County of Santa Barbara Department of Public Works, Transportation Division

Final Mitigated Negative Declaration
Floradale Avenue Bridge Replacement
18NGD-00000-00003
State Clearinghouse No. 2018081045
October 2018

Owner/Applicant
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Changes to the Draft Mitigated Negative Declaration based on comments received during the 30-day public review period are shown in ~~strikeout~~ for text deleted and underline for text added. Comments received and responses to those comments have been included in Appendix C.

1. Introduction

1.1 Purpose and Legal Authority

The California Environmental Quality Act (CEQA) requires that local, regional, and state agencies and special purpose districts prepare an Initial Study to identify potential environmental impacts associated with discretionary actions. An Initial Study is generally used to determine if significant impacts would occur, and to determine the need for preparation of either a Negative Declaration or further analysis in an EIR. The Santa Barbara County Public Works Department has prepared this Initial Study for the proposed Floradale Avenue Bridge Replacement to comply with the provisions of CEQA.

1.2 Project Proponent

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123 E. Anapamu Street
Santa Barbara, California 93101
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1.3 Project Background

The existing Floradale Avenue Bridge No. 51C-0006 was constructed in 1969 by the Federal Highway Administration and supports one vehicle lane in each direction crossing the Santa Ynez River. The Floradale Avenue Bridge provides access to the Vandenberg Air Force Base, Federal Correctional Institution Lompoc, Vandenberg Village Community, and to Cabrillo Highway as Floradale Avenue turns into Santa Lucia Canyon Road.

A Joint Exercise of Powers Agreement was executed on December 30, 1970 between the County of Santa Barbara and the City of Lompoc. Each jurisdiction mutually agreed to the Joint Exercise of Power Agreement after Annexation No. 38, which included a portion of Floradale Avenue in the vicinity of the Santa Ynez River and caused Bridge 51C-0006 to be partially within and partially outside of the incorporated jurisdictional boundaries. At that time it was deemed desirable that the entire bridge be within a single governmental agency jurisdiction for effective maintenance and operational control. The County agreed to perform the maintenance procedures on that portion of Floradale Avenue, establish and enforce motor vehicle traffic regulations, control and issue encroachment and excavation permits and similar permits and maintain and operate that portion of Floradale Avenue and Bridge 51C-006 as though it were a County road, including any and all maintenance.

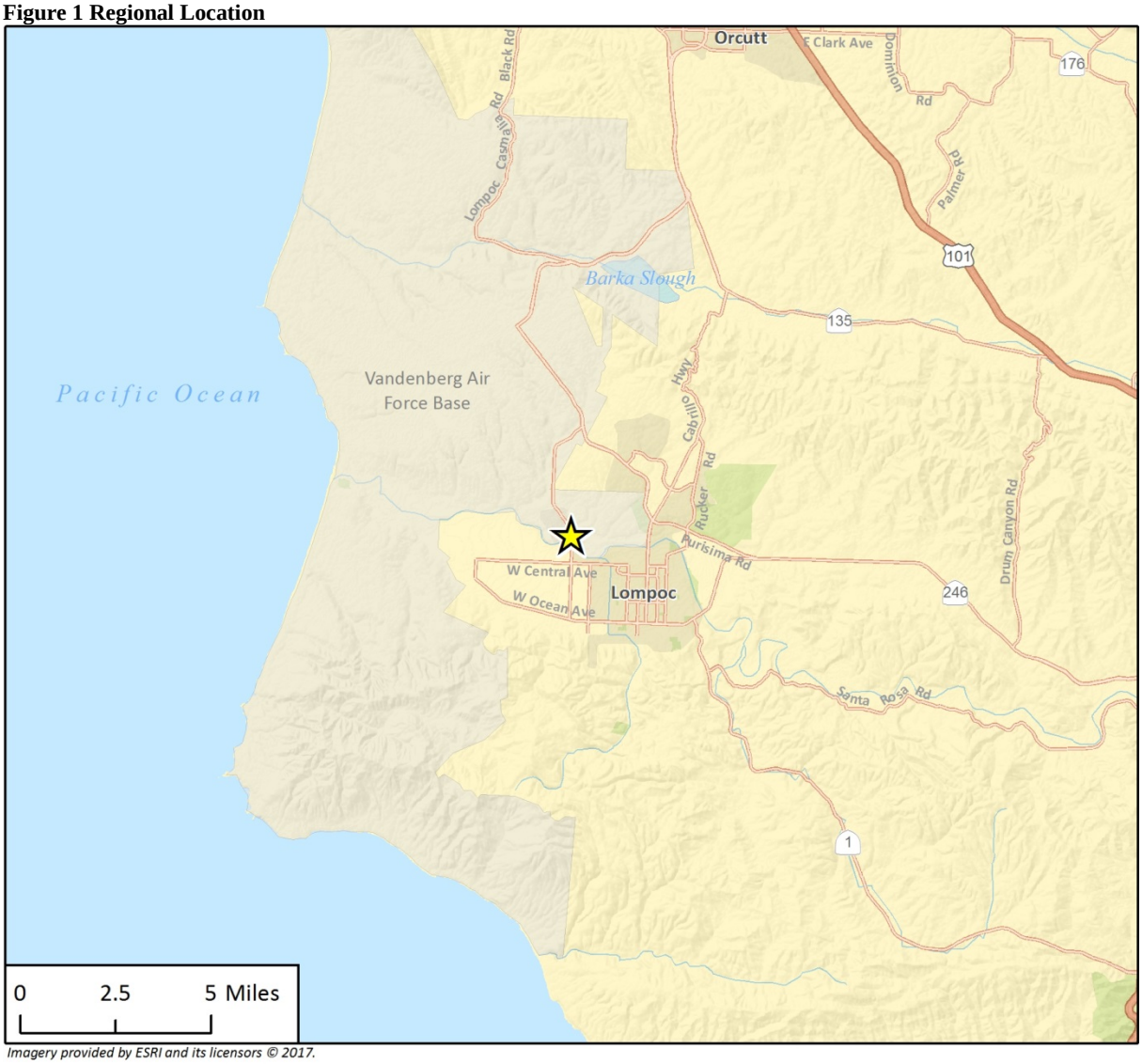
Caltrans Structure Maintenance and Investigations is responsible for managing the department's transportation structures and approximately 12,200 bridges owned by local government agencies, making structure work repair recommendations and determining the safe load capacity of all bridges. Following the 1994 Northridge Earthquake, Caltrans identified that the existing bridge was potentially seismically vulnerable and the bridge was placed into the Caltrans Mandatory Local Seismic Safety Retrofit Program and the Federal Highway Administration-Highway Bridge Program. In 1997, a Seismic Retrofit Strategy was completed and it was concluded that the structure is seismically deficient due to the liquefiable subsurface materials. The two possible solutions to this problem are to retrofit the existing bridge or to replace the bridge. In 2007, Santa Barbara County performed a cost analysis between retrofitting or replacing the Floradale Bridge. Through this study it was determined that the replacement of the existing bridge would be more cost effective than retrofitting the existing bridge.

1.4 Project Location

The proposed Floradale Bridge Replacement Project (hereafter referred to as the "project") is located along Floradale Avenue south of Rancho Lompoc Farm Road and north of West Central Avenue in Santa Barbara County, California. The project site is located immediately west of the City of Lompoc and spans the Santa Ynez River for approximately 600 feet. The proposed bridge site is located immediately downstream and to the west of the existing bridge. Floradale Avenue becomes Santa Lucia Canyon Road immediately after crossing the north end of the bridge, beyond which access is provided to Lompoc Federal Correctional Complex (FCC), US Penitentiary, and Vandenberg Air Force Base facilities. The project may affect the following parcels identified in the Type Structure Report (Cornerstone 2017): assessor parcel number (APN) 095-040-004, 095-040-011, 093-040-028, 093-040-029, and 093-040-027.

Figure 1 shows the regional location of the project to understand its context within the greater Santa Barbara area and adjacent counties. Figure 2 shows the boundaries of the project and adjacent roadways. Table 1 summarizes land use, access, and public services applicable to the project.

Figure 1 Regional Location



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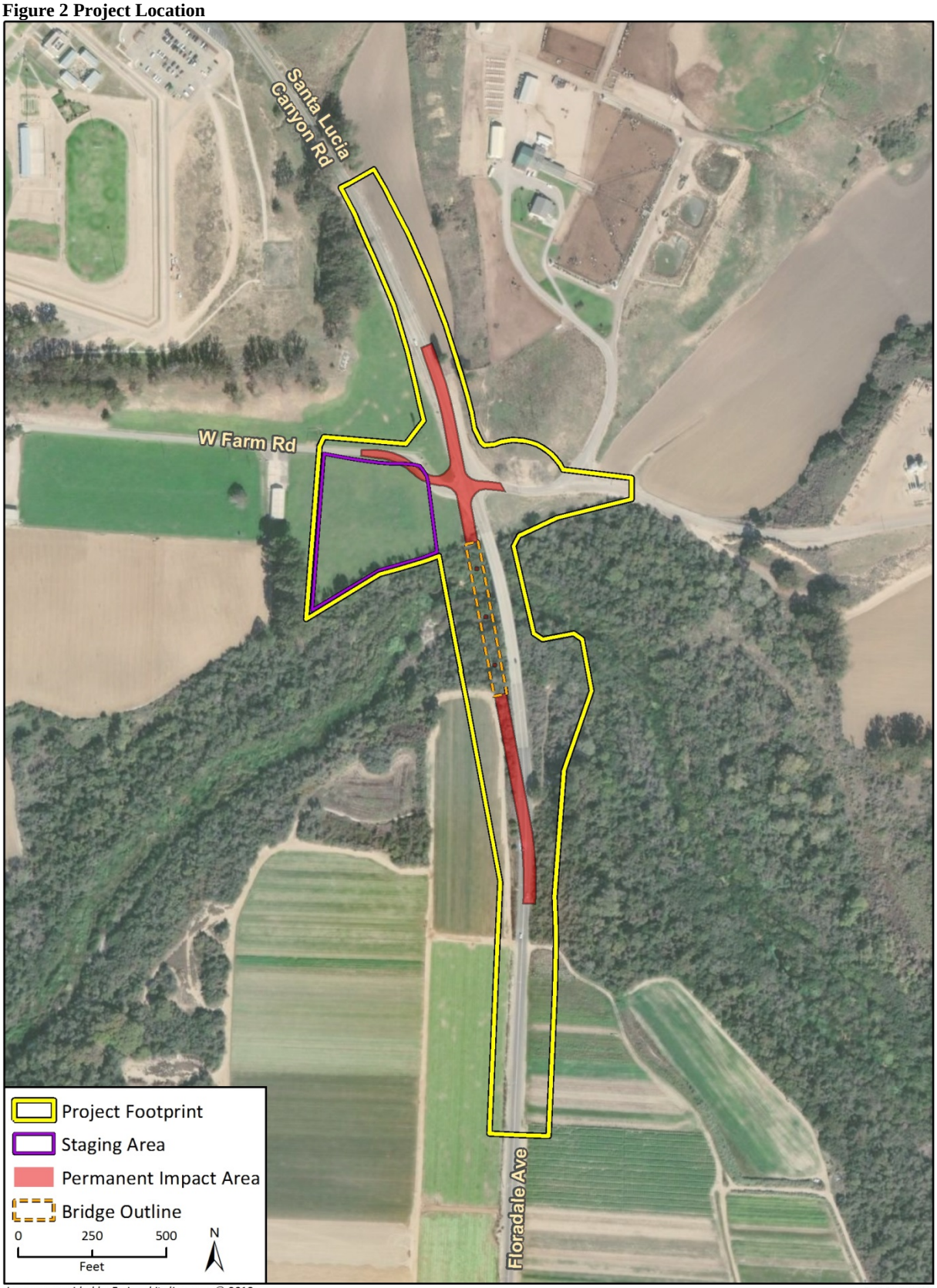
Project Location

N

Fig 1 Regional Location

Figure 2 Project Location



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Additional data provided by Cornerstone 2017.

Fig 2 Project Site

Table 1 Land Use and Public Services

Site Information	
Comprehensive Plan Designation	Lompoc Valley Rural Region. Agriculture II (AG-II-40) (Santa Barbara County 2016a) Comp Plan Designation: AC
Zoning District, Ordinance	Agriculture (40-AL-0) Under Ordinance 661 (Santa Barbara County 2016b)
Site Size	Approximately 16.2 acres, including the replacement bridge, roadway improvements, etc.
Present Use & Development	Bridge and roadways
Surrounding Uses/Zoning	North: Federal Corrections Center (FCC) Lompoc; FCC Farm; FCC Dairy/Public Facilities (PF) (Lompoc 2011), Community Facility (CF) South: Agriculture/Agriculture II (AG-II-40) and Agriculture-Commercial (AC) (Santa Barbara County 2016b), Agriculture (AG) East: Santa Ynez River/Open Space (Lompoc 2011) Open Space (OS) West: Santa Ynez River/Open Space (Lompoc 2011) Open Space (OS) (City of Lompoc Land Use Map Resolution No. 5885 (13) on 11/19/13)
Access	Floradale Avenue/Santa Lucia Canyon Road
Public Services	Water Supply: *N/A* Sewage: *N/A* Fire: Santa Barbara County Fire Department, Fire Station #51 Other: *N/A* District: Third Supervisorial District

1.5 Project Purpose and Objectives

The purpose of the proposed project is to correct the seismic deficiency of the Floradale Avenue Bridge, improve hydraulic capacity, and to ultimately improve public safety for motorists and bicyclists who utilize the bridge. The new bridge would be built to replace the existing structure.

1.6 Project Approvals and Permits

The project would require a roadway encroachment permit from Santa Barbara County Public Works, Transportation Division. Project implementation may also require the County to obtain permits and/or other forms of approval from Federal and State agencies. These agencies may include, but are not limited to, the following:

- U.S. Army Corps of Engineers – Clean Water Act Section 404 permit for work in the Santa Ynez River
- National Marine Fisheries Service – Section 7 Consultation under the Endangered Species Act for potential impacts to designated critical habitat and steelhead migration
- California Department of Fish and Wildlife – Section 1602 Streambed Alteration Agreement for work in the Santa Ynez River
- Regional Water Quality Control Board – Section 401 Water Quality Certification (associated with U.S. Army Corps of Engineers permit).
- Regional Water Quality Control Board – coverage under the construction storm water discharge general permit
- Regional Water Quality Control Board – coverage under the General Permit for Discharges with Low Threat to Water Quality (discharge of groundwater to Santa Ynez River)

1.7 Public Comments

In compliance with Section 15703 of the State Guidelines for the implementation of the California Environmental Quality Act, the Santa Barbara County Public Works Department will accept written comments on the adequacy of the information contained in the Draft Initial Study-Mitigated Negative Declaration (IS-MND) during the public review period. Section 15074(b) of the State Guidelines for the Implementation of the California Environmental Quality Act, requires the decision-making body to consider comments received on the IS-MND when approving a project.

2. Project Description

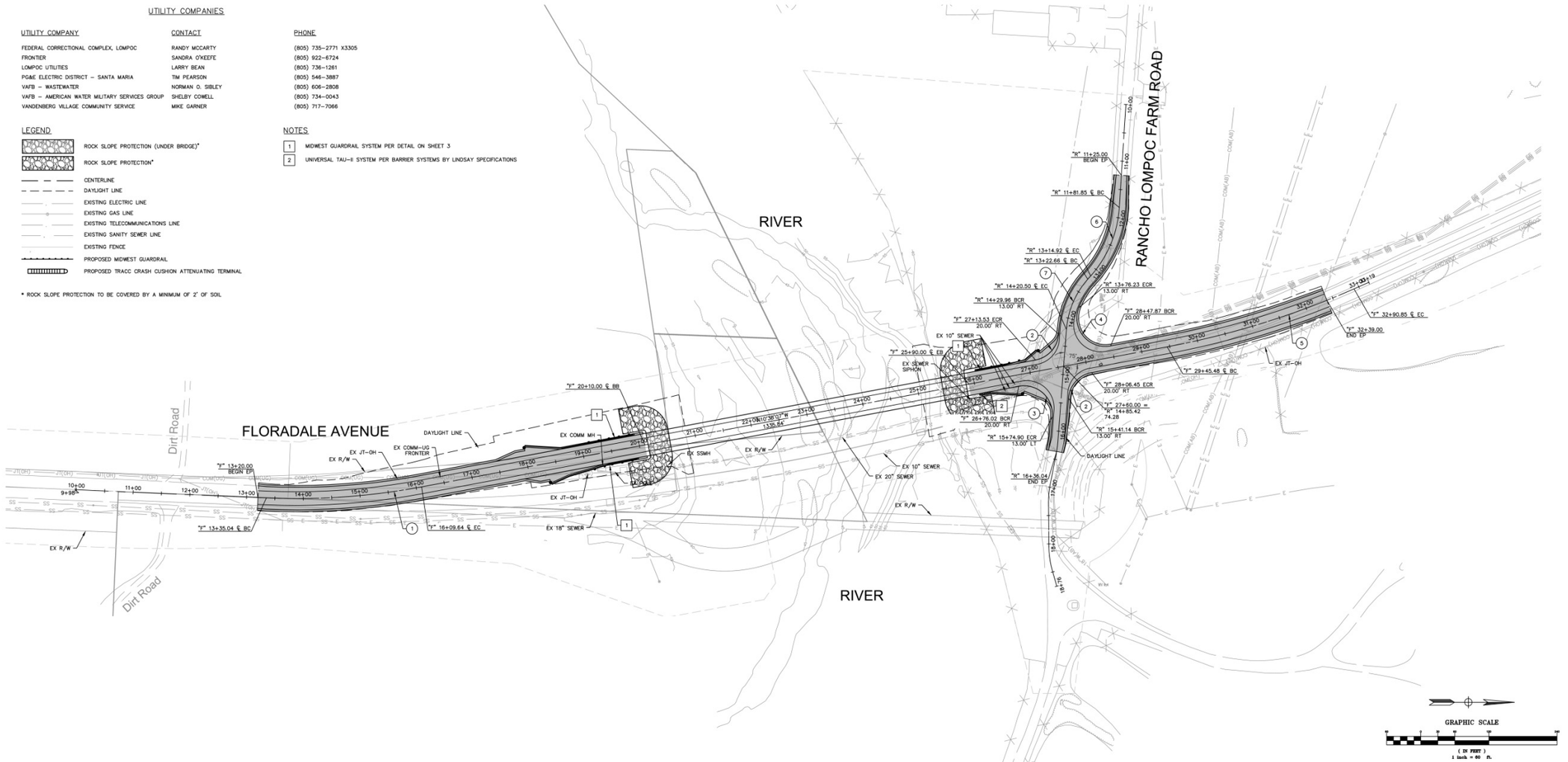
The proposed project would involve the demolition of the current six span, 521-foot, two-lane Floradale Avenue Bridge and associated roadway approaches and replacement with a new 580-foot two-lane concrete bridge and roadway approaches. The new bridge would provide the same number of travel lanes (two) but would be approximately 1.5 feet wider. The clear width (inside the rails) for the new bridge would be 40-feet including two 12-foot-wide lanes with two 8-foot-wide shoulders. The total width including rails would be approximately 43.5 feet. The proposed bridge would consist of a four span cast-in-place post-tensioned concrete box girder, with a Type 742 barrier with tubular bicycle railing. The bridge would be supported on seat type abutments and three 6-foot by 8-foot single column piers on 10-foot cast-in-drilled-hole piles. Rock slope protection would be buried under two feet of earth on the banks below each abutment extending from the bottom of the channel up to the 100-year water surface elevation and wrapping around the approach roadway fill approximately 50 feet from the face of the abutment. Figure 3 shows the site plan for the proposed project and Figure 4 shows a more detailed plan for the proposed bridge itself. Figure 5 shows a cross section for the proposed bridge.

The new bridge would be located approximately 60 feet west of the current bridge location. As such, new roadway approaches would be required at both ends to match the new alignment offset. Therefore, the proposed project would also involve the realignment of Floradale Avenue. The approach roadway section would consist of two twelve foot lanes with 8 foot shoulders. The horizontal alignment of Floradale Avenue in the project limits would start to diverge from the existing roadway approximately 2,565 feet north of West Central Avenue and would be shifted approximately 25 feet west of the existing bridge. The road would then converge to the existing road approximately 500 feet north of the existing intersection of Floradale Avenue and Rancho Lompoc Farm Road.

The proposed project would also involve the realignment of Rancho Lompoc Farm Road, the relocation of the two sewer lines, the relocation of the overhead lines along the northeast quadrant of the Floradale Avenue and Rancho Lompoc Farm Road intersection, and the installation of drywells for stormwater treatment. These project components are further described below. No lighting would be provided along the connector roadway or on the proposed new bridge.

Sewer Line Relocation
The two existing sewer lines attached to the side of the Floradale Avenue Bridge would be relocated along with the bridge. The relocated sewers are anticipated to be moved either inside the proposed bridge, with maintenance access provided on the underbelly of the structure, or attached to the outside of the proposed bridge.

Figure 3 Proposed Site Plan



Source: BKF Engineers 2018

Figure 4 Bridge Plan

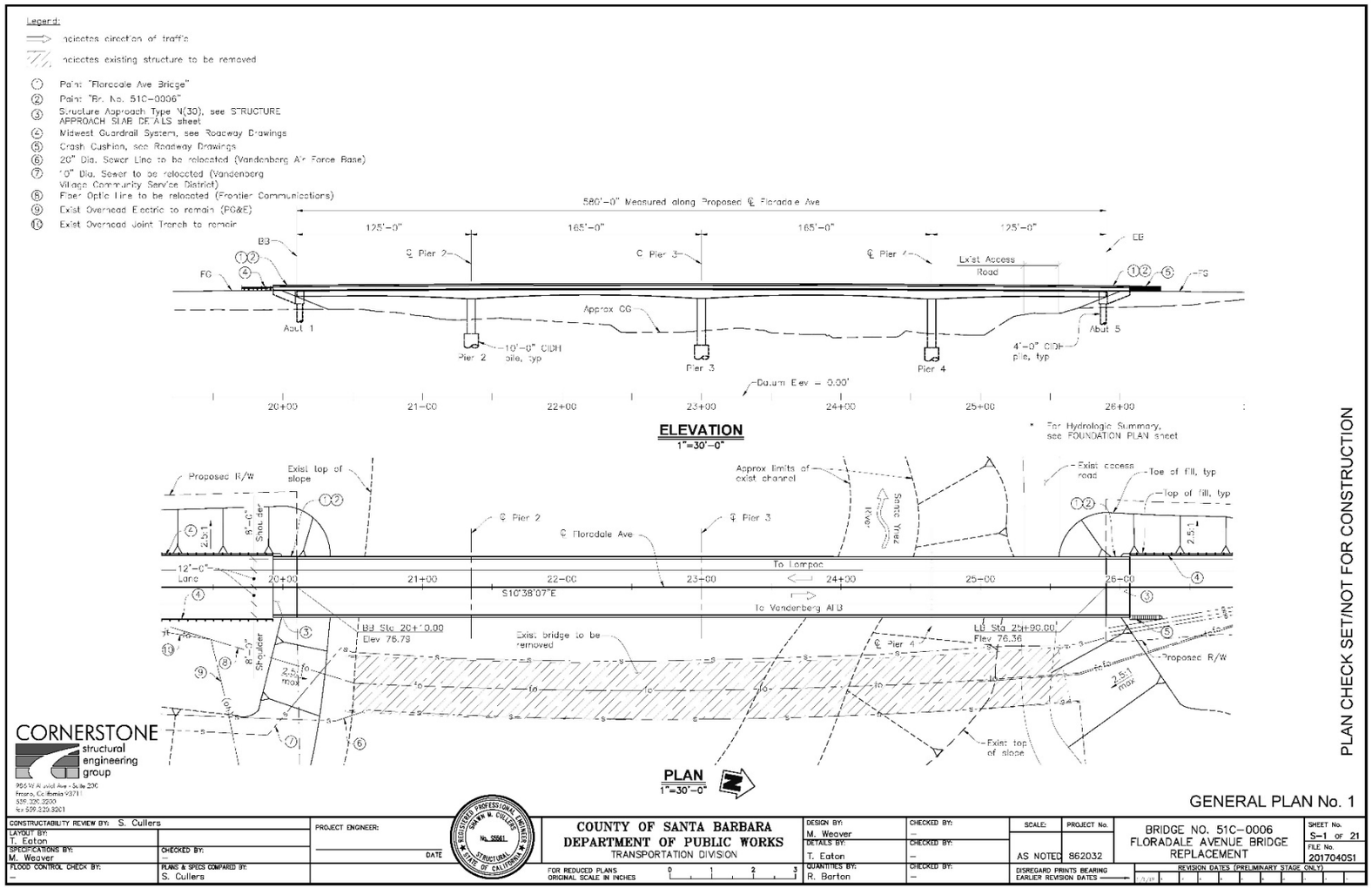
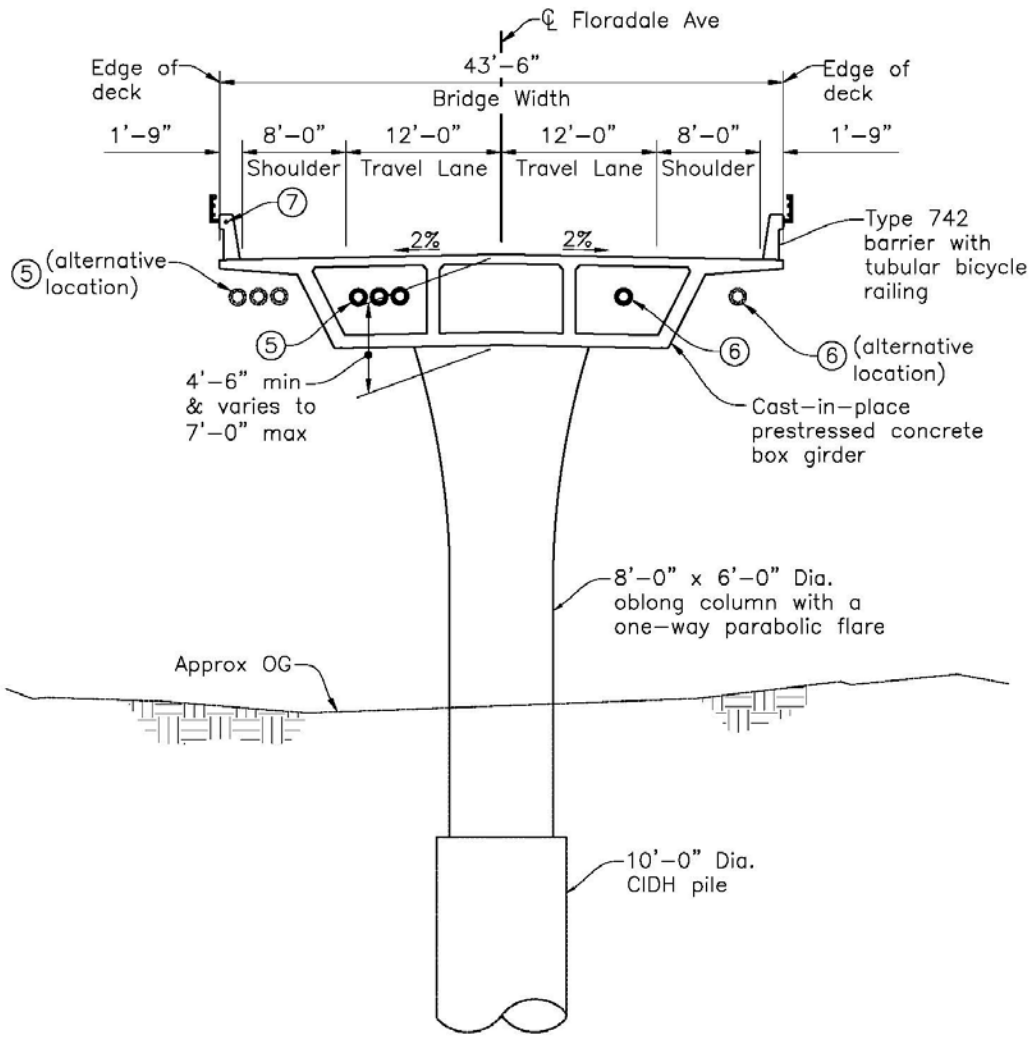


Figure 5 Bridge Cross Section



(5) = 20-inch-diameter sewer line (Vandenberg Air Force Base)
(6) = 10-inch-diameter sewer line (Vandenberg Village Community Service District)
(7) = Underground fiber optic line (Frontier Communications)

Source: Cornerstone 2018

Utilities Relocations
The following utilities are located on the existing bridge and would be relocated on the new bridge as part of the proposed project. The relocated sewers are anticipated to be moved either inside the proposed bridge, with maintenance access provided on the underbelly of the structure, or attached to the outside of the proposed bridge:

- 20-inch-diameter ductile iron sewer pipe (Vandenberg Air Force Base)
- 10-inch-diameter ductile iron sewer pipe (Vandenberg Village Community Services District)
- Underground fiber optic line (Frontier Communications)

In addition to the utilities carried on the bridge, overhead electric (Pacific Gas & Electric [PG&E]) would relocate approximately 1,000 feet of existing Surf Tap 115 kV electric power line from the west side of Floradale Avenue to the east side. This requires removing approximately 5 existing wood poles, and replacing them (on the east side of the road) with approximately 5 new wood or equivalent light-duty steel poles. Additionally, one existing wood pole on the west side of Floradale Avenue would require a new anchor and guy-wire to be installed. The existing wood poles are approximately 60 feet tall. The proposed poles would be approximately 10 feet taller, to meet current design standards. Overhead telephone lines (Frontier Communications) crossing Floradale Avenue immediately south of the existing bridge and overhead communications (Federal Correctional Complex) crossing Floradale Avenue immediately north of the existing bridge would also be relocated in the project footprint to accommodate the new bridge. PG&E utility relocation work to accommodate the project is outside of jurisdictional areas, would not result in significant environmental impacts, and does not require any mitigation measures.

Stormwater Treatment
The proposed project would include the installation of a compost blanket for biofiltration and drywells for stormwater treatment.

Roadway Design Requirements
The project would be designed based on the requirements set forth in the Caltrans Highway Design Manual and A Policy on Geometric Design of Highways and Streets (AASHTO 2011). These include a design speed of 45 miles per hour, stopping sight distance of 380 feet, minimum horizontal curve radius of 587 feet, minimum vertical curve lengths for sag curve and crest curve of 200 feet, minimum horizontal sight line offset of 12 feet, and maximum superelevation rate of 8 percent. The project would conform to all requirements and no design exceptions would be requested.

Profile Grade
The profile grade of Floradale Avenue within the project limits would provide a minimum of 2 feet of freeboard over the 50-year flood and 0 feet of freeboard over the 100 year flood in accordance with the Santa Barbara County's Policy for Selection of Design Flood and Freeboard for County-Owned Bridges dated September 16, 2013.

Construction
Construction of the bridge and approach roadways is anticipated to take approximately 18 months. However, due to the need for in-channel construction to occur during dry periods (June through October), construction activities would occur over approximately two years.

The following summarizes the anticipated phases of construction. Each stage of construction will have demolition, site preparation, and grading.

- Preconstruction – Relocate overhead utility poles
- Stage 1 – Construct bridge, new roadway and abutments, construct new sewer lines
- Stage 2 –
    - 2a. Construct new Rancho Lompoc Farm Road

    - 2b. Construct roadway conforms on Floradale Avenue and Rancho Lompoc Farm Road
- Stage 3 – Demolish old bridge and old Floradale Avenue and Rancho Lompoc Farm Road

The project would require a Temporary Clear Water Diversion of the existing stream flows in Santa Ynez River during bridge removal, channel improvements and bridge construction. This includes water diversion structures and cofferdam as approved by the required regulatory agencies. The Temporary Clear Water Diversion is anticipated to be in place for two working seasons from June 1 through October 31.

A staging area for the project has been identified in the southwest quadrant of Floradale Road and West Farm Road as shown in Figure 2. Additional staging areas may include existing paved roadway surfaces and new road alignments prior to their opening.

The project would involve an estimated 15,472 cubic yards of imported fill, 2,500 cubic yards of buried Rock Slope Protection (RSP) and approximately 5,300 cubic yards of cut that would be exported.

The existing road and bridge would stay open during construction of the new bridge. Once the new bridge is constructed and operational, the existing bridge would be demolished. Construction of the project would not require any detours or road closures.

3. Environmental Setting

3.1 Physical Setting

The existing bridge is a six-span, 520-foot long, approximately 41-feet wide, reinforced concrete box girder bridge, with a Type 15 bridge railing (steel tube on unstiffened 6-inch wide posts). It is supported by reinforced concrete abutments on concrete pile footings and reinforced concrete pier walls. The bridge consists of two lanes, one in each direction of travel (BKF Engineers 2017). The existing bridge on Floradale Avenue was constructed after the previous bridge was washed out during the 1969 floods (Cornerstone 2017). Figure 6 shows images of the existing bridge.

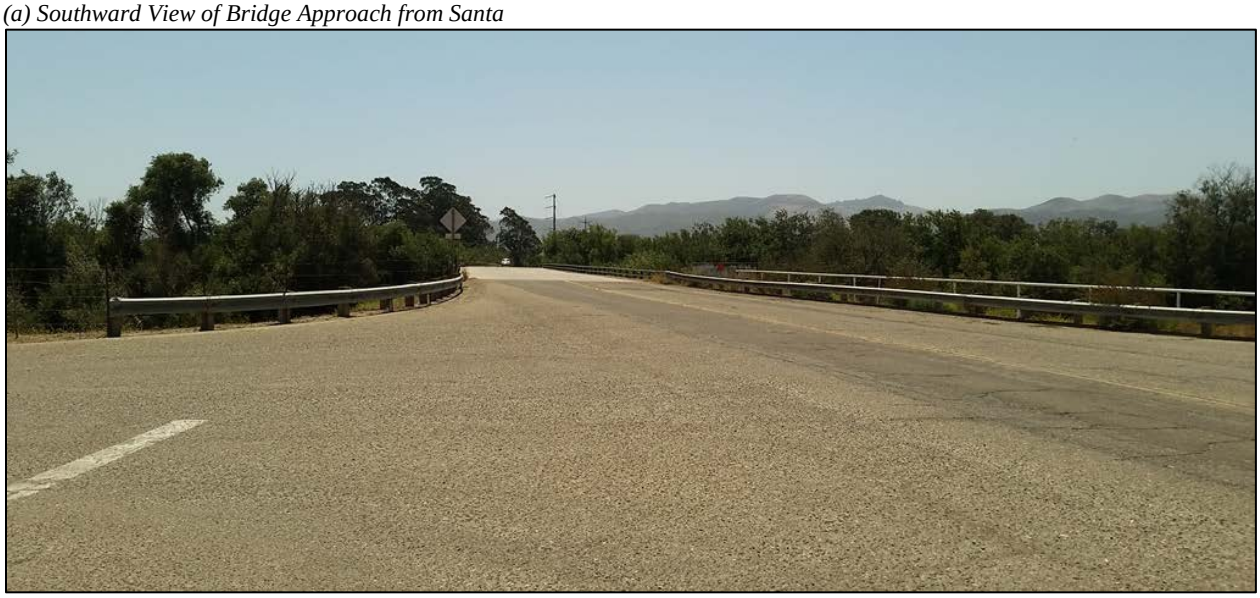
The bridge spans the Santa Ynez River. The Santa Ynez River is one the largest rivers in California with a drainage basin of nearly 900 square miles that covers much of Santa Barbara County. The terminus of the Santa Ynez River is located near the bridge on Floradale Avenue where the channel widens into a natural floodplain. The Santa Ynez River contains three dams and reservoirs which impound almost half of the Santa Ynez Watershed draining to the Floradale Avenue Bridge. The reservoirs are primarily for water supply, but also provide some flood control benefit (Cornerstone 2017). The main channel of the Santa Ynez River directly under the Floradale Avenue Bridge can be characterized as native riparian vegetation (Caltrans 2014).

To the northwest of the Floradale bridge is the FCC farm and to the northeast is the FCC dairy. South of the bridge is agricultural land. East and west of the project site is the open space and riparian area associated with the Santa Ynez River.

The project site includes the entire area of potential disturbance or project footprint associated with the proposed bridge replacement shown in Table 4 Impacts to Sensitive Natural Communities Table. The project impact area is approximately 17 acres that includes approximately 1.69 acres of temporary impact area and 113 square-feet of permanent impacts to jurisdictional areas as shown in Table 4. This is a reduction of 7.31 acres of impact area (4.51 acres of temporary impact area and 2.8 acres of permanent impact area) from the original design in 2009. The reduction is due to locating the new bridge closer to the existing bridge, changes to the new alignment of Farm Road, and the change to a four span bridge thereby reducing the number of bridge piers along with smaller pier footprints.

Figure 6 Project Site Photos (a & b)

(a) Southward View of Bridge Approach from Santa



(b) Northward View from existing Floradale Avenue Bridge

Other Pending and Approved Development

Section 15355 of the State CEQA Guidelines states that "cumulative impacts refers to two or more individual effects which when considered together are considerable or which compound or increase other environmental impacts." Further, "the individual effects may be changes resulting from a single project or a number of separate projects," and "the cumulative impact from several projects is the change in the environment which results from the incremental impact of the proposed project when added to other

closely related past, present, and reasonably foreseeable probable future projects." "Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

There are no past, present, or reasonably foreseeable future residential or commercial projects in the City of Lompoc or County of Santa Barbara in the vicinity of the project site (County of Santa Barbara 2017). Past, present, or reasonably foreseeable projects in and around the Santa Ynez River in the vicinity of the project site include:

- 13th Street Bridge Replacement at the Santa Ynez River Crossing Project (Vandenberg Air Force Base)
- North Avenue Bridge Preventative Maintenance Project (City of Lompoc)
- Santa Ynez River Bank Stabilization Project (City of Lompoc)
- Santa Ynez River Bridge No. 51-128 (Robinson Bridge) (Caltrans)

4. Potentially Significant Effects Checklist

The following checklist indicates the potential level of impact and is defined as follows:

Potentially Significant Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Less Than Significant Impact with Mitigation: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to a Less Than Significant Impact.

Less Than Significant Impact: An impact is considered adverse but does not trigger a significance threshold.

No Impact: There is adequate support that the referenced information sources show that the impact simply does not apply to the subject project.

4.1 Aesthetics/Visual Resources

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?				X
b. Change to the visual character of an area?			X	
c. Glare or night lighting which may affect adjoining areas?				X
d. Visually incompatible structures?				X

Setting

The project site is located in an area designated as "moderate" scenic value by the Open Space Element of the Santa Barbara County Comprehensive Plan (2009). There are no officially designated or eligible State or local scenic highways near the project site (Caltrans 2017; County of Santa Barbara 2009). Floradale Avenue, from Orange Avenue to State Route 1, is designated as a scenic road by the City of Lompoc (*City of Lompoc General Plan*, 1997). In addition, the City of Lompoc identifies the Santa Ynez River as a natural scenic resource (*City of Lompoc General Plan Update EIR*, Rincon Consultants 2013). Public views of the project site are limited to motorists on Floradale Avenue. Southbound travelers crossing the bridge and traveling on Floradale Avenue through the project site have foreground views of vegetation and trees in the Santa Ynez River waterway, electrical transmission lines, and agricultural lands and distant views of ridgelines to the south. Northbound travelers crossing the bridge have foreground views of vegetation along the Santa Ynez River and of the FCC facilities north of the bridge. No distant views are available for northbound travelers.

The County's Visual Aesthetics Impact Guidelines (Santa Barbara County Thresholds Manual 2002) classify coastal and mountainous areas, the urban fringe, and travel corridors as "especially important" visual resources. A project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The Guidelines address public, not private views.

The City of Lompoc's Ordinance No. 1405(95), Article I, Section 8828 (3) states: 3. Protection and preservation of the following are encouraged on all projects to the extent feasible:
a. views; b. open space; c. historically significant sites and structures; and d. privately owned public art on private property.

Impact Discussion

a.) There are no designated scenic vistas or scenic highways in the project area and views of the project site are limited to motorists on Floradale Avenue. The project involves a bridge replacement. The new bridge would be constructed of similar materials (reinforced concrete) and would be similar in scale as the existing bridge. The proposed project would not include any features that would obstruct scenic views or vistas. Views of the distant mountains south of the project site and the foothills to the north of the site would still be available for motorists traveling across the bridge. The project would not create an aesthetically offensive site open to public view. The project would incorporate aesthetic treatment consistent with FWHA HBP requirements such as including a bridge rail design with cobble-stone form liners and concrete staining. HBP and Contact Sensitive Solutions guidelines encourage agencies to determine the aesthetic treatments appropriate for the project setting. No impact would occur.

The proposed bridge would be constructed approximately 60 feet downstream (to the west) from the existing bridge and would be approximately 1.5 feet wider than the existing bridge. The bridge would only be publicly visible for motorists crossing the bridge. The visual changes that would be detectable to motorists crossing the bridge would be the change in bridge rails, which would be change from a 1969 standard highway metal guard-rail of 27" to a 42" solid concrete barriers with an 18" tubular bicycle railing. The tubular bicycle railing is standard for new bridges and would be higher than the existing barrier to ensure the safety of bicyclists that cross the bridge. Although the bridge would involve a different and higher barrier type, this would not be an aesthetic impact as the general visual character of the bridge and its surroundings would remain the same. The difference in railing heights would be minor. The increase in railing and barrier wall height has an effect that does not block or impede important scenic views. The increase in railing and barrier wall height effects are detectable but slight, the visual contrast may diminish the scenic quality of the landscape to a minimal degree while maintaining existing view-shed vividness, intactness and unity. The solid bridge barrier wall would be visible to motorists, bike path users, as well as to adjacent property owners. The proposed project would also involve relocating roadway approaches to the bridge and utilities near the bridge. The new roadways and utilities would be similar in visual character to the existing roadways and utilities and would not substantially change the visual character or visual setting for motorists traveling along the roadways.

The initial vegetation removal and periodic heavy equipment activity during the construction period may result in short-term degradation of the visual quality (associated with exposed soil, stockpiles, construction materials) of views from Floradale Avenue. The post construction visual contrast should diminish quickly as the affected areas will be covered with a compost blanket, native seed mix and planted with native species appropriate to the area. The scenic quality of the area should be restored within five years after construction as the native vegetation fills in the disturbed areas.

This impact is considered to be less than significant due to the limited area affected and temporary nature of these activities.

b.) The proposed project does not include the installation of any lighting fixtures or use of shiny or reflective materials. Project-related construction activities may require occasional night lighting. Such lighting would be located relatively close to the bridge and focused on work activities. There are no residences or other light-sensitive receptors adjacent to or near the project site that would be affected by lighting during construction. No impact would occur.

c.) The proposed bridge would be slightly wider and longer than the existing bridge, and would be 60 feet from the current bridge; however, it would be a visually similar to the existing bridge. The proposed project would be visually compatible with existing structures. No impact would occur.

Mitigation and Residual Impact

No significant impacts were identified; therefore, mitigation is not required.

4.2 Agricultural Resources

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?			X	

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
b. An effect upon any unique or other farmland of State or Local Importance?				X

Setting

An Important Farmland map for the project area was obtained from the California Department of Conservation (DOC 2014). As shown on Figure 7, according to the DOC, some areas within the project footprint and areas north and south of the project site are designated as "Prime Farmland" and "Farmland of Local Importance" (2014). Prime farmland is defined as farmland with "the best combination of physical and chemical features able to sustain long-term agricultural production."

According to the Santa Barbara County Comprehensive Plan Agricultural Element, agriculture is a significant and important resource within Santa Barbara County. Of the approximately 1.756 million total acres in the County (including Vandenberg Air Force Base and Los Padres National Forest) approximately 114,500 are in active agricultural production (this does not include grazing land). Santa Barbara County agricultural commodities grossed over $1.4 in 2016 (Santa Barbara County Agricultural Production Report 2016)

Impact Discussion

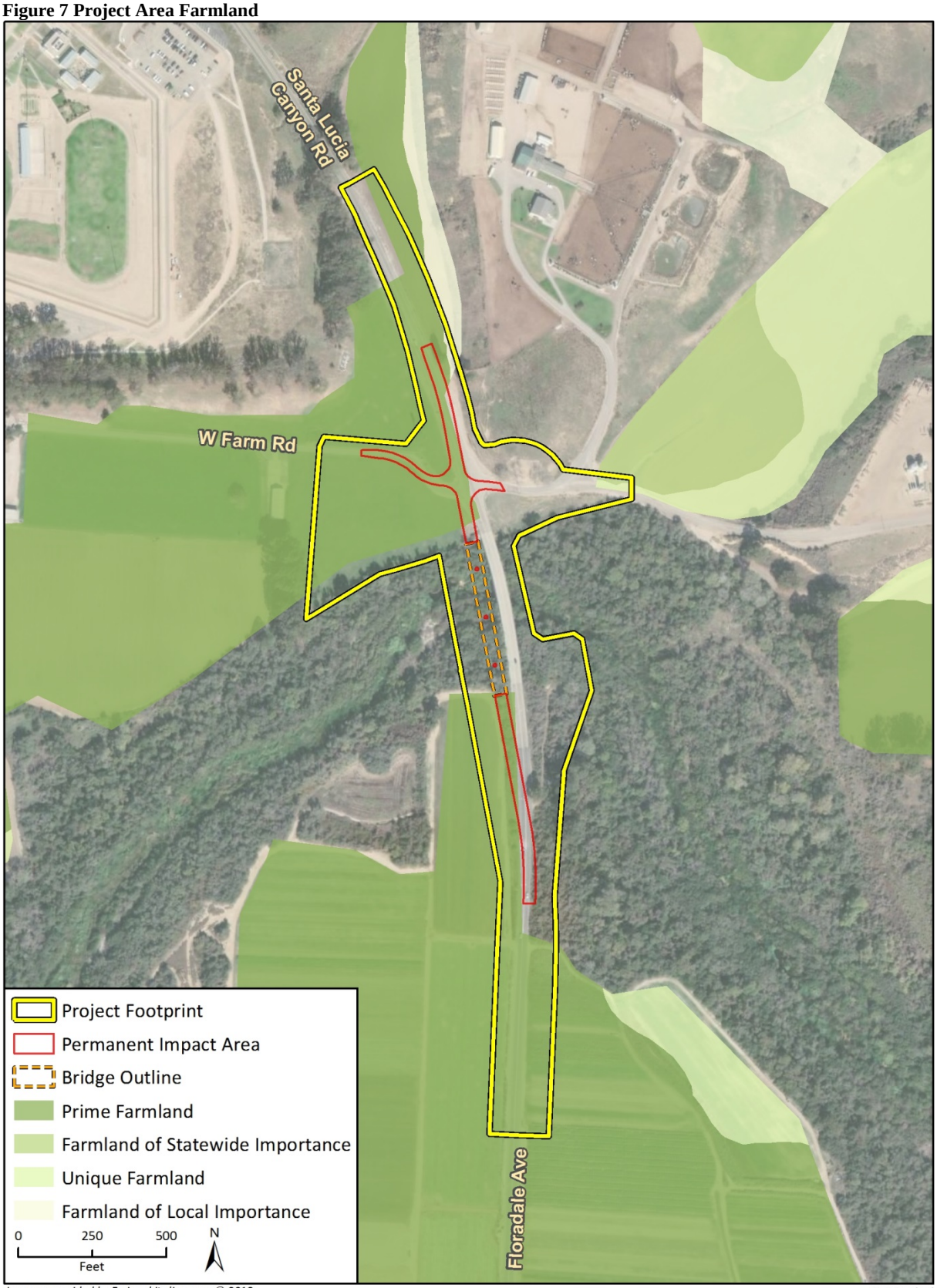
a.) Approximately 12 acres of areas designated as important farmland are located in the project footprint. These areas may be temporarily impacted during project construction but most of these areas would not be permanently converted to non-agricultural use. Once construction is complete, the project would not preclude agricultural activities in these areas or adjacent areas. Of the 12 acres within the project footprint, approximately 1.1 acres of Prime Farmland are located within the permanent impact area associated with the new bridge and roadway approaches. These 1.1 acres are spread out over three parcels and would not affect agricultural development on the remaining portions of the parcel. The portion the Floradale roadbed that is proposed to be removed will covered with a compost blanket, native seed mix and planted with native trees and shrub species to allow for natural water filtration from the road shoulder areas into the adjacent farmlands. Water from the paved road surfaces and bridge will be captured with drywells and will percolate into the subsurface water table. The incremental reduction in agricultural land would not substantially affect the existing agricultural operation or impair agricultural land productivity of the surrounding areas. The estimated 1.1 acres that would be converted represents approximately 0.001% of the total agricultural land in the County. Therefore, the conversion of approximately 1.1 acres would not be a substantial impact to agriculture, significantly impair agricultural land productivity, or conflict with agricultural preserve programs. This impact would be less than significant.

b.) The proposed project would not result in the permanent conversion of any unique farmland or other Farmland of Statewide or Local Importance. No impact would occur.

Mitigation and Residual Impact

No impacts are identified, and no mitigation measures are required.

Figure 7 Project Area Farmland



4.3 Air Quality & Greenhouse Gas Emissions

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?				X
b. The creation of objectionable smoke, ash or odors?				X
c. Extensive dust generation?			X	
Greenhouse Gas Emissions	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Setting

Air Quality

The project site is located in Santa Barbara County within the South Central Coast Air Basin (SCCAB), which encompasses San Luis Obispo, Santa Barbara, and Ventura counties. Santa Barbara County is in the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD), which is the agency responsible for enforcing standards and regulating stationary sources. The 2013 Clean Air Plan is the current SBCAPCD Board-adopted Clean Air Plan for the County and addresses the attainment and maintenance of state and federal ambient air quality standards (SBCAPCD and Santa Barbara County Association of Governments [SBCAG] 2015). Adopted by SBCAPCD and SBCAG in 2015, the 2013 Clean Air Plan provides an update to the County's emissions inventory, and all feasible measures to reduce emissions. SBCAPCD fails to meet air quality standards and has been designated a "non-attainment-transitional" area for State 8-hour ozone standard and the Sate particulate matter with a diameter of 10 micrometers of less (PM_{10}) standard. SBCAPCD is in attainment for the State 1-hour ozone standard and federal 8-hour ozone standard and unclassifiable/attainment for the federal particulate matter with a diameter less than 2.5 micrometers ($PM_{2.5}$) standard and unclassified for the California $PM_{2.5}$ standard (SBCAPCD 2017a).

Greenhouse Gas Emissions and Global Climate Change

Climate change is the observed increase in the average temperature of the earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHG), which contribute to the "greenhouse effect," a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the sun hits the earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat and contribute to an average increase in Earth's temperature.

GHGs occur naturally and from human activities. Human activities that produce GHGs include fossil fuel burning (coal, oil, and natural gas for heating and electricity, gasoline and diesel for transportation); methane generated by landfill wastes and raising livestock; deforestation activities; and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). Since 1750, estimated concentrations of CO_2, CH_4, and N_2O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition. Changes to the land surface indirectly affect the atmosphere by changing the way in the Earth absorbs gases from the atmosphere. Potential impacts in California of global warming may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Energy Commission [CEC] 2009).

In response to an increase in man-made GHG concentrations over the past 250 years, California has implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels), and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, CARB approved a 1990 statewide GHG level and 2020 limit of 427 million metric tons of carbon dioxide equivalent (CO_2e) GHG emissions. The Scoping Plan was approved by CARB on December 11, 2008, and includes GHG emissions reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update defines CARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in EO S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (CARB 2014).

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). The Board Hearing for the 2030 Final Scoping Plan is planned for December 2017.

Impact Discussion

Potential Air Quality Impacts

a.) A project is deemed inconsistent with the 2013 Clean Air Plan if it results in population or development growth that exceeds the estimates accounted for in the plan, thereby generating additional emissions, or if the project is inconsistent with the SBCAPCD rules and regulations (SBCAPCD 2015). The proposed project involves replacement of the Floradale Avenue Bridge and new roadway approaches. The project would not induce population or development growth, and therefore would not conflict with the air quality objectives set forth in the 2013 Clean Air Plan. As discussed under air quality impact b, the project would be consistent with the SBCAPCD rules and regulations. The proposed project would therefore be consistent with the 2013 Clean Air Plan. No impact would result.

b.) The proposed project includes replacement of the Floradale Avenue Bridge and new roadway approaches. The project would not add capacity or involve a change in the number of vehicles on the bridge. The project does not include uses that would result in any objectionable smoke, ash, or odor. No impact would result.

c.) *Temporary Construction Emissions*

The SBCAPCD does not have established thresholds of significance for construction activities; however, SBCAPCD uses 25 tons per year for reactive organic compounds (ROC) or nitrogen oxides (NO_X) as a guideline for determining the significance of construction impacts. Construction of the proposed project would generate temporary emissions from three primary sources: the operation of construction vehicles and equipment (e.g., scrapers, loaders, dump trucks, etc.); ground disturbance during clearing and grading, which would release fugitive dust; and the application of asphalt, paint, or other oil-based substances. The amount of daily emissions generated by construction activities would depend on the quantity of equipment used and the length of construction for each project. The extent of fugitive dust ($PM_{2.5}$ and PM_{10}) emissions would also depend upon the following factors: 1) the amount of disturbed soils; 2) the length of disturbance time; 3) whether existing structures are demolished; 4) whether excavation is involved; and 5) whether transporting excavated materials off-site or import of material to a site is necessary. The amount of ROC emissions generated by paints and oil-based substances, such as asphalt, would depend primarily upon the type and amount of material utilized.

Project emissions were estimated using California Emissions Estimator Model (CalEEMod) software version 2016.3.1 using applicant provided information for the types of equipment that would be used onsite during each of the construction phases, as well as the construction timeline. This analysis assumed that construction of each phase would occur until the phase is completed. The following construction phases were modeled: demolition, site preparation, grading, building construction, paving, and architectural coating. Project construction was assumed to begin in the spring of 2018 with an estimated completion date of the spring of 2020. The architectural coating phase was assumed to overlap with the building construction phase consistent with standard construction practices. Modeling included compliance with SBCAPCD Rule 323.1 (Architectural Coatings), which restricts percent by volume of ROCs in architectural coatings, and Rule 345, which regulates fugitive dust for any activity associated with construction. Table 2 summaries the maximum annual air pollutant emissions associated with construction of the proposed project, relative to the SBCAPCD recommended significance thresholds.

Table 2 Estimated Construction Maximum Annual Air Pollutant Emissions (tons/year)

Year	ROC	NO_X	CO	PM_{10}	$PM_{2.5}$
2018	0.17	1.85	1.00	0.15	0.10
2019	0.56	5.09	3.58	0.43	0.33
2020	0.07	0.52	0.44	0.03	0.03
Maximum Emissions	0.56	5.09	3.58	0.43	0.33
Threshold	*25*	*25*	--	*25*	*25*
Threshold Exceeded?	No	No	--	No	No

Notes: See Appendix B for CalEEMod results. SCBAPCD does not have a threshold for CO.

As shown in Table 2, construction emissions would not exceed the recommended thresholds for any criteria pollutant. However, SBCAPCD requires standard dust control measures for any discretionary project involving earth-moving activities, regardless of size or duration because the air basin violates the state standard for PM_{10}. With implementation of standard dust control measures, temporary construction emissions would be further reduced (SBCAPCD 2017b). The standard dust control measures would require the use of water trucks onsite, a vehicle speed limit of 15 miles per hour, covering of stockpiles, gravel pads at project site access points, and someone designated to monitor dust control. All construction activity would be required to incorporate the SBCAPCD requirements pertaining to minimizing construction-related emissions. Impacts from construction emissions would be less than significant.

Long-Term Operational Emissions

The proposed project would replace the Floradale Avenue Bridge and construct new approaches to the bridge. The project would generally be in the same location and would not add capacity; therefore, it would not result in an increase in traffic volumes or resulting air emissions following completion of construction. Therefore, the proposed project would not have any long-term air quality impacts.

Potential Greenhouse Gas Emission Impacts

a. & b.) *Temporary Construction Emissions*

GHG emissions from transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions may include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase. Table 3 shows the estimated annual GHG emissions from project construction.

For future projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a local, regional, or state GHG reduction plan (such as a Climate Action Plan). Santa Barbara County's Energy and Climate Action Plan (ECAP), adopted June 2, 2015, serves as a Qualified GHG Reduction Strategy consistent with State CEQA Guidelines (Santa Barbara County 2015a). The ECAP establishes a countywide GHG reduction target of 15 percent below baseline emissions by the year 2020. The ECAP outlines a programmatic approach to

review new land use development. The proposed project would not involve a zoning change and would not introduce new long-term emissions. Therefore, the proposed project would not exceed the GHG emissions anticipated by the ECAP. The proposed project would tier from the ECAP's certified Environmental Impact Report (EIR) for its cumulative impact analysis of GHG emissions (County of Santa Barbara 2015b). The EIR contains countywide programmatic measures to achieve the specified GHG emissions reduction target by 2020. Therefore, the proposed project is consistent with the ECAP and construction impacts would be less than significant.

Table 3 Estimated Construction Maximum Annual GHG Emissions (metric tons/year)

Year	CO_2e
2018	199
2019	601
2020	68
Total Emissions	868

Notes: See Appendix B for calculations.

Long-Term Operational Emissions

The proposed project would replace the Floradale Avenue Bridge and construct new approaches to the bridge. The replacement bridge would generally be in the same location and would not result in an increase in traffic volumes or resulting GHG emissions following completion of construction. As stated above, the proposed project would tier from the ECAP's EIR and would not introduce long-term emissions and would be consistent with the ECAP. Therefore, the proposed project would not result in any operational GHG emissions.

Mitigation and Residual Impact

No impacts are identified, and no mitigation measures are required.

4.4 Biological Resources

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
Flora				
a. A loss or disturbance to a unique, rare or threatened plant community?		X		
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?		X		
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?		X		
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?		X		
e. The loss of healthy native specimen trees?		X		
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?		X		
Fauna				
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered		X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
species of animals?				
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?			X	
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?		X		
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?		X		
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?		X		

Setting

The following discussion is based on the results of the Natural Environment Study (2014) prepared for the project (available for review upon request) (Caltrans 2014) and the Addendum to the Natural Environment Study prepared November 2017. The biological study area (BSA) includes the project footprint and buffer, totaling 88.5 acres. Field surveys of the project area conducted include:

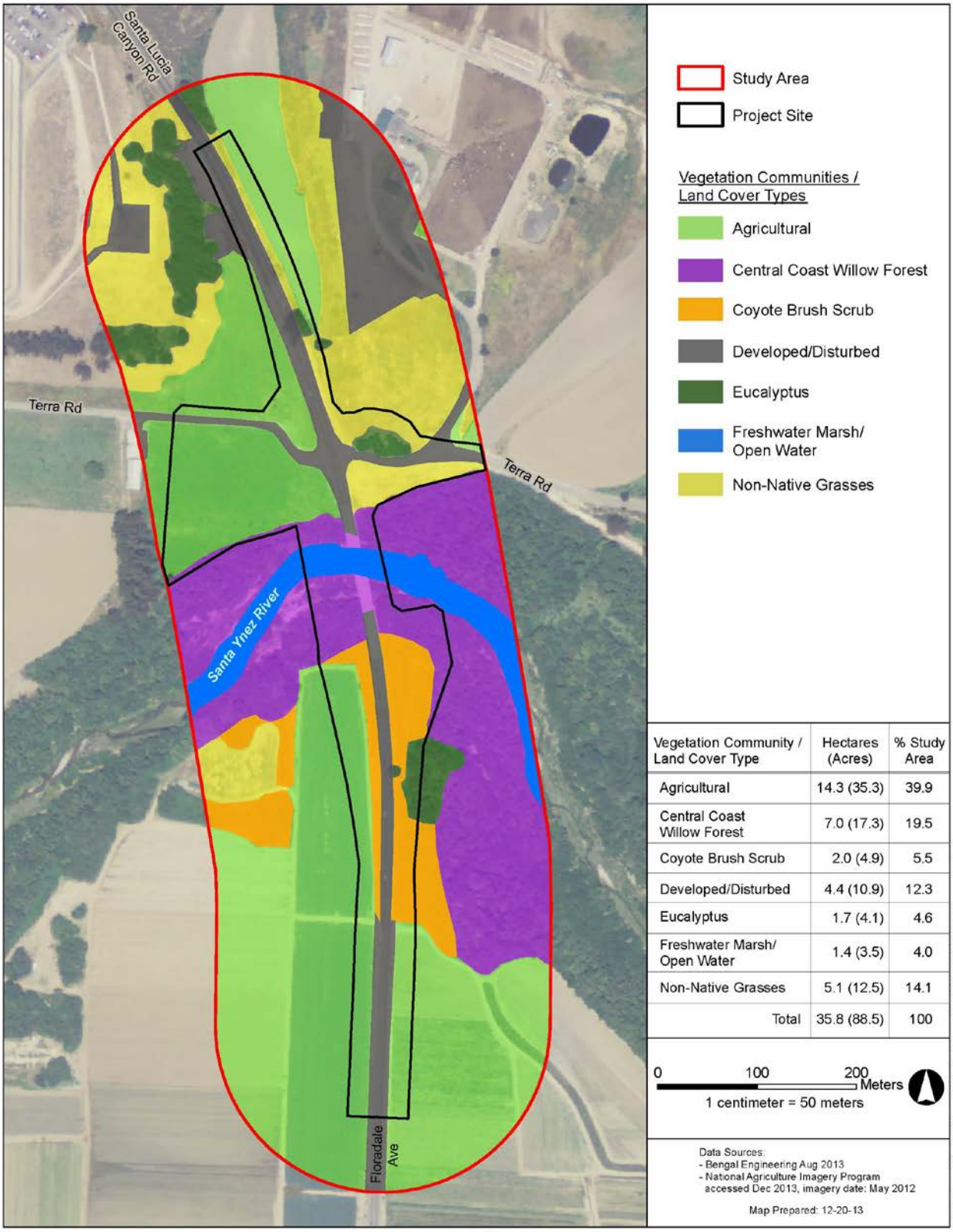
- General biological surveys and habitat assessments conducted on March 14, 2008, March 26, 2008, April 10, 2008, May 7, 2008, May 15, 2008, June 19, 2008, July 2, 2008, July 9, 2008, July 17, 2008, August 9, 2008, March 14, 2013, March 29, 2013, April 5, 2013, April 20, 2013, April 28, 2013, July 9, 2013, and July 14, 2013, by Jeff Ahrens, David Moskovitz, Paul Schwartz, Ben Smith, Tony Bomkamp, Lenny Malo, Lincoln Hulse, and/or Joanna Kisner.
- California red-legged frog site assessments conducted on March 14, 2008, March 26, 2008, April 10, 2008, May 7, 2008, June 19, 2008, August 9, 2008, March 14, 2013, March 29, 2013, April 5, 2013, April 20, 2013, April 28, 2013, July 9, 2013, and July 14, 2013 by Jeff Ahrens, David Moskovitz, Paul Schwartz, Ben Smith, Tony Bomkamp, Lenny Malo, Lincoln Hulse, and/or Joanna Kisner.
- Riparian bird surveys on May 15, 2008, June 19, 2008, July 9, 2008, May 20, 2013, May 30, 2013, June 9, 2013, June 19, 2013, July 9, 2013, and July 29, 2013 by Jeff Ahrens, Tony Bomkamp, and/or Scott Warner.
- Jurisdictional determinations on March 14, 2008 (Jeff Ahrens), May 15, 2008, August 9, 2008 (Jeff Ahrens and Tony Bomkamp), and August 13-15, 2013 (Lenny Malo, Lincoln Hulse, Brent Helm and Eric Dugan).
- Tree survey and habitat verification survey by Rincon biologist Carolynn Daman on June 27, 2018. A habitat verification survey was conducted. All habitats and their limits were concluded accurate as documented in the 2014 Natural Environment Study and no change to that study is necessary.

Vegetation Communities/Land Cover Types

The following vegetative communities and land cover types were identified within the biological study area: Agriculture (39.9%), Central Coast Willow Forest (19.5%), Coyote Brush Scrub (5.5%), Developed/Disturbed (12.3%), Eucalyptus (4.6%), Freshwater Marsh/Open Water (4.0%), and Non-Native Grasses (14.1%) (Figure 8). Central Coast Willow Forest comprises 17.3 acres in the BSA and is associated with the main channel and adjacent terraces of the Santa Ynez River. The canopy is dominated by arroyo willow (*Salix lasiolepis*), red willow (*Salix laevigeta*), and patches of sandbar willow (*Salix exigua*) and with mule fat (*Baccharis salicifolia*) and California blackberry (*Rubus ursinus*) as understory

within its undisturbed locales. In the more disturbed and human-influenced portion of this habitat, the understory consists of non-native forbs and grasses, including black mustard (*Brassica nigra*), summer mustard (*Hirschfeldia incana*), smooth cocklebur (*Xanthium strumarium*), giant horseweed (*Conyza canadensis*), bristly ox-tongue (*Picris echioides*), and biennial wormwood (*Artemisia biennis*).

Figure 8 Vegetation Communities and Waters



Vegetation Community / Land Cover Type	Hectares (Acres)	% Study Area
Agricultural	14.3 (35.3)	39.9
Central Coast Willow Forest	7.0 (17.3)	19.5
Coyote Brush Scrub	2.0 (4.9)	5.5
Developed/Disturbed	4.4 (10.9)	12.3
Eucalyptus	1.7 (4.1)	4.6
Freshwater Marsh/ Open Water	1.4 (3.5)	4.0
Non-Native Grasses	5.1 (12.5)	14.1
Total	35.8 (88.5)	100

Coyote Brush Scrub habitat accounts for 4.9 acres of the BSA and is generally limited to upland areas south of the Santa Ynez River adjacent to the east side of Floradale Avenue. Vegetation is generally comprised of coyote bush (*Baccharis pilularis*) and Mexican elderberry (*Sambucus mexicana*). Additional species include California sagebrush (*Artemisia californica*).

Developed/Disturbed Lands within the BSA consist of areas that have been developed, disked, cleared, or otherwise altered by human activities. This land cover type within the BSA includes roadways (paved and unpaved), a rip-rap embankment, cleared bare ground, disturbed road margins, escaped exotic plants, and ruderal vegetation dominated by non-native, weedy species. The Developed/Disturbed Lands in the BSA occupy 10.9 acres.

The Eucalyptus community observed within the BSA is located in heavily disturbed areas. Dominant flora within the Community includes blue gum eucalyptus (*Eucalyptus globulus*), with non-native forbs in the understory, such as black mustard (*Brassica nigra*), sweet fennel (*Foeniculum vulgare*), red-stemmed filaree (*Erodium botrys*), perennial pepperweed (*Lepidium latifolium*), wild radish (*Raphanus sativus*), poison hemlock (*Conium maculatum*), and milk thistle (*Silybum marianum*). Eucalyptus vegetation within the BSA occupied 4.1 acres.

Freshwater Marsh/Open Water habitat accounts for 3.5 acres within the BSA and is generally restricted to the lower, wetter lands. It is vegetated with emergent southern cattail (*Typha domengensis*), bur-reed (*Sparganium eurycarpum*), and alkali bulrush (*Scirpus maritimus*). Understory consists primarily of yellow waterweed (*Ludwegia peploides*). Open water areas include all unvegetated areas within the main channel of the Santa Ynez River. The open water habitat consists of varied seasonal flows (i.e., depending on local rainfall patterns, agricultural operations, and releases from Bradbury Dam) over a streambed of silts and sands with limited amounts of gravel within the BSA.

Impacts to Sensitive Natural Communities Table

Changes in impacts have occurred in response to the design refinements since 2009 for nearly all vegetation communities and land cover types occurring within the project site. The temporary and permanent impacts by vegetation communities and land cover types, and changes thereof, are as follows:

Table 4 Impacts to Sensitive Natural Communities Table

Vegetation Community/ Land Cover Types	Temporary Square feet (acres)			Permanent Square feet (acres)		
	2014 NES	New Design	Change Acres	2014 NES	New Design	Change Acres
Agriculture	333,681 (7.7)	258,334 (5.9)	-1.8	86,111 (1.9)	48,437 (1.1)	-0.8
Central Coast Willow Forest*	107,639 (2.3)	60,850 (1.39)	-0.91	21,527 (0.4)	113 (.0026)	-0.398
Coyote Brush Scrub	86,111 (1.9)	86,111 (1.9)	0	32,291 (0.8)	25,833 (0.6)	-0.2
Developed/Disturbed	53,819 (1.3)	53,819 (1.3)	0	15,0695 (3.6)	38,750 (0.9)	-2.7
Eucalyptus	21,527 (0.4)	21,527 (0.4)	0	10,736 (0.3)	5,381 (<0.1)	-0.2
Freshwater Marsh/ Open Water**	21,527 (0.6)	13,000 (0.3)	-0.6	5,381 (<0.1)	0 (0)	-.01
Non-Native Grasses	(0)	53,819 (1.2)	1.2	3,229 (0.7)	5,381 (<0.1)	-0.6
Total	**624,304 (14.3)**	**547,460 (12.4)**	**-2.2**	**309,970 (7.8)**	**123,895 (2.8)**	**-4.91**

The Project includes the removal of over 47,916 square feet (sf) (1.1-acres) of existing piles and footings, an historic fill within the Santa Ynez River channel. The end-result is a net gain of functional aquatic habitat and restoration of 1.1 acres of Central Coast Willow Forest.

The 2017 redesign of the bridge also resulted in reduced impacts to Waters of the United States by removing support columns from the Ordinary Highway Mark (OHWM) thereby eliminating all permanent impacts to Waters of State. In addition, this impact evaluation identifies as permanent habitat impacts just the area of impact due to bridge columns and footings, which would reduce the area of impact identified in the NES, which were calculated assuming disturbance from the entirety of the bridge structure.

Reduced impacts to the State of California jurisdiction (CDFW/RWQCB) within the Central Coast Willow Riparian Forest habitat have also occurred in response to the new design. Willow Riparian Forest impacts will be reduced by removing only the vegetation required to construct the new bridge in a corridor 60 feet wide and 580 feet long (34,800 sf). Additional measures include: burying Rock Slope Protection (RSP) under two feet of earth for replanting; reducing the area for the stream channel water diversion from the 450 feet in length from the originally proposed to 100 feet in length and 65 feet wide (6500 sf). Seven large Arroyo Willow and Cottonwood trees will be protected in place and retained in the impact area between the existing bridge the proposed new structure. These trees range in height from 15 to 30 feet tall and are referenced in the tree survey by number as #12, #13, #14, #15, #16 and #17. Retaining this grouping of native trees will help to maintain the vertical component of the Willow Riparian Forest at the project location.

First season bridge construction impacts in jurisdictional areas consist of temporary impacts estimated to be approximately 41,300 sf and 133 sf of permanent impacts in total. The construction impact area covers: 34,800 sf; dewatering areas 6500 sf, and bridge support piers 113 sf. The total construction impact for season one would be 41,433 sf (0.95 acres).

Second season impacts are related to the demolition of the 1970's bridge structure within its footprint, an area 521 feet long by 50 feet wide (26,505 sf) and in an area of 100 feet long by 65 feet wide (6,500 sf) for the stream channel diversion. The total impact area for season two would consist of a demolition impact area of 26,050 sf and dewatering area of 6500 sf; covering 32,550 sf (0.75 acres.)

Total project impacts are estimated to be 73,983 sf (1.7 acres) covering State and Federal jurisdictional areas.

Wildlife Corridors

The BSA likely supports wildlife movement via the Santa Ynez River. The Santa Ynez River is a natural waterway that has been modified and designated a Water of the United States (WoUS) and Water of the State (WoS). It also includes habitat that satisfies the County of Santa Barbara's definition of a wetland. The river would be expected to facilitate the dispersal of plants, animals, and fish throughout the region under certain environmental factors which cannot be controlled or reliably forecast with certainty. Flow intensities and velocities within the river can be managed by means of Bradbury Dam.

U.S. Fish and Wildlife Service (USFWS) Critical Habitat

The BSA is located within USFWS-designated critical habitat for the California Southern Steelhead and is assumed to facilitate population-level movements when seasonal flows (December through April) produce cool, well-oxygenated water (California Department of Fish and Wildlife [CDFW] 1996).

Special-Status Plant Species

Special-status plant species are either listed as endangered or threatened under the Federal or California Endangered Species Acts, or rare under the California Native Plant Protection Act, or considered to be rare or of scientific interest (but not formally listed) by resource agencies, professional organizations (e.g., Audubon Society, California Native Plant Society [CNPS], The Wildlife Society), and the scientific community. For the purposes of this project, special-status plant species are defined below:

- Plants listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.12 for listed plants and various notices in the Federal Register for proposed species).
- Plants that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register, December 5, 2014).
- Plants that meet the definitions of rare or endangered species under the CEQA (State CEQA Guidelines, Section 15380).
- Plants considered by the CNPS to be "rare, threatened, or endangered" in California (Lists 1B and 2).
- Plants listed by CNPS as plants about which we need more information and plants of limited distribution (Lists 3 and 4).
- Plants listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (14 CCR 670.5).
- Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq.).
- Plants considered sensitive by other Federal agencies (i.e., U.S. Forest Service, Bureau of Land Management), State and local agencies or jurisdictions.
- Plants considered sensitive or unique by the scientific community or occurring at the limits of its natural range (State CEQA Guidelines).

The literature search conducted for this impact analysis indicates two special-status plant species have the potential to occur within the region (e.g., Lompoc 7.5' quadrangle maps). Table 5 lists these species, their current status, and the nearest known location relative to the project site.

Table 5 Special Status Plant Species

Species	Status	Habitat Description	Nearest Known Location relative to the Project Site	Present/Absent based on Habitat	Rationale for Absence/Discussion
California saw-grass (*Cladium californicum*).	List 2.2	Freshwater and alkali marshes and seeps	San Anonio Creek; approximately 6.2 miles to the north (CDFW 2017)	Habitat Present	Suitable habitat within BSA, no observed during botanical surveys.
Black-Flowered Figwort (*Scrophularia atrata*)	List 1B.2	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub, and riparian scrub	Lompoc Casmalia Road, approximately 1.2 miles to the northeast (CDFW 2017)	Habitat Present	Suitable habitat within BSA, no observed during botanical surveys.

There is suitable habitat within the BSA and historic records which indicate that the following two special-status plant species could be affected by the project:

- California Saw-Grass and Black-Flowered Figwort. Botanical surveys were conducted to assess overall baseline conditions and evaluate the project site's ability to support special-status plant species in 2008 and in 2013. The surveys were floristic in nature. The black-flowered figwort and California saw-grass were not detected during census activities within the BSA. The data collected suggests that there is extremely low potential for these species to recruit into the project site; nonetheless there still possibility for the species to occur onsite.

Special-Status Wildlife Species

For the purposes of this project, special-status wildlife species are defined below:

- Animals listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (50 CFR 17.11 for listed animals and various notices in the Federal Register for proposed species).
- Animals that are candidates for possible future listing as threatened or endangered under the federal Endangered Species Act (Federal Register December 5, 2014).
- Animals that meet the definitions of rare or endangered species under CEQA (State CEQA Guidelines, Section 15380).
- Animals listed or proposed for listing by the State of California as threatened and endangered under the California Endangered Species Act (14 CCR 670.5).
- Animal species of special concern to the CDFW (CDFW 2016).
- Animal species that are fully protected in California (California Fish and Game Code, Section 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

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

Table 6 Special Status Wildlife Species

Species	Status	Habitat Description	Nearest Known Location relative to the Project Site	Present/Absent based on Habitat	Rationale for Absence/Discussion
California Red-Legged Frog (*Rana draytonii*)	FT, SSC	Found in lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to aestivation habitat.	Santa Ynez River, less than 1 mile to the west (CDFW 2017)	Habitat Present	Suitable habitat within BSA, none observed during Herpetofauna surveys.
Coast (California) horned lizard (*Phrynosoma coronatum*)	SSC	Prefers friable rocky or shallow sandy soil in a variety of vegetation types including coastal sage scrub, chaparral, annual grassland, oak woodland, and riparian woodlands.	2.7 miles northeast (CDFW 2017)	Habitat Present	Suitable habitat within BSA, none observed during Herpetofauna surveys.

Species	Status	Habitat Description	Nearest Known Location relative to the Project Site	Present/Absent based on Habitat	Rationale for Absence/Discussion
Two-striped garter snake (*Thamnophis hammondii*)	SSC	Found in coastal California from the vicinity of Salinas to northwest Baja California from sea to about 2,135 m (7005 ft) elevation. Highly aquatic, found in or near permanent fresh water, often along streams with rocky beds and riparian growth.	Greater than 5 miles (CDFW 2017)	Habitat Present	Suitable habitat within BSA, none observed during 2013 Herpetofauna surveys.
Western Pond Turtle (*Emys marmorata*)	SSC	Found in slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and treatment lagoons. Abundant basking sites and cover necessary, including logs, rocks, submerged vegetation, and undercut banks.	Onsite	Present	Suitable habitat within BSA, individual observed during Herpetofauna surveys.
Hoary bat (*Lasiurus cinereus*)	*	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.	Along Santa Ynez River, 3.6 miles to the east (CDFW 2017)	Habitat Present	Suitable habitat within BSA.
Silver-haired bat (*Lasionycteris noctivagans*)	*	Primarily a coastal and montane forest dweller feeding over streams, ponds, and open brushy areas. Roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes, and, rarely, under rocks. Needs drinking water.	Along Santa Ynez River, 3.6 miles to the east (CNDDB 2017)	Habitat Present	Suitable habitat within BSA.
Yuma myotis (*Myotis yumanensis*)	*	Optimal habitats are open forests and woodlands with sources of water over which to feed. Distribution is closely tied to bodies of water. Maternity colonies in caves, mines, buildings, or crevices.	Along Santa Ynez River, 3.6 miles to the east (CNDDB 2017)	Habitat Present	Suitable habitat within BSA.
Least Bell's Vireo (*Vireo bellii pusillus*)	FE, SE	A spring and summer resident of southern California riparian habitats. Prefers to nest in willows, mule fat or mesquite.	Greater than 5 miles (CNDDB 2017)	Habitat Present	Suitable habitat within BSA, none observed during 2013 Riparian Bird surveys.
Southwestern Willow Flycatcher (*Empidonax traillii extimus*)	FE, SE	Found in riparian woodlands, streams, and rivers with mature, dense stands of willows, cottonwoods, or boggy areas with willows or alders.	Greater than 5 miles (CNDDB 2017)	Habitat Present	Suitable habitat within BSA, none observed during 2013 Riparian Bird surveys.
Western Yellow-billed Cuckoo (*Coccyzus*	FC, SE	Found in open woodland, parks, riparian woodlands with well-developed	Greater than 5 miles (CNDDB 2017)	Present	One migrant detected during 2013 Riparian Bird surveys.

Species	Status	Habitat Description	Nearest Known Location relative to the Project Site	Present/Absent based on Habitat	Rationale for Absence/Discussion
americanus occidentalis)		understories, slow-moving watercourses, and backwaters or seeps.			
Yellow-breasted Chat (*Icteria virens*)	SSC	Found in riparian woodlands, streams, and rivers; generally in dense, brushy areas and hedgerows.	Greater than 5 miles (CNDDB 2017)	Habitat Present	Suitable habitat within BSA, none observed during 2013 Riparian Bird surveys.
Yellow Warbler (*Dendroica petechia*)	SSC	Found in riparian plant associations. Prefers willows, cottonwoods, aspens, sycamores, and alders for nesting and foraging. Also nests in montane shrubbery in open conifer forests.	Greater than 5 miles (CNDDB 2017)	Present	Three territories detected during the 2013 focused Willow flycatcher surveys.
Southern Steelhead - (*Oncorhynchus mykiss irideus*)	FE, SSC	Federal listing refers to populations from the Santa Maria River south to the southern extent of its range (San Mateo Creek in San Diego Co.).	Onsite (CNDDB 2017)	Critical Habitat	Suitable habitat within BSA.

Status Codes: FE Federal Endangered (USFWS); SE State Endangered (CDFW); FT Federal Threatened (USFWS); ST State Threatened (CDFW); SSC California Species of Special Concern (CDFW); WL Watch List (CDFW); FP Fully Protected (Fish & Game Code).

*The regional designation is applied to mammals that are not listed under either the state or federal endangered species acts. This designation is intended to result in special consideration for these species during the environmental review process. This designation is also applied to stimulate collection of additional data on poorly known or potentially at risk species within the state and focus research and management attention on them.

There is suitable habitat within the BSA and historic records which indicate that the following special-status species could be affected by the project:

- California Red-Legged Frog, Two-Striped Garter Snake, Coast (California) Horned Lizard, and Western Pond Turtle. No California red-legged frogs were observed within the BSA. Only a limited diversity of reptiles and amphibians were detected. This data, along with other pedestrian-survey records reviewed from 2011 through 2013 suggest that the project would not adversely affect California red-legged frog or other species of native herpetofauna. In addition to California red-legged frog not being detected during these and other biological surveys conducted within the BSA, the presence of a significant bullfrog population implies that California red-legged frog have likely been displaced from the local area. Bullfrogs are known to prey on California red-legged frog, compete for space and food, and have been documented interfering with California red-legged frog reproduction (D'Amore et al. 2009). With regard to historic data maintained by the CDFW and USFWS, one historical occurrence of California red-legged frog was been documented within the BSA from a data set created in 2003. A single adult Western Pond Turtle was observed in the Santa Ynez River channel roughly 45.7 m (150 feet) upstream of the Project as well in 2013. Suitable habitat for two-stripped garter snake and Coast horned lizard is within BSA; however, none were observed during surveys.
- Hoary Bat, Silver-Haired Bat, and Yuma Myotis. Suitable habitat has been documented within the BSA that may be utilized by bat species; however, no maternity or roosting bats or bat sign was detected within the BSA.
- Least Bell's Vireo. Suitable habitat for Least Bell's Vireo has been documented within the BSA ; however, no nesting Least Bell's Vireo were detected within the BSA in 2008 or 2013. With

deference to historic data maintained by the CDFW and USFWS, the nearest known detections of Least Bell's Vireo are 29 ha (18 miles) northeast of the BSA.

- Southwestern Willow Flycatcher. Suitable habitat for Southwestern Willow Flycatcher has been documented within the BSA; however, no nesting Southwestern Willow Flycatcher were detected within the BSA in 2008 or 2013. With respect to historic data maintained by the CDFW and USFWS, the nearest known detections of Southwestern Willow Flycatcher are 22.5 km (14 miles) southeast of the BSA.
- Western Yellow-Billed Cuckoo, Yellow Warbler, and Yellow-Breasted Chat. Suitable habitat for western yellow-billed cuckoo, yellow warbler, and yellow-breasted chat has been documented within the BSA; however, no nesting western yellow-billed cuckoo or yellow-breasted chat were detected within the BSA in 2008 or 2013. Nonetheless, one migrant western yellow-billed cuckoo was detected on July 9, 2013 in the southwestern portion of the BSA. No western yellow billed cuckoo or nesting activity was detected in any previous or subsequent survey events. Three yellow warbler territories were detected during the 2013 focused Southwestern Willow Flycatcher census.
- Southern California Steelhead. The Santa Ynez River is suitable habitat for southern California steelhead and is defined as Critical Habitat for the species. Southern California Steelhead was not detected during the 2008 and 2013 surveys. Nonetheless, this species is known to traverse through the BSA during migration when either high flows or summer flow levels are maintained at appropriate intensities and velocities by Bradbury Dam. While the BSA does not provide suitable areas for spawning due to its substrate, this reach of the river can provide functional steelhead movement opportunities (primarily from December to April), when the majority of steelhead migrate upstream in California to spawn and smolts migrate downstream to enter the Pacific Ocean (CDFW 1996). Data maintained by the CDFW and USFWS suggest that there is one historic record of Southern California Steelhead in the area from 1993. No steelhead were detected during the 2008 and 2013 surveys of the BSA. The project is not anticipated to result in the take of individual Southern Steelhead or adversely affect local or regional populations.

Waters of the United States and State

A limited portion of the Project Site is within the Santa Ynez River, a Waters of the United States and Waters of the State which includes acreages that satisfy the County of Santa Barbara's wetland definition. Within the BSA, the Santa Ynez River abuts expansive open-spaces and would be assumed to facilitate foraging or population-level movements across the region for both common and special-status species. The Santa Ynez River is characterized as a low gradient drainage that receives some hydrologic inputs from adjacent agricultural lands and upstream developments. The Santa Ynez River supports a willow riparian forest within the BSA. Currently, the Santa Ynez River contains wetland habitats, a single well-defined low flow channel, and several fairly-well defined high flow channels within its active flood plain.

Preliminary Jurisdictional Delineation

A routine, on-site, field determination was conducted within the study area for USACE-defined Waters of the United States and wetlands using the methods set forth in the USACE Wetland Delineation Manual (EL 1987) and the Arid West Regional Supplement (USACE 2008). The BSA was surveyed in April 2013 in order to determine the presence/absence and boundaries of potential special aquatic resources (i.e., Waters of the State, Waters of the United States and wetlands) that were identified in literature review as well as through field observations. Areas that were determined to have an Ordinary High Water Mark and suspected of being Waters of the United States or wetlands were further analyzed for a dominance of hydrophytic vegetation, hydric soils, and hydrology as described below.

Total jurisdictional limits were delineated for Waters of the United States and Waters of the State based on the presence of a well-defined Ordinary High Water Mark and/or wetland boundaries for each feature. Identification and location of the Ordinary High Water Mark followed guidance provided in Lichvar and Wakely (2004), Lichvar et al. (2006), and Lichvar and McColley (2008).

Federal Jurisdictional Determination
The BSA contains one major feature, the Santa Ynez River, which includes a well-defined ordinary high water mark and is considered subject to Clean Water Act jurisdiction as administered by the USACE. Within the study area the Santa Ynez River consists of 8.6 acres of Waters of the United States, which contains 3.5 acres of included USACE-defined wetlands (Figure 8).

State Jurisdictional Determination. The Santa Ynez River has a bed and bank, and provides obvious ecological functions and values to local and migrating biological resources. Therefore, it is also subject to California Department of Fish and Wildlife jurisdiction pursuant to Section 1600 (et seq.) of the California Fish and Game Code. Total California Fish and Game Code Section 1600 (et seq.) jurisdiction within the study area is 20.8 acres. It should also be noted, that for the purposes of this analysis California Fish and Game Code Section 1600 (et seq.) jurisdiction is synonymous with the acreage of land within the study area that satisfies the County of Santa Barbara's wetland definition (Figure 8).

Impact Discussion:

a.) The project site supports native vegetation communities including Central Coast willow forest, coyote brush scrub and freshwater marsh that may support California saw-grass and black flowered figwort. Central Coast willow forest would total 113 square feet (.0026 acre) of permanent impacts and 60,850 square feet (1.39 acres) of temporary impacts. Project impacts to the freshwater marsh/open water total no permanent and 13,000 square feet (0.3 acre) of temporary impacts. Project impacts to upland coyote brush scrub comprise 0.6 acre of permanent and 1.9 acres of temporary impacts. Impacts would be less that significant with development and implementation of a Habitat Mitigation Restoration Plan to compensate for native plant community loss or disturbance as required by Mitigation Measure BIO-15 and through environmental awareness training BIO-13 and BIO-1. Implementation of these measures would ensure impacts to a loss or disturbance to a unique, rare, or threated plant community are reduced to less than significant with mitigation.

b.) During focused botanical surveys for California saw-grass and black flowered figwort, no unique, rare, or threatened species of plants were observed within the BSA. Mitigation Measure BIO-1 would ensure that potential impacts to numbers or restrictions in the range of any unique, rare, or threatened species of plant are less than significant. This impact would be less than significant with mitigation.

c.) Project-related construction would result in the removal and temporary disturbance of Central Coast willow forest, coyote brush scrub, and freshwater marsh. The replacement bridge will be constructed with fewer piers and smaller pier footprints than the existing bridge. The new bridge piers will also be placed outside the delineated Ordinary High Water Mark boundary of the Santa Ynez River. Over 47,917 sf (1.1 acres) of existing bridge piles and footings would be removed within the Santa Ynez River and adjacent vegetation communities including Central Coast willow forest. The replacement of the new piers would result in an improved streambed and Central Coast willow forest habitat. Additionally, all temporary disturbances to native vegetation would be restored. No plant species of special concern have been identified in the BSA during botanical surveys. Furthermore, the project would not result in a long-term change to the project region habitat. Impacts to plant species and communities would be less than significant with the inclusion of a Habitat Mitigation Monitoring Plan and the implementation of Mitigation Measure BIO-15.

d.) Project-related construction including roadway improvements would result in temporary and permanent loss of eucalyptus and non-native grasslands. In areas where eucalyptus (Eucalyptus sp.)

trees can be removed from the coyote brush scrub vegetation, oak trees may be planted, provided there are areas with suitable soils and water balance in the temporary impact zone. The incorporation of Mitigation Measure BIO-15 would ensure impacts to non-native grassland habitat are reduced to less than significant. This impact would be less than significant with mitigation.

e.) Project implementation would potentially require the trimming or removal of native riparian vegetation including willows and cottonwoods. Preparation of a Habitat Mitigation Monitoring Plan to compensate for native tree loss as required by Mitigation Measure BIO-11, BIO-12, and BIO-15 would ensure impacts to healthy native specimen trees are reduced to less than significant. This impact would be less than significant with mitigation.

f.) No chemicals, long-term lighting, animals, or human habitation would be associated with project implementation. Mitigation Measure BIO-9, BIO-10, BIO-13 and BIO-15 would ensure the control of invasive species and chemicals from entering the site. This impact would be less than significant with mitigation.

g.) As discussed above, the project site and vicinity is located within Southern California Steelhead Critical Habitat. The Southern California Steelhead was not detected during the 2008 and 2013 surveys. Nonetheless, this species is known to traverse through the BSA during migration when either high flows or summer flow levels are maintained at appropriate intensities and velocities by Bradbury Dam. The project is not anticipated to result in the take of individual Southern Steelhead or adversely affect local or regional populations. Mitigation Measures BIO-2 would ensure Southern California Steelhead can pass through the project area and impacts are reduced to less than significant for aquatic species. If any California Red legged Frogs (CRLF) are found on site Mitigation Measure BIO-3 will off-set any potential impacts to the species and ensure impacts are reduced to less than significant for the aquatic species.

h.) The project would not permanently impact any steelhead habitat and would temporarily impact 0.3 acre of steelhead habitat. However, by removing over 1.1-acres of a historic fill (existing bridge piers) within the Santa Ynez River, the project would increase the amount of freshwater migration corridors free of obstructions with natural cover attributes for wildlife within critical habitat. Therefore, the project would provide the beneficial effect of improving water quantity and floodplain connectivity that support Southern California Steelhead growth, mobility, and survival regionally. Additionally, a debris dam approximately 3-foot high consisting of reeds, woody material, and deposited sediment located approximately 250 feet downstream of the Floradale Avenue Bridge would be removed to promote steelhead passage and facilitate the stream diversion for construction and demolition. Formal Section 7 Consultation was completed on April 29, 2015 for the project resulting in a biological opinion with an incidental take statement. Conditions from the biological opinion are incorporated in Mitigation Measures BIO-2, BIO-7, BIO-8, BIO-13 to ensure the impacts are reduced to less than significant.

i.) The project is a replacement of an existing bridge and roadway approaches that would not have additional impacts to the diversity or substantially decrease the number of wildlife species expected to occur onsite. The project would increase the amount of freshwater migration corridors free of obstructions with natural cover attributes for wildlife with the removal of 1.1-acres of fill from the existing bridge piers. Habitat quality would also be improved with the restoration of areas temporarily affected by the project. Due to the enhancement of quality wildlife species habitat within the project area, this impact would be less than significant.

j.) The project site contains Central Coast willow forests, coyote brush scrub, and Santa Ynez River which supports wildlife habitat for numerous species including Southern California Steelhead, California red-legged frog and other herpetofauna, least Bell's vireo, southwestern willow flycatcher and other riparian avian species, and special status mammals. Although impacts to wildlife habitats are anticipated, the project has been designed to increase the amount of freshwater migration corridors free of obstructions with natural cover attributes for wildlife by removing over 1.1-acres of fill within the Santa Ynez River. Additionally, as required by Mitigation Measure BIO-4, BIO-5,

BIO-6, BIO-15, a Habitat Mitigation Monitoring Plan would be implemented to ensure wildlife habitat for foraging, breeding, roosting and nesting will be replaced. Species-specific Mitigation Measures BIO-2 and BIO-3 would ensure impacts are reduced to less than significant.

k.) The Santa Ynez River may be used as a corridor by wildlife moving though the area as it provides habitat and cover and provides passage under a transportation corridor. Vegetation removal and construction-related disturbance may affect local wildlife movements. The project has been designed to increase the amount of freshwater migration corridors free of obstructions with natural cover attributes for wildlife by removing over 1.1-acres of a historic fill within the Santa Ynez River. Additionally, to ensure safe fish passage, a temporary stream diversion will be constructed to allow unimpeded downstream movement by fish and other biological resources during the summer and fall work periods. This impact would be less than significant.

l.) The project is a replacement of an existing bridge and roadway approaches that would not result in a substantial increase in long-term lighting, fencing, noise, human or domestic animal activity. All habitats disturbed during project-related activities would be restored to pre-project conditions. Avoidance fencing would be temporary and removed at the completion of construction. Mitigation Measure BIO-11, BIO-12 and BIO-14 would ensure impacts are reduced to less than significant with mitigation.

Mitigation and Residual Impact

BIO-1 Sensitive Habitats and Jurisdictional Features. Prior to construction, the Contractor shall retain qualified biological monitor(s) to ensure compliance with measures within the project environmental documents. Biological monitors shall be approved by regulatory agencies with jurisdiction. Monitoring shall occur throughout the length of construction in jurisdictional areas or as directed by the regulatory agencies. Full-time monitoring shall occur during ground disturbing activities, in-stream channel work, CIDH pile installation, false-work installation and removal, bridge demolition and erosion control installation. Monitoring maybe reduced to part time of two days per week once construction activities are underway and the potential for additional impacts are reduced.

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: Biological monitoring shall occur throughout the length of construction activities or as directed by the appropriate regulatory agencies. At least 45 days prior to ground disturbing activities, the County will submit to the Caltrans biologist who will submit the names and credentials for California Red Legged Frog (CRLF) biologist(s) to the U.S. Fish and Wildlife Service (USFWS) and for Southern Steelhead Head to the National Marine Fisheries Service (NMFS) for approval to conduct the activities specified in the Biological Opinions and in mitigation measures. No project activities will begin until Caltrans has received approval from the two agencies that the biologist(s) are qualified to do the work.

MONITORING: Monitoring shall be performed by a qualified biologist approved by Santa Barbra County, the USFWS, and NMFS. Weekly monitoring reports shall be submitted to the County Public Works Transportation Resident Engineer (RE) and County Public Works Transportation Senior Engineering Environmental Planner, and any additional regulatory permitting agencies. The County RE shall perform periodic site inspections to ensure compliance with these requirements.

BIO-2 Southern California Steelhead and Steelhead Critical Habitat. Prior to conducting any in-stream work activities, two qualified biologists shall be retained with experience in steelhead biology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species. At least two biologists are required with expertise in the areas of resident or anadromous salmonid biology and ecology, fish/habitat relationships, biological monitoring, and handling, collecting and retaining salmonid species. During in-stream work, the biological monitors shall continuously

monitor placement and removal of any required stream diversions to capture stranded steelhead and other native fish species and relocate them to suitable habitat as appropriate. The biologist shall note the number of native fish observed in the affected area, the number of fish relocated, and the date and time of the collection and relocation.

The approved NMFS Biological Opinion (BO) for the Floradale Road Bridge Replacement, Santa Barbara County, California, **Appendix A,** contains the full listing of general minimization measures that shall be implemented. The following is a listing of key general minimization measures in the BO:

- The County shall submit the proposed approved biologists' qualifications to the Caltrans biologist for Federal approval at least 45 days prior to ground disturbing activities, Caltrans will submit the names and credentials for biologist(s) to the National Marine Fisheries Service (NMFS) for approval to conduct the activities specified in the following measures. No project activities will begin until Caltrans has received approval from the agency that the biologist(s) is qualified to do the work.

- The approved biologists shall provide a written steelhead relocation report for the National Marine Fisheries Service (NMFS) within 21 working days following completion of the proposed action. The report shall include the following four items noted below:

  1) The number and size of all steelhead relocated during, the proposed action;
  2) The date and time of the collection and relocation;
  3) A description of any problem encountered during the project or when implementing terms and conditions; and
  4) Any effect of the proposed action on steelhead that was not previously considered.

The County will submit the report to Caltrans for submittal to the NMFS within 30 working days following completion of the proposed action.

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: Biologists' qualifications and credentials shall be reviewed for consistency with BO requirements by the County Public Works Transportation Senior Engineering Environmental Planner 45 days prior to construction. Relocation reporting shall occur 21 days after construction is complete. Implementation shall occur prior to, and post, construction work.

MONITORING: Monitoring shall be performed by a qualified biologist approved by the County of Santa Barbara and the NMFS and USFWS. The County Public Works Transportation RE shall perform site inspections prior to in-stream work activities and periodically thereafter to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.

BIO-3 Specific Measures for California Red-Legged Frog (CRLF). To offset potential reduction of numbers, and/or restriction in range, of the CA Red-Legged Frog (CRLF), or impacts to its Critical Habitat, the specific measures listed in the following identified reports shall be implemented: the Programmatic Biological Opinion (BO) for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program (8-8-10-F-58), and; the reasonable and prudent measures, terms, and conditions of the approved USFWS BO for the Floradale Road Bridge Replacement, Santa Barbara County, California.

The following is a listing of key general minimization measures from those reports. For a full listing pursuant to the PBO (8-8-10-F-58), refer to **Appendix B**.

a) At least 45 days prior to ground disturbing activities, the Contractor or shall provide the County with the approved biologists qualifications and credentials for the project

b) At least 30 days prior to ground disturbing activities, the County shall provide the approved biologists' qualifications and credentials to Caltrans staff who will submit the names and credentials for biologists to the U.S. Fish and Wildlife Service (USFWS) for approval to conduct the activities specified in the following measures. No project activities will begin until Caltrans has received approval from the agency that the biologists are qualified to do the work.

c) Prior to bridge construction work, construction and staging areas shall be isolated with silt fencing to prevent entry of CRLF into work area. Approved biologists shall inspect isolation fencing daily during jurisdiction work to ensure integrity of exclusion fencing.

d) A Habitat Mitigation Monitoring Plan for the Project's impacts to CRLF shall be provided to USFWS prior to construction.

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: (A& B) Biologists qualifications and credentials shall be reviewed for consistency with BO requirements by the County Senior Engineering Environmental Planner 45 days prior to construction. Implementation shall occur prior to and during ground disturbing construction work. **(C)** Weekly monitoring reports shall include daily inspection logs of isolation fencing during jurisdiction work. Monitoring reports shall be submitted to the County Public Works Transportation RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.

MONITORING: Monitoring shall be performed by the approved qualified biologist

BIO-4 Special Status Riparian and Migratory Birds. Prior to construction, the ~~applicant~~ approved biologist shall conduct protocol level bird surveys for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo within the project footprint and a 500-foot buffer adjacent to the project within suitable riparian habitat, and applicant shall schedule vegetation removal to occur outside of the nesting season (September 1 to February 14), if possible. To avoid potential delays due to nesting birds on the existing bridge, the applicant shall install bird and bat exclusion netting on the bridge until the structure is demolished per Caltrans standards.

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: Plans shall be reviewed for consistency with these requirements by the County Public Works Transportation RE prior to construction. Implementation shall occur prior to construction. Please note, protocol surveys for the least Bell's vireo require eight (8) surveys between April 10 and July 31.

MONITORING: The County Public Works Transportation RE shall perform periodic site inspections to ensure compliance with these requirements. If netting is installed, it shall be inspected weekly by a qualified biologist and documented in a weekly monitoring report or site inspection report.

BIO-5 Nesting Birds. Prior to construction, if construction activities occur during the typical nesting season (February 15 to August 31), a nesting bird survey shall be conducted by qualified biologists no more than two weeks prior to construction to determine presence/absence of nesting birds within the project area. Work activities shall be avoided within 100 feet of active bird nests and 500 feet of active

raptor nests until young birds have fledged and left the nest. Readily visible exclusion zones shall be established in areas where nests must be avoided. The County shall contact Caltrans, USFWS, and CDFW if any federally or state listed bird species are observed during surveys. Nests, eggs, or young of birds covered by the MBTA and California Fish and Game Code may not be moved or disturbed until the end of the nesting season or until young fledge, whichever is later, nor would adult birds be killed, injured, or harassed at any time.
Plan Requirements: These requirements shall be noted in plan specifications.

Timing: Plans shall be reviewed for consistency with these requirements by the County Public Works Transportation Senior Engineering Environmental Planner prior to construction during the nesting season. Compliance shall be verified prior to and during construction within the nesting season.

MONITORING: The County-approved biologist shall perform periodic site inspections to ensure compliance with these requirements. Compliance during construction within the nesting season shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County Public Works Transportation RE, County Public Works Transportation Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.

BIO-6 Special Status Mammal Species; Bats. The following measure shall be fully implemented to prevent impacts to special status mammal species including hoary bat, silver-haired bat, and Yuma myotis should construction work occur within the bridge structure.

- Prior to the start of ground-disturbing activities, the existing bridge shall be netted to prevent all bats species from roosting on the structure.
- During construction the County approved biological monitor surveys for the area for roosting bats, until construction is completed. Survey methods shall consist of walking under and around suitable habitat where animals could roost or forage to document any evidence of maternity or roosting bats. Should species be identified as roosting, a bat exclusion plan shall be prepared and implemented. Should the species be identified foraging, construction activities shall only occur during daylight hours until it has been identified that foraging activities have stopped.

Plan Requirements and Timing: Special Status Mammal mitigation measures shall be included in the Project plans and specifications. **Monitoring:** A qualified biologist shall conduct the construction surveys during the construction period. The County Public Works Transportation Senior Environmental Planner shall ensure compliance with these measures.

BIO-7 -- Water Diversion in Waters of the United States (NMFS Consultation No. WCR-2014-1177 see 2(A) pg. 22) The project contractor shall prepare and provide the water diversion plan to:

- County Public Works Transportation Construction Resident Engineer (RE) no less than 60 days prior to implementation of ground disturbing activities to allow for County review and approval.
- Caltrans for submittal National Marine Fisheries Service (NMFS) no less than 45 days prior to implementation of ground disturbing activities to allow for NMFS' review. The purpose of NMFS' review is to identify activities that could adversely affect steelhead or their habitat and determine if additional protective measures are required.
- Regional Water Quality Control Board (RWQCB) no less than 21 days prior to implementation of ground disturbing activities to allow for RWQCB review and approval in accordance with the 401 Certification requirements for the project.

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: These requirements for the water diversion plan shall be initiated in order to conduct construction activities.

1. Submit to County Public Works Transportation RE no less than 60 days prior to implementation of ground disturbing activities
2. Submit to County Public Works Transportation RE for Caltrans submittal to NMFS no less than 45 days prior to implementation of ground disturbing activities
3. Submit to County Public Works Transportation RE for RWQCB submittal no less than 21 days prior to implementation of ground disturbing activities

MONITORING: The County Public Works Transportation RE and County Public Works Transportation Senior Engineering Environmental Planner shall confirm performance dates and ensure compliance with these requirements.

BIO-8 Water Diversion Requirements. During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes shall be completely screened with no larger than < 5 mm wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumps shall release the additional water to a settling basin allowing the suspended sediment to settle out prior to re-entering the stream outside of the isolated area. The form and function of all pumps used during the dewatering activities shall be checked daily, at a minimum, by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: Plans shall be reviewed for consistency with these requirements by the County Public Works Transportation RE prior to construction. Implementation shall occur prior to and during in-stream construction work.

MONITORING: Monitoring shall be performed by a qualified biologist approved by the USFWS. The County Public Works Transportation RE shall perform site inspections prior to in-stream work activities and periodically thereafter to ensure compliance with these requirements. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County RE, County Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.

BIO-9 Drilling in Jurisdictional Areas. If drilling slurry is used during CIDH installation and/or other pile installation, the Contractor shall remove all slurry and drilled soil material that is saturated with slurry from the site and dispose of it in accordance with applicable local, state and federal regulations. Drilling slurry may be contained in a baker tank and the separated water shall not reenter the Santa Ynez River and shall not be disposed of on the site where it could enter the river

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: Plans shall be reviewed for consistency with these requirements by the County Public Works Transportation RE prior to construction. Implementation shall occur during construction.

MONITORING: If the use of drilling slurry is proposed, the County Public Works Transportation RE shall perform periodic site inspections to ensure compliance with these requirements

BIO-10 Concrete Washout and Equipment Refueling during Construction. The Contractor shall designate one or more washout areas for the washing of concrete trucks, paint, equipment, or similar activities such as vehicle maintenance and refueling to prevent hazardous chemicals and wash water from

discharging to the storm drains, street, drainage ditches, creeks, or wetlands. Polluted water and materials shall be contained in these areas and removed from the site weekly. The washout and refueling/maintenance areas shall be located at least 100 feet from the Santa Ynez River, any storm drain, or any sensitive biological resources.

Plan Requirements: The Contractor shall designate the approved washout location on site, including signage requirement identifying the washout location for subcontractors.

Timing: The Contactor shall install the wash area and signage prior to commencement of construction.

MONITORING: County Public Works Transportation RE and County approved biologists shall conduct monitoring and ensure compliance prior to and throughout construction.

BIO-11 Oak and Riparian Tree Protection. The loss of any protected coast live oak tree greater than 6" Dbh would be mitigated by planting coast live oaks at a mitigation ration of 10:1, such that 10 one-gallon coast live oak trees would be planted for each tree removed. No oak trees where noted during biological surveys of the biological study area at and near the project location. Native trees over 8" Dbh retained in the impact areas will be protected and isolated with ESHA fence at the drip line.

Plan Requirements and Timing: Mitigation measures shall be included in the project plans and specifications. Tree fencing shall be installed prior construction and a qualified biologist shall conduct tree fencing inspections during the construction period.

MONITORING: A qualified biologist shall conduct tree fencing inspections during the construction period to ensure compliance with tree protection measures. The County Public Works Transportation Senior Environmental Planner shall ensure compliance with this measure.

BIO-12 ESHA Fencing. Prior to bridge construction, the project work area shall be bordered with the placement of sturdy orange construction exclusion fencing. Immediately prior to construction, the project site will be clearly fenced so that the contractor is aware of the limits of allowable site access and disturbance. Areas within the designated project site that do not require regular access will be clearly flagged as off-limit areas to avoid/discourage unnecessary damage to ESHAs within the project site.

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: These requirements shall be complied with throughout the period of construction activities.

MONITORING: The County Public Works Transportation RE and approved biologists shall perform site inspections immediately prior to construction and periodically thereafter to ensure compliance with these requirements.

BIO-13 Environmental Awareness Training. Prior to construction, all construction personnel conducting work in jurisdictional areas shall participate in an environmental awareness training program conducted by a qualified biologist. The program must include a description of all sensitive species and sensitive habitats within the Biological Study Area, including aquatic species such as south-central California coast steelhead and CRLF, their ecology, legal status, and the need for species conservation. Training program shall cover all regulatory permit requirements in jurisdictional areas.

Plan Requirements: These permit requirements shall be noted in plan specifications.

Timing: Plans shall be reviewed for consistency with these requirements by the County Public Works Transportation RE prior to construction. The training shall occur prior to and during construction, as new workers join the construction crew.

MONITORING: A report documenting completion of the training shall be provided to the County Public Works Transportation RE and County Public Works Transportation Senior Environmental Planner for all in-stream and jurisdictional construction activities, including a sign-in sheet noting the names of all present.

BIO-14 In Stream Channel Work Season. Construction activities within the Santa Ynez River instream channel area shall be conducted outside of the steelhead migration season, which is considered to be November 1 through May 31 of any year. This provides a work window from June 1 to October 31 in any given year, or as otherwise directed by the regulatory agencies. Deviations from this work window can be made with permission from the relevant regulatory agencies.

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: Compliance with these requirements shall be confirmed by the County Public Works Transportation RE prior to construction.

MONITORING: The County Public Works Transportation RE shall monitor the construction schedule and perform periodic site inspections to ensure compliance with these requirements.

BIO-15 Restoration Plan/Habitat Mitigation Monitoring Plan (HMMP). Prior to construction, the applicant shall prepare a comprehensive HMMP to mitigate impacts to jurisdictional areas and ESHAs consistent with the following requirements. The final HMMP will include the specific mitigation sites within the Santa Ynez river corridor based on a minimum replacement area of 3:1 for permanent impacts to riparian and wetland habitat, and a minimum area of 1:1 for temporary impacts, or as otherwise directed by regulatory agencies. Mitigation plantings must have a minimum of 80% survival in the first year and 100% survival thereafter and/or shall attain 75% cover after 3 years and 90% cover after 5 years for the life of the project. The HMMP must be consistent with federal and state regulatory requirements and shall be amended with any regulatory permit conditions, as required. The County shall implement the HMMP during construction and immediately following project completion.

Plan Requirements: These requirements shall be noted in plan specifications.

Timing: The HMMP shall be prepared and reviewed for consistency with these requirements by the County Public Works Transportation RE and County Public Works Transportation Senior Engineering Environmental Planner prior to construction.

MONITORING: The Final HMMP shall be provided to the County Public Works Transportation RE prior to construction. Compliance during construction shall be verified through on-site monitoring and submittal of weekly monitoring reports by the County-approved biological monitor. Weekly monitoring reports shall be submitted to the County Public Works Transportation RE and County Public Works Transportation Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.

With the incorporation of these measures, residual impacts would be less than significant.

4.5 Cultural Resources

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. Cause a substantial adverse change in the significance of any object, building, structure, area, place, record, or manuscript that qualifies as a historical resource as defined in CEQA Section 15064.5?				X
b. Cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource pursuant to CEQA Section 15064.5?		X		
c. Disturb any human remains, including those located outside of formal cemeteries?			X	
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020(k), or 2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant according to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of the Public Resources Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Setting

The analysis contained in this section is based on the findings of the Archaeological Survey Report (Harper and Gust 2010), First Supplemental Archeological Survey Report (Lebow 2014a), Extended Phase I and Archaeological Survey Evaluation (Lebow, et. al. 2014), and Historic Property Survey Report (Lebow 2014b) which cover the project footprint for the proposed project.

A Central Coast Information Center records search of the California Historical Resources Information System identified two cultural resources sites, CA-SBA-2267 and -2268H, which are partially located in the project footprint. According to the 2014 Extended Phase I and Archaeological Evaluation Report, CA-SBA-2267 is a prehistoric artifact scatter. Excavation of two 50 by 100 centimeter rectangular units in the project footprint during Phase II fieldwork found moderate quantities of lithic debitage and fire-altered rock in a shallow stratum overlying impenetrable clay. Burrowing rodents are unusually abundant and have thoroughly churned the shallow cultural deposit. The few bones recovered are mostly from burrowing rodents; however, two small bone fragments are from small to medium-sized mammals. No lithic tools or datable materials were observed or recovered in the project footprint. All lithic debitage is locally available Monterey chert. Analysis indicates that site occupants were knapping early- to mid-stage bifaces. CA-SBA-2267 is assumed to be eligible for the National Resources Historic Preservation (NRHP) Act under Criterion D for its potential to provide information important to understanding prehistory; however, given the poor integrity, the lack of datable materials, and the limited diversity in the archaeological assemblage, the report concluded that the portion of CA-SBA-2267 in the project footprint does not contribute to the site's assumed significance (Lebow, et. al. 2014: 73).

CA-SBA-2268H is a historical site that contains the remnants of a demolished homestead established by Albert Dyer in 1883. After farming and raising livestock on the property for about 20 years, the Dyer family moved to Lompoc. Various people subsequently lived on the farmstead until the U.S. Army bought the property in 1941. In 1959, the property was transferred to the Department of Justice for the Lompoc Penitentiary, and in the 1980s the house and associated outbuildings were demolished. Historic aerial photographs reveal that a paved fork of West Farm Road just south of the buildings was also demolished. Extended Phase I and Phase II testing consistently found a 35–45-centimeter-thick layer of disturbed sediments reflecting demolition of the structures and the road. Historical and modern material are mixed in that layer. Historical artifacts are present below the disturbed layer, albeit in low frequencies. Architectural remains dominate the archaeological assemblage, while subsistence remains are uncommon (Lebow, et. al. 2014). The report concluded that the portion of CA-SBA-2268H in the project footprint does not contribute to the site's assumed NRHP eligibility.

Native American Consultation

The County conducted Native American consultation consistent with Assembly Bill 52 for the project to identify potential concerns or issues associated with Native American cultural resources near the project. According to the Archaeological Survey Report (Harper and Gust 2010), the Native American Heritage Commission indicated that there are no known sacred lands in the project vicinity. The Native American Heritage Commission provided a list of Native American tribes with traditional lands or cultural places in the project area that may have knowledge of cultural resources at the project site. All were contacted by email or letter. Responses did not indicate specific concerns; however, Freddie Romero of the Purisimeño Chumash identified the project area as having historical and archaeological value during a consultation meeting held on March 7, 2018. The project area is the traditional tribal territory of the Purisimeño Chumash. Sources of permanent water such as the Santa Ynez River were favored sites for villages and camps.

Impact Discussion

a.) Based on the results of the record search, past field investigations, and the archeological field surveys and testing conducted for the project, as described above under "Setting", ground disturbance associated with the proposed project would not adversely affect any recorded historical resources (Section 4.10, *Historic Resources*). No impact would occur.

b.) Based on the results of the Extended Phase I and Phase 2 investigations, the portions of two archeological sites, CA-SBA-2267 and CA-SBA-2268H in the project footprint do not contribute to the site's assumed NRHP eligibility. As such, disruption or other adverse effects to known archaeological sites are not anticipated. However, in order to ensure no impacts to CA-SBA-2267H and 2268H occur, Environmentally Sensitive Area (ESA) fencing shall be placed along the edge of the project footprint in the vicinity of the archaeological sites, extending beyond the site boundaries. ESA fencing placement shall be established and enforced, per Mitigation Measure ARC-1. This impact would be less than significant with mitigation.

In addition, in the event that previously unidentified cultural resources are discovered during site development, standard archaeological discovery conditions would apply. Therefore, Mitigation Measure ARC-2 would be required to mitigate potential impacts to known archaeological sites in the area and previously undiscovered archaeological resources to a less than significant level.

c.) No known remains occur; however, due to the project site's location in traditional tribal territory and propensity for Native American settlements to occur near waterways (such as the Santa Ynez River), a small potential exists for unknown buried cultural resources to be adversely affected by project-related construction activities. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the

necessary findings as to origin and disposition pursuant to Public Resource Code Section 5097.98. If the remains are determined to be of Native American decent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). Compliance with applicable State and federal regulations regarding human remains would ensure that this impact would be less than significant.

d.) Native American consultation efforts completed by the County pursuant to the requirements AB 52. The efforts under AB 52 did not identify specific tribal cultural resources within the project area beyond what was identified in the Archaeological Survey Report; however, it did identify the project area as sensitive. As a result of the cultural resources sensitivity of the area, impacts would be potentially significant. Mitigation Measures ARC-1 and ARC-2 would be required to mitigate potential impacts to tribal cultural resources to a less than significant level.

Mitigation and Residual Impact

The following mitigation measure would reduce the project's potential impacts to cultural resources to a less than significant level:

ARC-1 Environmentally Sensitive Areas (ESA) Plan. The project shall incorporate the following measures into plans, specifications, and estimates during planning and preconstruction phases. This includes:

- ESAs shall be included in project plans, contract specifications, and estimates. ESAs will be designated as "Environmentally Sensitive Areas Excluded from Construction and Construction Personnel."
- The Project Archaeologist shall review the plans, specifications, and estimates prior to release to ensure that the ESAs are clearly described and illustrated.
- Prior to construction, orange construction fencing at least 3 feet high shall be placed along the edge of the project footprint in the vicinity of the archaeological sites, extending beyond the site boundaries to either side as shown in Figure 2. The Project Archaeologist will ensure that construction fencing is properly placed.
- The Project Archaeologist shall train personnel at the start of construction to ensure they understand the purpose of the ESA. Construction personnel will be notified that they are excluded from the ESAs.
- The Project Archaeologist shall notify the contractor that no construction work is to occur within the fenced Environmentally Sensitive Areas; and with a Native American tribal representative, monitor all construction work within CA-SBA-2267 and CA-SBA-2268H.

- Specifications shall include a penalty clause in the subsequent contract indicating that if the ESAs are damaged in any way during construction the contractor will be responsible for the costs of restoring the ESAs to the satisfaction of Santa Barbara County and Caltrans under the direction of the Project Archaeologist.

Plan Requirements/Timing: This condition shall be printed in the project specifics and included with the plans. **Monitoring:** The County senior environmental planner shall ensure compliance with this measure.

ARC-2 Native American and Archaeological Monitoring. The Contractor shall retain the services of a County approved archeologist and Native American tribal representative to conduct project monitoring and to ensure the establishment and maintenance of the Environmentally Sensitive Areas (ESAs) by accomplishing the following tasks:

- The County approved archeologist and Native American tribal representative shall advise the contractor during a preconstruction meeting and training that the ESAs are potentially significant cultural resources and require protection and avoidance;
- An archaeological monitor and a Native American monitor will observe all construction activities north of Farm Road (as shown in Figure 3) to ensure that the ESA conditions are enforced; and
- There shall be a Native American tribal representative during all project excavation.

In the event unanticipated archaeological resources are encountered during grading or excavation, work in the vicinity of the find shall be stopped immediately or redirected until the County qualified archaeologist and Native American representative evaluate the significance of the find pursuant to Phase 2 investigations of the County Archaeological Guidelines. If resources are found to be significant, they shall be subject to a Phase 3 mitigation program consistent with County Archaeological Guidelines.

Plan Requirements and Timing: These requirements shall be included in the project plans and specifications. **Monitoring:** The County Public Works Transportation RE and County Public Works Transportation Senior Environmental Planner shall ensure compliance with these measures. A County qualified archeologist shall evaluate the significance of any archaeological resources and conduct the required investigation.

No residual impacts to cultural resources would result from the proposed project or associated mitigation.

4.6 Energy

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?			X	
b. Requirement for the development or extension of new sources of energy?				X

Setting

Electrical and natural gas service in the project area is provided by PG&E. The County has not identified significance thresholds for electrical and/or natural gas service impacts.

Impact Discussion

a.) Construction of the proposed project would consume minor amounts of energy, such as fossil fuels used by the construction equipment. No long-term increase in demand for energy would occur as a result of the proposed project. Therefore, the project would not result in a substantial increase in demand upon existing sources of energy. This impact would be less than significant.

b.) The project would not require or induce new development or extension of existing sources of energy. No impact would occur.

Mitigation and Residual Impact

No impacts have been identified, and no mitigation measures are required.

4.7 Fire Protection

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. Introduction of development into an existing high fire hazard area?				X
b. Project-caused high fire hazard?				X
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?				X
d. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?				X
e. Development of structures beyond safe Fire Dept. response time?				X

Setting

The California Department of Forestry and Fire Protection (CAL FIRE) does not identify the project site or vicinity as being located in a Very High Fire Hazard Severity Zone (CAL FIRE 2008). The closest fire station is the Santa Barbara County Fire Station #51, located at 3510 Harris Grade Road approximately five miles northeast of the project site.

Predictions about the long-term effects of climate change in California include increased incidence of wildfires and a longer fire season, due to drier conditions and warmer temperatures. Any increase in the number or severity of wildfires has the potential to impact resources to fight fires when they occur, particularly when the state experiences several wildfires simultaneously. Such circumstances place greater risk on development in high fire hazard areas.

Impact Discussion

a-e.) The project is a bridge over the Santa Ynez River and includes roadway approaches. The project does not involve the construction of habitable structures, and would not directly or indirectly lead to any such structures that may increase the exposure of the public to increased fire hazard. The proposed project would not require or hamper fire prevention activity or infrastructure. No impact would occur.

Mitigation and Residual Impact

No impacts have been identified, and no mitigation measures are required.

4.8 Geologic Processes

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?			X	
b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?			X	
c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise?				X
d. The destruction, covering or modification of any unique geologic, paleontologic or physical features?				X
e. Any increase in wind or water erosion of soils, either on or off the site?			X	
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?			X	
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X
h. Extraction of mineral or ore?				X
i. Excessive grading on slopes of over 20%?				X
j. Sand or gravel removal or loss of topsoil?			X	
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?			X	
l. Excessive spoils, tailings or over-burden?			X	

Setting

The project site is located in a seismically active region and is subject to shaking from both local and distant earthquakes. The nearest active fault is the Santa Ynez River fault approximately 2.4 miles from the project site. There are no Alquist-Priolo fault hazard areas on or near the project site (Earth Mechanics, Inc. 2017). The project site is also located in an area subject to moderate liquefaction potential (Santa Barbara County 2009).

Surface geology in the region consists of various Quaternary deposits (Dibblee 1950 in Lebow, et. al. 2014). The highest terraces in the region are underlain by the Pleistocene-aged Orcutt sand (Qo), which in this area consists primarily of nonmarine wind-deposited (dune) sand. This poorly consolidated, and hence, easily eroded, formation is characterized at a few outcrops by a basal layer of pebbly gravel. The deposits underlying the higher terrace just north of the study area are fluvial and alluvial fan deposits (Qoa); these are commonly referred to in the region as “terrace gravels” and extend eastward to the central and upper reaches of the Santa Ynez river (Dibblee 1966, 1981 and Hodges and Lebow 2011 in Lebow, et. al. 2014). The latest Quaternary deposits (late Pleistocene and Holocene) consist of undifferentiated Quaternary alluvium (Qa) and stream channel deposits of the Santa Ynez River (Qg) (Lebow, et. al. 2014). The geologic unit underlying the project area is not considered paleontologically sensitive.

Impact Discussion

a.) No major faults traverse through the project site and there are no Alquist-Priolo fault zones through the site. Therefore the risk of ground surface rupture and related hazards at the site are low (Earth

Mechanics 2017). Nonetheless, the project site is in a seismically active region and is subject to shaking from both local and distant earthquakes. In the late 1990s, an investigation into the seismic vulnerability on the existing bridge concluded that the bridge is seismically deficient due to the liquefiable subsurface materials. The project involves replacing the bridge with one that would be designed to withstand seismic hazards including liquefaction. The proposed new bridge would be designed to withstand anticipated seismic stresses according to established engineering practices and would implement the recommendations identified in the Preliminary Foundation Report prepared by Earth Mechanics, Inc. in October 2017, including foundation type, pile lengths, approach embankments, and settlement period. The project would reduce seismic hazards for motorists traveling on the bridge during a seismic event. This impact would be less than significant.

b.) Earthwork associated with the proposed project would be limited to excavation of footings for the replacement bridge and some grading for new roadway right-of-ways. No cut or fill slopes would be created and the project would not include excessive grading. This impact would be less than significant.

c.) The ground surface would be mostly restored following bridge replacement, with some localized changes in topography associated with the new bridge. The proposed project would not cause or increase public exposure to bluff retreat or sea level rise. No impact would occur.

d.) Based on the Seismic Safety and Safety Element of the Santa Barbara County Comprehensive Plan, no Areas of Special Geologic Interest occur in the project area. The project site is not a paleontologically sensitive area. Overall, no impacts to unique geologic, paleontological, or physical features would occur.

e.) The project does not involve substantial hillside grading or other earthwork on slopes that would substantially increase soil erosion. Potential erosion associated with stormwater flows during the construction period is addressed in Section 4.16, *Water Resources/Flooding*, and would be less than significant.

f.) The proposed project would not result in substantial changes in soil erosion or deposition of sediments that would significantly affect the Santa Ynez River. A Storm Water Pollution Prevention Plan (SWPPP) would be implemented during bridge construction to minimize discharge of silt-laden storm water to the river (see Section 4.16, *Water Resources/Flooding*). Therefore, impacts from increased erosion or siltation would be less than significant.

g.) The project would not involve the placement of septic systems. No impact would occur.

h.) The project would not involve the extraction of mineral ore. No such activities currently occur on the project site. No impact would occur.

i.) The project would not involve major grading of existing slopes. No impact would occur.

j.) Excavation associated with bridge replacement and roadway construction would occur generally in the same area of existing disturbed areas. The project would not involve sand or gravel removal. Once operational, the project would not involve any activities that would result in the loss of topsoil. During construction, activities would be required to adhere to the provisions of the SWPPP which would prevent soil loss (see Section 4.16, *Water Resources/Flooding*). This impact would be less than significant.

k.) The project would involve heavy equipment during construction and demolition that would create vibration. The bridge piles would be constructed with a casing oscillator which involves low vibration

levels. There are no vibration-sensitive receptors in the vicinity of the project site. The site is surrounded by agriculture and open space which are not considered vibration-sensitive. Further north of the project site approximately 0.3 mile away is the Lompoc Federal Correction Facility. This use is also not considered vibration-sensitive. This impact would be less than significant.

l.) The project would involve an estimated 22,500 cubic yards of imported fill and approximately 5,300 cubic yards of cut would be exported. The export of approximately 5,300 cubic yards of cut is not an excessive amount of spoils. Exported soil would be transported to another site for disposal or reuse in accordance with standard construction practices. This impact would be less than significant.

Mitigation and Residual Impact

Impacts to geologic processes would be less than significant and no mitigation measures are required.

4.9 Hazardous Materials/Risk of Upset

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?				X
b. The use, storage, or distribution of hazardous or toxic materials?			X	
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?				X
d. Possible interference with an emergency response plan or an emergency evacuation plan?				X
e. The creation of a potential public health hazard?				X
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?				X
g. Exposure to hazards from oil or gas pipelines or oil well facilities?				X
h. The contamination of a public water supply?				X

Setting

Based on review of the GeoTracker (State Water Resources Control Board), ENVIROSTOR (California Department of Toxic Substances Control) and Enviromapper for Envirofacts (United States Environmental Protection Agency) databases, no hazardous material sites or leaking underground storage tank cases are located on the project site. According to GeoTracker, a military cleanup site (Lompoc, Branch U.S. Disciplinary Barracks - Inactive Incinerator, BRAC Parcel 16) is located approximately 1,000 feet east of the project site. The cleanup status is identified as “Completed - Case Closed.”

Impact Discussion

a.) The project site does not have a history of hazardous materials production, use, or storage. Therefore, project implementation would not result in exposure of persons or the local environment to hazardous materials. No impact would occur.

b.) Excluding fuels used by construction equipment and vehicles, the project does not involve the use, storage, or distribution of hazardous or toxic materials. Equipment and vehicles associated with the project would be fueled from a maintenance vehicle located at least 100 feet away from the Santa

Ynez River (see BIO-10). Furthermore, the project would not involve the storage or use of any chemicals, fuels, or other materials that could expose people to a substantial hazard. This impact would be less than significant.

c.) The project would improve bridge safety; therefore, should any hazardous materials be transported on the bridge, the project would reduce the potential of upset or accident conditions during accidents or seismic events. Forbess Consulting Group performed a hazardous materials (asbestos and lead) survey of the existing bridge in 2010. Three bulk samples from representative concrete materials were collected from the existing bridge and analyzed for asbestos, with negative results. Therefore, bridge demolition would not result in the release of asbestos. In addition, none of the coated or painted surfaces on the existing bridge tested positive for lead. Therefore, the project would not result in exposure of workers to lead during demotion. The proposed bridge replacement would not increase the potential for accidents or upset conditions to result in the exposure of the public to hazardous materials. No impact would occur.

d.) The project involves a bridge replacement and new roadway approaches, and would not have any long-term impacts on an emergency response plan. The existing bridge would remain open until the new bridge is fully operational. Therefore, no closures would occur. No impact would occur.

e.) The proposed project does not involve the creation, storage or handling of any hazardous materials, pathogens or disease vectors and would not create any potential public health hazard. No impact would occur.

f, g.) The project does not include any new development near land uses that rely on the use of hazardous materials, such as chemical or industrial activity, producing oil wells, toxic disposal sites, etc. Furthermore, no oil or gas wells or other oil production facilities, or oil or gas pipelines or located on or adjacent to the project site. Based on the California Department of Conservation Well Finder application, the nearest recorded oil well is a dry hole located over 0.5 miles to the northeast (2017). No impacts would occur.

h.) Project construction activities would not involve the use, storage, or uncovering of hazardous materials and thus would not have any potential impacts to the quality of public water supplies. Furthermore, the proposed bridge would not generate demand for water. No impact would occur.

Mitigation and Residual Impact

Impacts associated with hazardous materials/risk of upset would be less than significant and no mitigation measures are required.

4.10 Historic Resources

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**
a. Adverse physical or aesthetic impacts on a structure or property at least 50 years old and/or of historic or cultural significance to the community, state or nation?			X	
b. Beneficial impacts to an historic resource by providing rehabilitation, protection in a conservation/open easement, etc.?				X

Setting

The project site is not located on or near a property of historic or cultural significance, according to the County's Historic Landmarks Advisory Committee (2012). However, the following properties, CA-SBA-2267 and CA-SBa-2268H are partially within the Area of Potential Effects (APE) and are considered eligible for inclusion in the National Register of Historic Places for the purposes of this project only because evaluation was not possible, in accordance with Section 106 Programmatic Agreement Stipulation VIII.C.4. The APE also includes portions of cultural/historic resources that extend outside the ADI and could not be surveyed due to the sites locations outside of the APE on the Federal Corrections Facility property.

A Historic Property Survey Report was prepared for the project and approved by Caltrans on September 8, 2014. According to the report, the existing Floradale Bridge was constructed in 1969 and thus does not meet the 50-year criterion for consideration as a cultural resource. Furthermore, it is listed as a Category 5 bridge and is not eligible for the California Register of Historical Resources or National Register of Historic Places (NRHP). No other structures are present within the project area (Lebow 2014b).

CA-SBA-2268H is a historical archeological site representing the remnants of the Dyer residence. No structures are present. Phase II archival research revealed that Albert Dyer bought the place in 1883, corresponding to the early Americanization Period when many others bought property and started small family homesteads in the project vicinity. The Dyers moved into Lompoc around 1904. A succession of people lived at the place after the Dyers left until 1941 when the U.S. Army bought the property. In 1959 the property was transferred to the Department of Justice for the Lompoc Penitentiary, and in the 1980s the house and associated outbuildings were demolished. Old aerial photographs reveal that a paved fork of West Farm Road just south of the building complex was also demolished.

Impact Discussion

a, b.) The project site is not located on but is near a property of potential historic or cultural significance, the existing bridge is not considered a cultural resource. The project does not offer any opportunities for rehabilitation or protection of historic resources. Phase II investigations to evaluate NRHP eligibility within the project's Area of Direct Impact (ADI) are documented in the Extended Phase I and Archeological Evaluation Report (XPI/AER) for the project. Investigations within the ADI at CA-SBA-2268H found impaired integrity, little association with important people or events, and very limited data potentials. The portion of the sites within the ADI does not contribute to the site's assumed significance. Based on those results, Caltrans finds that the project as designed will have No Adverse Effect. An Environmentally Sanative Action Plan (ESA) has been developed for implementing measures that will avoid potential adverse effects to CA-SBA-2267 and CA-SBA-2268H. ESA implementation measures are detailed in ARC-1 and will begin during the project planning phases to ensure that the ESA plan and conditions are incorporated into construction specifications, plans and is required to be part of the Environmental Commitment Record (ECR) for the project. Therefore, the project would not alter the contextual nature of the site in a manner that would significantly degrade the historical significance of the existing area. No impacts to historic resources would occur.

Mitigation and Residual Impact

No impacts to historic resources have been identified, and no mitigation measures are required.

4.11 Land Use

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. Structures and/or land use incompatible with existing land use?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. The induction of substantial growth or concentration of population?				X
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X
e. Loss of existing affordable dwellings through demolition, conversion or removal?				X
f. Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
h. The loss of a substantial amount of open space?				X
i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)				X
j. Conflicts with adopted airport safety zones?				X

Setting

The project site includes the existing Floradale Avenue Bridge which crosses the Santa Ynez River and the roadway approaches and area surrounding the bridge. To the northwest of the Floradale bridge is the Federal Corrections Complex's farm and to the northeast is the Federal Corrections Complex's dairy. South of the bridge is agricultural land. East and west of the project site is the open space and riparian area associated with the Santa Ynez River.

Impact Discussion

a, b.) The project is a bridge and roadway approach replacement, with the same number of travel lanes and same basic configuration, and is entirely compatible with surrounding land uses. Santa Barbara County has not adopted Comprehensive Plan goals or policies that specifically address bridges. However, the project would be consistent with County goals and policies to ensure public safety. Therefore, the project would not conflict with applicable plans and policies of the Santa Barbara County Comprehensive Plan. No impact would occur.

c.) The project involves the replacement of an existing bridge and roadway approaches. It would not facilitate or result in population growth or changes in the spatial configuration of the existing population. No impact would occur.

d.) The project involves the replacement of sewer lines but does not involve extension of sewer trunk lines. The project would not increase the capacity of the bridge as it would involve the same number of travel lanes. No impact would occur.

e-g.) The project would not displace any dwellings or require new housing construction, as no population growth would result from the Project. No impact would occur.

h.) The project site is currently developed with a bridge and roadway approaches, which would be replaced. The project site is not designated as open space. No impact would occur.

i.) The project involves the replacement of the Floradale Avenue Bridge and roadway approaches and would not result in any social or economic effects that would cause a physical change in the local community. No impact would occur.

j.) The project site is located approximately one mile northwest of the Lompoc Airport. According to the adopted 1993 Santa Barbara County Airport Land Use Plan (ALUP) the project site is in the ALUP planning boundary, but is outside of the outer limits of the airport safety area. According to the draft 2012 ALUP, the project site is in the Traffic Pattern Zone (Safety Zone 1) for the airport. This zone is for aircraft with regular traffic patterns and pattern entry routes and is at an altitude from 500 to 1,500 feet above the runway. The project would not involve any development that would impede aircraft in this zone and would not conflict with this zone. No impact would occur.

Mitigation and Residual Impact

No impacts to land use have been identified, and no mitigation measures are required.

4.12 Noise

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?				X
b. Short-term exposure of people to noise levels exceeding County thresholds?				X
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?				X

Setting

There are no noise-sensitive receptors in the vicinity of the project site.

Impact Discussion

a.) The project would not affect traffic volumes on Floradale Avenue. There are no noise-sensitive land uses in the vicinity of the project site. Therefore, the project would not result in long-term exposure of adjoining areas to an increase in noise levels. No long-term impact would occur.

b, c.) Heavy equipment activity would occur at various times at the site during project construction. Santa Barbara County has not developed thresholds for short-term noise. However, the County considers construction activities within 1,600 feet of residences to be potentially significant. There are no residences or other sensitive receptors within 1,600 feet of the project site. No impact would occur.

Mitigation and Residual Impact

No impacts related to noise have been identified, and no mitigation measures are required.

4.13 Public Facilities

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. A need for new or altered police protection and/or health care services?				X
b. Student generation exceeding school capacity?				X
c. Significant amounts of solid waste or breach any national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?		X		
d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)?			X	
e. The construction of new stormwater drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X

Impact Discussion

a, b.) The project involves the replacement of the Floradale Avenue Bridge and roadway approaches. The project does not include any residential or commercial development, or any facilities that would require police protection, health care services, or school facilities. Existing service levels would not be affected by the project, as it would not result in new residents or employees in the area. Therefore, the project would have no impact on these public facilities.

c.) The existing bridge would be demolished and may generate solid waste exceeding the County's 350 ton CEQA threshold for construction and demolition. Therefore, Mitigation Measures SW-1 and SW-2 would be required to mitigate potential impacts associated with the disposal of solid waste to a less than significant level.

d.) The project involves the replacement of the Floradale Avenue Bridge and roadway approaches. The project does not include any residential or commercial development, and would not generate demand for sewage collection or related facilities. The project includes the relocation of the two existing sewer lines attached to the side of the Floradale Avenue Bridge which would be placed on the new bridge. No new sewer system facilities would be needed. This impact would be less than significant.

e.) The project would not involve the construction of new stormwater drainage or water quality control facilities or expansion of existing facilities. No impact would occur.

Mitigation and Residual Impact

To minimize potentially significant impacts associated with disposal of solid waste generated by bridge demolition and construction, the following measures shall be implemented:

SW-1 Demolition Debris Recycling. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During demolition and construction, separate bins for recycling of construction materials and brush shall be provided onsite.

Plan Requirements and Timing: This requirement shall be printed on construction plans. The construction contractor shall provide receipts for recycled materials or for separate bins. Materials shall be recycled as necessary throughout construction. **Monitoring**: The Public Works Transportation RE or County-appointed inspector shall ensure the measure is fully implemented.

SW-2 Solid Waste Management. To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of grading or construction activities. Waste shall be picked up weekly or more frequently as directed by County staff.

Plan Requirements and Timing: Prior to start of construction, the contractor shall designate and provide the name and phone number of a contact person(s) to monitor trash/waste and organize a clean-up crew. Additional covered receptacles shall be provided as determined necessary by County staff. This requirement shall be noted on all plans. Trash control shall occur throughout all grading and construction activities. **Monitoring**: The County Public Works Transportation RE or County-appointed inspector shall ensure the measure is fully implemented.

Implementation of the above mitigation measures would reduce project-specific impacts associated with solid waste disposal to a level of less than significant. No residual impacts to public facilities would result from the proposed project or associated mitigation.

4.14 Recreation

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. Conflict with established recreational uses of the area?				X
b. Conflict with biking, equestrian and hiking trails?				X
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?				X

Setting

The project site is not located on or adjacent to any County of Santa Barbara designated recreational facilities.

Impact Discussion

a.) The project involves the replacement of the Floradale Avenue Bridge and roadway approaches. There are no recreational uses on or surrounding the project site. The project would not conflict with established recreational uses. No impact would occur.

b.) The existing bridge does not include any biking, equestrian, or hiking trails and non are located in the area surrounding the project site. The project would involve replacing the existing two-lane Floradale Avenue Bridge, which does not accommodate bicyclists, with one that is sized to accommodate bicyclists in a shared lane (Class III) and includes tubular bicycle railing for bicyclists' safety. Therefore, the project would improve biking facilities. No impact would occur.

c.) The project involves the replacement of the Floradale Avenue Bridge and roadway approaches. The project does not include residential land uses and would not generate new population. Therefore, the project would not result in increased demand for new recreational facilities. No impact would occur.

Mitigation and Residual Impact

No impacts to recreational resources have been identified, and no additional mitigation measures are required.

4.15 Transportation/Circulation

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system?			X	
b. A need for private or public road maintenance, or need for new road(s)?				X
c. Effects on existing parking facilities, or demand for new parking?				X
d. Substantial impact upon existing transit systems (e.g. bus service) or alteration of present patterns of circulation or movement of people and/or goods?				X
e. Alteration to waterborne, rail or air traffic?				X
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?				X
g. Inadequate sight distance?				X
ingress/egress?				X
general road capacity?				X
emergency access?				X
h. Impacts to Congestion Management Plan system?				X

Setting

The existing bridge is located on Floradale Avenue south of Rancho Lompoc Farm Road and north of West Central Avenue. The features of the existing bridge include a roadway speed of 45 mph on the north side of the bridge and two 12-foot lanes with varying shoulder widths. The intersection located north of the bridge has a skew of 67 degrees.

The four-way intersection is located directly north of the existing bridge. The intersection on Santa Lucia Canyon Road comes into contact with access roads providing main access to the FCC farm to the west and the FCC dairy to the east.

Impact Discussion

a.) The existing road and bridge would stay open while the new bridge is constructed. Once constructed, the existing bridge would be demolished. Construction of the project would not require any detours or road closures. Trips associated with employee and materials transportation during construction would not generate substantial additional vehicle trips. Based on low trip generation associated with construction activities, significant congestion is not anticipated. The project would not generate any vehicle trips during its operation. This impact would be less than significant.

b.) The project involves transportation improvements and would not result in a need for new roads or maintenance of existing roads. It is likely that maintenance activity associated with the new bridge would be less than existing conditions. No impact would occur.

c.) On-street parking is not provided on Floradale Avenue and no parking signs are posted on both sides of the roadway. The project would not generate long-term parking demand. Project construction-

related parking needs would be accommodated on the project site and would not displace any current parking spaces. No impact would occur.

d.) The project would not create a demand for transit or interfere with the existing transit system or circulation of people and goods. No impact would occur.

e.) The proposed project would not affect waterborne or rail traffic, and would not affect traffic at the Lompoc Airport. No impact would occur.

f.) Implementation of standard County Public Works practices during construction would ensure that impacts during construction would be less than significant. The project would not involve any road closures or detours. The project involves replacing a bridge that does not meet seismic safety standards and therefore would reduce vehicle hazards. The project involves improving safety for bicyclists crossing the bridge by expanding the bridge to include shoulders and including bicycle rails. This impact would be less than significant.

g.) The proposed new bridge would meet Caltrans and County standards related to sight distance. The proposed project would not affect ingress/egress to and from uses north and south of the project site. Access to all land uses would be maintained during the construction period. The proposed project would not affect roadway capacity. Emergency access to areas north and south of the project site would not change. Traffic control would be used to maintain access during the construction period. This impact would be less than significant.

h.) Roadways and intersections in the project area operate at acceptable levels of service and are not subject to Congestion Management Plan requirements. No impact would occur.

Mitigation Measures and Residual Impacts

Impacts to transportation or circulation would be less than significant and no mitigation measures are required.

4.16 Water Resources/Flooding

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			X	
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?			X	
c. Change in the amount of surface water in any water body?			X	
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc.) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?		X		
e. Alterations to the course or flow of flood water or need for private or public flood control projects?			X	
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?				X
g. Alteration of the direction or rate of flow of groundwater?				X
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?				X
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?				X
j. The substantial degradation of groundwater quality including saltwater intrusion?				X
k. Substantial reduction in the amount of water otherwise available for public water supplies?			X	
l. Introduction of stormwater pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?			X	

Setting

The project site spans the Santa Ynez River. The Santa Ynez River is one the largest rivers in California with a drainage basin of nearly 900 square miles that covers much of Santa Barbara County. The terminus of the Santa Ynez River is located near the bridge on Floradale Avenue where the channel widens into a natural floodplain (Cornerstone 2017). The existing bridge on Floradale Avenue was constructed after the previous bridge was washed out during the 1969 floods. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Study, discharges for the Santa Ynez River at the Floradale Avenue Bridge are almost two times more than what was estimated in 1969 when the existing bridge was designed (Cornerstone 2017). Portions of the project site are within a regulatory floodway and within the one percent annual chance flood hazard area.

Surface Waters

The project area is located within the Santa Ynez watershed in Santa Barbara County (Santa Ynez Hydrological Unit Code – 18060010). The Santa Ynez River is one of the largest rivers on the Central Coast of California. It originates in the San Rafael Mountains in the Los Padres National Forest near the eastern border of the county. It flows from east to west for approximately 90 miles, passing through James Lake, Gibraltar Reservoir, and Lake Cachuma, and discharges into the Pacific Ocean. The Santa Ynez River basin is the largest drainage system that is wholly located in Santa Barbara County. It is the primary source of water for about two-thirds of the County's residents, including the heavily populated south coastal regional around Santa Barbara (PB Americas, Inc. 2009).

Floodplain

The project site is depicted on the National Flood Insurance Program Flood Insurance Rate Map panel 06083C0736G (effective December 3, 2012), which indicates the southern portion of the site, including the existing bridge) is in the floodway of the Santa Ynez River and the portion of the project site north of the existing bridge is in a 100-year floodplain (Zone AE, areas that are subject to a one percent or greater annual chance of flooding in any given year, and where base flood elevations are determined). This 100-year floodplain is associated with the Santa Ynez River.

Groundwater

The project site lies on the Lompoc Groundwater Basin. According to the 2011 *Santa Barbara County Groundwater Report* (Santa Barbara County Public Works 2011), the Lompoc Groundwater Basin consists of three hydrologically connected sub-basins: the Lompoc Plain, Lompoc Terrace, and the Lompoc Uplands. The project site is located within the Lompoc Plain region, which consists of limited points of hydrologic continuity and exchange.

According to the Results of Cone Penetration Test Investigation (CPT), Floradale Avenue over Santa Ynez River, County of Santa Barbara (EMI, December 1999), groundwater was encountered at approximately elevation +42 feet during CPT sounding investigations (conducted in 1999) at the riverbed with the deepest penetration to elevation -74 feet (PB Americas, Inc. 2009).

Water Quality Regulation

The Regional Water Quality Control Board (RWQCB) has developed a Water Quality Control Plan for the Central Coast Region (Basin Plan) (2017) to protect the water quality of surface and groundwaters of the region. The Basin Plan designates beneficial uses, sets narrative and numerical objectives to protect beneficial uses and describes implementation programs. Beneficial uses are processes, habitats, organisms or features that require water and are considered worthy of protection. Identified beneficial uses for the beneficial uses associated with the Santa Ynez River, downstream from the Cachuma Reservoir, include: Municipal and Domestic Supply (MUN); Agricultural Supply (AGR); Industrial Process Supply (PROC); Industrial Service Supply (IND); Ground Water Recharge (GWR): Water Contact Recreation (REC-1); Non-Contact Water Recreation (REC-2); Wildlife Habitat (WILD); Cold Fresh Water Habitat (COLD); Warm Fresh Water Habitat (WARM); Migration of Aquatic Organisms (MIGR); Spawning, Reproduction, and/or Early Development (SPWN); Rare, Threatened, or Endangered Species (RARE); Freshwater Replenishment (FRESH); and Commercial and Sport Fishing (COMM). The Santa Ynez River is listed as a 303(d) impaired water body under the Clean Water Act from below the City of Lompoc to the Pacific Ocean for sodium, sedimentation/siltation, temperature (water), and total dissolved solids (TDS).

Impact Discussion

a.) The proposed bridge would be constructed with fewer piers and smaller pier footprints than the existing bridge. The new bridge piers would also be placed outside the delineated boundary of the Santa Ynez River. Approximately 47, 916 sf (1.1 acres) of existing bridge piles, footings and fill would also be removed within the historic floodplain of the Santa Ynez River. The proposed project would therefore improve water movement and reduce the potential for debris capture.

Proposed construction activities (bridge construction, bridge demolition, and installation of Temporary Clear Water Diversions) would require work within the streambed. However, no equipment would operate in the water. These activities would be scheduled during the dry season (June 1 through October 31). These changes would not significantly affect water movement in the Santa Ynez River. This impact would be less than significant.

b.) The proposed project would be slightly wider (1.5 feet) and longer (59 feet) than the existing bridge; however, this slight increase would have a negligible affect rainfall percolation or run-off rates. The project would generally maintain the pre-project hydrological runoff patterns of the project site. This impact would be less than significant.

c.) As discussed in a. above, temporary stream diversion may be required. However, surface water would be returned to the streambed downstream of the project site. Therefore, no change in the amount of surface water present in any water body would occur as a result of the project. This impact would be less than significant.

d.) As discussed above, stream diversion may involve diverting surface flow into a pipe or channel and discharging it to the streambed downstream of the work area. Water quality degradation (increased turbidity and siltation, reduced dissolved oxygen) may occur as a result of surface flow diversion. In addition, storm run-off from construction areas may cause increased turbidity and siltation, and discharge of hydrocarbons and other pollutants. Mitigation Measure WR-1, BIO-7 and BIO-8 would be required to reduce potential impacts to less than significant.

e.) The elevation of the proposed new bridge (76.0 feet) would accommodate storm flows generated by a 100-year event, which is an improvement over the existing bridge. Based on the Draft Design Hydraulic Study (January, 2018), the water surface elevation would be lowered upstream from the bridge. The new bridge would not adversely affect storm water flow or floodwater elevation at the project site. As discussed under a., temporary stream diversion (if required) would be implemented during non-storm periods. Therefore, no changes in the course or flow of flood waters would occur, and no new flood control facilities would be required. This impact would be less than significant.

f.) The proposed replacement bridge would provide 2 feet of clearance to pass the water surface elevation associated with a 50-year storm event and 0 feet of clearance to pass the water surface elevation associated with a 100-year storm event. Therefore, the new bridge would not impede floodwaters or increase the exposure of persons or property to flooding hazards. No impact would occur.

g.) The project would not affect groundwater flow as project-related groundwater pumping would not occur, and recharge from Santa Ynez River would not be affected. No impact would occur.

h.) The project does not involve extraction of groundwater, excavation of aquifers or interference with recharge. A small amount of groundwater may be pumped from excavations during construction of the abutment footings, but would not affect the quantity of groundwater in the basin. No impact would occur.

i.) The project would not involve groundwater pumping. A small amount of groundwater may be pumped from excavations during construction of the abutment footings, but would not contribute to overdraft of any groundwater basin. No impact would occur.

j.) The project would not contribute to seawater intrusion. No impact would occur.

k.) The project would not require a long-term source of water and would not affect public water supplies. Water to be used for construction (compaction, dust control) would likely be trucked in (or similar potable or non-potable source) and would represent a short-term negligible use of water supplies. This impact would be less than significant.

l.) The existing bridge drains to the Santa Ynez River directly through deck drains. Storm run-off from the existing bridge and adjacent land uses likely contributes pollutants to the Santa Ynez River. The project would involve installation of biofiltration measures with a compost blanket and the use of dry wells for stormwater treatment. The storm water flows off the new sections of roadway and bridge will be captured by dry wells and will not allow run-off to directly enter the Santa Ynez River. The compost blanket on exposed earth will prevent erosion. The use of compost improves downstream water quality by retaining pollutants such as heavy metals, nitrogen, phosphorus, oil and grease, fuels, herbicides and pesticides. Nutrients and hydrocarbons are absorbed and or trapped by compost are decomposed by naturally occurring microorganisms. Compost improves soil structure and nitrogen content, which reduces the need for chemical fertilizers. Therefore, the project would reduce the amount of pollutants entering the river compared to existing conditions. This impact would be less than significant.

Mitigation Measures and Residual Impacts

WR-1 Storm Water Management. The project would require coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Water Quality Order 2009-0009-DWQ). As required by the conditions of the General Permit, a Storm Water Quality Pollution Prevention Plan (SWPPP) would be prepared, which would include best management practices to be implemented and a monitoring program. The following Best Management Practices shall be incorporated into the SWPPP to minimize potential water quality impacts. These impacts would be mitigated to a less than significant level with the implementation of these measures.

- All ground disturbance shall be limited to the dry season or periods when rainfall is not predicted, to minimize erosion and sediment transport to surface waters;
- Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season;
- Impacts to vegetation within and adjacent to creeks and storm drains shall be minimized. The work area shall be flagged to identify its limits. Vegetation shall not be removed or intentionally damaged beyond these limits.
- Construction materials and soil piles shall be placed in designated areas where they could not enter creeks or storm drains due to spillage or erosion.
- Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses, and shall be disposed of regularly.
- All fueling of heavy equipment shall occur in a designated area removed from the Santa Ynez River and other drainages, such that any spillage would not enter surface waters. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.
- Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant, and shall be examined for leaks on a daily basis. All maintenance shall occur in a

designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.

- Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose. The Regional Board shall be notified immediately in the event of an accidental spill to ensure proper clean up and disposal of waste.
- Any groundwater discharged to surface waters shall be clarified or allowed to settle prior to discharge to minimize increases in turbidity and siltation in the Santa Ynez River.

Plan Requirements/Timing: These measures shall be included in the project specifications and SWPPP.
Monitoring: The County-appointed inspector shall ensure the measures are fully implemented.

No residual impacts to water resources would result from the proposed project or associated mitigation.

5. Information Sources

5.1 County Departments Consulted

None

5.2 Comprehensive Plan

X	Seismic Safety/Safety Element	X	Conservation Element
X	Open Space Element	X	Noise Element
	Coastal Plan and Maps	X	Circulation Element
X	ERME	X	Agricultural Element

5.3 Other Sources

X	Field work	X	Ag Preserve maps
X	Calculations	X	Flood Control maps
X	Project plans	X	Other technical references
	Traffic studies		(reports, survey, etc.)
X	Records	X	Planning files, maps, reports
X	Grading plans	X	Zoning maps
X	Elevation, architectural renderings	X	Soils maps/reports
X	Published geological map/reports	X	Plant maps
X	Topographical maps	X	Archaeological maps and reports
		X	Other
			FEMA Floodplain maps

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6. Project Specific *(Short- and Long-term)* and Cumulative Impact Summary

6.1 Significant Unavoidable Impacts

The project would not result in any significant and unavoidable impacts.

6.2 Significant but Mitigable Impacts

Biological Resources. The project may result in:

- A loss or disturbance to a unique, rare or threatened plant community.

- A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants.
- A reduction in the extent, diversity, or quality of native vegetation.
- Removal of trees suitable for nesting.
- Introduction of herbicides, pesticides, animal life, human habitation, non-native plants.
- Impacts to the critical habitat of any unique, rare, threatened or endangered species of animals.
- Construction-related disturbance of steelhead migration habitat.
- Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife.

Cultural Resources. The project may result in:

- Potential disturbance of unanticipated buried human remains in the area.
- Potential disturbance of unanticipated buried archaeological resources in the area.

Public Facilities. The project may result in:

- Demolition-related generation of solid waste exceeding the 350 ton threshold.

Water Resources/Flooding. The project may result in:

- Temporary degradation of surface water quality associated with surface water diversion and discharge of storm water from project construction areas

6.3 Cumulative Impacts

Cumulative impacts are defined as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts. Under Section 15064 of the State CEQA Guidelines, the lead agency (Santa Barbara County Public Works Department) must identify cumulative impacts, determine their significance and determine if the effects of the project are cumulatively considerable.

This assessment is focused on potential impacts of the project that may be less than significant on a project-specific basis, but potentially significant when viewed in combination with other project in the region. Section 3.1, Other Pending and Approved Development summarizes other projects under review or recently approved with the project region (Lompoc Valley).

The project would result in project-specific impacts that are significant but mitigable in the following issue areas: air quality, biological resources, cultural resources, noise, and water resources/flooding.

6.3.1 Air Quality/GHG

Other land development projects would generate both short-term construction emissions and long-term vehicle emissions. The proposed project would not contribute to cumulative long-term vehicle emissions, but may contribute to cumulative construction emissions, should construction of these projects occur at the same time as the proposed project. However, construction emissions of both the proposed project and other projects would be mitigated by standard measures required by the SBCAPCD. Implementation of these measures is considered to prevent significant project-specific and cumulative air quality impacts from construction. Therefore, the incremental air quality impact associated with project construction would not be cumulatively considerable.

6.3.2 Biological Resources

The project would not significantly impact biological resources after mitigation is incorporated, and there are no projects in the vicinity that may create cumulative impacts which when considered together with the proposed project would be considerable, or which compound or increase other environmental impacts.

6.3.3 Cultural Resources

The project would not significantly impact known or previously undiscovered archeological resources after mitigation is incorporated, and there are no projects in the vicinity that may create cumulative impacts which when considered together with the proposed project would be considerable, or which compound or increase other environmental impacts.

6.3.4 Noise

The project is not located in close proximity to other projects and/or would not be implemented at the same time, and would not have a considerable contribution to short-term cumulative noise impacts at sensitive receptors in the project site vicinity.

6.3.4 Water Resources

Similar to the proposed project, some of the cumulative projects are located near drainages and inadvertent spills of fuel or lubricants could occur and percolate into groundwater supplies. The proposed project would contribute to this cumulative impact; however, mitigation measures are provided to avoid and minimize impacts to groundwater quality. The project's contribution to groundwater impacts would not be considerable.

7. Mandatory Findings of Significance

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory?		X		
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?				X
3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.)			X	
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR?				X

Impact Discussion

1. The project does not have the potential to substantially degrade the quality of the environment. Implementation of Mitigation Measures BIO-1 through BIO-15 would ensure the project does not impact biological resources. The project would not contribute significantly to greenhouse gas emissions, significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory. Implementation of Mitigation Measure ARC-1 and ARC-2 would mitigate potential impacts to known and previously undiscovered archaeological resources to a less than significant level. This impact would be less than significant with mitigation incorporated.
2. The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. The project is designed to improve bridge safety.
3. The project does have impacts that are individually limited to the project location, but are not cumulatively considerable. There are no projects in the vicinity that may create cumulative impacts which when considered together with the project would be considerable, or which compound or increase other environmental impacts. This impact would be less than significant.
4. The project would not create environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. No impact would result.
5. There is no known disagreement supported by facts or any reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR.

8. Project Alternatives

No significant, adverse unmitigable impacts were identified; therefore, no project alternatives were considered.

9. Initial Review of Project Consistency with Applicable Subdivision, Zoning, and Comprehensive Plan Requirements

The Project, with incorporated mitigation measures, would be consistent with all land use and development policies.

10. Recommendation by Planning & Development Staff

On the basis of the Initial Study, the staff of Planning and Development:

____ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

__X__ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of an MND. The MND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

____ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an EIR be prepared.

____ Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

_____ With Public Hearing _____ Without Public Hearing

PREVIOUS DOCUMENT: N/A

PROJECT EVALUATOR: Morgan M. Jones, Santa Barbara County **DATE:** August 2, 2018

11. Determination by Environmental Hearing Officer

✓ I agree with staff conclusions. Preparation of the appropriate document may proceed.
____ I DO NOT agree with staff conclusions. The following actions will be taken:
____ I require consultation and further information prior to making my determination.

SIGNATURE: _____ **INITIAL STUDY DATE:** 9/18/18

SIGNATURE: _____ **MITAGATED DECLARATION DATE:** 9/28/18

SIGNATURE: _____ **REVISION DATE:** _____

SIGNATURE: _____ **FINAL MITAGATED DECLARATION DATE:** _____

12. Appendices

Appendix A: National Marine Fisheries Service Consultation No. WCR-2014-1177

Appendix B: Programmatic Biological Opinion 8-8-10-f-58

Appendix C: Comments and Response to Comments.