not avoidable, Phase 3 data recovery excavations shall be undertaken pursuant to County Cultural Resource Guidelines.

2010 SEIR Mitigation Measures

MM CR-2a: Worker Cultural Orientation. As described above.

3. Project activities have the potential to disturb Native American human remains (CR-5). In addition to cultural deposits, human remains occur regularly at sites SBA-45 and SBA-46. The PEIR determined that potentially significant and unavoidable impacts to human remains could be associated with excavation of pilot channels at Atascadero Creek and San Jose Creek. However, as indicated above, the current Project dredging is not proposed to expand the boundaries or depth of previous channel excavations. Because of the cultural resource avoidance measure in place for the Project, impacts to human remains associated with dredging in the channels are not likely. It is possible that workers may observe newly exposed cultural materials potentially including burials along the banks of Atascadero, San Pedro or San Jose creeks due to the natural erosion of the creek banks. In this event, proper notification procedures as described in MM CR-4 below should be implemented. Additionally, the placement of discharge pipeline has the potential to impact SBA-1695. The pipeline installation and removal has been conducted numerous times without apparent impact on cultural resources. There is very limited data available on this site and the likelihood of human remains at this site is unknown. However, in the event that such remains are encountered the impact would be considered significant as all human remains and associated ceremonial artifacts retain spiritual integrity for Native Americans.

2010 SEIR Mitigation Measures

MM CR-2a: Worker Cultural Orientation. As described above.

MM CR-5: Proper Disposition of Human Remains. If Native American human remains are discovered during Project construction at any Goleta Slough Flood Control Dredging Project work locations, the Project Archaeologist shall be notified and state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (Public Resource Code Sec. 5097), shall be followed. The coordination of the procedures outlined in the Proposed Native American Burial Protection Plan is the responsibility and under the authority of the lead agency for this project.

In the event that human remains are unearthed, all work shall stop in the area of the find and any nearby area reasonably suspected to overlie adjacent human remains and the County Coroner notified. If the remains are determined to be of Native American descent, the Coroner shall notify the NAHC within 24 hours. Reburial or disposal of human remains shall be conducted according to the instructions of the most likely descendent, as identified by the NAHC.

4. Impacts to previously identified cultural resources (CR-7). Because of the general cultural sensitivity of the Goleta Slough it is possible that archaeological sites that have not been previously identified may exist within the Project work area. Project activities such as ground disturbance associated with operation of equipment on the banks during dragline desiltation, or any ground disturbing activity has the potential to impact previously unidentified cultural resources.

2010 SEIR Mitigation Measures

MM CR-7. Stop Work Order: If cultural resources are encountered during implementation of the Project, construction work must be stopped and all activity that disturbs the earth within fifty feet must be suspended or moved to another area. The area will be staked or flagged until an archaeologist determines significance of the discovery and recommends the methods of evaluation. All discoveries of cultural resources must be evaluated and mitigated if determined significant. After the find has been mitigated, work may resume at that location. A Native American monitor shall be retained to observe any ground disturbances that contain or may contain Native American artifacts or objects of religious significance.

G. CUMMULATIVE EFFECTS

The Final SEIR for the Goleta Slough Dredging Program identifies three cummulative environmental impacts which cannot be fully mitigated and are therefore considered unavoidable (Class I). Those impact areas are: Biological Resources, and Aesthetics. To the extent the impacts remain unavoidable, such impacts are acceptable when weighed against the overriding social, economic and other considerations set forth in the Statement of Overriding Considerations included herein.

The Final SEIR for the Goleta Slough Dredging Program also identifies four cummulative environmental impacts for which the project is considered to cause

or contribute to considerable, but mitigable environmental impacts (Class II). Those impact areas are: Water Resources, Biological Resources, and Cultural Resources. Each of these Cummulative "Class I" and "Class II" impacts identified by the Final SEIR are discussed below, along with the appropriate findings as per CEQA Section 15091.

Biological Resources Cummulative Class I

1. The Project would result in cumulatively significant impacts to tidewater goby (BIO-CUMM-8). Tidewater goby is listed as a federally endangered species. Project desilting was determined to result in significant impacts to the species. It is not expected that the specific projects considered in the Cummulative Impacts Analysis would directly impact tidewater goby within the Project creek channels. However, because the species has been significantly impacted by past projects that have negatively impacted the species as a whole, the Project's impact may be cumulatively considerable as well as significant on a project-specific basis. The District's implementation of the Tidewater Goby Refuge mitigation as described above in E-Biological Resources-1 would also serve to mitigate the Project's contribution to cumulative impacts on tidewater goby. The Board of Directors finds that implementation of additional mitigation measures to reduce cumulative impacts to a level of insignificance is not logistically or fiscally feasible.

Aesthetics Cumulative Class I

1. Cumulative development would result in significant, unavoidable, adverse, short-term affects to sensitive viewsheds (AEST-CUM-13). The proposed Project is located within the Goleta Slough viewshed, which is designated as a scenic resource by the City of Goleta. As such, the proposed Project, although temporary and mobile in nature, would have a significant, unavoidable impact on immediate views for the duration of crane operation activities. Cumulative projects within the Goleta Slough viewshed including the SoCalGas La Goleta Storage Field, Goleta Slough Sanitary District plant upgrade, and construction within the City of Santa Barbara Municipal Airport would contribute to aesthetic impacts if construction equipment or activities would also be visible to the public and simultaneously with the proposed Project within the Project viewshed. As such, impacts would be cumulatively considerable. The Board of Directors finds that implementation of additional mitigation measures to reduce cumulative impacts to a level of insignificance is not feasible.

2. Cumulative impacts would result in significant, unavoidable, adverse short-term affects to sensitive viewsheds during disposal of sediments within Goleta Beach (AEST-CUM-14). The proposed Project, although temporary and mobile in nature, would have a significant, unavoidable impact on immediate views for the duration of crane operation activities. Cumulative projects within the Goleta Beach viewshed including the So Cal Gas La Goleta Storage Field, and the Goleta Slough Sanitary District plant upgrade would contribute to cumulative aesthetic impacts if construction equipment or activities would also be visible to the public and would also be cumulatively considerable should they occur simultaneously with the proposed Project within the Project view shed. As such, impacts would be cumulatively considerable. The Board of Directors finds that implementation of additional mitigation measures to reduce cumulative impacts to a level of insignificance is not feasible.

Water Resources Cumulative Class II

1. Cumulative projects could result in short-term impacts to surface water quality in stream channels (WR-CUM-2). Projects which may contribute cumulatively to impacts to surface water quality within the proposed Project area would include restoration within the Goleta Slough, monitoring associated with permit compliance, the Goleta Sanitary District wastewater treatment plant upgrades, the wetland mitigation associated with the relocation of runway 7/25 and the construction of the new airline terminal facility and any other projects in the watershed. Surface water impacts caused by these Projects could cause cumulatively considerable impacts to surface water quality primarily through erosion and runoff during construction activities, as well as potential leaks and spills of fuel, oil and other constituents associated with equipment use and maintenance. The Project's contribution to this surface water quality impact is therefore cumulatively considerable and mitigable. The Board of Directors finds that potential impacts have been mitigated to a less than significant level with the following mitigation measures.

Mitigation Provided by the 1993 Program EIR.

PBIO-12: Spill Prevention Plan, as described above

2010 SEIR Mitigation Measures

MM Project-1 Sampling Analysis Plan (SAP) and MM WR-1 Defined Best Management Practices as described within the MM WR-1, both described above, would reduce the Projects cumulative contribution to surface water quality impacts to a less than significant level. However, the following additional measure would further reduce cumulative impacts.

MM CUM-2 District will notify applicable permitting agencies of Project activities and scheduling to reduce cumulatively considerable impacts. Prior to Project desilting, beach replenishment or sediment removal activities, the District will notify applicable permitting agencies associated with cumulatively considerable projects to ensure that cumulatively considerable impacts to resource areas would be reduced through Project timing.

2. Cumulative offshore water quality impacts could result from construction activities within Goleta Beach (WR-CUM-5). Projects which may contribute cumulatively to impacts to water quality within the proposed Project area would include the coastal enhancement projects at Goleta Beach. Impacts caused by these Projects could contribute cumulatively to water quality primarily through erosion and runoff during construction activities, as well as potential leaks and spills of fuel, oil and other constituents associated with equipment use and maintenance. The Project's contribution to this offshore water quality impact is cumulatively considerable and mitigable. The Board of Directors finds that potential impacts have been mitigated to a less than significant level with the following mitigation measures.

Mitigation Provided by the 1993 Program EIR.

MM PBIO-12 Spill Prevention Plan, as described above

Mitigation Provided by the 2000 SEIR

MM SWR-1 - Post Advisories. Post so swimming advisories at the beach immediately prior to, during and for two days after dredging discharges occur.

2010 SEIR Mitigation Measures

MM Project-1 Sampling Analysis Plan (SAP) and MM WR-1 Defined Best Management Practices, both described above, would reduce the Projects contribution to surface water quality impacts to a level that is not cumulatively considerable.

MM CUM-2, as described above, would further reduce this impact.

Biological Resources Cumulative Class II

1. Cumulative development may result in significant cumulative impacts to grunion, nearshore marine habitats and biota (BIO-CUM-9). In addition to the proposed Project, projects which would be cumulatively considerable to sensitive species or habitats within the waters of the Pacific Ocean include any projects associated with coastal enhancement. Coastal enhancement projects would entail the stabilization of beach sands within the Project area by sediments collected from onshore or offshore sources along the Goleta Coast. Environmental impacts associated with other coastal enhancement projects would likely be similar to those associated with the proposed Project. Project activities may result in direct impacts on grunion, nearshore marine habitats and biota. These effects could be exacerbated by other similar projects. However, some of these effects would likely be tempered by the fact that it is unlikely for such projects to occur simultaneously. As such, although unlikely based on project timing and scheduling, effects would be cumulatively considerable but mitigable. The Board of Directors finds that potential impacts have been mitigated to a less than significant level with the following mitigation measures.

Mitigation Provided by the 1993 Program EIR.

MM PBIO-16 Grunion Survey and Avoidance, as described above

2010 SEIR Mitigation Measures

MM BIO-16 Grunion Surveys and Avoidance, as described above.

MM BIO-17 Marine Turbidity Plume Monitoring, as described above, would all serve to mitigate the Project's contribution to cumulative impacts on tidewater goby.

Cultural Resources Cumulative Class II

Cumulative development has the potential to result in significant impacts to known and presently unidentified archaeological/cultural resources (CR-CUM-12). Of the cumulative projects considered, some have the potential to impact known archaeological sites within the Project impact area. Additionally, due to the general archaeological sensitivity of the Project area there is a potential for the existence of currently unidentified archaeological site to exist. Because the Project and cumulative development have the potential to result in significant impacts to known and unknown archaeological/cultural resources, and due to the past history of degradation of such resources, potential cumulative impacts to archaeological/cultural would be considerable but mitigable. The Board of Directors finds that the project's contribution to cumulative impacts on archaeological/cultural resources would be reduced to an insignificant level; through implementation of the following mitigation measures.

Mitigation Provided by the 1993 Program EIR.

MM PCR-1a Avoidance of SBA-45 and Locus 2, as described above.

2010 SEIR Mitigation Measures

MM CR-2a Worker Cultural Orientation, as described above.

MM CR-2b Demarcation of Archaeological Sites, as described above.

H. Findings Related to Growth Inducing Effects

Section 15126.2(d) of the State CEQA Guidelines requires an EIR to discuss ways in which a project could foster economic or population growth or the construction of new housing, either directly or indirectly in the surrounding environment. The following discussion is from Section 8 of the Final SEIR.

The proposed Project includes the continuance of maintenance dredging/draglining (desilting) of sediment from the lower reaches of the Goleta Slough and its tributaries including Tecolotito Creek, Los Carneros Creek, Atascadero Creek, San Jose Creek, and San Pedro Creek. The Project does not include the construction of new housing which could be considered a direct growth-inducing impact. The Project is an extension of existing maintenance activities currently being performed at the site and would not require additional personnel or employment opportunities which would lead to an indirect growth potential. The Project does not include the construction of new infrastructure or service systems. Based on this analysis the Board of Directors finds, that the proposed project would not be growth inducing.

I. FINDINGS THAT IDENTIFIED PROJECT ALTERNATIVES ARE NOT FEASIBLE

alternatives (including the No Project Alternative) were initially identified and underwent preliminary analysis. Of those seven alternatives initially considered, four were rejected as being infeasible and were not analyzed in detail in the SEIR. Three alternatives for deeper ocean discharge scenarios were not carried forward because the additional analysis, coordination, and permitting required for

all of the deeper ocean discharge scenarios would be costly, inefficient, and may delay maintenance activities; thus causing additional environmental impacts as a result of flooding and potential interference with Santa Barbara Airport operations. The deeper ocean discharge alternatives would reduce, but not eliminate the potential impacts associated with sediment. Additionally, these alternatives would reduce the Project benefit of beach replenishment and associated habitat/recreational opportunities due to the fact that sediments would be deposited offshore and may be transported further offshore or down current prior to beach replenishment. The three alternatives carried forward for analysis in the SEIR are Alternate Discharge Locations at Goleta Beach (east and west) and Upland Disposal at Tajiguas Landfill.

The project alternatives have been screened based on the following criteria: 1) technical feasibility, 2) economic feasibility, 3) land and institutional considerations, 4) meeting the project objectives, and 5) environmental impacts.

Alternatives Considered but Not Carried Forward for Proposed Project/SEIR

1. No Maintenance Alternative

   The Project is intended to maintain the biological productivity of the Goleta Slough while protecting adjacent private property interests from flooding. These activities are currently approved in the PEIR for Goleta Slough Maintenance activities that was written in 1993. A "no project" alternative would not accomplish these objectives and is not carried forward into further analysis.

   The No Maintenance alternative would avoid all of the adverse impacts associated with the proposed Project. However, it would not provide the beneficial effects/objectives of the Project including:

- Flood protection of land uses surrounding the Goleta Slough
- Maintaining the biological productivity of the Goleta Slough Marsh
- Keeping the Goleta Slough Mouth Open permitting a healthy exchange of water in the Goleta Slough
- Providing beach sand replenishment

2. Deeper Ocean Discharge

   In the event that the grain size evaluation determines the level of fines within sediments removed during basin maintenance to be in exceedance of 25 percent (up to 50 percent), an alternative would be to construct the outfall discharge pipe further offshore (beyond 25-foot water depth) and outside of the active surf/disposition zone. Where the sediment composition has been shown to include more fine materials; therefore desilted materials containing too many fines for beach replenishment would be made available to an area that has a similar composition, and can then be mixed/transported by littoral currents down shore for beach replenishment to areas east of Goleta Beach. Deeper ocean discharge scenarios considered as alternative to the proposed Project include: 1) wastewater treatment outfall tie-in, 2) Goleta Pier pipeline alignment, and 3) HDD to a deeper outfall location as further described below.

Wastewater Treatment Outfall Tie-In. A deeper ocean discharge alternative would consider tie-in of the desilted material to the existing wastewater treatment outfall line located parallel to Goleta Pier. Coordination of a blended outfall would require engineering consideration of currently existing pipeline capacity during a maximum outflow event. Additionally, the wastewater treatment outfall NPDES discharge permit issued by the RWQCB would have to be altered and re-issued to address the additional outfall source. At this point in time it is not clear that such capacity exists in the outfall, therefore the feasibility of this alternative cannot be determined.

Goleta Pier Pipeline Alignment. In order to minimize potential impacts to the seafloor, a discharge pipeline could be hung from the existing Goleta Pier pilings to its terminus offshore. By utilizing the existing right-of-way, the pipeline would not have to lay on the seafloor and the pier would provide structural support for the outfall from swell and surf conditions. However, similar to the wastewater treatment alternative, use of the Goleta Pier as an outfall support structure would require engineering consideration and coordination with the County of Santa Barbara Parks Department to determine feasibility.

HDD. In the event that a deeper ocean discharge is considered the preferred alternative for discharge of desilted materials from the Goleta Slough; and other deeper ocean discharge alternatives are not considered feasible, the outfall could be constructed through Horizontal Directional Drilling (HDD) methodology. By utilizing HDD, outfall installation would avoid beach/recreational and potential seafloor impacts. However, use of HDD is not as cost-effective as the other alternatives considered and would require additional monitoring/contingency measures intended to protect the environment from the potential discharge of drilling fluid during installation.
In order to reduce the potential for fines in exceedance of the current 25 percent beach compatibility standard; the proposed Project has incorporated a Sampling and Analysis Plan that dictates project design depth to minimize fines each maintenance season. As previously discussed, since 1993, approximately 80 percent of dredged materials from the Goleta Slough has been taken/discharged to Goleta Beach for beach replenishment although 85%+ of material removed has been tested as suitable, but have sometimes been utilized for upland re-use.

Summary: The additional analysis, coordination, and permitting required for all of the deeper ocean discharge scenarios would be costly, inefficient, and may delay maintenance activities; thus causing additional environmental impacts as a result of flooding and potential interference with Santa Barbara Airport operations. The alternatives presented would reduce, but not eliminate the potential impacts associated with sediment incompatibility in the event that sediments are in exceedance of established standards and are not taken by subcontractor for upland re-use or utilized for restoration activities at the closed Foothill Landfill site. Additionally, these alternatives would reduce the Project benefit of beach replenishment and associated habitat/recreational opportunities due to the fact that sediments would be deposited offshore and may be transported further offshore or down current prior to beach replenishment. Therefore, the deeper ocean discharge scenarios have not been carried through for further analysis.

Alternatives Carried Forward for Proposed Project/SEIR

Alternate Discharge Locations at Goleta Beach

Eastern Discharge (Hydraulic Desilting Only). In the event that sediment testing levels are found to be in exceedance of established guidelines; the outfall discharge pipe during hydraulic desilting would be relocated to the eastern portion of Goleta Beach. By relocating the pipeline further east; the discharge point would avoid heavily utilized recreational areas.

Relocating the outfall discharge pipe to the eastern portion of Goleta Beach is only feasible during hydraulic desilting activities due to its need to place the discharge pipe across the Goleta Slough mouth which would prevent trucks or heavy equipment from accessing this side of the beach for placement of sediments during dragline desilting methodology. Potential impacts as compared to the proposed Project are similar; however this alternative was considered primarily because the bifurcation of Goleta Beach due to the Goleta Slough outfall and high-tide events naturally results in reduced public access to this area and therefore a reduced effect to recreational resources during discharge activities. However during hydraulic desilting activities, beach replenishment will occur from September 15th through March 31st primarily avoiding the peak recreational seasonal use for this area. Additionally, construction of a longer outfall pipeline to reach this area would increase construction time and would not achieve as much of a beneficial Project objective for replenishment of sands at Goleta Beach as sediments would quickly redistribute downshore. As such, the eastern discharge alternative for hydraulic desilting activities is not considered to substantially lessen potential impacts as compared to the proposed Project.

Western Discharge (Dragline Desilting Only). In order to replenish sand further west sediment removed during dragline desilting events may be trucked to a bluff location near the existing lift station and placed in the surf zone order to allow for greater availability of sand to the entire Goleta Beach sand cell.

As an alternative to trucking compatible sediment to the current area within the surf zone at Goleta Beach, sand may be trucked further west to a bluff location near the existing lift station and placed in the surf zone to allow for greater availability of sand to the entire Goleta Beach sand cell. This alternative would have almost identical impacts to the proposed Project; however longer truck trips to this heavier utilized area would potentially increase transportation/circulation as well as recreational impacts. As such, the western discharge alternative for dragline desilting activities is not considered to substantially lessen potential impacts as compared to the proposed Project.

2. Upland Disposal at Tajiguas Landfill
   If sediment removed exceeds sand fine percentages, is not stockpiled for blending, and is not utilized for restoration at the closed Foothill Landfill; an alternative disposal option would be to take the spoils to Tajiguas Landfill in Santa Barbara for use as cover material. Tajiguas Landfill is located an average distance of approximately 20 miles west of the proposed Project areas. At this time, Tajiguas Landfill has permitted capacity available to accept anticipated sediment volumes; however trucking of sediment to Tajiguas Landfill would result in associated increased air quality, noise, risk of upset, and traffic/circulation impacts as compared to the proposed Project

option of trucking sediment to approximately 5 miles from the Project areas to the closed Foothill Landfill for restoration.

Summary: As indicated above, alternatives considered for placement and/or disposal or reuse of desilted sediment would not substantially lessen or fulfill the objectives of the proposed Project. As such, the proposed Project would remain the environmentally superior alternative.

J. STATEMENT OF OVERRIDING CONSIDERATIONS

The final SEIR, SCH No. 2000031092, identifies impacts to Air Quality, Biological Resources and Aesthetics as significant environmental impacts which are considered unavoidable. Having balanced the benefit of the project against its significant and unavoidable effects, the Board of Directors hereby determines that the project's unavoidable impacts are acceptable in light of the project's benefits. Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, despite each and every unavoidable impact. Pursuant to CEQA Sections 15043, 15092, and 15093, any remaining significant effects on the environment are acceptable due to these overriding considerations.

By approving the Proposed Project, the Board of Directors has adopted the Environmentally Superior Alternative. Class I impacts have been identified for Air Quality, Biological Resources and Aesthetics. These impacts would be mitigated to the maximum extent feasible by measures outlined in Section 5.2.2, 5.4.2, and 5.8.2.

The 5 drainages that are maintained as the Goleta Slough Dredging Program carry the enormous peak runoff from the hills and uplands as it flows through the developed communities acting as an outlet for the extensive urban drainage system that extends through the Goleta Valley. These drainages cannot be left unattended or unmaintained if they are to continue to protect life and property. Failure to maintain the Goleta Slough drainages would result in the channels becoming full of sediment causing extensive flooding across the Goleta Valley including the Santa Barbara Airport, business, residences and associated infrastructure.

The Board recognized the need to balance flood control mandates which are necessary for the protection of life and property against the protection of environmental resources. The mitigation measures significantly reduce environmental impacts associated with performance of Flood Control maintenance activities within Goleta Slough. The Board finds that the Proposed Project mitigates environmental effects to the maximum extent feasible when weighed against legal, technical, social and economic mandates relative to flood control protection.

The Board or Directors therefore finds that the remaining unavoidable significant environmental effects are acceptable.