COUNTY OF SANTA BARBARA

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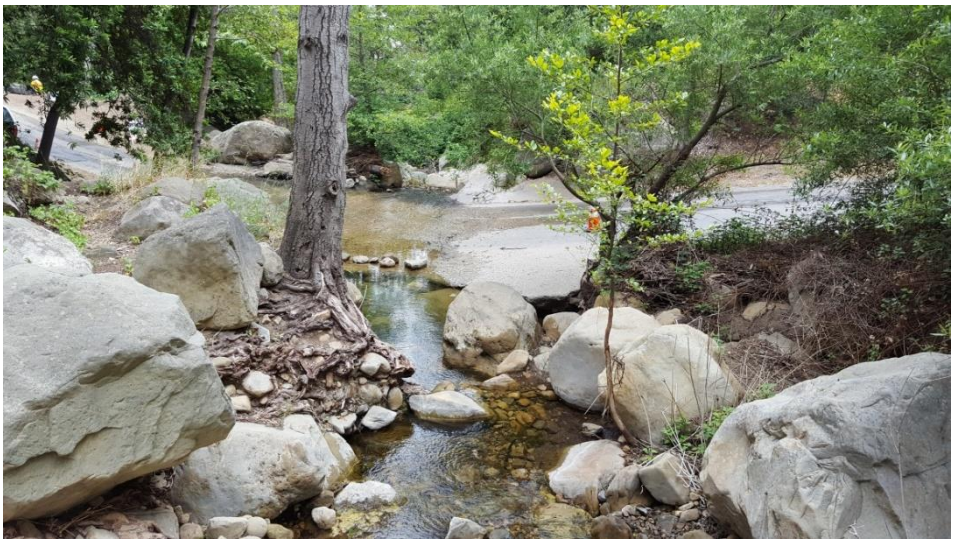
Final MND No. 20NGD-00000-00012

Final Mitigated Negative Declaration
East Mountain Drive Low Water Crossing Replacement

State Clearinghouse No. 2021070365
September 2021



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1.0 REQUEST/PROJECT DESCRIPTION

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 Environmental Impact Report (EIR). The County of Santa Barbara Public Works Department (County) has prepared this Initial Study for the proposed East Mountain Drive Low Water Crossing Replacement to comply with the provisions of CEQA.

1.2 Project Proponent

County of Santa Barbara Public Works Department

123 E. Anapamu Street

Santa Barbara, California 93101

Contact: Morgan M. Jones - 805.568.3059

1.3 Project Background

The County of Santa Barbara, with oversight from the California Department of Transportation (Caltrans) and funding from the Federal Highway Administration (FHWA), plans to replace the previous East Mountain Drive low water crossing with a bridge. The proposed project is programmed under the Federal Transportation Improvement Program (Highway Bridge Program) and assigned project number 05-SB-0-CR; BRLO-NBIL(526) and is Santa Barbara County Project No. 862357.The County is proposing to replace the previous existing low water crossing on East Mountain Drive at Cold Spring Creek with a concrete bridge on the same alignment (Project). The Project is located in southeast Santa Barbara County (**Figure 1**) along East Mountain Drive, where it crosses Cold Spring Creek, approximately 1.1 miles north of State Route 192 (SR-192; Sycamore Canyon Road), and approximately 3.5 miles east of downtown City of Santa Barbara (**Figure 2**).

Existing Conditions

Pre- the Thomas Fire Debris Flow Incident (TFDFI) Conditions

Prior to the Thomas Fire Debris Flow Incident (TFDFI), East Mountain Drive crossed Cold Spring Creek via a low water crossing. The low water crossing consisted of a concrete slab poured over the bottom of the creek (**Photograph 1 and 2**). Most of the year, the crossing had mostly nuisance flow (less than an inch or two) and was frequently covered in algae, making the low water crossing extremely slippery when crossed by vehicular, bicycle, and pedestrian traffic. However, often after even just moderate rain events, flows at the Project site increase significantly to multiple feet or more in depth, causing the creek to become impassable and unsafe to cross without a bridge. During these flows, the roadway had to be closed. At these times, a 3.0-mile detour was in effect (**Figure 3)**. The concrete slab crossing also acted as a barrier to fish passage if fish reached this section of Cold Spring Creek. Prior to the TFDFI, Cold Spring Creek, both upstream and downstream of the Project site, was heavily vegetated as well as very steep.

Figure 1. Project Regional Location

Figure 2. Project Location

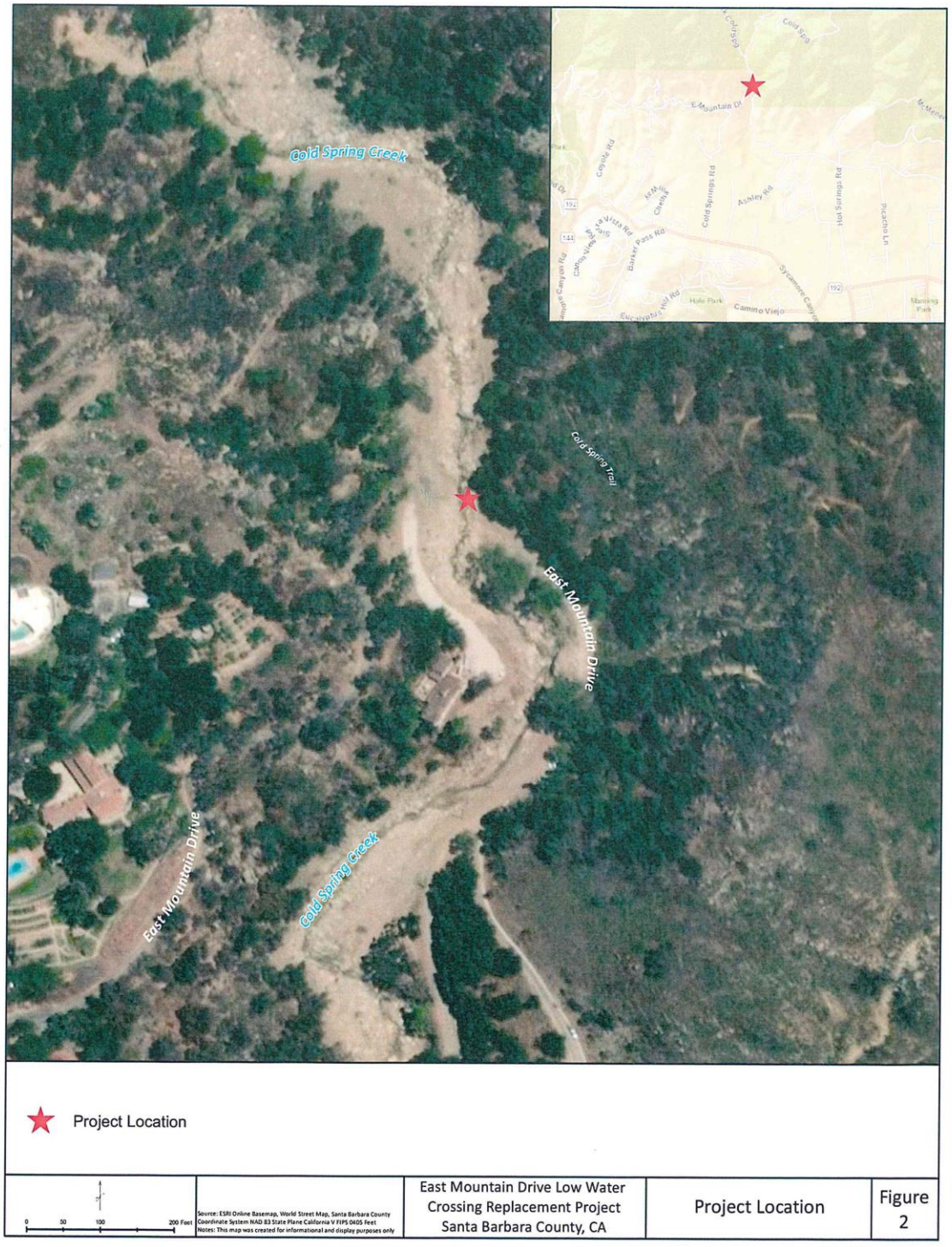


Figure 3. Detour

Photograph 1. Low Water Crossing Pre-TFDFI, September 2016 (view west)

Photograph 2. Low Water Crossing Pre-TFDFI, September 2016 (view east)

Post-TFDFI Conditions

The Project site immediately after the debris flow was bare of vegetation due to the extent of the debris flow. The creek is now much deeper than it used to be as the flow washed away and reshaped the creek and embankments (**Photographs 3 and 4**). Cold Spring Creek flows north to south at the Project site, except there is no established crossing now at East Mountain Drive, and the creek and embankments are barren, without vegetation, and largely consist of boulders and exposed bedrock.

Photograph 3. Low Water Crossing Post-TFDFI, January 2018 (view west)

Photograph 4. Low Water Crossing Post-TFDFI, January 2018 (view east)

The remaining pieces of the low water crossing, which consisted of concrete and exposed rebar, were removed from the site as part of the Montecito Area 18STM01 Emergency Permit Repairs and Clean up. The work occurred in the last weeks on January 2018 and also included removal of debris from the road and armoring of the creek bank with existing rock. Cottonwood staking was installed with the rock at the crossing in late March of 2018. During this effort County staff removed invasive species consisting of Castor bean (Ricinus communis) and Tree tobacco (Nicotiana glauca) from creek bed and banks in the project area. Gates were installed to prohibit vehicular access in April of 2018.

In late 2018, approximately 1,100 cubic yards of earth fill from the Cold Spring debris basin and 300 cubic yards of rock were placed on the eastern section of the road to restore the roadway elevation and shoulder, replacing what was lost during the TFDFI and to prepare the site for the placement of a temporary bridge.

High creek flows in February of 2019 resulted in an emergency situation that washed away portions of the creek banks and road at the crossing, further degrading the roadway. In May of 2019 an emergency permit was issued from the United States Army Corps of Engineer (USACE) to restore creek banks using 500 cubic yards of un-grouted rock to replace the lost roadway and creek banks. This work created a wider creek channel to comply with National Marine Fisheries Services direction not to restrict the width of the creek channel. In June of 2020 under a 1602 permit (Lake and Streambed Alteration Agreement [LSAA]) from the CDFW, a temporary one-lane steel bridge was placed, clear spanning the creek which allowed for one-way traffic with the use of stop signs, which is currently in use (**Photograph 5**).

Photograph 5. Post-TFDFI Existing Condition with Temporary Bridge, December 2020 (view east)

1.4 Project Purpose and Objectives

The purpose of the proposed Project is to improve public safety, reliability, and all-weather access along East Mountain Drive across Cold Spring Creek; and to re-establish the crossing along East Mountain Drive across Cold Spring Creek. The proposed new bridge would be a concrete structure that would provide adequate, reliable, and safe service for vehicular, bicycle, and pedestrian traffic.

The Project objectives are:

- Replace the previous low water crossing at Cold Spring Creek with a bridge;
- Improve public safety, reliability, and access along East Mountain Drive across Cold Spring Creek; and
- Minimize right-of-way impacts.

1.5 Project Description

The Project will replace the previous low water crossing with a bridge, serve as the new Cold Spring Creek Crossing for East Mountain Drive, and require approximately 150 feet of approach roadway work on each side of the bridge (approximately 300 feet total) (**Figure 4**). On the east side, the roadway will extend and conform to the recently re-constructed roadway portions, which were constructed to repair storm damage along East Mountain Drive. The proposed bridge will be approximately 70 feet long by 31 feet wide pre-cast concrete structure and will clear span the creek channel (**Figure 5** and **Figure 6)**. All temporary and permanent impacts from the Project will be outside the ordinary high-water mark (OHWM) (**Figure 7**). The Project will re-establish the Cold Spring Creek crossing of East Mountain Drive, re-open the one-way roadway, and provide uninterrupted access and improved safety for the public.

The proposed project is federally funded through the Highway Bridge Program (HBP) administered by California Department of Transportation (Caltrans) District 5 Local Assistance. The proposed project will utilize toll credits for the County's local match. The new bridge will meet current applicable County, American Association of State Highway and Transportation Officials (AASHTO), and Caltrans design standards. Some design exceptions are anticipated for the roadway geometrics, but the proposed geometrics will improve the existing conditions as much as feasible given the existing site conditions and constraints.

The project is expected to have minimal grading since the profile of the new road was set to match existing conditions as much as possible. Where possible excavated materials will be reused on-site to avoid trucking in import borrow material and result in a balanced cut/fill project to the extent possible. Approximate numbers are:

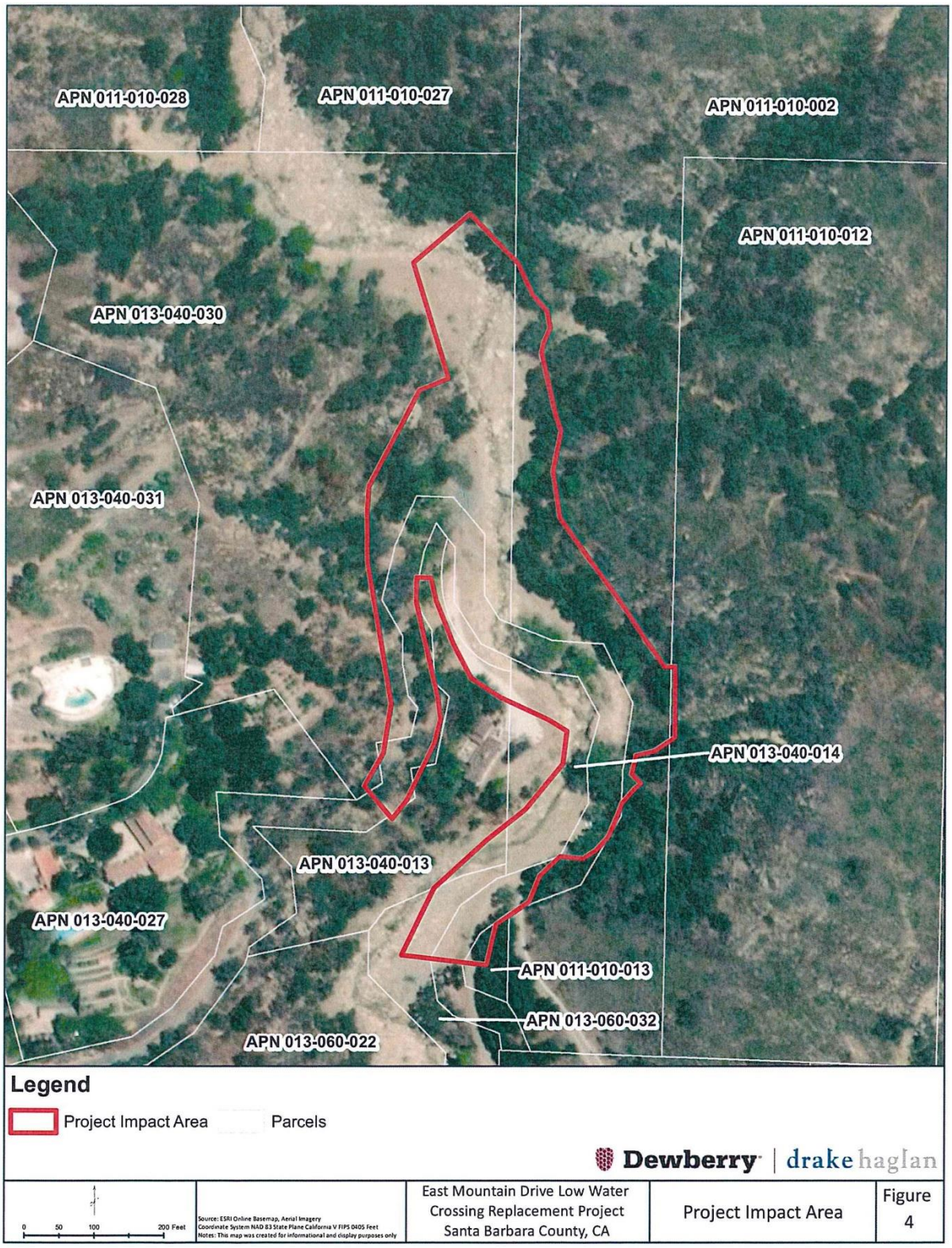
- Import fill is anticipated to be approximately 200 cubic yards or less
- Cut is expected to be approximately 200 cubic yards or less
- Pile drilling is expected to be approximately 150 cubic yards or less

The project has been designed to comply with the applicable post-construction stormwater requirements. The stormwater flows off the new sections of roadway and bridge will be captured by retention basins on the east side of the proposed bridge. The northeast basin is approximately 112.5 square feet and the northwest basin is 910 square feet. These basins and will not allow run-off to directly enter Cold Spring Creek. The project has been designed to direct stormwater to retention basins where it is treated and contained as necessary.

Due to the scenic setting of the Project site, the project would incorporate aesthetic treatment consistent with Federal Highway Administration HBP Contact Sensitive Solutions guidelines which encourage local agencies to determine the aesthetic treatments appropriate for the project setting. The bridge will receive architectural treatments such as a bridge rail design with cobble-stone or sand-stone form liners and concrete staining. Form liners will be used on the bridge abutments, wingwalls, and the facing of any required retaining walls to match the surrounding settings. Additionally, the bridge will incorporate an architectural Manual for Assessing Safety Hardware (MASH) approved barrier railing consistent with the aesthetics of the Project site. Tubular bicycle railing is standard for new bridges and would ensure the safety of bicyclists that cross the bridge.

There are no planned tree removals for this project.

Figure 4. PIA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Notes: This map was created for informational and display purposes only
East Mountain Drive Low Water Crossing Replacement Project
Santa Barbara County, CA
Project Impact Area
Figure 4

Figure 5. Bridge Profile/Grade

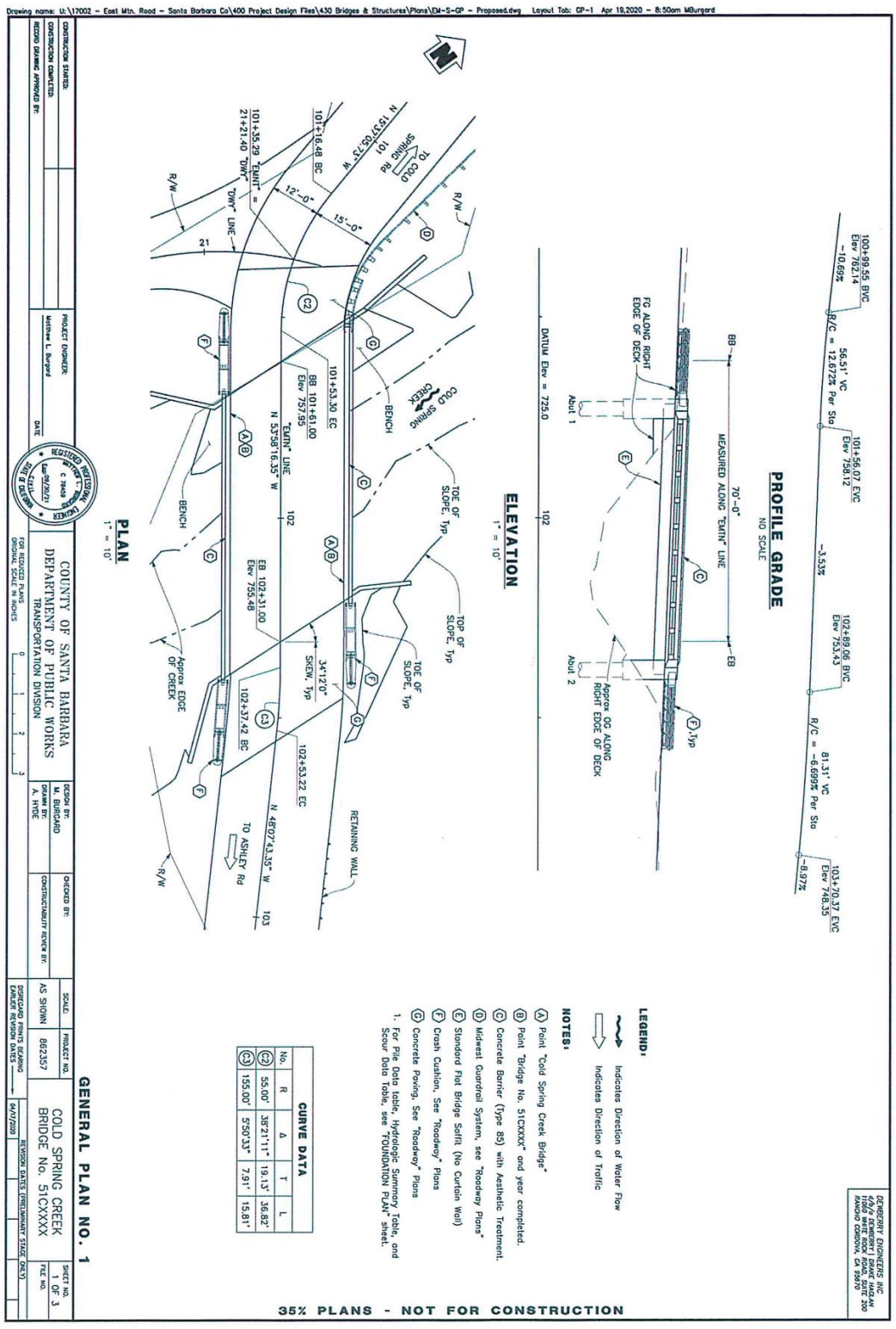


Figure 6. Bridge Cross Section

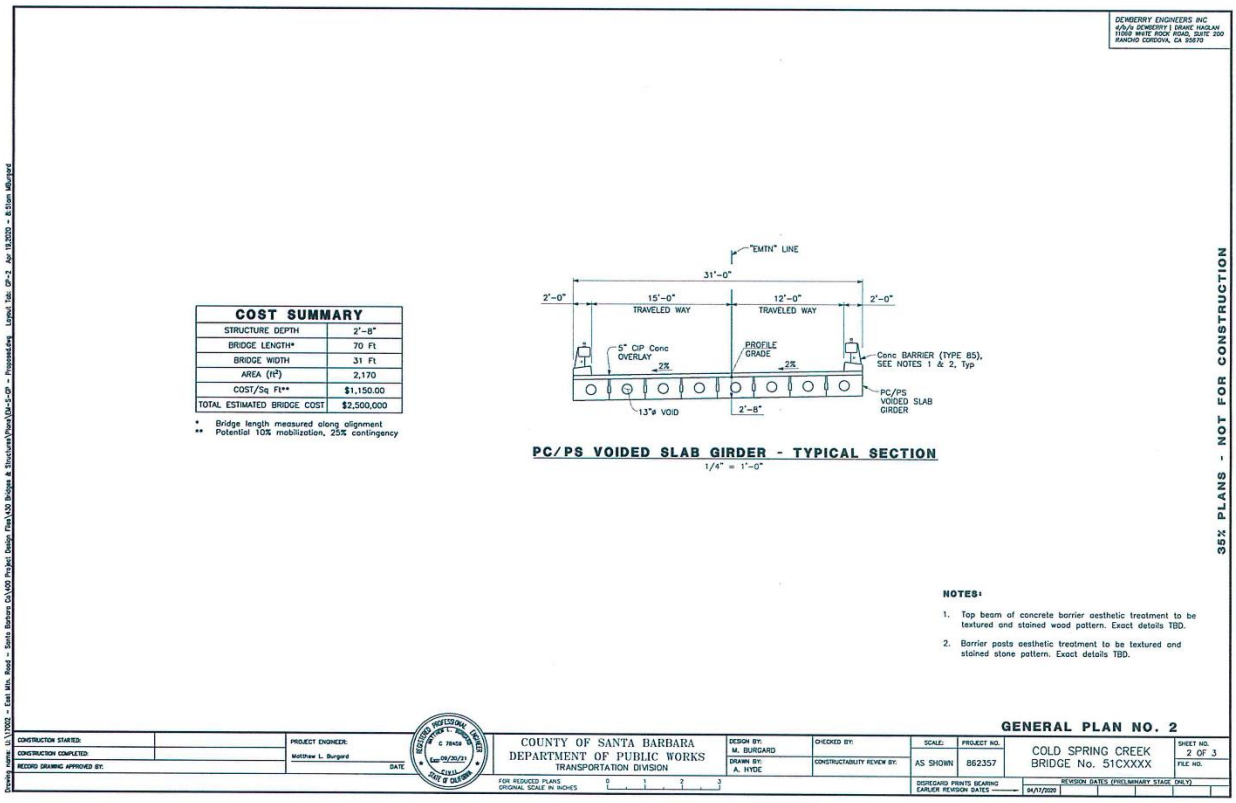
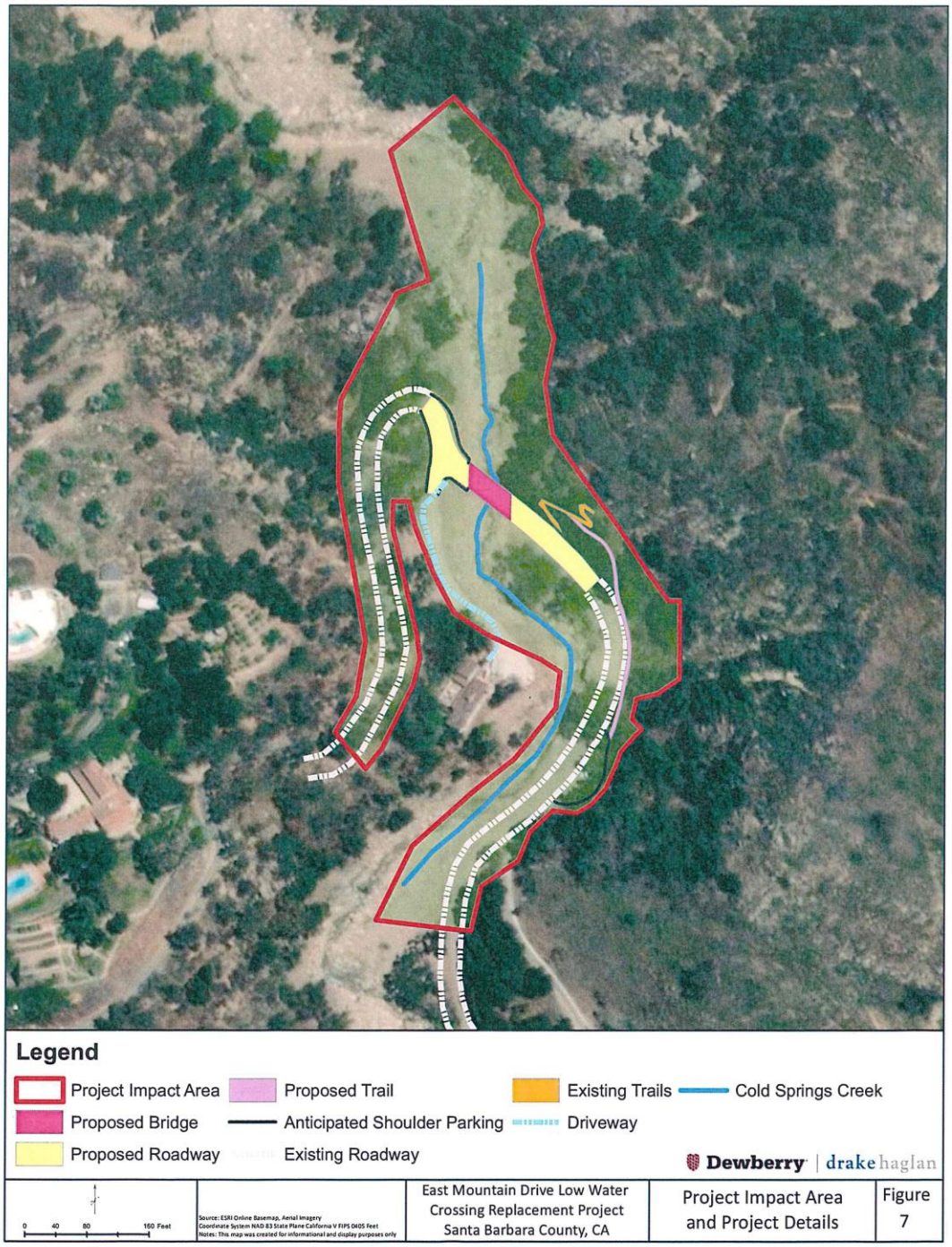


Figure 7. PIA and Details



During construction, access to the driveway for Assessor's Parcel Number (APN) 013-040-012 and APN 013-040-013 will be maintained. Short-term temporary closures will be required but will be coordinated with the property owner in advance. The driveway will be returned to pre-Project conditions or better after construction.

Utility Relocation

There are no utilities within the project's site limits and no utility relocation work is anticipated to be performed as a part of this project. The new bridge would include openings for future utilities.

Right-of-Way

Portions of the existing East Mountain Drive roadway and the proposed improvements are outside of the County's right-of-way. Permanent right-of-way easements and temporary construction easements will be required for the Project. A permit to enter and construct may also be required for conform work at the driveway on the southwestern side of the bridge. Properties anticipated to be impacted include:

- APN 013-040-030
- APN 011-010-002
- APN 013-040-012
- APN 013-040-013
- APN 013-040-014
- APN 011-010-013
- APN 013-060-032

Trail Access

During construction, the proposed Project would accommodate parking along the shoulders of East Mountain Drive as feasible and maintain access to the trails. A new 24-foot chain-link gate was installed south of a rockfall area on the east side of the creek. Trail users would be temporarily re-routed as needed during construction. Trail users would be allowed to park along portions of the closed roadway's shoulders during construction activities approximately 500 feet west and approximately 300 feet east of the project site, accommodating between 15-20 informal parking spaces. Paths would be delineated and signed by the contractor leading to the trail heads along the roadway shoulders, and trail users would be protected from the active construction site along these paths using temporary fences, barricades, rails, and other necessary means. After construction is complete, the trails and access to them would be returned to pre-project conditions or better.

Demolition, Excavation, and Construction Staging Area

Demolition and excavation activities would be performed in accordance with the Caltrans Standards Specifications modified to meet environmental permit requirements. All debris resulting from construction and excavation would be removed from the project site and properly disposed of by the contractor. Since the TFDFI washed out the previous low water crossing, much of the approach roadways, and significant amounts of embankment material, boulders, and vegetation, demolition activities would be limited on the Project. No demolition of the previous low water crossing would be required since it is no longer there, but some demolition of the approach roadway pavement would still be necessary. Prior to construction, the contractor is required to prepare a demolition and excavation plan in conformance with the Project's environmental permits.

Given the tight environmental constraints, it is anticipated that the contractor would use the closed portions of the existing roadway approaches for equipment and material storage since the road would be closed near the bridge site.

Tree Removal

The January 9, 2018 Thomas the Fire Debris Flow Incident removed almost all of the trees and vegetation at the project site. A sycamore (*Platanus occidentalis*) with a diameter of approximately 30 inches at breast height (DBH), damaged in the TFDFI was removed as part of the temporary bridge project due to trunk damage. Although not anticipated, others tree removals may be determined necessary as more detailed design progresses. Native tree removals, if required, will be mitigated at ratios determined during the environmental permitting process.

Construction Activities

Bridge Foundations

The replacement bridge abutment foundations would be supported by piles. Cast-In-Drilled-Hole (CIDH) piles are planned for both abutments. This type of foundation would require excavation for the abutment prior to pile installation. Excavation depths are anticipated to be approximately 15 feet deep or less.

The CIDH pile construction may require the use of high-intensity drilling slurry. The project site does contain the risk of drilling fluids loss in the cobble and boulder layer above the sandstone bedrock; therefore, measures to prevent contamination of the creek would be implemented. Measures may include using a temporary casing or only allowing clean water to be used in lieu of drilling fluid. Prior to construction, a drilling plan would be prepared by the contractor for approval, in conformance with applicable permits and environmental measures and conditions. All drilling slurry from the CIDH pile construction would be contained and properly disposed of off-site.

After pile installation, the abutments would then be formed, the rebar placed, and concrete poured.

Bridge Construction

For a precast concrete bridge, the girders would be cast off-site and then shipped to the project site. For this project, the girders would be shipped in pieces and then spliced together along the closed portion of the roadway behind the abutments. Once spliced, the girders would be erected into place by a crane. Backfill would then be placed behind the abutments; then, roadway base materials would be placed along the roadway approaches. The roadway would be prepared for final surfacing, and the concrete barriers would be constructed.

Landscaping and Riparian Mitigation

Local native riparian landscaping would be used in the revegetation plan. Replanting trees would be native riparian trees as well.

Construction Equipment

Table 1.1 provides a description of the type of equipment likely to be used during the construction of the proposed Project.

Table 1.1 Construction Equipment

Equipment	Construction Purpose
air compressor	demolition + excavation + finishing work
backhoe	soil manipulation + drainage work
bobcat	fill distribution
bulldozer / loader	earthwork construction + clearing and grubbing
compaction equipment	soil manipulation
concrete truck and pump	concrete placement
crane	placement of falsework + rebar cages + pile installation
debris bin	debris storage and containment
drill rig	pile installation
dump truck	fill material delivery + excavation removal
excavator	soil manipulation
flatbed truck	material handling and delivery
front-end loader	dirt or gravel manipulation
grader	ground leveling
haul truck	earthwork construction + clearing and grubbing
holding tanks	slurry storage for pile installation
hydraulic hammer	demolition
jackhammer	demolition
mixing tanks	slurry mixing for pile installation
paving equipment	approach roadway paving
recirculating pumps	slurry pumping for pile installation
roller / compactor	earthwork construction
water truck	earthwork construction + dust control

Construction Timing

Construction of the proposed Project is anticipated to take one construction season to complete. The approximately nine-month construction period is scheduled to begin as early as Spring 2022.

1.6 Project Approvals and Permits

The following environmental documents and permits are anticipated to be required for the proposed Project:

- A Categorical Exclusion (CE) pursuant to the National Environmental Policy Act (NEPA)
- An Initial Study/Mitigated Negative Declaration (IS/MND) pursuant to the CEQA

- Section 1602 Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW)

- National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharges of stormwater associated with construction activities (General Construction Permit Order No. 2009-0009-DWQ [as amended by Order No. 2010-00140-DWQ and 2012-006-DWQ])

- State Water Resources Control Board Water Quality Order No. 2003-003-DWQ General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality

It should be noted that because there are no permanent or temporary impacts to potential waters of the U.S., as all work will be conducted above the OHWM, the Project will not require a permit from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA; 33 U.S. Code [U.S.C.] 1344) or from the Regional Water Quality Control Board (RWQCB) under Section 401.

Additionally, the portion of East Mountain Drive at the project site serves as the mapped boundary for the County's NPDES MS4 permit. During the permitting process, the proposed Project would coordinate with the permitting agencies to determine and implement post-construction stormwater quality requirements.

Public Comments

In compliance with Section 15703 of the State Guidelines for the implementation of the CEQA, the County will accept written comments on the adequacy of the information contained in the Draft IS/MND during the public review period. Section 15074(b) of the State Guidelines for the Implementation of the CEQA requires the decision-making body to consider comments received on the IS/MND when approving a project.

2.0 PROJECT LOCATION

The proposed East Mountain Drive Low Water Crossing Replacement Project (hereafter referred to as the "proposed project") is located in southeast Santa Barbara County, approximately 1.1 miles north of SR-192 (Sycamore Canyon Road) and approximately 3.5 miles east of downtown Santa Barbara. The proposed project is located on the Santa Barbara, California U.S. Geological Survey (USGS) 7.5-foot Quadrangle within Township 04N, Range 27W, Section 1. The project may affect the following parcels: assessor parcel number (APN) 013-040-030, 013-040-014, 011-010-002, 011-010-013, 013-040-012, 013-060-032, and 013-040-013.

Table 2.1 summarizes land use, access, and public services applicable to the Project.

Table 2.1 Site Information

Comprehensive Plan Designation	Rural area, SRR-.033, Residential, Single-Family, Semi-Rural Residential/Minimum Parcel Size – 3 acres
Zoning District, Ordinance	3-E-1, Residential, Single Family/Minimum Lot Size – 3.0 acres RMZ-100, Open Land Uses, Resource Management/Minimum Lot Size – 100 acres
Site Size	Approximately 5.81 acres, including the replacement bridge, roadway improvements, etc.
Present Use & Development	Temporary bridge in place
Surrounding Uses/Zoning	North: Open Land Uses, Mountainous Area, RMZ-100 South: Residential, Single-Family, Semi-Rural Residential, 5-E-1 East: Open Land Uses, Mountainous Area, RMZ-100 and 5-E-1 West: Residential, Single-Family, Semi-Rural Residential, 3-E-1
Access	East Mountain Drive
Public Services	Water Supply N/A Sewage: N/A Fire: Montecito Fire Protection District, Fire Station #2 Other: N/A

3.0 ENVIRONMENTAL SETTING

3.1 Physical Setting

The proposed project lies within the Santa Ynez-Sulphur Mountains ecological subsection. The Santa Ynez Mountains are an east-west trending range consisting of steep mountains with narrow ridges. The Sulphur Mountains are a west-southwest trending range consisting of broad ridges with remnants of Quaternary marine terraces. Floodplains, fluvial terraces, and alluvial fans within the subsection are most extensive in Ojai Valley, and there are small areas of dunes all along the coast. The subsection elevation ranges from sea-level to about 4,700 feet on Divide Peak. Mass wasting and fluvial erosion are the main geomorphic processes. Runoff is rapid, and all but the larger streams are generally dry during the summer. Natural lakes are absent in the subsection. The vegetation within the Santa Ynez – Sulphur Mountains subsection is characterized by coast live oak series in areas with thermic soil temperature regimes, chamise, and mixed chaparral series on shallow soils. The dunes and adjacent uplands with a cover of eolian sand support a succession of plant communities, from bare dune through herbaceous communities and coyote bush series to California sagebrush series on stabilized dunes. The annual average precipitation at the National Climatic Data Center Santa Barbara, California weather station (047902) is 17.73 inches (Western Regional Climate Center [WRCC], 219). Precipitation occurs primarily from November through April. Elevation of the study area ranges between 680 and 8,000 feet above mean sea level (msl).

Soils occurring within the proposed project area include the MbH Maymen-Rock outcrop complex, 50 to 75 percent slopes. This soil type and its minor components are not listed as hydric by the Natural Resources Conservation Services (NRCS, 2019). Natural communities within the proposed project area include barren, mixed chaparral, montane hardwood, riverine – upper perennial, and urban habitats. Cold Spring Creek is the aquatic feature in the proposed project area, and it is an upper perennial riverine feature with headwaters located approximately 1.70 miles north of the proposed Project. Cold Spring Creek is approximately 2.6 miles in length and flows in a north-south direction, draining into Montecito Creek, then into the Pacific Ocean.

The surrounding land use is primarily rural-residential with scenic recreational uses on the northern side of the road, including the Cold Spring trailheads that lead into the Los Padres National Forest. The City of Santa Barbara's over 360-acre Gould Park is located east of the creek and north of East Mountain Drive and has not been developed.

3.2 Environmental Baseline

The environmental baseline, from which the Project's impacts are measured, consists of the physical environmental conditions in the project vicinity, as described above. In addition to the on the ground conditions described above, the environmental baseline from which the Project's impacts are measured includes current information on the status of proposed and approved large-scale development projects in the region.

4.0 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.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document addresses this issue adequately for use in the current case and is summarized in the discussion below. The discussion should include a reference to the previous documents, a citation of the page(s) where the information is found, and identification of mitigation measures incorporated from the previous documents.

4.1 Aesthetics/Visual Resources

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

Setting

Santa Barbara County is renowned world-wide for the scenic beautify of its seascapes and mountains. Significant visual resources as noted in the Santa Barbara County Comprehensive Plan Open Space Element which have aesthetic value include:

- Scenic highway corridors;
- Parks and recreational areas.

- Views of coastal bluffs, streams, lakes, estuaries, rivers, water sheds, mountains, and cultural resource sites; and

- Scenic areas.

The surrounding land use is primarily rural-residential with scenic recreational uses on the northern side of the road, including the Cold Spring trailheads that lead into the Los Padres National Forest. The City of Santa Barbara's over 360-acre Gould Park is located east of the creek and north of East Mountain Drive and has not been developed. The proposed project would not block views and is not located near a state or federally designated highway or byway. Review of the proposed project site and project plans indicates that the proposed Project would not result in substantial adverse effects to the visual environment.

In January 2018, the TFDFI damaged the entire project area and surrounding areas, including the Cold Spring trailhead, East Mountain Drive, houses, trees, vegetation, and Cold Spring Creek. Currently, East Mountain Drive is open to one lane of traffic in the project area.

The County's Visual Aesthetics Impact Guidelines (Santa Barbara County Thresholds Manual 2020) 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 views rather than private views.

A Scenic Resource Evaluation and Visual Impact Assessment Memorandum was submitted for the proposed Project and approved by the California Department of Transportation (Caltrans) to meet project requirements under NEPA (Dewberry | Drake Haglan [Dewberry], 2020).

County Environmental Thresholds

The County's Visual Aesthetics Impact Guidelines 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 views rather than private views.

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 one private resident and public trail users at the Cold Spring trailheads. The project involves a temporary bridge replacement. Unlike the previous low water crossing, the proposed bridge would be approximately 70 feet long and 31 feet wide and would include approximately 150 feet of approach roadway improvements on each side of the bridge. Before the low water crossing was washed away, the structure was a concrete slab poured over the bottom of the creek and did not provide reliable access across Cold Spring Creek, as it flooded during high rain events. The proposed bridge would receive architectural treatments to be consistent with the scenic setting of the project corridor. Formliners would be used on the bridge abutments, wingwalls, and the facing of any required retaining walls to match the surrounding settings. Additionally, the bridge would incorporate a see-through architectural railing (wood appearance on the top rail and

stone appearance treatment at the base) consistent with the project site's aesthetics while still meeting MASH crash test requirements. The final barrier rail aesthetics will look similar to the bridge rail show below at Goleta Breach County Park. .

Photograph 6. Example of Bridge Railing at Goleta Beach County Park

The proposed project would not block views and is not located near a state or federally designated highway or byway. Potentially short-term impacted viewers are trail users and one private rural resident. Once roadway access and trailheads are restored, long-term impacted viewers would be frequent trial users, people out for a scenic drive or bike ride, as well as residents driving to and from their homes, including the resident immediately adjacent to the project site. The proposed bridge would be built to span the ordinary high water mark (OHWM) and would be located along a similar alignment as the original low water crossing. Architectural treatments of the proposed bridge would create a more seamless transition between the scenic environment and new bridge structure and conserve visual character and quality of the East Mountain Drive corridor.

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 East Mountain Drive. The post-construction visual contrast should diminish quickly as the affected areas would be revegetated with the local native riparian landscape, as well as trees replaced with native riparian trees.

This impact is considered to be **less than significant** due to the limited area affected and temporary nature of the construction activities. No mitigation is required.

b.) Prior to the TFDFI, East Mountain Drive crossed Cold Spring Creek via a low water crossing. The low water crossing consisted of a concrete slab poured over the bottom of the creek. Most of the year, the crossing had a "nuisance flow" (less than an inch or two) but would frequently flood during even moderate storms, making the road impassable and requiring the use of a 3.0-mile detour. After the TFDFI, there was no crossing of Cold Spring Creek and East Mountain Drive was closed at the project site. The low water crossing was washed away, as well as trees, vegetation, and boulders. The creek and embankments were also drastically reshaped by the debris flow event.

The existing conditions at the project site are bare of vegetation and largely consists of exposed bedrock and boulders.

Although the proposed bridge would involve a different design than the previous low water crossing, this would not be an aesthetic impact as the general visual character of the existing environment and surroundings would remain the same, as mentioned previously. Any native tree removed would be replaced at a ratio determined by the permitting agencies on-site. The project would also revegetate areas of temporary disturbance within the disturbance footprint with native riparian vegetation. The proposed improvements to East Mountain Road and the proposed bridge replacement 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. This impact is **less than significant**, and no mitigation would be required.

c.) The proposed project does not include the installation of any lighting fixtures or use of shiny or reflective materials. Construction activities would be limited to daytime hours. Structures are not visually incompatible, and the Project does not adversely alter the character of the landscape or topography. The project would not affect neighboring areas with glare or night lighting. Therefore, **no impact** would occur.

d.) The proposed bridge would be approximately 70 feet long and 31 feet wide. The proposed project would also require approximately 150 feet of approach roadway work on each side of the bridge (approximately 300 feet in total). The proposed bridge and retaining walls will be finished in earth tone colors that act as a neutral in a palette that fades into the background and will receive architectural treatments to be aesthetically consistent with the scenic setting of the project site. Structures are not visually incompatible, and the project does not adversely alter the character of the landscape or topography.

No impact would occur.

Cumulative Impacts

The implementation of the Project is not anticipated to result in any substantial change in the aesthetic character of the project area since development is visually compatible with its surroundings, and views of the Project would be limited. Thus, the Project would not cause a cumulatively considerable effect on aesthetics.

Mitigation and Residual Impacts

No mitigations are necessary. Residual impacts would be less than significant.

4.2 Agricultural Resources

Will the proposal result in:	Potential Significant Impacts	Less than Significant Impacts with Mitigation	Less Than Significant Impacts	No Impact	Reviewed Under Previous Document
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?				X	
b. An effect upon any unique or other farmland of State or Local Importance?				X	

The project site does not contain a combination of acreage and/or soils that render the project site an important agricultural resource. The project site does not adjoin and/or will not impact any neighboring agricultural operations.

Mitigation and Residual Impact: No impacts are identified. No mitigations are necessary.

4.3a Air Quality

Will the proposal result in:	Potential Significant Impacts	Less than Significant Impacts with Mitigation	Less Than Significant Impacts	No Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, 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			

Setting

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 California's eight-hour ozone (O3) standard and California's standard of particulate matter (PM) with a diameter of 10 micrometers or less (PM_{10}). SBCAPCD is in attainment for the state one-hour O3 standard and federal eight-hour O3 standard and unclassifiable/attainment for the federal PM with a diameter less $PM_{2.5}$ standard and unclassified for the California $PM_{2.5}$ standard (SBCAPCD 2017a).

O3 is a gaseous compound that occurs naturally in the upper atmosphere. Stratospheric, or ground-level O3, however, can be harmful to human health and the environment. O3 can contribute to respiratory illnesses in people, harm agricultural crops, and is an important component of smog (U.S. Environmental Protection Agency [USEPA] 2018). Frequently, sources of O3 are not from direct sources: rather, it is generated from emissions of reactive organic gases (ROGs) or volatile organic compounds (VOCs) that react with oxygen molecules to produce ozone.

PM refers to solid particles or liquid droplets found in the air. PM_{10} refers to particles with a diameter of 10 micrometers or less. $PM_{2.5}$ refers to particles that are 2.5 micrometers or less in diameter. PM can be made of various compounds and contributes to respiratory illnesses and heart disease in humans. PM is an important cause of haze and can negatively impact natural ecosystems and damage crops (USEPA 2016).

Table 4.1 Santa Barbara County Thresholds

Pollutant and Averaging Time	Standard		Attainment Status	
	Federal	State	Federal	State
O3 1 hour	0.122 ppm	0.09 ppm	Non-attainment	Non-attainment
NO_2 Annual Average 1 hour	 0.053 ppm --	 -- 0.25 ppm	 Attainment[a]	 Attainment[a]
CO 1 hour 8 hours	 35 pm 9 ppm	 20 ppm 9 ppm	 Attainment[b] Attainment	 Attainment[b] Attainment
H_2S 1 hour	 --	 0.03 ppm	 --	 Attainment[c]
PM_{10} 24 hours AGM[d] AAM[e]	 150 ug/m^3 -- 50 ug/m^3	 50 ug/m^3 30 ug/m^3 --	 Attainment -- Attainment	 Non-attainment Non-attainment

Notes:
a: non-attainment for entire County. Based on monitoring data as of 1993, the County has achieved the Federal O3 standard and the SBCAPCD will be applying to the USEPA for re-designation to an "attainment area".
b: "Hot spots" at congested intersections may violate standards during the peak hour.
c: Recently designated as attainment.
d: Annual Geometric Mean
e: Annual Arithmetic Mean
f: ppm = parts per million
g: ug/m^3 = micrograms per cubic meter

Regulatory Setting

Federal

Clean Air Act

The Clean Air Act (CAA), passed in 1963 and since amended, requires the USEPA to set National Ambient Air Quality Standards (NAAQS) for major pollutants that could be detrimental to the environment and human health. The federally regulated criteria air pollutants and associated NAAQS are shown in **Table 4.2.** An air basin is in "attainment" (compliance) when the levels of the pollutant in that air basin are below NAAQS thresholds; refer to **Table 4.2** below to compare state and federal standards to the County's attainment status.

Table 4.2 Santa Barbara County Attainment/Nonattainment Classification Summary

Pollutant	Averaging Time	California Standards (CAAQS)		National Standards (NAAQS)	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	8-hour	0.070 ppm	A	0.070 ppm	U/A
	1-hour	0.09 ppm (180 µg/m^3)	**A**	—	—
Carbon Monoxide	8-hours	9.0 ppm (10 mg/m^3)	A	9.0 ppm (10 m/m^3)	A
	1 hour	20.0 ppm (23 mg/m^3)	A	35.0 ppm (40 µg/m^3)	A
Nitrogen Dioxide	annual average	0.030 ppm (56 µg/m^3)	A	53 ppb	U/A
	1-hour	0.18 ppm (338 µg/m^3)	A	100 ppb	U/A
Sulfur Dioxide	annual average	—	—	Revoked	—
	24-hour	0.04 ppm (105 µg/m^3)	A	Revoked	—
	1-hour	0.25 ppm (655 µg/m^3)	A	75 ppb	*
Particulate Matter (PM_{10})	annual arithmetic mean	20 µg/m^3	N	revoked	A
	24-hour	50 µg/m^3	N	150 µg/m^3	A
Particulate Matter – Fine ($PM_{2.5}$)	annual arithmetic mean	12µg/m^3	U	12.0 µg/m^3	U/A
	24-hour	—	—	35 µg/m^3	U/A
Sulfates	24-hour	25 µg/m^3	A		
Lead	calendar quarter	—	—	1.5 µg/m^3	A
	30 day average	1.5 µg/m^3	A	—	—
	Rolling 3-month Average	—	—	0.15 µg/m^3	U
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m^3)	A	—	—
Vinyl Chloride (chloroethene)	24-hour	0.010 ppm (26 µg/m^3)		—	—
Visibility-Reducing Particles	8-hour (1000 to 1800 PST)		A	—	—

Pollutant	Averaging Time	California Standards (CAAQS)		National Standards (NAAQS)	
		Concentration	Attainment Status	Concentration	Attainment Status

Source: SBCAPCD, 2020

- A=Attainment; N=Nonattainment; U=Unclassified; U/A=Unclassifiable/Attainment; NA-T=Nonattainment-Transitional
- mg/m^3=milligrams per cubic meter ppm=parts per million $\mu g/m^3$=micrograms per cubic meter– = No Standard
- USEPA has not yet made final designations on attainment status. For more information, see https://www.epa.gov/sulfur-dioxide-designations

State

The California Clean Air Act

The California Clean Air Act (CCAA) was passed in 1988 and established stricter standards than the NAAQS established by the Federal Clean Air Act. The California Ambient Air Quality Standards (CAAQS) are the California state equivalent of the NAAQS. The California Air Resources Board (CARB) is the agency responsible for implementation and enforcement of air quality regulation. Under the CCAA, local air pollution control districts, such as SBCAPCD, are also required to produce Clean Air Plans, which are intended to describe strategies for the region to comply with state and federal standards and regulation. An air basin is in "attainment" (compliance) when the pollutant levels in that air basin are at or below CAAQS thresholds. **Table 4.2** provides the CAAQS for each criteria pollutant, along with the SBCAPCD attainment status.

Assembly Bill 32 Global Warming Solutions Act

Assembly Bill (AB) 32, the Global Warming Solutions Act, was passed in 2006. It set a goal for the state to reduce greenhouse gas (GHG) emissions to 80 percent of 1990 emission levels by 2050.

Executive Order S-01-07 (January 18, 2007)

This order set forth the low carbon fuel standard for California. Under this Executive Order (EO), the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Senate Bill 97 Chapter 185, 2007, Greenhouse Gas Emissions

This Senate Bill (SB) required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375, Chapter 728. Sustainable Communities and Climate Protection.

Passed in 2008, this SB requires the CARB to set regional emissions reductions targets from passenger vehicles. Regional Metropolitan Transportation Organizations must produce Sustainable Communities Strategies (SCS).

County Environmental Threshold:

Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (as revised in September 2020) addresses the subject of air quality. The thresholds provide that a proposed project will not have a significant impact on air quality if operation of the Project will:

- emit (from all project sources, mobile and stationary), less than the daily trigger for offsets for any pollutant (currently 55 pounds per day for oxides of nitrogen [NO_x] and reactive organic compounds [ROC], and 80 pounds per day for PM_{10});
- emit less than 25 pounds per day of NO_x or ROC from motor vehicle trips only;
- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except O3);
- not exceed the SBCAPCD health risk public notification thresholds adopted by the SBCAPCD Board; and
- be consistent with the adopted federal and state Air Quality Plans.

No thresholds have been established for short-term impacts associated with construction activities. However, the SBCAPCD requires standard dust control conditions for all projects involving grading activities. Long-term/operational emissions thresholds have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, and chemical or industrial processing operations that release pollutants).

Impact Discussion:

The project would not result in significant new vehicle emissions (i.e., new vehicular trips to or from the project site would be fewer than 100). It would not involve new stationary sources (i.e., equipment, machinery, hazardous materials storage, industrial or chemical processing, etc.) that would increase the amount of pollutants released into the atmosphere. The project would also not generate additional smoke, ash, odors, or long-term dust after construction. The project's contribution to global warming from the generation of GHGs would be negligible.

a-c. Potential Air Quality Impacts

Short-Term Construction Impacts. Project-related construction activities would require grading that has been minimized to the extent possible under the circumstances. Earthmoving operations at the project site would not have the potential to result in significant project-specific short-term emissions of fugitive dust and $PM_{10,}$ with the implementation of standard dust control measures required by SBCAPCD and **Mitigation Measure AQ-1**.

Emissions of O3 precursors (NO_x and ROC) during project construction would result primarily from the on-site use of heavy earthmoving equipment. Due to the limited period of time that grading activities would occur on the project site, construction-related emissions of NO_x and ROC would not be significant on a project-specific or cumulative basis. However, due to the non-attainment status of the air basin for O3, the project will implement measures recommended by the SBCAPCD

to reduce construction-related emissions of O3 precursors to the extent feasible. Compliance with these measures is routinely required for all new development in the County.

As shown in **Table 4.3**, 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 the implementation of standard dust control measures, temporary construction emissions would be further reduced (SBCAPCD, 2017b). The standard dust control measures would require using water trucks on-site, a vehicle speed limit of 15 miles per hour (mph), 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.

Table 4.3. Estimated Construction Maximum Annual Air Pollutant Emissions (tons/year)

Year	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
2022	0.55	5.81	2.63	1.68	0.57
Maximum Emissions	0.55	5.81	2.63	1.68	0.57
Threshold	*25*	*25*	--	*25*	*25*
Threshold Exceeded?	No	No	--	No	No

*Notes: See **Appendix B** for California Emissions Estimator Model (CalEEMod) results. SCBAPCD does not have a threshold for CO.*

Long-Term Operation Emissions

The proposed project was originally scoped to replace East Mountain Drive low water crossing. The proposed 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. Long-term emissions are typically estimated using the California Emissions Estimator Model (CalEEMod) computer model program. However, the proposed Project is below threshold levels for significant air quality impacts, pursuant to the screening table maintained by the SBCAPCD. Therefore, the proposed Project would not have a potentially significant long-term impact on air quality.

Cumulative Impacts

The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level.

In this instance, the Project has been found not to exceed the significance criteria for air quality. Therefore, the Project's contribution to regionally significant air pollutant emissions is not cumulatively considerable, and its cumulative effect is less than significant (Class III).

Mitigation and Residual Impacts

The following mitigation measures would reduce the Project's air quality impacts to a less than significant level.

AQ Air-01 Dust Control
The Contractor shall comply with the following dust control components at all times including weekends and holidays:

a. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
b. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.
c. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.
d. Wet down the construction area after work is completed for the day and whenever wind exceeds 15 mph.
e. When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays.
f. Order increased watering as necessary to prevent transport of dust off-site.
g. Cover soil stockpiled for more than two days or treat with soil binders to prevent dust generation. Reapply as needed.
h. If the site is graded and left undeveloped for over four weeks, the Contractor shall immediately: (i) Seed and water to re-vegetate graded areas; and/or (ii) Spread soil binders; and/or; (iii) Employ any other method(s) deemed appropriate by Santa Barbara County Air Pollution Control District (APCD).

PLAN REQUIREMENTS: These dust control requirements shall be noted on construction plans.

PRE-CONSTRUCTION REQUIREMENTS: The contractor shall provide the County Resident Engineer and APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to:

a. Assure all dust control requirements are complied with including those covering weekends and holidays.
b. Order increased watering as necessary to prevent transport of dust offsite.
c. Attend the pre-construction meeting.

TIMING: The dust monitor shall be designated prior to any grading or construction activities. The dust control components apply from the beginning of any grading or construction throughout all development

activities.

MONITORING: County Resident Engineer shall conduct site inspections to ensure compliance. APCD inspectors shall respond to nuisance complaints.

4.3b Air Quality – Greenhouse Gas Emissions

Greenhouse Gas Emissions - Will the Project:	**Potential Significant Impacts**	**Less than Significant Impacts with Mitigation**	**Less Than Significant Impacts**	**No Impact**	**Reviewed Under Previous Document**
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		

Existing Setting

GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). The largest source of GHG emissions from human activities in the U.S. is from fossil fuel combustion for electricity, heat, and transportation. Specifically, the *Inventory of U.S. Greenhouse Gasses and Sinks* (U.S. Environmental Protection Agency, 2013) states that the primary sources of GHG emissions in 2013 included electricity production (31 percent), transportation (27 percent), industry (21 percent), commercial and residential (12 percent), and agriculture (9.0 percent). This release of gases creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space.

While this is a naturally occurring process known as "the greenhouse effect," there is strong evidence to support that human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to a warming of the earth and has the potential to severely impact the earth's climate system. For instance, Santa Barbara County is projected to experience an increase in the number of wildfires, land vulnerable to 100-year flood events, and temperature increases, even under a low-emissions scenario (California Energy Commission, 2015).

Climate change results from GHG emissions "…*generated globally over many decades by a vast number of different sources*" rather than from GHG emissions generated by any one project (County of Santa Barbara Planning and Development, 2008). As defined in CEQA Guidelines Section 15355 and discussed in Section 15130, "…a cumulative impact consists of an impact which is created as a result of the combination of the [proposed] project…evaluated…together with other projects causing related impacts." Therefore, by definition, climate change under CEQA is a cumulative impact.

The County of Santa Barbara's *Final Environmental Impact Report for the Energy and Climate Action Plan* (EIR) (PMC Inc. [PMC], 2015) contains a detailed description of the proposed Project's existing regional setting as it pertains to GHG emissions.

Environmental Threshold

CEQA Guidelines Section 15183.5(a) states,

> *Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in…a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from…that existing programmatic review…a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan…*

The State has codified progressive GHG emissions reduction goals considering the evolving scientific data surrounding climate change. Executive Order S-3-05, Executive Order B-30-15, and Assembly Bill (AB) 32 (codified in California Health and Safety Code, Part 1, Chapter 2, Section 38501) established GHG emission reduction goals for the year 2020. To further those goals, the California legislature adopted Senate Bill (SB) 32 in 2016 to establish a statewide goal of reducing GHG emissions to 40 percent below 1990 levels by 2030 (codified in the California Health and Safety Code, Division 25.5, Part 4, Section 38566). SB 32 is an extension of the State's original climate change goal under AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. Further, SB 32 is a benchmark reduction goal for the State's pathway to 80 percent below 1990 levels of GHG emissions by 2050, as directed by Executive Order S-3-05. Agencies and project proponents must do their fair share to reduce local GHG emissions, which may be evaluated during the environmental review process, to meet these goals. In addition, on December 14, 2017, the California Air Resources Board (CARB) adopted California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), the strategy for achieving California's 2030 GHG target (CARB 2017).

In July 2020, the Board affirmed its target to reduce GHG emissions in unincorporated County areas by 50 percent below 2007 levels by 2030. This target is in line with the State's goal of reducing statewide emissions by 40 percent below 1990 levels by 2030.

The County developed the interim thresholds based on the County's 2030 GHG target, which are in line with the State's GHG emission reduction goals. The County developed the interim project-level threshold by determining the portion of the County's 2030 GHG target emissions level that may be attributed to new development.

The Board adopted a numeric Screening Threshold of 300 MTCO2e/year for non-industrial stationary source projects and plans. The recommended Screening Threshold results in approximately 15 percent of all applicable future projects, and 87 percent of all applicable future land use emissions, being subject to the Significance Threshold. Approximately 85 percent of future projects will fall below the Screening Threshold and, therefore, will not require further analysis.

Impact Discussion

a-b. Potential Greenhouse Gas Emission Impacts

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 4.4** shows the estimated annual GHG emissions from project construction.

Table 4.4. Estimated Construction Maximum Annual GHG Emissions (metric tons/year)

Year	CO_2e
2022	942.42
Total Emissions	942.42

*Notes: See **Appendix B** for calculations.*

The County has a numeric Screening Threshold of 300 metric tons of carbon dioxide equivalent (MTCO2e) per year. The estimated annual GHG emissions from project construction is 942.42 MTCO2e. Since no additional lanes or capacity is being added to East Mountain Drive, there will be no difference in long-term air emissions with or without the proposed project. As such, the construction emissions amortized over the lifetime of the project (30 years) would be 31.41 MTCO2e, which is below the 300 metric tons threshold.

The proposed project would not involve a zoning change and would not introduce new long-term emissions. The individual project's expected GHG emissions fall below the County's adopted Screening Threshold, will have an insignificant impact and will not require further impact analysis. Therefore, the impact of this individual project is considered **less than significant**, and no mitigation measures are required.

Cumulative Impacts

The County considers projects or plans with annual GHG emissions less than this numeric Screening Threshold to have an insignificant cumulative impact on global climate change. As discussed above, GHG-related impacts are analyzed as cumulative impacts given that climate change is a global phenomenon. A screening threshold of 300 $MTCO_2e$/year captures an adequate amount of emissions from new development so as to not interfere with the County's 2030 GHG emissions reduction target as described above. As mentioned above, the proposed project will fall below the County's adopted Screening Threshold, and thus will have an insignificant impact on cumulative GHG emissions.

Mitigation and Residual Impacts

Since the proposed Project would not have a significant impact on the environment, no additional mitigation is necessary. Therefore, residual impacts would be less than significant.

4.4 Biological Resources

Will the proposal result in:	Potential Significant Impacts	Less than Significant Impacts with Mitigation	Less Than Significant Impacts	No Impact	Reviewed Under Previous Document
Flora					

Will the proposal result in:	Potential Significant Impacts	Less than Significant Impacts with Mitigation	Less Than Significant Impacts	No Impact	Reviewed Under Previous Document
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 species of animals?		X			
h. A reduction in the diversity or numbers of animals on-site (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			

Existing Plant and Animal Communities/Conditions

Background and Methods

Santa Barbara County has a wide diversity of habitat types, including chaparral, oak woodlands, wetlands, and beach dunes. These are complex ecosystems, and many factors are involved in assessing the value of the resources and the significance of project impacts. For this project, a site visit was conducted on May 28, 2019 by Dewberry | Drake Haglan biologist Lindsay Tisch. A Natural Environment Study was prepared for the proposed Project (available for review upon request) (Caltrans, 2020). A preconstruction survey was also conducted on May 22, 2020 by Terra Verde biologists for the installation of the one-lane temporary bridge placement. The following analysis is based on this information.

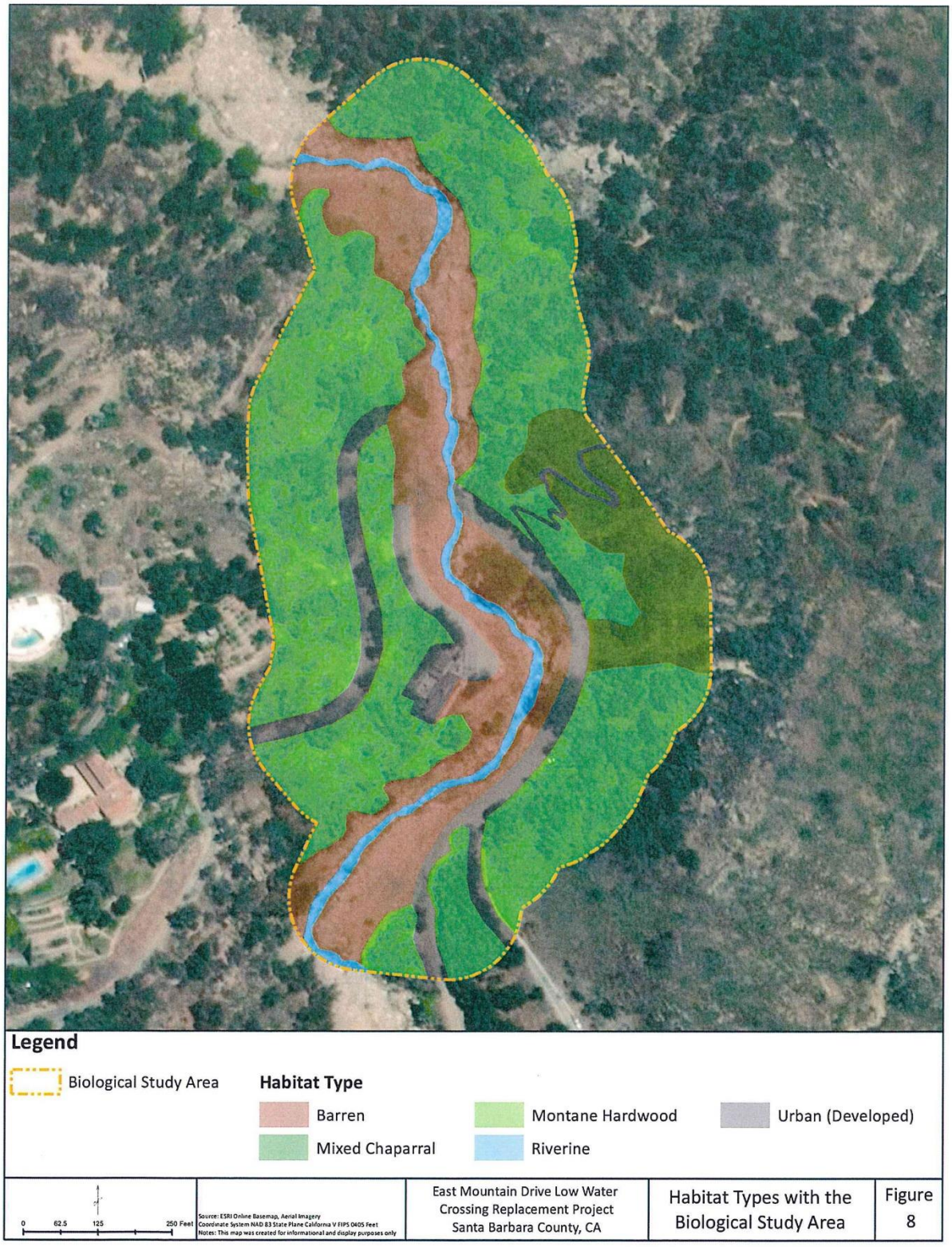
Flora

The 13.02-acre site consists primarily of montane hardwood (56 percent), barren land (24 percent), urban (developed) (9.0 percent), mixed chaparral (8.0 percent), and riverine – upper perennial (3.0 percent) (**Figure 8**). The California Natural Diversity Database (CNDDB) indicates that the following special status plants have the potential to occur in the project area: Ojai fritillary, Mesa horkelia, Santa Barbara honeysuckle, white-veined monardella, Nuttall's scrub oak, black-flowered figwort, and Sonora maiden fern. The project site does not contain natural plant communities considered rare by the California Department of Fish and Game (2003).

Table 4.5. Vegetation Communities within the BSA

Habitat Type	Acres within BSA	Percent Composition of BSA
Upland Communities		
Barren	3.10	24
Mixed Chaparral	1.07	8
Montane Hardwood	7.24	56
Urban (Developed)	1.24	9
Aquatic Communities		
Riverine – Upper perennial	0.37	3
Total	**13.02**	**100%**

Figure 8. Habitat Map



Barren habitat is characterized by less than 2.0 percent total vegetation cover by herbaceous, desert, or non-wildland species and less than 10 percent cover by tree or shrub species. This habitat type is limited to non-vegetated areas that have not been significantly disturbed but instead are naturally sparsely vegetated due to hydrology or other factors. Within the Biological Study Area (BSA), barren habitat occurs within the scour area along Cold Spring Creek and comprises approximately 3.10 acres. There are still small remnant patches of montane riparian vegetation within this habitat type consisting of white alder (*Alnus rhombifolia*), Fremont cottonwood (*Populus fremontii*), and sycamore (*Platanus racemosa*). California poppy (*Eschscholzia californica*) was also observed growing in small patches along the banks of Cold Spring Creek, which is the result of native seed mix used as erosion control after emergency repairs.

Mixed chaparral habitat occurs in patches within the eastern portion of the BSA and occurs in association with montane hardwood habitat, accounting for approximately 1.07 acres. Dominant species in this habitat include coast live oak (*Quercus agrifolia*) and scrub oak (*Quercus berberidifolia*). Dominant understory vegetation observed within this habitat type includes manzanita (*Arctostaphylos* sp.), canyon sunflower (*Venegasia carpesioides*), buckbrush (*Ceanothus cuneatus*), and poison oak (*Toxicodendron diversilobum*).

Montane hardwood is the dominant habitat within the BSA, accounting for approximately 7.24 acres, and occurs primarily in association with annual grassland habitat. Montane hardwood intergrades with mixed chaparral habitat and is typically composed of a pronounced hardwood tree layer with a poorly developed understory. Dominant species in this habitat include coast live oak, interspersed with lodgepole pine (*Pinus contorta*). Dominant understory vegetation observed within this habitat type includes annual grasses such as ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), canyon sunflower, Himalayan blackberry (*Rubus armeniacus*), hedgehog dogtail (*Cynosurus echinatus*), and poison oak.

Riverine – upper perennial habitat consists of Cold Spring Creek and comprises approximately 0.37 acres. Cold Spring Creek has a well-defined bed and bank. The banks of Cold Spring Creek consist of boulders, exposed bedrock, and bare soil due to the 2018 TFDFI. Substrate within Cold Spring Creek consists of silty sand intermixed with large cobble and rocks and had approximately six to 12 inches of flowing water. In addition, water pools in areas between the larger boulders and these pools contained approximately six to 18 inches of water, at the time of the survey conducted in May 2019.

Urban habitat areas within the BSA include East Mountain Drive, where sparse patches of doveweed (*Croton setigerus*) and smooth cat's ear (*Hypochaeris glabra*) grow along the shoulders. In addition, the Cold Spring Trail is included in this habitat type. The habitat type accounts for 1.24 acres of the BSA.

Impacts to Sensitive Natural Communities Table

The temporary and permanent impacts by vegetation communities and land cover types, are as follows:

Table 4.6. Impacts to Sensitive Natural Communities Table

Habitat Community	Permanent (acres)	Temporary (acres)	Totals (acres)
Barren	0.01	0.00	0.01
Montane Hardwood	0.01	0.00	0.01
Urban (Developed)	0.01	0.00	0.01
Total	**0.03**	**0.00**	**0.03**

The Project would not involve an adverse, permanent modification or alteration of Cold Spring Creek, as the bridge span abutments would be located outside of the OHWM. In addition, there will be no temporary impacts to Cold Spring Creek as all work will be conducted above the OHWM.

Impacts to the barren and montane hardwood habitats would be minimal and are a result of the construction of the new bridge and repairs to the existing roadway. Impacts to the montane hardwood habitat would primarily occur within the understory. No coast live oak (*Quercus agrifolia*) trees are planned on being removed.

Wildlife Corridors

Cold Spring Creek provides a movement corridor for areas between the Santa Ynez Mountains and the Pacific Ocean; however, highways and roads can present an impassable barrier to many wildlife species and are hazardous for wildlife to cross. In its current condition, Cold Spring Creek has very few barriers to fish passage, including the debris basin downstream of the BSA. Prior to the TFDFI, East Mountain Drive could have been considered a crossing hazard for many semi-aquatic species — including frogs and turtles — as vehicles drive through the creek channel, potentially injuring or crushing wildlife trying to cross. However, with the washout of the low water crossing (LWC), aquatic and semi-aquatic species can freely disperse through Cold Spring Creek. Conversely, the surrounding montane hardwood habitat could provide an important movement corridor for many terrestrial species allowing for the dispersal and subsequent gene flow between wildlife populations otherwise separated by roads and populated areas. The Project would not remove, degrade, or otherwise interfere substantially with the structure or function of these wildlife movement corridors. In fact, with the construction of a clear span bridge, wildlife will be able to continue to safely use Cold Spring Creek as a movement corridor.

U.S. Fish and Wildlife Service Critical Habitat

The BSA is located within National Oceanic and Atmospheric Administration (NOAA) Fisheries and U.S. Fish and Wildlife Service (USFWS)-designated critical habitat for the California Southern Steelhead; however, none of the necessary physical and biological elements for southern California steelhead critical habitat occur. The Cold Spring Creek debris basin is a barrier to fish passage. Therefore, any fish migrating up Cold Spring Creek would be inhibited from reaching the BSA. In addition, after the 2018 TFDFI, there is no longer any shaded riverine aquatic habitat available.

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 Code of Federal Regulations [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 California Code of Regulations [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 eight special-status plant species have the potential to occur within the region (e.g., Santa Barbara 7.5-foot quadrangle map and five surrounding quadrangle maps). **Table** lists these species, their current status, and the nearest known location relative to the project site.

Table 4.7. 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
Ojai fritillary (*Fritillaria ojaiensis*)	List 1B.2	Rocky areas within mesic broadleaved upland forest, chaparral, cismontane woodland, and lower montane coniferous forest	Approximately 3.05 miles north-northwest of the BSA (CDFW 2020)	Habitat Present	Suitable habitat within BSA, no observed during botanical surveys.
Mesa Horkelia (*Horkelia cuneata* var. *puberula*)	List 1B.1	Sandy or gravelly soils within chaparral (maritime), cismontane woodland, and coastal scrub	Approximately 0.48 miles northwest of the BSA (CDFW 2020)	Habitat Present	Suitable habitat within BSA, no observed during botanical surveys.
Santa Barbara honeysuckle (*Lonicera*	List 1B.2	Chaparral, cismontane	Approximately 4.5 miles east of	Habitat Present	Suitable habitat within BSA, no observed

subspicata var. *subspicata*)		woodland, coastal scrub	the BSA (CDFW 2020)		during botanical surveys.
White-veined monardella (*Monardella hypoleuca ssp. hypoleuca*)	List 1B.3	Chaparral and cismontane woodland	Approximately 4.5 miles west of the BSA (CDFW 2020)	Habitat Present	Suitable habitat within BSA, no observed during botanical surveys.
Nuttall's scrub oak (*Quercus dumosa*)	List 1B.1	Closed-cone coniferous forest, chaparral, and coastal scrub with sandy, clay loam soils	Approximately 2.2 miles west of the BSA (CDFW 2020)	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	Approximately 2.3 miles west southwest of the BSA (CDFW 2020)	Habitat Present	Suitable habitat within BSA, none observed during botanical surveys.
Sonora maiden fern (*Thelypteris puberula* var. *sonorensis*)	List 2B.2	Meadows, seeps, and streams	Approximately 2.0 miles northeast of the BSA (CDFW 2020)	Habitat Present	Suitable habitat within BSA, none observed during botanical surveys.

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

Ojai fritillary, Mesa horkelia, Santa Barbara honeysuckle, white-veined monardella, Nuttall's scrub oak, black-flowered figwort, Sonora maiden fern. General habitat surveys were conducted to assess overall baseline conditions and evaluate the project site's ability to support special-status plant species in 2019 and on May 22, 2020 by Terra Verde biologists for the installation of the one-lane temporary bridge placement. These species were not observed during the surveys, and habitat conditions suggest that there is extremely low potential for these species to recruit into the project site; nonetheless, there is still a possibility for the species to occur on-site.

Fauna

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 California Department of Fish and Wildlife (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]).

The 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 4.8** 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 4.8.** refers to suitable habitat within the project site and does not necessarily indicate the presence of the species.

Table 4.8. 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
Coast Range newt (*Taricha torosa*)	SSC	Found in wet forests, oak forests, chaparral, and rolling grasslands. In southern California, drier chaparral, oak woodland, and grasslands are used	Within BSA (Terra Verde 2020)	Habitat Present	Suitable habitat within BSA; observed with egg masses in creek (breeding) during preconstruction surveys in May 2020.
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 within BSA (County staff 02/23/21)	Critical Habitat Marginal Habitat Present	Marginal habitat within BSA; observed in Cold Spring Creek during field inspection on February 23, 2021
Cooper's hawk (*Accipiter cooperi*)	WL	Dense stands of live oak, riparian deciduous, or other forest habitats near water	Approximately 4.4 miles southwest of the BSA (CDFW 2020)	Habitat Present	Suitable habitat within BSA, none observed during 2019 or 2020 surveys
Townsend's big-eared bat (*Corynorhinus hindsii*)	SSC	Requires caves, mines, tunnels, buildings, or other human-made structures for roosting.	Approximately 4.3 miles west of the BSA (CDFW 2020)	Habitat Present	Suitable habitat within BSA, none observed during 2019 or 2020 surveys
Western mastiff bat (*Eumops perotis californicus*)	SSC	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial	None within 5 miles of the BSA (CDFW 2020)	Habitat Present	Suitable habitat within BSA; none observed during 2019 or 2020 surveys

Species	Status	Habitat Description	Nearest Known Location relative to the Project Site	Present/Absent based on Habitat	Rationale for Absence/Discussion
		grasslands, palm oases, chaparral, desert scrub, and urban and agricultural areas.			

Status Codes: SSC California Species of Special Concern (CDFW); WL Watch List (CDFW).

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

- Coast Range Newt. Suitable habitat has been documented within the BSA that may be utilized by coast range newt; in addition, this species was observed breeding with egg masses upstream from the proposed bridge location during surveys conducted in May 2020.

- Southern Steelhead. Data maintained by the CDFW, NMFS and County staff demonstrates that there is a historic record of Southern California Steelhead in the area from before 1993. Cold Spring Creek had suitable habitat documented within the BSA prior to the TFDFI. The Cold Spring Creek debris basin is a barrier to fish passage, and any fish migrating up Cold Spring Creek would be inhibited from reaching the BSA. However, one 6" Southern Steelhead specimen of this species was observed near the proposed bridge location during field surveys conducted on February 23 2021. It is thought that this specimen could have been artificially relocated to the area due to the downstream barrier. The project is not anticipated to result in the take of individual Southern Steelhead or adversely affect local or regional populations, since all temporary and permanent impacts from the Project will be outside the ordinary high-water mark.

- Cooper's Hawk. Suitable habitat has been documented within the BSA that may be utilized by Cooper's hawk; however, none were observed within the BSA during the surveys conducted in May 2019 and 2020.

- Townsend's Big-Eared Bat and Western Mastiff Bat. 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 during the surveys conducted in May 2019 and 2020.

- Two-striped Garter Snake (TSGS). Suitable habitat has been documented within the BSA that may be utilized by the TSGS; in addition, this species has been observed by County staff feeding on tadpoles in the pool directly below the temporary bridge on August 30, 2020.

Thresholds

Santa Barbara County's Environmental Thresholds and Guidelines Manual (2020) includes guidelines for assessing biological resource impacts. The following thresholds apply to this project:

Riparian Habitats

Project created impacts may be considered significant due to: direct removal of riparian vegetation; disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation; or intrusion

within the upland edge of the riparian canopy leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion; or construction activity which disrupts critical time periods for fish and other wildlife species.

Individual Native Trees

Project created impacts may be considered significant due to the loss of 10 percent or more of the trees of biological value on a project site.

Impact Discussion

(a) The proposed project would result in the loss of 0.01 acre (435 square feet) of barren habitat and 0.01 acre (435 square feet) of montane hardwood habitat. As described above, impacts to these habitat types are a result of the construction of the new bridge and repairs to the existing roadway. Impacts to the montane hardwood habitat would primarily occur within the understory; however, any unanticipated native or specimen tree requiring removal would be mitigated with the development and implementation of a Habitat Mitigation Restoration Plan to compensate for the loss. Impacts would be less than significant with the development and implementation of a Habitat Mitigation Restoration Plan to compensate for native trees lost during the TFDFI or any unplanned tree removals or disturbance as required by **Mitigation Measure BIO-1 and BIO-2.** Implementation of these measures would ensure impacts associated with a loss or disturbance to a protected tree, unique, rare, or threatened plant community are reduced to **less than significant with mitigation**.

During the general habitat survey and preconstruction survey, no unique, rare, or threatened species of plants were observed within the BSA. Biological monitoring would prevent any unnecessary damage to sensitive aquatic habitat and species living there from construction activities in jurisdictional areas within the project site. **Mitigation Measure BIO-1** would ensure that potential impacts to numbers or restrictions in the range of any unique, rare, or threatened plant or animal species are less than significant. This impact would be **less than significant with mitigation**.

(b) As a result of the 2018 TFDFI, the banks of Cold Spring Creek consist of boulders, exposed bedrock, and bare soil; therefore, the Project will not impact any sensitive habitat other than described above under question a. Although there are some remnants of native riparian vegetation (i.e., scattered alder within the barren areas) within the BSA, these areas will not be impacted. The Project would not involve an adverse, permanent modification or alteration of Cold Spring Creek, as the bridge span abutments would be located outside of the OHWM. In addition, there will be no temporary impacts to Cold Spring Creek as all work will be conducted above the OHWM. The barren areas within the project site will be restored with a native hydroseed mix. No plant species of special concern have been identified in the BSA during 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-1**.

(c) Due to the 2018 TFDFI, the project site currently consists of a mix of boulders, exposed bedrock, and bare soil with some remnant patches of riparian vegetation. There is no non-native vegetation within the project site. Therefore, there would be **no impact**.

(d) Project implementation will not require removing any native trees. However, if the unanticipated removal of a native or specimen tree is determined necessary during construction process it will be

accounted for in the preparation and implantation of a Native Tree Protection Plan for additional native riparian trees to be planted for shade of the aquatic habitat and to compensate for any native tree loss as required by implementation of **Mitigation Measures BIO-1 and BIO-2** would ensure impacts to healthy native or specimen trees are reduced to **less than significant**. This impact would be less than significant with mitigation.

(e) No chemicals, animals, human habitation, or other factors would be associated with project implementation. **Mitigation Measure BIO-3** would ensure the control of invasive species and chemicals from entering the project site. This impact would be **less than significant with mitigation**.

(f) As discussed above, the project site and vicinity are located within Southern California Steelhead Critical Habitat. However, the post TFDFI project site lacks the necessary physical and biological elements for southern California steelhead critical habitat to occur and the Cold Spring Creek debris basin is a barrier to fish passage. Although passage is inhibited, any fish migrating up Cold Spring Creek reaching the project site may not survive due to poorly oxygenated water and elevated water temperatures. The project site currently lacks protective debris and deep pools with hiding places such as tree roots, logs and undercut banks. In addition, after the 2018 TFDFI, there is no longer any shaded riverine aquatic habitat available. Implementation of **Mitigation Measure BIO-4,** which requires pre-construction surveys and biological monitoring during construction, would ensure impacts are reduced to **less than significant**.

(g) The project would not permanently or temporarily impact habitat for any sensitive or common species; however, there is the potential for coast range newt to be present within the project site as it was observed during the preconstruction surveys, and Cold Spring Creek does provide suitable habitat for this species. Mortality or injury of coast range newt in aquatic and upland habitats could occur by crushing from construction equipment, or if displaced from cover, exposing them to predators and desiccation. Trenches left open during the night could trap newts moving through the construction area. Moreover, construction activities could temporarily impede the movement of juvenile and adult life stages of coast range newt dispersing between breeding areas and summer refugia sites. Implementation of **Mitigation Measure BIO-5,** which requires pre-construction surveys and biological monitoring during construction, would ensure impacts are reduced to **less than significant**.

The project site contains montane hardwood habitat and Cold Spring Creek, which supports wildlife habitat for Cooper's hawk, bats, and the coast range newt. Although impacts to wildlife habitats are anticipated, they would be minimal. With the implementation of a Habitat Mitigation Monitoring Plan, wildlife habitat for foraging, breeding, roosting, and nesting would be replaced. Species-specific **Mitigation Measures BIO-6** would ensure impacts are reduced to **less than significant**.

(h) The project involves the construction of a new bridge and repair of an existing roadway that would not have additional impacts to the diversity or substantially decrease the number of wildlife species expected to occur on-site. Habitat quality would be improved with the restoration of areas affected by the TFDFI. Due to the enhancement of quality wildlife species habitat within the project area, this impact would be **less than significant**.

(i) Cold Spring Creek may be used as a corridor by wildlife moving through the project area as it provides passage through a rural corridor. Vegetation removal and construction-related disturbance

may affect local wildlife movements. However, with the implementation of **Mitigation Measures BIO-1** through **BIO-3**, this impact would be **less than significant**.

(j) The project involves the construction of a new bridge and repair of an existing roadway 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 a higher function than current conditions. Avoidance fencing would be temporary and removed at the completion of construction. **Mitigation Measure BIO-1** through **BIO-3** would ensure impacts are reduced to **less than significant with mitigation**.

Cumulative Impacts

Since the Project would not significantly impact biological resources on-site with implementation of the mitigation measures described below, it would not have a cumulatively considerable effect on the County's biological resources.

Mitigation and Residual Impact

The following mitigation measures would reduce the Project's biological resource impacts to a less than significant level.

BIO-1 Sensitive Habitats

- Prior to construction, the Contractor shall retain two qualified biological monitor(s) to ensure compliance with measures within the project environmental documents and specifications. Biological monitors shall have prior related experience with species found in the project area and with the regulatory agencies with jurisdiction.

- Prior to construction, the project work area shall be bordered with the placement of sturdy orange construction exclusion fencing 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 sensitive habitats within the project site.

- During construction, 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, over-stream channel work, CIDH pile installation, any false-work installation and removal, temporary bridge foundation removal/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.

- Post construction, implement a Habitat Mitigation and Monitoring Plan to restore riparian tree habitat in the Project site to help restore a self-sustaining, ecologically functioning plant community. The Habitat Mitigation and Monitoring Plan will require 12 five-gallon California Sycamore (*Platanus racemose*) and 12 five-gallon Freemont Cottonwood (*Populus fremontii*) trees will be planted along the creek bank in the APE map area to provide shade for the riverine aquatic habitat and will require approval by the CDFW during the 1602 permitting process. Planted trees will need to be five feet tall and have a 60% survival ratio at the end of five years.

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 Resident Engineer (RE) prior to construction. Implementation shall occur during construction.

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-2 Native Tree Protection Plan

The loss of any protected coast live oak tree, or native riparian tree, greater than 6.0 inches DBH, would be mitigated by planting at a mitigation ration of 3:1, such that three one- or five-gallon oak or native riparian trees would be planted for each tree removed. Native trees over 8.0 inches DBH retained in the impact areas will be protected and isolated with Environmental Sensitive Habitat Area (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-3 Invasive Species Control

The following avoidance and minimization measures will be implemented prior to and during construction to avoid and minimize potential impacts on montane hardwood habitat:

- All equipment and vehicles will be thoroughly cleaned to remove dirt and weed seeds prior to being transported or driven to or from the Project site.
- Any borrow site or stockpile will be inspected for the presence of noxious weeds or invasive plants.
- If noxious weeds or invasive plants are present, the contractor will remove approximately five inches of the surface of the material from the project site before transporting to the certified landfill.

Plan Requirements and Timing

Measures shall be included in the project plans and specifications.

BIO-4. Southern California Steelhead

To offset potential effects to the Southern Steelhead and it's critical habitat of the following measures will be implemented. 1) Prior to conducting any jurisdictional work activities, one qualified biologist shall be retained with experience in steelhead biology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species. 2) During jurisdictional work, the biological monitor shall continuously monitor the project jurisdictional habitat. 3) Construction activities within Cold Spring Creek and associated Riparian habitat will be conducted during the dry season (May to December). 4) All fueling and maintenance of vehicles and other equipment and staging areas will occur at least 100 feet from Cold Spring Creek. The County will ensure that contamination of habitat does not occur during fueling or maintenance operations. Prior to the onset of work, the contractor shall prepare a spill response plan to allow a prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur. 5) To control erosion during and after project implementation and potential increase of sedimentation and turbidity within Cold Spring Creek, the contractor will install silt fence, straw wattles or other erosion control devices down slope of all exposed slopes and/or soil piles. The erosion control devices will be monitored by the onsite biological monitor to ensure devices are in working order. 6) To control the potential of an accidental spill of concrete during construction, containment devices such as spill containment berms or other devices shall be implemented during concrete pours.

Plan Requirements and Timing

Mitigation measures shall be included in the project plans and specifications.

Monitoring

The County-approved biologist shall perform periodic site inspections 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 Public Works Transportation RE, County Public Works Transportation Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.

BIO-5: Aquatic invertebrate species

To prevent possible direct and indirect impacts to South Coast newts (Taricha torosa), and Two-striped garter (Thamnophis hammondii) snakes, a designated biologist knowledgeable and experienced in the biology, natural history, collecting, and handling of the covered species shall monitor and implement the following measures. 1) the restriction of work areas to avoid species impacts; 2) staging and parking in areas of previous disturbance, locations such as the paved roadway surface; 3) pre-construction environmental awareness training; 4) a pre-construction survey done by the qualified biologist within 24 hours prior to the start of construction activities 5) biological monitoring within the aquatic habitat in the project site during peak times of work over and near Cold Spring creek. 6) the relocation of any South Coast newts (Taricha torosa), Two-striped garter snakes (Thamnophis hammondii) and any other reptiles or amphibians that may be impacted within project work area out of harm's way to areas with suitable habitat outside of the project area, if such actions are in compliance with State laws.

Plan Requirements and Timing

Mitigation measures shall be included in the project plans and specifications.

Monitoring

The County-approved biologist shall perform periodic site inspections 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 Public Works Transportation RE, County Public Works Transportation Senior Engineering Environmental Planner, and any additional regulatory permitting agencies.

BIO-6: Special-Status Birds

Impacts to Cooper's hawk, other raptors and other migratory or special status birds during the breeding season shall be minimized by conducting vegetation removal within the Cold Spring Creek project areas during the non-breeding season (September 1 through February 15). In addition, breeding bird surveys shall be conducted no more than two weeks prior to construction to determine presence/absence of nesting birds within the project area. If active nests of birds protected under the California Fish & Game Code or Migratory Bird Treaty Act are found within or adjacent to the work area, the biologist shall develop a project specific Nesting Bird Management Plan. The site-specific nest protection plan shall be submitted to the County and CDFW for review prior to implementation. The Plan should include detailed methodologies and definitions to enable a CDFW qualified avian biologist to monitor and implement nest-specific buffers based on topography, vegetation, species, and individual bird behavior. This Nesting Bird Management Plan shall be supported by a Nest Log which tracks each nest and its outcome. The Nest Log will be submitted to CDFW by the County as required by the projects' Lake and Streambed Alteration Agreement.

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.

4.5 Cultural Resources

Will the proposal:	Potential Significant Impacts	Less than Significant Impacts with Mitigation	Less Than Significant Impacts	No Impact	Reviewed Under Previous Document
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 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X			

Existing Setting

A cultural resource includes archaeological and historic sites, architectural resources, and traditional cultural properties, as well as the physical evidence of past human activity on the landscape. Cultural resources, along with Native American and historic human remains and associated grave goods, must be considered under various federal, state, and local regulations, including CEQA and the National Historic Preservation Act (NHPA) of 1966. In general, any trace of human activity more than 50 years in age is required to be treated as a potential cultural resource.

This section incorporates the analysis in the Archaeological Survey Report, East Mountain Drive Low Water Crossing Replacement Project (Applied Earthworks 2020a) and Historic Resources Evaluation Report, East Mountain Drive Low Water Crossing Replacement Project (Applied Earthworks 2020a). Due to confidentiality requirements, all archaeological reports are maintained in confidentiality at the County and may be accessed only upon a demonstrated need.

Record Search

On May 16 and November 13, 2017, a records search at the Central Coast Information Center (CCIC) of the California Historical Resources Information System (CHRIS) at the University of California, Santa Barbara was completed. This records search encompassed the study area and a 0.5-mile surrounding radius. The purpose of the records search and background research was to obtain information about prehistoric and historic-era cultural resources in the Project vicinity in order to help assess the cultural sensitivity of the Project area and develop expectations for the type of resources that might be encountered. On November 13, 2017, a records search at the Los Padres National Forest Santa Barbara Ranger District was also completed. Additional sources consulted include the National Register of Historic Places (NRHP) and updates, California Register of Historical Resources, California Historical Landmarks, California Points of Historical Interest, and Caltrans Bridge Inventory. Documentation was sought for all prior surveys and excavations, and all recorded historical and prehistoric sites within a 0.5-mile radius of the bridge.

Background research at the CCIC and the results from the Forest Service's records search identified 11 previous archaeological investigations within the 0.5-mile search radius, three of which were within or adjacent of the Project study area. The records searches identify two recorded resources within or adjacent to the study area (CA-SBA-1423 [FS 05-07-54-476] and CA-SBA-2766/H [FS 05-07-54-589H]) and two additional resources recorded within the 0.5-mile records search buffer (CA-SBA-505 and P-42-41018). A portion of Cold Spring Trail (CA-SBA-2766/H; FS 05-07-54-589H) and its trailhead are within the study area. CA-SBA-1423, consisting of a boulder containing over 70 cupules and one reported projectile point, is adjacent to the study area and was buried under at least two feet of mud, rock and debris by the TFDFI.

Field Survey

A pedestrian survey of the study area was completed in November 2017 and resurveyed the project area in May 2019 after the Thomas Fire Debris Flow Incident and subsequent debris cleanup. No previously unrecorded or documented prehistoric or historic-era archaeological resources were found within the study area. One built environment resource, the Gebhard Residence at 895 East Mountain Drive, was identified. The property is a single-family residence constructed in 1967.

Assembly Bill 52 Noticing and Results

The Native American Heritage Commission (NAHC) was contacted on November 6, 2017, to request a review of the Sacred Lands File for sacred or sensitive Native American areas that may be within or near the study area. In a reply dated November 13, 2017, the NAHC stated that a search of the Sacred Lands File failed to indicate the presence of Native American traditional sites/places in the immediate Project area. The NAHC did, however, provide contact information for organizations and individuals that may have knowledge of cultural resources in the Project area and recommended they be contacted for additional information.

Pursuant to PRC §21080.3, on April 5, 2021, formal notification and invitation to consult letters were sent by the County to the following tribes:

- Julie Lynn Tumamait, Chairperson of the Barbareño/Ventureño Band of Mission Indians;
- Mia Lopez, Chairperson of the Coastal Band of Chumash Nation;
- Keneth Kahn, Chairperson Santa Ynez Band of Chumash Indians

No responses were received.

Regulatory Setting

Federal

The NHPA of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the NRHP. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 CFR 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and Caltrans went into effect for transportation projects, both state and local, with FHWA involvement. The PA implements the ACHP's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [U.S.C.] 327).

State

The CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as "unique" archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j).

In 2014, AB 52 added the term "tribal cultural resources" to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them) Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a

cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2. In addition to meeting the criteria for listing in the CRHR, cultural resources must retain enough of their historic character or integrity to be recognizable as a historical resource and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (California Office of Historic Preservation 1999:69–70).

County Environmental Thresholds

Chapter 8 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (2020) contains guidelines for the identification, significance evaluation, and mitigation of impacts to cultural resources, including archaeological, historic, and tribal cultural resources. In accordance with the requirements of CEQA, these guidelines specify that if a resource cannot be avoided, it must be evaluated for importance under specific CEQA criteria. CEQA Section 15064.5(a)(3)A-D contains the criteria for evaluating the importance of archaeological and historic resources. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the significance criteria for listing in the California Register of Historical Resources: (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history. The resource also must possess integrity of at least some of the following: location, design, setting, materials, workmanship, feeling, and association. For archaeological resources, the criterion usually applied is (D).

CEQA calls cultural resources that meet these criteria "historical resources." Specifically, a "historical resource" is a cultural resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources, or included in or eligible for inclusion in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1. As such, any cultural resource that is evaluated as significant under CEQA criteria, whether it is an archaeological resource of historic or prehistoric age, a historic built environment resource, or a tribal cultural resource, is termed a "historical resource."

CEQA Guidelines Section 15064.5(b) states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." As defined in CEQA Guidelines Section 15064.5(b), substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project: (1) demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; (2) demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources; or (3) demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

For the built environment, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing

Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer, 1995), is generally considered as mitigated to a less than a significant impact level on the historical resource.

Impact Discussion

(a, b) **Archaeological Resources.** The Cold Spring Trail system is considered significant for the NRHP/CRHR under Criterion A/1 at the local level with a period of significance from 1878, when archival records document its use as an important travel route, to today, due to its continued importance as an important local recreation trail. The Cold Spring Trail is directly associated with the early development and growth of the Santa Barbara region. Mission-era records suggest it was originally a Chumash trail, and by 1878, it was an important travel route between the coast and inland area mines and homesteads. By the late nineteenth and early twentieth centuries, Cold Spring Trail had become an important recreational trail system as a result of the Back to Nature and Outdoor Movements, which continue to be reflected in its use today. Additionally, as outlined above, the trail exemplifies or reflects special elements of Santa Barbara County's cultural, social, and aesthetic history, making the property eligible for listing as a County Historic Landmark under Santa Barbara County Historical Landmarks Advisory Commission Criterion A.

A portion of the Cold Spring Trail system falls within the Project Area of Direct Impact; however, the Project will not cause physical destruction or damage to any part of the property and no contributing elements will be directly impacted.

The potential for encountering previously undetected buried archaeological resources during construction is considered low based on results of background research and field survey. The survey identified no archaeological materials within the Project area. In addition, the TFDFI drastically altered the Project area and vicinity, scouring and removing considerable volumes of material and depositing sediment and boulders in its wake. However, the presence of deeply buried archaeological deposits cannot be ruled out altogether as evidence of prehistoric activities is recorded only 50 feet outside the Project area and a few hundred feet from the proposed bridge at CA-SBA-1423. As such, with the implementation of **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2** listed below, the proposed Project would result in a **less-than-significant** impact on archaeological resources.

Historic Resources (Built Environment). 895 East Mountain Drive (Gebhard Home) is the 2,849-square-foot, Shed-style, two-story, split-level, single-family residence directly associated with the productive years of David Stanley Gebhard's life as an architectural historian. Gebhard was a person of historical significance at a local and state level, making the residence eligible for the NRHP/CRHR under Criterion B/2. Gebhard designed the home at 895 East Mountain Drive in 1967 and resided there until his death in 1996, making the period of significance 1967 to 1996. During this time, Gebhard made a significant contribution to the field of architectural history at the local and state level by serving as an art and architectural history professor at University of California, Santa Barbara (UCSB), Director of the UCSB Art Museum (now the Art, Design, and Architecture Museum), and founder and curator of the prominent Architecture and Design Collection at UCSB. He also authored and co-authored dozens of architectural history publications, including the Montecito Architectural Guidelines and Development Standards, as a member of the subcommittee.

The resource is also eligible for listing in the NRHP/CRHR under Criterion C/3 as a unique, Shed-style design with subtle Spanish Revival design elements with a period of significance of 1967, the year Gebhard designed the structure. The house exhibits many character-defining features of the Shed style, including multidirectional shed roofs, an unadorned exterior, obscured front entry, and a split-level design that incorporates the natural hillside landscape of the property. Additionally, the Gebhard residence is eligible for listing as a County Historic Landmark under Santa Barbara County Historical Landmarks Advisory Commission Criterion B due to its association with a person who significantly contributed to the study of architectural history in California and Santa Barbara County. As a unique interpretation of the Shed style of the 1960s in Santa Barbara County, the residence is also eligible under local Criterion C.

The driveway to 895 East Mountain Drive, which crosses the Assessor's Parcel Number (APN) 013-040-012 to access APN 013-040-013, will be impacted by the Project work, most specifically where it ties into East Mountain Drive; the driveway will be reconstructed to pre-Project conditions or better. Excavations at the driveway will not exceed approximately three feet. The removal and reconstruction of a short section of the 300-foot driveway where it connects to East Mountain Drive will affect the historic property. However, the significance of the residence is its design by and close association with noted architectural historian David Stanley Gebhard. The removal and replacement of a small area of the driveway on the outskirts of the property creates an adverse but less than significant effect to the elements of the property that make it eligible for listing in the NRHP/CRHR. The proposed project would have a **less-than-significant** impact on historic resources.

(c) **Human Remains.** Based upon a records search, no human remains are known to exist within the proposed project site. Except for the resources discussed above, no other cultural resources have been identified in the other areas of the project site proposed for development. However, given the overall cultural sensitivity of the project area, as demonstrated by the number of recorded sites in proximity to the project site, there is the potential that unknown cultural resources could be encountered during grading and ground disturbance. In the unlikely event that human remains are discovered, work within the project area will be stopped, and the Santa Barbara County Coroner will be notified immediately. Work will only resume after the investigation and in accordance with any requirements and procedures imposed by the County Corner.

If the bone most likely represents a Native American interment, the Native American Heritage Commission will be notified so that the most likely descendants can be identified and appropriate treatment can be implemented. Therefore, with the incorporation of this measure, the proposed Project would not result in any significant impacts with respect to disturbing any human remains, including those interred outside of formal cemeteries. To ensure a **less-than-significant** impact in the event of an accidental discovery, **Mitigation Measure CUL-2** shall be implemented.

(d) **Tribal Cultural Resources.** As described above in the "Existing Setting" section, no tribal cultural resources (TCRs) were identified on the subject parcel. However, given the overall cultural sensitivity of the project site, as demonstrated by the number of recorded sites in proximity to the project site, there is the potential that unknown cultural resources, including TCRs, could be encountered during grading and ground disturbance.

Impacts are considered significant but mitigable with the standard condition requiring that work be stopped in the event that cultural materials are uncovered during grading (**Mitigation Measure CUL-1**). These measures would ensure that any previously unidentified cultural resources

discovered during site development, including Tribal Cultural Resources, are treated in accordance with the requirements of CEQA and Chapter 8 of the County's Environmental Thresholds and Guidelines. Impacts would be **less than significant with mitigation**.

Cumulative Impacts

Since the Project would not significantly impact cultural resources, it would not have a cumulatively considerable effect on the County's cultural resources with implementation of the mitigation measures described below.

Mitigation and Residual Impacts

The following mitigation measures would reduce the Project's cultural resource impacts to a less than significant level:

CUL-1: Discovery of Cultural Resources during Ground-Disturbing Activities

If cultural resources are discovered during ground-disturbing activities, all activity in the vicinity shall cease until the discovery is evaluated by an archaeologist or paleontologist working under the direction of a Principal Investigator who meets the requirements of the Secretary of the Interior's Qualification Standards. If the archaeologist/paleontologist determines that the resources may be significant, no further work in the vicinity of the resources shall take place until appropriate treatment is determined and implemented.

The need for archaeological and Native American monitoring during the remainder of the Project will be re-evaluated by the archaeologist as part of the treatment determination. The archaeologist shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature.

In considering any suggested mitigation proposed by the archaeologist in order to mitigate impacts to cultural resources, the project proponent will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted.

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

The County Public Works Transportation RE and County approved archeologist shall evaluate the discovery.

CUL-2: Halt Work if Human Skeletal Remains are Identified during Construction

If human skeletal remains are uncovered during project construction, work must immediately halt and the Santa Barbara County Coroner must be contacted to evaluate the remains; the procedures and protocols set forth in Section 15064.5 © (1) of the CEQA Guidelines must be followed. If the County Coroner determines that the remains are Native American, the project proponent will contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision ©, and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (PRC 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

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

The County Public Works Transportation RE, Santa Barbara County Coroner and most likely Native American descendants shall evaluate the discovery.

4.6 Energy

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

Setting

In 1975, the California State Legislature adopted AB 1575 in response to the oil crisis of the 1970s. Public Resources Code Section 21100(b)(3) and CEQA Guidelines Appendices F and G require a description of the wasteful, inefficient, and unnecessary energy consumption caused by a project. CEQA Guidelines Appendix F provides guidance for assessing potential impacts within EIRs that a project could have on

energy supplies. Appendix G provides guidance related to energy resources within the context of the Initial Study (IS). Both aim to focus on conservation energy by ensuring projects consider the efficiency of energy use.

The production of electricity requires the consumption or conversion of energy stored in natural resources such as water, wind, oil, gas, coal, solar radiation, certain minerals (for nuclear power), and geothermal energy. Production of energy and energy use both result in pollution and depletion of these renewable and nonrenewable resources. According to the California Energy Commission (CEC), the total estimated energy use from both residential and nonresidential uses for Santa Barbara County was estimated to be approximately 2,757.613073 gigawatt hours (GWh) in 2019 (CEC, 2020).

Impact Discussion

The County has not identified significance thresholds for electrical and/or natural gas service impacts (Thresholds and Guidelines Manual 2020). Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the unincorporated areas of Santa Barbara County. The proposed project consists of a bridge replacement and would not place a new demand on existing energy providers in the County.

a) The project would have a negligible effect on regional energy needs. 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. A **less-than-significant** impact would result.

b) The project would not require or induce new development or extension of existing sources of energy. The project would have **no impact**.

Cumulative Impacts

The project's contribution to the regionally significant demand for energy is not considerable and is therefore less than significant.

Mitigation and Residual Impacts

No mitigation is required.

4.7 Fire Protection

Will the proposal result in:	**Potential Significant Impacts**	**Less than Significant Impacts with Mitigation**	**Less Than Significant Impacts**	**No Impact**	**Reviewed Under Previous Document**
a. Introduction of development into an existing high fire hazard area? **OR** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?		X			
b. Project-caused high fire hazard?		X			

Will the proposal result in:	Potential Significant Impacts	Less than Significant Impacts with Mitigation	Less Than Significant Impacts	No Impact	Reviewed Under Previous Document
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?		X			
d. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?		X			
e. Introduction of development that will substantially impair an adopted emergency response plan, emergency evacuation plan, or fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?		X			
f. Development of structures beyond safe Fire Department response time?		X			

Existing Setting

The California Department of Forestry and Fire Protection (CAL FIRE) identifies the project site and vicinity as being located in a High Fire Hazard Severity Zone (CAL FIRE 2007, 2008). **Figures 9 and 10** show the County's designated Fire Hazard Severity Zones on the project area and in the immediate vicinity. As depicted, the project site is located in both a State Responsibility Area (SRA) and a Local Responsibility Area (LRA) and includes zones of very high fire hazard severity. Classification of a zone as a moderate, high, or very high fire hazard zone is based on a combination of how a fire will behave and the probability of flames and embers threatening buildings in that area.

Weather is the most influential component affecting wildfire. Specific weather events can occur that drastically alter the normally temperate Santa Barbara coastal plain climate to create catastrophic wildfire conditions. The winds that create extreme wildfire conditions in the project vicinity and the greater Santa Barbara area are known as the "Santa Ana" winds.

Fire protection services in the Montecito Planning Area are provided by the Montecito Fire Protection District (MFPD), a special district funded primarily through property taxes. The MFPD operates two fire stations in the Montecito Planning Area. Fire Station 1 is located at 595 San Ysidro Road, and Fire Station 2 is located at 2300 Sycamore Canyon Road. The National Fire Protection Association and the City Manager's Association recommend that the maximum population which can be effectively served by one fire engine company is between 10,000 and 11,000 people. Montecito's estimated ratio is 5,000 to 7,000 persons per fire engine company and thus is well within the ratio (County of Santa Barbara, 1993). In addition, the MFPD currently has sufficient personnel and equipment to meet the five-minute response time/3.0-mile distance criteria throughout the service area (McElwee, 1992).

As the proposed Project is located in both a LRA and a SRA, the proposed Project is also serviced under the jurisdiction of CAL FIRE. Privately owned land not covered by an established local fire department in SRAs is also the responsibility of CAL FIRE. The County maintains a contract with the State of California to provide wildland fire protection in SRAs within the County. As such, the Santa Barbara County Fire Department functionally operates as a unit of CAL FIRE and is responsible for all California Fire Plan activities within the County (County of Santa Barbara, 2015).

The Thomas Fire burned into the community of Montecito on December 16, 2017 having already destroyed more than 1,000 structures in Ventura and Santa Barbara counties. In 2019, it was the second-largest wildfire in California history. The area above Montecito was severely burnt by the Thomas Fire, which removed most of the vegetation that normally would have stabilized the soil, helping to keep slopes and drainages intact during rain events. The loss of vegetation changed the physical properties and erodibility of the soil and altered the stability of the hillsides above the community. Following the Thomas Fire, a significant rain event occurred on January 9, 2018 causing severe debris flows to barrel down three major drainages, Montecito, San Ysidro, and Romero creeks into the community. These debris flows killed 21 people (two remain missing) and injured 163 others, destroying 163 homes and damaged over 300 structures in Montecito (Montecito Fire Department, 2019).

Figure 9. State Responsibility Area/Very High Fire Hazard Severity

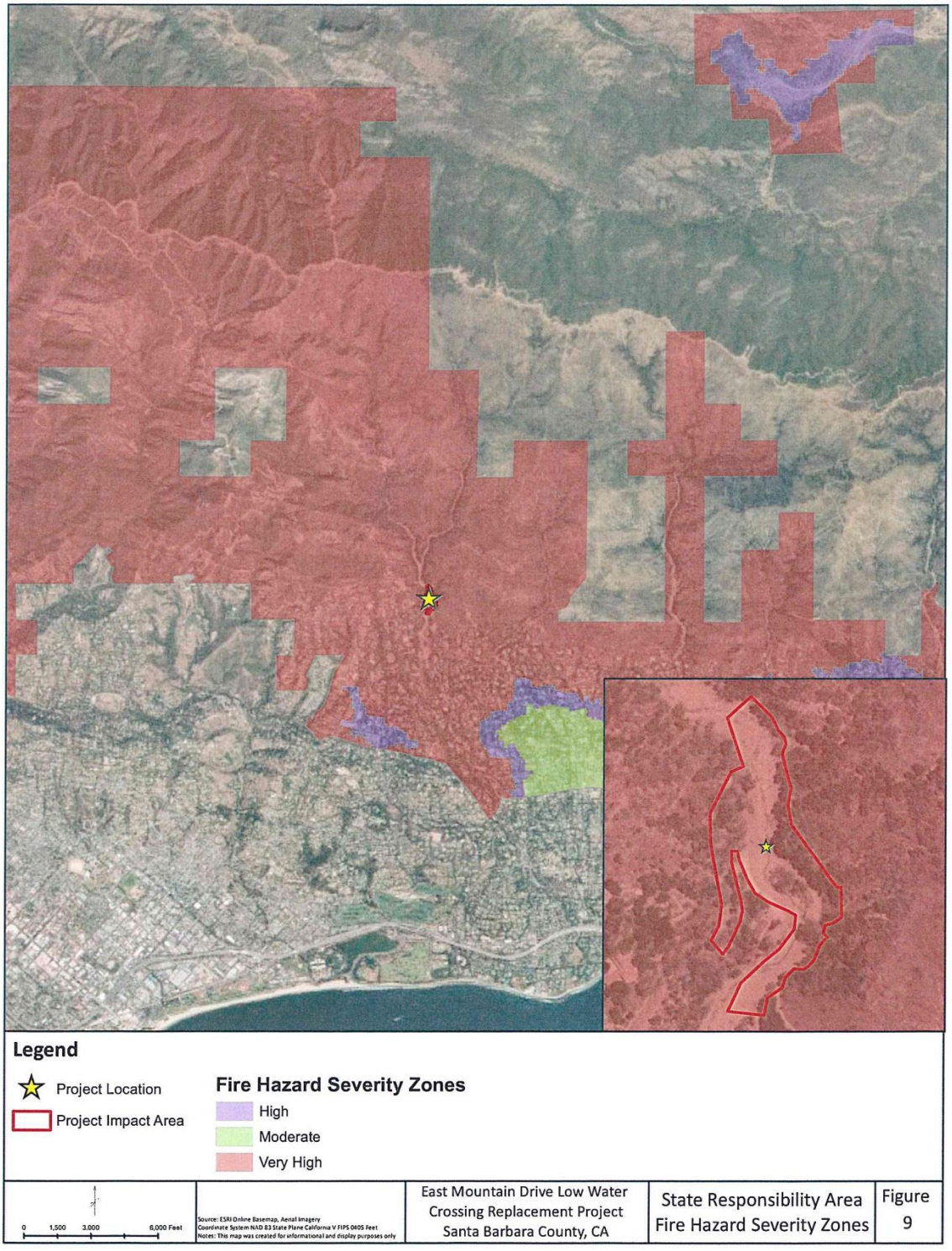
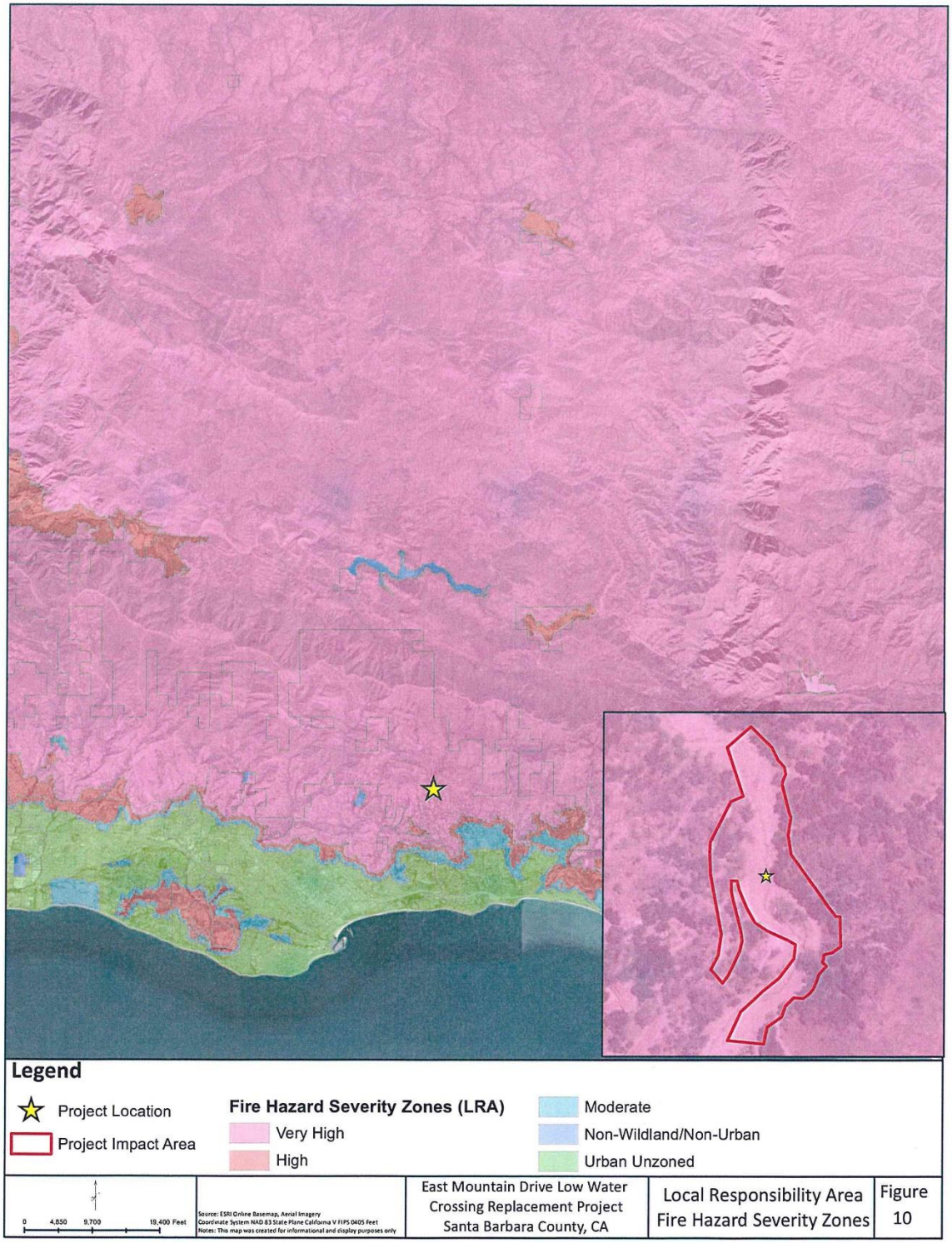


Figure 10. Local Responsibility Area Map



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.

County Standards

The following County Fire Department standards are applied in evaluating impacts associated with the proposed development:

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4,000 persons (generally one engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately five to six minutes.

- Water supply thresholds include a requirement for 750 gallons per minute (gpm) at 20 pounds per square inch (psi) for urban single-family dwellings in urban and rural developed neighborhoods, and 500 gpm at 20 psi for dwellings in rural areas (lots larger than five acres).

- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through handheld line) meets state and national standards assuming a 5,000 square foot structure. Therefore, in any portion of the Fire Department's response area, all structures over 5,000 square feet are an unprotected risk (a significant impact) and should therefore have internal fire sprinklers.

- Access road standards include a minimum width (depending on the number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii, and road grade must meet minimum Fire Department standards based on project type.

- Two means of egress may be needed, and access must not be impeded by fire, flood, or earthquake. A potentially significant impact could occur in the event any of these standards is not adequately met.

Impact Discussion

a) Although the project is located within the High Fire Hazard area according to CAL FIRE, the proposed Project would not induce development of structures at risk of wildfire. Standard conditions for construction projects in High Fire areas and are incorporated into mitigation measures below. The proposed project would replace the existing temporary one-lane bridge with a permeant two lane bridge along the same alignment and would not expose new development to fire hazard. Operation of the proposed Project would reopen East Mountain Drive at the project site to two-lane vehicle traffic and decrease emergency response times for fire personnel by eliminating the one-lane stop control. The proposed project would also improve access for evacuation routes. This impact would be **less than significant** with **Mitigation Measures Fire-1 and Fire-2**.

b-f) The project is a bridge over Cold Spring Creek and roadway approach improvements. The project does not involve the construction of habitable structures. Construction activities would occur in areas supporting potentially flammable vegetation and have the potential to significantly increase fire hazard to adjacent residential areas. The proposed project would benefit the response time of the County Fire Department by re-opening East Mountain Drive through the project area and eliminate the existing detour. This impact would be **less than significant** with **Mitigation Measures Fire-1 and Fire-2**

Cumulative Impacts

Since the Project would not create significant fire hazards, it would not have a cumulatively considerable effect on fire safety within the County.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's fire hazard impacts to a less than significant level.

FIRE-1. To minimize potential construction related fire hazards, a Fire Awareness and Avoidance Plan shall be implemented.
The Plan shall include the following:

- Fire preventative measures addressing cutting, grinding and welding;
- Maintaining fire extinguishers in every vehicle on site;
- Maintaining a water truck on site if working during high fire season;
- No construction activity during red flag alerts; and
- Communication with emergency response agencies.

Plan Requirements/ Timing

This condition shall be printed in the project specification and included with the plans.

Monitoring

The County on site resident engineer (RE) shall ensure compliance with this measure.

FIRE-2. The contractor shall ensure adequate access to the driveways of immediately adjacent properties for emergency vehicles at all times.

Plan Requirements/ Timing

This condition shall be printed in the project specification and included with the plans.

Monitoring

The County on site resident engineer (RE) shall ensure compliance with this measure.

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

4.8 Geologic Processes

Will the proposal result in:	Potential Significant Impact	Less than Significant Impacts with Mitigation	Less Than Significant Impacts	No Impact	Reviewed Under Previous Document
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	
e. Any increase in wind or water erosion of soils, either on or off the project 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		

Will the proposal result in:	Potential Significant Impact	Less than Significant Impacts with Mitigation	Less Than Significant Impacts	No Impact	Reviewed Under Previous Document
l. Excessive spoils, tailings or over-burden?				X	

Setting

The project site is located within the western portion of the Transverse Ranges geomorphic province of southern California. The Transverse Ranges province is oriented in a general east-west direction, which is transverse to the general north-northwest structural trend of the remainder of California Coastal mountain ranges. The western Transverse Ranges are composed of sedimentary, volcanic, and metamorphic rocks ranging in geologic age from the Jurassic to Holocene. North-south tectonic compression has resulted in regional east-west trending faults and folds within rocks of the western Transverse Ranges.

The closest major fault system to the project area is the 11-kilometer (km)-long and 0.6 to 1.2-km-wide Mission Ridge fault zone laying approximately 1.8 km south of the project site in the Santa Barbara Fold Fault Zone (SBFFZ) (Parikh, 2020). A Preliminary Foundation Report was prepared for the proposed Project by Parikh Consultants, Inc. Information in this section is summarized from that report.

Threshold

Pursuant to the County's Adopted Thresholds and Guidelines Manual, impacts related to geological resources may have the potential to be significant if the proposed Project involves any of the following characteristics:

1. The project site or any part of the Project is located on land having substantial geologic constraints, as determined by Planning and Development (P&D) or PWD. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development.

2. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1.0 vertical.

3. The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.

4. The project is located on slopes exceeding 20 percent grade.

Impact Discussion

a. Potential to Result in Geologic Hazards. The project site is not underlain by any known fault. The closest active fault is the Mission Ridge-Arroyo Parida-Santa Ana fault, located at about 1.1 km from the project site. Since no known active fault passes through the project site, and the Project is not within the state designated Alquist-Priolo Fault Zone, there is no potential for fault rupture at the project site. The liquefaction potential at the project site is low, as the borings indicated cobbles and boulders

overlying native sandstone rock. Compliance with existing building regulations would reduce potential ground-shaking impacts caused by movement along a distant fault to a less than significant level. Any potential for expansive soils would be mitigated by using non-expansive engineered fill. All soil-related hazards would be **less than significant** through the normal building permit review and inspection process.

b, c, i. Potential for Grading-Related Impacts. The project would involve a negligible amount of fill which would have **less than significant to no impacts** on the environment.

e, f. Potential Erosion and Sedimentation Impacts. Grading operations that would occur on the project site would remove vegetative cover and disturb the ground surface, thereby increasing the potential for erosion and sedimentation impacts. However, the potential for the Project to cause substantial erosion and sediment transport would be adequately mitigated by the County's standard erosion control and drainage requirements. Thus, impacts would be **less than significant**.

d, g, h, j, k, l. Other Potential Geological Hazards. There are no unique geological features located on the project site, and the Project would not result in the use of septic systems. The project would not involve mining, the loss of topsoil, or construction-related vibrations. **No impacts** would result from geological hazards.

Cumulative Impacts

Since the Project would not result in significant geologic impacts, and geologic impacts are typically localized in nature, it would not have a cumulatively considerable effect on geologic hazards within the County.

Mitigation and Residual Impacts

No impacts requiring mitigation are identified. No mitigation is necessary.

4.9 Hazardous Materials/Risk of Upset

Will the proposal result in:	**Potential Significant Impacts**	**Less than Significant Impacts with Mitigation**	**Less Than Significant Impacts**	**No Impact**	**Reviewed Under Previous Document**
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?				X	
b. The use, storage or distribution of hazardous or toxic materials?			X		

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

An Initial Site Assessment (ISA) was prepared for the proposed Project on behalf of the County. The ISA report documents the evaluation of the project area for indications of "recognized environmental conditions" (REC). An REC is defined by the ASTM International (ASTM) Practice E 1527-05 as: "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment." The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of regulatory governmental agencies. Conditions determined to be *de minimis* are not recognized environmental conditions.

A computerized environmental information database search was performed for the project site by Environmental Data Resources, LLC (EDR) on May 30, 2017 (EDR, 2017). The databases searched included federal, state, local, and tribal databases as defined by ASTM E 1527-05, plus proprietary databases maintained by EDR. All available listings/databases were searched for sites located within a one-mile radius of the project site. The search radius distances are based on the minimum distances established by ASTM and commonly used for environmental site assessments. The primary databases with findings that may indicate the potential impact to the construction of the proposed Project are the underground storage tank databases (LUST, HIS UST, CA FID UST, SWEEPS UST); the Regional Water Quality Control Board (RWQCB) Spills, Leaks, and Investigation Cleanup (SLIC) cost recovery listing; the aboveground storage tank (AST) database; Resource Conservation and Recovery Act Non-Generators

listing (RCRA NonGen/NLR) and Small Quantity Generator (SQG) violation record; the Solid Waste Facilities/Landfill Site records (SWF/LF); and Hazardous Waste & Substance Sites (CORTESE, HIST CORTESE). No site was identified with findings that may indicate the potential impact to the construction of the proposed Project.

There are no utilities located at the project site. No spills or hazardous materials response events related to transformers were noted in the EDR report; therefore, there are no potential impacts to the proposed Project from polychlorinated biphenyls (PCBs).

Prior to the TFDFI, there was pavement striping on both sides of the roadway. It is unknown whether the striping was buried or washed away during the TFDFI event; therefore, the potential exists for the roadway within the project area to contain lead-based paint (LBP). Although the roadway was constructed and in use prior to 1978, traffic volumes in the project area have been historically low. It is therefore unlikely that soils are contaminated with aerially deposited lead above action levels. Based on the results of the record review and reconnaissance, potential asbestos-containing materials (ACMs) were not observed on the project site. There is no potential for exposure to ACMs during construction and demolition.

Threshold

The County's safety threshold addresses involuntary public exposure from projects involving significant quantities of hazardous materials. The threshold addresses the likelihood and severity of potential accidents to determine whether the safety risks of a project exceed significant levels.

Impact Discussion

a) The proposed project site does not have a history of hazardous materials production, use, or storage. Therefore, project implementation would not result in the 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 Cold Spring Creek. 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) Originally, the proposed project was to replace the low water crossing, currently a temporary bridge exits that would be replaced with a new bridge structure that 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. The ISA report, dated May 2020, did not result in findings of asbestos or lead. Therefore, the temporary bridge abutment demolition would not result in the release of asbestos. In addition, any LBP that may have been present at the proposed Project was washed away or buried during the TFDFI event, and no LBP was found during site reconnaissance. Therefore, the proposed Project would not result in workers being exposed to lead during demolition. 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 in this regard.

d) The proposed project is a bridge replacement with some approach roadway work that would not have any long-term impacts on an emergency response plan. The proposed project would actually reopen

East Mountain Drive to two full travel lanes in all-weather conditions at the project site and result in decreased emergency response times to the surrounding area. **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 proposed project does not include any new development near land uses that rely on using 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 are located on or adjacent to the proposed Project. **No impacts** would occur.

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

Mitigation and Residual Impacts

No impacts are identified. No mitigations are necessary.

Cumulative Impacts

Since the Project would not create significant impacts with respect to hazardous materials and/or risk of upset, it would not have a cumulatively considerable effect on safety within the County.

4.10 Land Use

Will the proposal result in:	**Potential Significant Impacts**	**Less than Significant Impacts with Mitigation**	**Less Than Significant Impacts**	**No Impact**	**Reviewed Under Previous Document**
a. Structures and/or land use incompatible with existing land use?				X	
b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X	
c. The induction of substantial unplanned population 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	

Will the proposal result in:	Potential Significant Impacts	Less than Significant Impacts with Mitigation	Less Than Significant Impacts	No Impact	Reviewed Under Previous Document
f. Displacement of substantial numbers of existing people or 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 proposed project includes the existing East Mountain Drive low water crossing, which previously crossed Cold Spring Creek, and the roadway approaches approximately 150 feet on either side (300 feet total). The land uses surrounding the proposed Project are primarily rural residential with scenic recreational uses on the northern side of the road, including the Cold Spring trailheads that lead into the Los Padres National Forest. The City of Santa Barbara's over 360-acre Gould Park is located east of the creek and north of East Mountain Drive and has not been developed.

Environmental Threshold The Thresholds and Guidelines Manual contains no specific thresholds for land use. Generally, a potentially significant impact can occur if a project would result in substantial growth-inducing effects or result in a physical change in conflict with County policies adopted to avoid or mitigate an environmental effect.

Impact Discussion

a, b) The proposed project is a low water crossing replacement project involving a new bridge structure and approximately 300 feet of roadway approach improvements. The proposed project would result in the same number of travel lanes and the 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 proposed Project would be consistent with County goals and policies to ensure public safety. Additionally, the Montecito Community Plan details the

importance of retaining community character by preserving roads as important aesthetic elements. The proposed project would involve architectural design consistent with the rural character of East Mountain Drive and the surrounding area. Therefore, the proposed Project would not conflict with applicable plans and policies of the Santa Barbara County Comprehensive Plan or the Montecito Community Plan. **No impact** would occur.

c) Prior to the TFDFI, the proposed project involved the replacement of the existing low water crossing along East Mountain Drive at Cold Spring Creek. Since the TFDFI, a temporary bridge was put in place and the project proposes to construct a new bridge over Cold Spring Creek as well as roadway approach improvements. It would not facilitate or result in population growth or changes in the existing population's spatial configuration. **No impact** would occur.

d) There are no utilities located within the proposed project area, including sewer lines. The proposed project would not increase capacity, as it would involve the same number of travel lanes. **No impact** would occur.

e - g) The proposed 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 proposed project site is currently developed; prior to the TFDFI, East Mountain Drive was open to traffic circulation across the low water crossing. The proposed project site is not designated as open space. **No impact** would occur.

i) The original proposed project was to replace the East Mountain Drive low water crossing, currently a temporary bridge exists that would be replaced and would not result in any social or economic effects that would cause a physical change to the local community. **No impact** would occur.

j) The nearest airport to the proposed Project is the Santa Barbara Airport, located at 500 James Fowler Road in Santa Barbara, approximately 15 miles east of the proposed Project. The project would not involve any development that would impede aircraft in this zone and would not conflict with any airport operations. **No impact** would occur.

Cumulative Impacts

The implementation of the Project is not anticipated to result in any substantial change to the Project site's conformance with environmentally protective policies and standards or have significant growth-inducing effects. Thus, the Project would not cause a cumulatively considerable effect on land use.

Mitigation and Residual Impacts No impacts are identified. No mitigation is necessary.

4.11 Noise

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

Setting/Threshold

Noise is generally defined as unwanted or objectionable sound measured on a logarithmic scale and expressed in decibels (dB(A)). The duration of noise and the time period at which it occurs are important values in determining impacts on noise-sensitive land uses. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (L_{dn}) are noise indices which account for differences in intrusiveness between day- and night-time uses. County noise thresholds are 1) 65 db(A) CNEL maximum for exterior exposure, 2) 45 db(A) CNEL maximum for interior exposure of noise-sensitive uses, and 3) an increase in noise levels by 3.0 db(A) – either individually or cumulatively when combined with other noise-generating sources when the existing (ambient) noise levels already exceed 65 db(A) at outdoor living areas or 45 db(A) at interior living areas. Noise-sensitive land uses include residential dwellings, transient lodging, hospitals and other long-term care facilities, public or private educational facilities, libraries, churches, and places of public assembly.

The proposed project site is located outside of 65 db(A) noise contours for roadways, public facilities, and airport approach and take-off zones. Surrounding noise-sensitive uses consist of one rural resident approximately 300 feet from the project site.

Per the Montecito Community Plan, construction activity for site preparation and future development shall be limited to the hours between 7:00 am and 4:30 pm Monday through Friday. No construction shall occur on state holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions.

A Community Impact Assessment was prepared for the proposed Project and is available upon request (Caltrans, 2020c). The Community Impact Assessment's (CIA) noise impacts analysis is summarized in this section.

Impact Discussion

a., c.) The proposed project consists of replacing the existing temporary one-lane bridge with a new two-lane bridge and associated roadway approach improvements. The proposed project would not create increased capacity or move traffic noise closer to sensitive receptors. Long-term noise generated on-site would not: 1) exceed County thresholds, or 2) substantially increase ambient noise levels in adjoining areas. Noise-sensitive uses on the proposed project site would not be exposed to or impacted by off-site noise levels exceeding County thresholds. Impacts would be **less than significant**.

b.) Heavy equipment activity would occur at various times at the project 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. The closest residences to the proposed Project are located at 895 East Mountain Drive, located immediately south of the existing low water crossing. Per the Montecito Community Plan, construction activity for site preparation and future development shall be limited to the hours between 7:00 am and 4:30 pm Monday through Friday. No construction shall occur on state holidays (i.e., Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions (County of Santa Barbara, 1993). Noise from construction activities generally attenuates at a rate of 6.0 to 7.5 db(A) per doubling distance. Based on the proposed project layout and terrain, an attenuation of 6.0 db(A) is assumed. Given the distance of 300 feet to the nearest sensitive receptor, a **less than significant** impact from construction is anticipated with the inclusion of **Mitigation Measure NOI-1.** The proposed project would not result in construction activities generating short-term noise impacts exceeding County thresholds. Impacts would be less than significant with mitigation.

Cumulative Impacts

The implementation of the Project is not anticipated to result in any substantial noise effects. Therefore, the Project would not contribute in a cumulatively considerable manner to noise impacts.

Mitigation and Residual Impacts

Mitigation Measure NOI-1

Construction noise will be short term and intermittent. Construction operations are anticipated during daylight hours only (Monday to Friday, 7:00 am to 4:30 pm to accommodate both County and Caltrans standards). The following control measures shall be implemented to minimize noise and vibration disturbances during periods of construction:

1. In compliance with the Montecito Community Plan, three signs stating work hour and holiday restrictions shall be provided by the contractor and posted on-site. The restrictions apply to noise-generating construction activities, including equipment maintenance, but not to non-noise-generating construction activities such as interior painting.

2. Use equipment with regulatory approved or meter muffling devices and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at

periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).

3. Utilize construction methods or equipment that will provide the lowest noise level and ground vibration impact, such as alternative low noise pile installation methods.

4. Turn off idling equipment.

Plan Requirements/ Timing

This condition shall be printed in the project specifications and included with the plans.

Monitoring

The County on site resident engineer (RE) shall ensure compliance with this measure.

Implementation of **Mitigation Measure NOI-1** would mitigate impacts to less than significant.

4.12 Public Facilities

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

Setting

The proposed project is located in a rural-residential community in the northern area of the Montecito Planning Area. The portion of Montecito above Highway 101 is classified as a high fire hazard area by the Montecito Fire Protection District and is serviced by the MFPD with supplemental protection provided by the U.S. Forest Service, Carpinteria-Summerland Fire Protection District, City of Santa Barbara Fire Department, and County Fire Department. The closest fire station to the proposed Project is Station #2, located at 2300 Sycamore Canyon Road, approximately two miles south. Law enforcement services are provided by the Santa Barbara County Sheriff's Department. The project area is served from the Coastal Operations substation located at 5775 Carpinteria Avenue, the project site of the former Carpinteria Police headquarters, located about seven miles east of Montecito. The proposed project is located within the Cold Spring School District and the Santa Barbara High School District. The nearest school is Cold Spring School, located at 2245 Sycamore Canyon Road, approximately two miles south of the proposed Project.

There are no wastewater treatment facilities or other utility lines within the proposed project area.

Impact Discussion

a, b) The proposed project involves the replacement of the former low water crossing, currently a temporary bridge exists and roadway approach improvements. The proposed 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 proposed Project, as it would not result in new residents or employees in the area. The proposed project would result in the reopening of East Mountain Drive to through traffic and would generally improve the response times of existing public services such as fire response and law enforcement. Therefore, the proposed Project would have **no impact** on these public facilities.

c) The temporary bridge would be removed with a crane and the concrete abutments would be demolished and removed but would not generate solid waste in excess of County thresholds. The contractor is responsible for the disposal of any solid waste generated by project construction. Therefore, the impact would be **less than significant**, and no mitigation would be required.

d) The proposed project involves the replacement of a temporary bridge with a new bridge structure and approximately 300 feet of roadway approach work. The proposed project does not include any residential or commercial development and would not generate demand for sewage collection or related facilities. There are no existing sewer lines or wastewater treatment facility elements within the proposed project area. No new sewer system facilities would be needed. Therefore, the Project would have **no impact** in this regard.

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

The proposed project would replace the existing temporary bridge with a bridge and restore traffic circulation along East Mountain Drive. This level of new development would not have a significant impact on existing police protection or health care services. Existing service levels would be sufficient to serve the proposed Project. The proposed project would not generate solid waste in excess of County thresholds. The project would not cause the need for new or altered sewer system facilities as it is already in the service district, and the District has adequate capacity to serve the Project.

The proposed project would create approximately 4,000 square feet of new impervious surfaces that could result in greater surface runoff from the project site since there would be less open ground capable of absorbing rainwater. This increased surface runoff would be accommodated by post-construction BMPs in the form of stormwater detention basins and hydroseeding exposed soils. The project would, to the maximum extent feasible, maintain the pre-project hydrological runoff patterns of the project site. No additional drainages or water quality control facilities would be necessary to serve the Project. Therefore, the Project would have **no impact** to public facilities.

Mitigation and Residual Impact

No impacts are identified. No mitigation is necessary.

Cumulative Impacts

The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the Project has been found not to exceed the threshold of significance for public services. Therefore, the Project's contribution to the regionally significant demand for public services is not considerable and is less than significant.

4.13 Recreation

Will the proposal result in:	**Potential Significant Impacts**	**Less than Significant Impacts with Mitigation**	**Less Than Significant Impacts**	**No Impact**	**Reviewed Under Previous Document**
a. Conflict with established recreational uses of the project 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 project area)?			X		

Setting

Cold Spring Trail, two trailhead facilities, and Gould Park are established recreational facilities within the proposed project limits. A Section 4(f) *De Minimis* Determination was prepared for the proposed Project and is dated September 2020 and was circulated for public review and comment (Caltrans, 2020b).

Cold Spring Trail

Cold Spring Trail is a well-hiked and groomed trail beginning at East Mountain Drive and continuing to its West Fork terminus at Gibraltar Road. The East Fork route passes over Montecito Peak and continues

farther north. There are two trailheads for Cold Spring Trail within Cold Spring Canyon, where East Mountain Drive crosses Cold Spring Creek.

Cold Spring Trail was recorded in 1995 as a cultural resource and is within the Santa Barbara Ranger District of the Los Padres National Forest. The trail recorded as CA-SBA-2766/H begins on the west side of Cold Spring Creek, north of East Mountain Drive within the ADI, and then traverses north from the trailhead. Background research performed as part of the proposed Project found that the trail was determined eligible for the NRHP.

In January 2018, the TFDFI damaged the entire project and surrounding areas, including the trails, road, houses, trees, vegetation, and creek. Some segments of the trail and trailhead have been cleared, stabilized, and reconstructed through community efforts; County Public Works collaborated with the City of Santa Barbara and the Montecito Trails Foundation to supply cut sandstone block from the destroyed 1911 historic Ashley Road bridge for trail repairs. The cut sand stone blocks were re-used to rebuild a section of the lower trial adjacent to the popular Cold Springs trailhead, now known as the Don Wall on the Cold Spring Trailhead (**Photograph 6)**. This section of trail work was completed by the LPNF trial volunteers in June of 2019. Santa Barbara County may carry out additional work on the trail system in 2020, as needed.

Photograph 6. Cut Sandstone Blocks on the Don Wall on the Cold Spring Trailhead

The Cold Spring trailheads are used to access two parks within the project vicinity, Los Padres National Forest, and Gould Park. The two trailheads provide access to the whole Cold Spring Trail system and Montecito Peak.

Gould Park

Gould Park is a public park located in and maintained by the City of Santa Barbara and abuts the Los Padres National Forest. It was a gift from Charles W. and Clara H. Gould in June 1926. This 360-acre park has not been developed by the City since its acquisition, and allowable uses include hiking. Access to Gould Park and the greater Los Padres National Forest is maintained through the Cold Spring trailheads located off East Mountain Drive in the project area.

Once the construction staging easement is no longer needed, these recreational facilities would be improved to pre-TFDFI conditions that would involve re-grading, re-vegetating, and/or reinstalling appropriate trail signage to the project area.

Threshold

The Thresholds and Guidelines Manual contains no threshold for park and recreation impacts. However, the Board of Supervisors has established a minimum standard ratio of 4.7 acres of recreation/open space per 1,000 people to meet the needs of a community. The Santa Barbara County Parks Department maintains more than 900 acres of parks and open spaces, as well as 84 miles of trails and coastal access easements.

Impact Discussion

(a., b.) The trailheads for the Cold Spring Trail are located at the project site. Hikers using the trail can currently park along the roadway shoulder on both sides of the creek to access the trailheads.

Given the tight constraints of the project site, the temporary closure of one trailhead at a time would be necessary to facilitate construction activities. In order to avoid adverse effects to the trail and park during the construction of the proposed Project, mitigation measures have been developed. After construction is complete, the trails, as well as access to the trails, would be returned to pre-project conditions or better.

The new bridge and roadways would provide safer conditions for pedestrian access to the trailheads. Additionally, reconstruction of the trailhead parking lot is included as part of the Project, as well as accommodating areas for parking along the roadway shoulders, returning the project area to pre-slide or better conditions.

Portions of East Mountain Drive are outside of the County's right-of-way and sit within a prescriptive easement. Permanent right-of-way acquisitions and temporary construction easements would be required for the proposed Project. The current roadway easement would be permanently acquired from parkland from Gould Park; however, this area is already in use as a roadway easement and would not conflict with established recreational uses of the project area. The proposed project would not change existing access to properties or roadways that enter any County Park.

Although there would be some disruption related to construction activities at the trailheads adjacent to East Mountain Drive, these impacts would cease upon the completion of the proposed Project. Project implementation would not result in any permanent conflicts with established recreational uses of the project area, including biking, equestrian, or hiking trails. Implementation of **Mitigation Measure REC-1** would reduce the proposed project impacts to less than significant.

(c.) The proposed project is a low water crossing replacement along East Mountain Drive. East Mountain Drive at the project site is currently open with one-way traffic over the temporary bridge due to the TFDFI, and a detour is used to navigate the rural residential neighborhood. Trail users currently park along the road at East Mountain Drive to access the Cold Spring Trail trailheads and Gould Park. The proposed project would not increase the current spaces for parking; and therefore, implementation of the proposed Project would not induce overuse of the project area with constraints on numbers of people, vehicles, or animals that may safely use the project area. The proposed project would result in less than significant adverse impacts on the quality and quantity of existing recreational opportunities, both in the project vicinity and County-wide.

Cumulative Impacts

Since the Project would include avoidance and minimization measures during the construction of the proposed Project, impacts to recreational facilities would be temporary in nature and less than significant. It would not have a cumulatively considerable effect on recreational resources within the County.

Mitigation and Residual Impacts

Mitigation Measure REC-1

In order to avoid adverse effects to the trail and park during construction of the proposed Project, the County shall implement the following:

- The Contractor shall install signage at parking areas and along the trailhead entrances notifying the community of temporary closures during construction activities and provide information access to open trailheads.

- The Contractor shall accommodate parking along the shoulders of East Mountain Drive for trail users. The parking area approximately 400 feet east of the project site on East Mountain Drive would remain open to recreational trail users with approximately 15-20 informal vehicle spaces.

- The Contractor shall accommodate safe passage from parking areas to an open trailhead for trail users.

- The Contractor shall always maintain at least one trailhead, as the trails are connected via an upstream creek crossing (located approximately 0.25 miles upstream).

Plan Requirements/ Timing

This condition shall be included in the project specifications and shown on the plans.

Monitoring: The County on site resident engineer (RE) shall ensure compliance with this measure.

4.14 Transportation

Will the proposal result in:	**Potential Significant Impact**	**Less than Significant Impact with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reviewed Under Previous Document**
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?			X		
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?			X		

Will the proposal result in:	Potential Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	
d. Result in inadequate emergency access?			X		

Setting

The proposed project is located along East Mountain Drive in Santa Barbara County. East Mountain Drive is managed by the Santa Barbara County Transportation Division, which maintains 1,650 lane miles of roads in the unincorporated areas of Santa Barbara County. At the project site, the roadway is in mountainous terrain and classified as a local road. East Mountain Drive is open with on-way traffic over the temporary bridge due to the TFDFI. The closure and detour have not only disrupted regular traffic circulation but are causing a safety issue, as the emergency vehicle response times are increased without the crossing. Having a one-way lane over a bridge also creates a safety concern for possible car accidents.

SBCAG is responsible for all regional transportation planning within Santa Barbara County, including identifying and funding major infrastructure improvements, determining transit needs, creating and updating bicycle and pedestrian master plans, determining the feasibility of and planning of enhancements to the passenger rail system, and developing and implementing ongoing efforts to reduce traffic congestion throughout the region (SBCAG, 2020). SBCAG adopted the *Regional Transportation Plan and Sustainable Communities Strategy* in 2017, and this plan applies to the proposed Project. Other applicable plans include the Circulation Element of the *Santa Barbara County Comprehensive Plan* (2014) and the *Montecito Community Plan* (1993).

The County applied for a received approval for Federal Highway Administration, Highway Bridge Program (HBP) funding for this structure. This project is fully funded through HBP Toll Credits and administered by Caltrans.

Thresholds

According to the County's Environmental Thresholds and Guidelines Manual, a significant transportation impact would occur when:

a. Potential Conflict with a Program, Plan, Ordinance, or Policy. The SBCAG's 2040 Regional Transportation Plan and Sustainable Communities Strategy (SBCAG, 2013) and the County's Comprehensive Plan, zoning ordinances, capital improvement programs, and other planning documents contain transportation and circulation programs, plans, ordinances, and policies. Threshold question "a" considers a project in relation to those programs, plans, ordinances, and polices that specifically address multimodal transportation, complete streets, transportation demand management (TDM), and other vehicle miles traveled (VMT)-related topics. The County and CEQA Guidelines Section 15064.3(a) no longer consider automobile delay or congestion an

environmental impact. Therefore, threshold question "a" does not apply to provisions that address LOS or similar measures of vehicular capacity or traffic congestion.

A transportation impact occurs if a project conflicts with the overall purpose of an applicable transportation and circulation program, plan, ordinance, or policy, including impacts to existing transit systems and bicycle and pedestrian networks pursuant to Public Resources Code Section 21099(b)(1). In such cases, applicants must identify project modifications or mitigation measures that eliminate or reduce inconsistencies with applicable programs, plans, ordinances, and policies. For example, some community plans include provisions that encourage complete streets. As a result, an applicant for a multifamily apartment complex may need to reduce excess parking spaces, fund a transit stop, and/or add bike storage facilities to comply with a community plan's goals and policies.

b. **Potential Impact to VMT.** The County expresses thresholds of significance in relation to existing, or baseline, county VMT. Specifically, the County compares the existing, or baseline, county VMT (i.e., pre-construction) to a project's VMT. Projects with VMT below the applicable threshold would normally result in a less than significant VMT impact and, therefore, would not require further analyses or studies. Nonetheless, CEQA Guidelines Section 15064(b)(2) states, "Compliance with the threshold does not relieve a lead agency of the obligation to consider substantial evidence indicating that the Project's environmental effects may still be significant." Projects with a VMT above the applicable threshold would normally result in a significant VMT impact and, therefore, would require further analyses and studies, and, if necessary, project modifications or mitigation measures.

The County adopted thresholds for three types of projects: land use projects, land use plans, and transportation projects. Thresholds for transportation projects are included below.

Transportation Projects

The Governor's Office of Planning and Research (OPR) Technical Advisory recommends using the net change in total VMT to analyze a transportation project's VMT impacts. This means the County would use the SGCAG RTDM to estimate total VMT in the study area with and without the proposed transportation project and account for induced travel demand. The results would show whether the Project would increase, decrease, or have no effect on total VMT in the study area.

The study area should encompass the full area in which the Project would change driving patterns. The study area for large projects affecting regional travel may include the entire county, while the study area for small projects may only encompass the local community.

The OPR Technical Advisory recommends a metric for estimating a transportation project's VMT impacts. However, it does not recommend a specific threshold of significance for transportation projects. Therefore, the County developed a threshold to determine whether a project conflicts or is inconsistent with CEQA Guidelines Section 15064.3(b) that considers the Project's potential to increase VMT. The table below includes the threshold for significance for transportation projects.

Table 4.9. Transportation Projects Threshold of Significance

Transportation Project	Threshold for Determination of Significant VMT Impacts
Transportation Projects	Project results in a net increase in total roadway VMT in comparison to existing VMT for the study area.

Cumulative Impacts

CEQA requires lead agencies to consider a project's individual and cumulative impacts. Specifically, CEQA Guidelines Section 15064(h)(1) states, "the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable." The County typically uses one of two methods to determine whether a project's VMT impact is cumulatively considerable. Two methods are used to determine cumulative impacts: the first is for projects subject to an efficiency-based threshold of significance; the second is for projects subject to an absolute threshold of significance and land use plans.

c. **Design Features and Hazards.** Threshold "c" considers whether a project would increase roadway hazards. An increase could result from existing or proposed uses or geometric design features. In part, the analysis should review these and other relevant factors and identify results that conflict with the County's Engineering Design Standards or other applicable roadway standards. For example, the analysis may consider the following criteria:

- Project requires a driveway that would not meet site distance requirements, including vehicle queueing and visibility of pedestrians and bicyclists.
- Project adds a new traffic signal or results in a major revision to an existing intersection that would not meet the County's Engineering Design Standards.
- Project adds substantial traffic to a roadway with poor design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure).
- Project introduces a new use and substantial traffic that would create potential safety problems on an existing road network (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use).

If a project would result in potential roadway hazards, the applicant would need to modify the Project or identify mitigation measures that would eliminate or reduce the potential hazards.

d. **Emergency Access.** Threshold "d" considers any changes to emergency access resulting from a project. To identify potential impacts, the analysis must review any proposed roadway design changes and determine if they would potentially impede emergency access vehicles.

A project that would result in inadequate emergency vehicle access would have a significant transportation impact and, as a result, would require project modifications or mitigation measures.

Impact Discussion

a. **Potential Conflict with a Program, Plan, Ordinance, or Policy**. The proposed project involves construction of a new bridge over Cold Spring Creek along East Mountain Drive designed to meet current structural and geometric standards. The new structure would be constructed along the same vertical and horizontal alignment as the existing temporary bridge structure and add no additional lanes. The proposed project would not increase capacity along East Mountain Drive. Upon completion, the proposed Project would restore two-lane traffic across Cold Spring Creek and would be consistent with programs, plans, ordinances, and policies related to circulation.

East Mountain Drive is open to traffic with a one-lane temporary bridge at the proposed project site due to damage from the TFDFI in 2018. A traffic control plan would be prepared by the contractor to address operations during construction. The traffic control plan would be reviewed and approved by the County prior to construction. In addition, access for recreational traffic, hikers, and bicyclists along East Mountain Drive would be maintained throughout the construction period. Any potential conflicts would cease upon construction completion. Access across Cold Spring Creek and to the residence via the improved driveway would be restored at East Mountain Drive upon completion. Therefore, the proposed Project's impacts would be less than significant, and no mitigation measures would be required.

b. **Potential Impact to VMT**. SB 743 (Steinberg, 2013), which enacted Public Resources Code section 21099, required changes to the CEQA Guidelines, establishing criteria for determining the significance of transportation impacts. On September 15, 2020, the Board of Supervisors adopted amendments to the *Environmental Thresholds and Guidelines Manual* to include these updates. These County Guidelines provide technical guidance regarding assessment of VMT, thresholds of significance, and mitigation measures for land development and transportation projects in unincorporated areas. If a transportation project would likely lead to a measurable and significant increase in vehicle travel (i.e., increase total VMT), it is presumed to be a significant impact, and an analysis assessing the amount of vehicle travel the Project will induce shall be conducted.

Transportation projects that can be presumed to lower VMT or have no effect on it, such as bike and pedestrian projects, transit improvements, and minor operational improvements, as defined in the State of California OPR Technical Advisory (OPR, 2018), should be expected to cause a less than significant impact under CEQA and would not require further VMT analysis. The OPR Technical Advisory lists projects that would not likely lead to a substantial or measurable increase in VMT, one of which includes:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity.

CEQA Guidelines Section 15064.3(b) contains separate criteria for analyzing transportation impacts for transportation projects as compared to land use projects. As described in the County's Transportation Analysis Updates in Santa Barbara County (July 2020), a transportation project would result in a significant environmental impact if the project would result in an increase in total roadway VMT in comparison to existing VMT for the study area. The total roadway VMT is the VMT generated by the number of vehicles on each roadway segment and the length of each roadway segment in the defined geographic area. Because the project would not result in an increase total roadway VMT in comparison to existing VMT for the study area, the long-term increase in traffic would not be a significant impact. The project includes several design elements, such as improving project design to improve walkability and connectivity to encourage people to walk to and within the project area and improve pedestrian network improvements around and within the project site that encourage people to walk to and within the project site and would enhance the pedestrian, bicycle, and transit facilities within the Project Study Area, which are consistent with "mitigations" identified in the County's Transportation Analysis Updates in Santa Barbara County (July 2020).

According to the Santa Barbara County Environmental Thresholds and Guidelines Manual, amended September 2020, the proposed Project is exempt from further VMT analysis based on Step 1, Project Screening. The proposed project would remove the existing temporary bridge over Cold Spring Creek and construct a new structure designed to current structural and geometric standards. Operations would be similar to existing conditions (prior to the TFDFI) upon completion of construction. The proposed project would not increase or decrease future vehicle capacity or create long-term changes to traffic patterns or VMT. Roadway users would continue to be similar to those currently using East Mountain Drive. No change in traffic patterns, VMT, or ADT would result from the proposed Project. No mitigation is required.

During construction, East Mountain Drive would be closed to through traffic temporarily during construction and the previous detour would be used. Once construction of the new bridge is complete, East Mountain Drive would be reopened to through traffic at the project site. This would not result in a change in VMT, as East Mountain Drive was open at the project site prior to the TFDFI, and users of East Mountain Drive would remain the same. Therefore, pursuant to Section 15064.3(b), the proposed Project would have a less than significant impact on transportation, and no mitigation measures are required.

c. **Design Features and Hazards.** The proposed project would remove the existing one-lane temporary bridge on East Mountain Drive and replace it with a bridge structure that is consistent with County, American Association of State Highway and Transportation Officials (AASHTO), and Caltrans current structural and geometric design standards. The proposed project would remove the existing temporary bridge at EMD and include approximately 150 feet of approach roadway work on each side of the bridge (approximately 300 feet in total). On the east side, the roadway would extend and conform to the recently re-constructed portions of roadway, which were constructed to repair storm damage along East Mountain Drive. The proposed roadway and bridge improvements would improve traffic flow and vehicle speeds through the Project Study Area. The project would not introduce any design features or incompatible uses that would result in new hazards in the Project Study Area or vicinity. The final project design would be required to meet all state and local safety and access, including County of Santa Barbara and Santa Barbara County Fire Department road development standards, to maintain sight distance, private property ingress/egress, and emergency access throughout project construction and operation. All construction is warranted for the safe alignment of the bridge, and the proposed Project would not increase hazardous conditions due to geometric design. The proposed project would have no impact in this regard, and no mitigation measures are required.

d. **Emergency Access.** East Mountain Drive at Cold Spring Creek is currently open to one-lane traffic over Cold Spring Creek due to the TFDFI. Emergency access to surrounding areas is currently available with a single lane temporary bridge and when closed the detour is approximately 3 miles. During construction, East Mountain Drive would be closed to vehicles at the project site and the detour would be required. Upon completion, the crossing of Cold Spring Creek would be reopened, and emergency response times would be restored to pre-TFDFI conditions. Temporary increases in emergency response time through the Project Study Area may occur during the closure of East Mountain Drive, but would be accounted for in a required traffic management and detour plan (see **Figure 5**). Compliance with applicable regulations, as well as improved traffic flows, would ensure that potential impacts related to traffic hazards, emergency access, and other transportation safety and access considerations would be less than significant. Construction traffic control is not anticipated to interfere with police and fire response times or school bus routes. The proposed project would be coordinated with the Santa Barbara County Fire Department, Santa Barbara

County Sherriff's Department, and other law enforcement or emergency service providers within the project area; therefore, the proposed project impacts would be less than significant, and no mitigation is required.

Cumulative Impacts

The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the Project has been found not to exceed the threshold of significance for transportation. Therefore, the Project's contribution to the regionally significant transportation impacts is not considerable and is less than significant.

Mitigation and Residual Impacts

No impacts are anticipated. Mitigation measures are not required.

4.15 Water Resources/Flooding

Will the proposal result in:	**Potential Significant Impact**	**Less than Significant Impact with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reviewed Under Previous Document**
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?				X	
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?			X		
c. Change in the amount of surface water in any water body?			X		
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	

Will the proposal result in:	Potential Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 proposed project is located in the Montecito hydrologic sub-area (HSA) of the South Coast hydrologic area (HA), within the South Coast hydrologic unit (HU) of the Central Coast hydrologic region (HR). Cold Spring Creek is part of the Montecito Creek watershed and the Mission Creek sub-watersheds.

Cold Spring Creek is approximately 2.6 miles in length and flows in a north-south direction, draining into the Montecito Creek. Montecito Creek connects directly to the Pacific Ocean. Cold Spring Creek contained approximately two to four inches of flowing water at the time of the delineation on May 29, 2019. In addition, water pools in areas between the larger boulders and these pools contained approximately six to 12 inches of water. Cold Spring Creek has a well-defined bed and bank that was highly altered during the TFDFI. The banks of the channel are sparsely vegetated, steeply sloped, and approximately 10 feet in height, consisting of a mixture of boulders, exposed bedrock, and bare soil. Within the project site, Cold Spring Creek occupies

approximately 0.25-acre with a total length of approximately 1,000 feet and an average OHWM width of approximately 12 feet.

A Water Quality Technical Memorandum was prepared for the proposed Project, dated July 2020, and is awaiting approval by Caltrans (available upon request) (Caltrans 2020d). The following analysis is based on that information.

Water Resources Thresholds

A project is determined to have a significant effect on water resources if it would exceed established threshold values which have been set for each overdrafted groundwater basin. These values were determined based on an estimation of a basin's remaining life of available water storage. If the Project's net new consumptive water use [total consumptive demand adjusted for recharge less discontinued historic use] exceeds the threshold adopted for the basin, the Project's impacts on water resources are considered significant.

A project is also deemed to have a significant effect on water resources if a net increase in pumpage from a well would substantially affect production or quality from a nearby well.

Water Quality Thresholds

A significant water quality impact is presumed to occur if the Project:

- Is located within an urbanized area of the county, and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one or more acres of land;
- Increases the amount of impervious surfaces on a site by 25 percent or more;
- Results in channelization or relocation of a natural drainage channel;
- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
- Is an industrial facility that falls under one or more of categories of industrial activity regulated under the National Pollutant Discharge Elimination System (NPDES) Phase I industrial stormwater regulations (facilities with effluent limitation; manufacturing; mineral, metal, oil and gas, hazardous waste, treatment or disposal facilities; landfills; recycling facilities; steam electric plants; transportation facilities; treatment works; and light industrial activity);
- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan or otherwise impairs the beneficial uses[1] of a receiving water body;

[1] Beneficial uses for Santa Barbara County are identified by the Regional Water Quality Control Board in the Water Quality Control Plan for the Central Coastal Basin, or Basin Plan, and include (among others) recreation, agricultural

- Results in a discharge of pollutants into an "impaired" water body that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303(d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or

- Results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

Impact Discussion

a.) The proposed bridge would be constructed outside the delineated boundary of the Cold Spring Creek. Proposed construction activities would not require work within the streambed, and no equipment would operate in the water. Therefore, there would be no changes in currents or the course or direction of water movements in Cold Spring Creek and no impact would occur.

b.) The proposed project has a footprint of 9,893 square feet of impervious area in total, which includes 6,910 square feet of road pavement, 1,093 square feet of pavement for the driveway at 895 East Mountain Drive, and 1,890 square feet on the bridge deck. Based on a review of a topographic map from 2019, the existing pavement within the proposed Project footprint measures approximately 4,170 square feet. A temporary bridge (one 12.5-foot lane, 90 feet long) was installed in the summer of 2020, and about 5,010 square feet were paved as part of that. The existing pavement to be removed and replaced with pervious material measures approximately 156 square feet. Based on this information, the difference between the proposed Project footprint and the current existing conditions within the proposed project area is a net increase of 4,714 square feet of total new impervious surface. Therefore, the proposed Project would increase the total amount of impervious surfaces at the project site and thereby increase the rainfall percolation or run-off rates. However, the County will be installing post-construction BMPs in the form of stormwater detention basins, and all exposed soils will be covered in a compost blanket and hydroseeded with a native seed mix. 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. Hydroseeding stabilizes disturbed soil areas, reduces erosion, and provides dust control by dissipating the energy of rain, increasing infiltration, and trapping sediment. Lastly, the Project would, to the maximum extent feasible, maintain the pre-project hydrological runoff patterns of the project site. This impact would be less than significant.

c.) As discussed in a. above, the proposed bridge would be constructed outside the delineated boundary of the Cold Spring Creek, and no work would occur within the streambed. Therefore, no change in the amount of surface water present in any water body would occur as a result of the Project, and there would be no impact.

d.) Grubbing and clearing activities could result in a temporary increase in turbidity in and around the area of the construction footprint. In addition, the use of construction equipment and other vehicles could result in spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids

supply, groundwater recharge, fresh water habitat, estuarine habitat, support for rare, threatened or endangered species, preservation of biological habitats of special significance.

and pollutants. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery could cause surface water and groundwater quality degradation. Lastly, large pieces of construction equipment may compress the soil surrounding Cold Spring Creek, which could lead to a reduction in permeability, an increase in site runoff, and an increase in the potential for erosion to occur from the portions of the Project site outside of the channel during Project construction. Mitigation Measure **Water Quality-1** would be required to reduce potential impacts to less than significant.

e.) The elevation of the proposed bridge would accommodate storm flows generated by a 100-year event. The new bridge would not adversely affect the stormwater flow or floodwater elevation at the project site. Therefore, no changes in the course or flow of floodwaters would occur, and no new flood control facilities would be required. This impact would be less than significant.

f.) The proposed bridge would provide approximately 2.2 feet of clearance to pass the water surface elevation associated with a 50-year storm event and approximately 1.5 to 2.0 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 Cold Spring Creek would not be affected. No impact would occur.

h.) The project does not involve the extraction of groundwater, excavation of aquifers, or interference with recharge. A small amount of groundwater may be pumped from excavations during the 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 the 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 negligible short-term use of water supplies. This impact would be less than significant.

l.) In its current condition with exposed soils, storm run-off would contribute pollutants, in the form of sediment, to Cold Spring Creek. The project would involve the installation of biofiltration measures with detention basins for stormwater treatment. The stormwater flows off the new sections of roadway and bridge will be captured by these basins and will not allow run-off to directly enter Cold Spring Creek. As described above, 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 creek compared to existing conditions. This impact would be less than significant.

Cumulative Impacts

The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the Project has been found not to exceed the threshold of significance for water resources. Therefore, the Project's contribution to the regionally significant issues of water supplies and water quality is not considerable and is less than significant.

Mitigation and Residual Impact

The following mitigation measures would reduce the Project's water resource impacts to a less than significant level:

Water Quality-1

The project would require a Water Pollution Control Plan (WPCP) be prepared, which would include best management practices to be implemented and a monitoring program. The following Best Management Practices shall be incorporated into the WPCP to minimize potential water quality impacts. Impacts to water quality would be mitigated to a less than significant level with the implementation of these measures.

a) The contractor will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as the petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with Project construction.

b) 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;

c) Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season;

d) 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.

e) 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.

f) 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.

g) During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Concrete washout area shall be isolated from the creek, wash water and waste shall be removed from project site. The location of the washout area shall be clearly noted at the construction site with signs.

h) All fueling of heavy equipment shall occur in a designated area removed from Cold Springs Creek and other drainages, such that any spillage would not enter surface waters. The designated refueling area shall include a drain pan or drop cloth and absorbent materials to clean up spills.

i) 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.

j) 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.

Plan Requirements/Timing:

These measures shall be included in the project specifications and WPCP.

MONITORING:

The County resident engineer (RE) shall approve the WPCP and the toxic materials control and spill response plan to ensure the measures are fully implemented.

Mitigation measures are provided in letter sequence above.

With the incorporation of these measures, residual impacts of construction-related water quality impacts will be reduced to a level of less than significant.

5.0 INFORMATION SOURCES

5.1 County Departments Consulted

Police, Fire, Public Works, Flood Control, Parks, Environmental Health, Special Districts,

Regional Programs, Other : _____

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	Agriculture 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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6.0 PROJECT-SPECIFIC *(SHORT- AND LONG-TERM)* AND CUMULATIVE IMPACT SUMMARY

Significant Unavoidable Impacts

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

Significant but Mitigable Impacts

1. **Biological Resources.** The proposed project may result in:

    - 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.
    - The loss of healthy native specimen trees.
    - Introduction of herbicides, pesticides, animal life, human habitation, non-native plants.
    - A reduction in the diversity or numbers of animals on-site (including mammals, birds, reptiles, amphibians, fish or invertebrates)
    - A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)
    - Introduction of barriers to movement of any resident or migratory fish or wildlife species
    - Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife.

2. **Cultural Resources.** The proposed project may result in:

    - A substantial adverse change in the significance of a prehistoric archaeological resource;
    - Disturb human remains; and
    - Cause a substantial adverse change in the significance of a tribal cultural resource.

3. **Noise.** The proposed project may result in:

    - Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night).

4. **Recreation.** The proposed project may result in:

    - A conflict with established recreational uses of the project area.
    - A conflict with biking, equestrian and hiking trails.

5. **Water Resources/Flooding.** The proposed project may result in:

    - 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.

- Substantial reduction in the amount of water otherwise available for public water supplies.

Introduction of stormwater pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water.

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	**Potential Significant Impact**	**Less than Significant Impact with Mitigation**	**Less Than Significant Impact**	**No Impact**	**Reviewed Under Previous Document**
1. 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. The potential to achieve short-term to the disadvantage of long-term environmental goals?				X	
3. 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. Environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X	
5. A 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	

1. The project does not have the potential to substantially degrade the quality of the environment. Implementation of Mitigation Measures **BIO-1** through **BIO-5** would ensure the Project does not impact biological resources. The project would not contribute to the elimination of important

examples of the major periods of California history or prehistory. Implementation of Mitigation Measure **CUL-1** and **CUL-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 build a new bridge structure and approach roadways that would be designed to current AASHTO standards.

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 that would warrant investigation in an EIR.

8.0 PROJECT ALTERNATIVES

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

9.0 INITIAL REVIEW OF PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING, AND COMPREHENSIVE PLAN REQUIREMENTS

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

10.0 RECOMMENDATION BY PLANNING AND 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 ND. The ND 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 California Environmental Quality Act (CEQA) Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

_____ With Public Hearing ___X___ Without Public Hearing

PREVIOUS DOCUMENT: N/A

PROJECT EVALUATOR: Morgan M. Jones, Santa Barbara County **DATE:** 09/28/21

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

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

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

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

SIGNATURE: _____ **INITIAL STUDY DATE**: _____

SIGNATURE: _____ **NEGATIVE DECLARATION DATE**: _____

SIGNATURE: _____ **REVISION DATE:** _____

SIGNATURE: Alex Tuttle **FINAL NEGATIVE DECLARATION DATE:** 9/28/21

12.0 APPENDICES

A. Mitigation and Monitoring Plan
B. California Emissions Estimator Model (CalEEMod) Calculations

APPENDIX A. MITIGATION AND MONITORING PLAN

Mitigation and Monitoring Plan

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
Air-01. Dust Control	The Contractor shall comply with the following dust control components at all times including weekends and holidays: • Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site. • During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease. • During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. • Wet down the construction area after work is completed for the day and whenever wind exceeds 15 mph. • When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays. • Order increased watering as necessary to prevent transport of dust off-site. • Cover soil stockpiled for more than two days or treat with soil binders to prevent dust generation. Reapply as needed. • If the site is graded and left undeveloped for over four weeks, the Contractor shall immediately: (i) Seed and water to re-vegetate graded areas; and/or (ii) Spread soil binders; and/or; (iii) Employ any other method(s) deemed appropriate by Santa Barbara County Air Pollution Control District (APCD).	Construction Contractor	Santa Barbara County Country Contract Resident Engineer	All times during construction.	The contractor shall provide the County Resident Engineer and APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to: • Assure all dust control requirements are complied with including those covering weekends and holidays. • Order increased watering as necessary to prevent transport of dust offsite. • Attend the pre-construction meeting.
BIO-1. Sensitive Habitats	• Prior to construction, the Contractor shall retain two qualified biological monitor(s) to ensure compliance with measures within the project environmental	Santa Barbara County Qualified	Santa Barbara County	Prior to construction, and periodically	These requirements shall be noted in plan specifications. Plans shall be reviewed for

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
	documents and specifications. Biological monitors shall have prior related experience with species found in the project area and with the regulatory agencies with jurisdiction. • Prior to construction, the project work area shall be bordered with the placement of sturdy orange construction exclusion fencing 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 sensitive habitats within the project site. • During construction, 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, over-stream channel work, CIDH pile installation, any false-work installation and removal, temporary bridge foundation removal/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. • Post construction, implement a Habitat Mitigation and Monitoring Plan to restore riparian tree habitat in the Project site to help restore a self-sustaining, ecologically functioning plant community. The Habitat Mitigation and Monitoring Plan will require 12 five-gallon California Sycamore (Platanus racemose) and 12 five-gallon Freemont Cottonwood (Populus fremontii) trees will be planted along the creek bank in the APE map area to provide shade for the riverine aquatic habitat and will require approval by the CDFW during the 1602 permitting process. Planted	Contract Biologist	Country Contract Resident Engineer	thereafter to ensure compliance with these requirements	consistency with these requirements by the County Public Works Transportation Resident Engineer (RE) prior to construction

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
	trees will need to be five feet tall and have a 60% survival ratio at the end of five years.				
BIO-2. Native Tree Protection Plan	The loss of any protected coast live oak tree, or native riparian tree, greater than 6.0 inches DBH, would be mitigated by planting at a mitigation ration of 3:1, such that three one- or five-gallon oak or native riparian trees would be planted for each tree removed. Native trees over 8.0 inches DBH retained in the impact areas will be protected and isolated with Environmental Sensitive Habitat Area (ESHA) fence at the drip line.	Santa Barbara County Qualified Contract Biologist	Santa Barbara County Transportation Senior Environmental Planner Country Contract Resident Engineer	Tree fencing shall be installed prior construction and a qualified biologist shall conduct tree fencing inspections during the construction period.	Mitigation measures shall be included in the project plans and specifications. A qualified biologist shall conduct tree fencing inspections during the construction period to ensure compliance with tree protection measures.
BIO-3. Invasive Species Control	The following avoidance and minimization measures will be implemented prior to and during construction to avoid and minimize potential impacts on montane hardwood habitat: • All equipment and vehicles will be thoroughly cleaned to remove dirt and weed seeds prior to being transported or driven to or from the Project site. • Any borrow site or stockpile will be inspected for the presence of noxious weeds or invasive plants. • If noxious weeds or invasive plants are present, the contractor will remove approximately five inches of the surface of the material from the project site before transporting to the certified landfill.	Construction Contractor	Santa Barbara County Country Contract Resident Engineer	Prior to and continuously during construction	Measures shall be included in the project plans and specifications.
Bio-4. Southern California Steelhead	To offset potential effects to the Southern Steelhead and its critical habitat of the following measures will be implemented. 1) Prior to conducting any jurisdictional work activities, one qualified biologist shall be retained with experience in steelhead biology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species. 2) During jurisdictional work, the biological monitor shall continuously monitor the project jurisdictional habitat. 3) Construction activities within Cold Spring Creek and associated Riparian habitat will	Santa Barbara County Qualified Contract Biologist	Santa Barbara County Qualified Contract Biologist	Once prior to and continuously during construction	Mitigation measures shall be included in the project plans and specifications.

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
	be conducted during the dry season (May to December). 4) All fueling and maintenance of vehicles and other equipment and staging areas will occur at least 100 feet from Cold Spring Creek. The County will ensure that contamination of habitat does not occur during fueling or maintenance operations. Prior to the onset of work, the contractor shall prepare a spill response plan to allow a prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur. 5) To control erosion during and after project implementation and potential increase of sedimentation and turbidity within Cold Spring Creek, the contractor will install silt fence, straw wattles or other erosion control devices down slope of all exposed slopes and/or soil piles. The erosion control devices will be monitored by the onsite biological monitor to ensure devices are in working order. 6) To control the potential of an accidental spill of concrete during construction, containment devices such as spill containment berms or other devices shall be implemented during concrete pours.				
BIO-5. Aquatic Invertebrate Species	To prevent possible direct and indirect impacts to South Coast newts (Taricha torosa), and Two-striped garter (Thamnophis hammondii) snakes, a designated biologist knowledgeable and experienced in the biology, natural history, collecting, and handling of the covered species shall monitor and implement the following measures. 1) the restriction of work areas to avoid species impacts; 2) staging and parking in areas of previous disturbance, locations such as the paved roadway surface; 3) pre-construction environmental awareness training; 4) a pre-construction survey done by the qualified biologist within 24 hours prior to the start of construction activities 5) biological monitoring within the aquatic habitat in the project site during peak times of work over and near Cold Spring creek.	Santa Barbara County Qualified Contract Biologist	Santa Barbara County Qualified Contract Biologist Santa Barbara County Transportation Senior Environmental Planner	Prior to and continuously during construction.	Mitigation measures shall be included in the project plans and specifications.

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
	6) the relocation of any South Coast newts (Taricha torosa), Two-striped garter snakes (Thamnophis hammondii) and any other reptiles or amphibians that maybe impacted within project work area out of harm's way to areas with suitable habitat outside of the project area, if such actions are in compliance with State laws.				
BIO-6. Special-Status Birds	Impacts to Cooper's hawk, other raptors and other migratory or special status birds during the breeding season shall be minimized by conducting vegetation removal within the Cold Spring Creek project areas during the non-breeding season (September 1 through February 15). In addition, breeding bird surveys shall be conducted no more than two weeks prior to construction to determine presence/absence of nesting birds within the project area. If active nests of birds protected under the California Fish & Game Code or Migratory Bird Treaty Act are found within or adjacent to the work area, the biologist shall develop a project specific Nesting Bird Management Plan. The site-specific nest protection plan shall be submitted to the County and CDFW for review prior to implementation. The Plan should include detailed methodologies and definitions to enable a CDFW qualified avian biologist to monitor and implement nest-specific buffers based on topography, vegetation, species, and individual bird behavior. This Nesting Bird Management Plan shall be supported by a Nest Log which tracks each nest and its outcome. The Nest Log will be submitted to CDFW by the County as required by the projects' Lake and Streambed Alteration Agreement.	Santa Barbara County Qualified Contract Biologist	Santa Barbara County Qualified Contract Biologist Santa Barbara County Transportation Senior Environmental Planner	Survey within 2 weeks prior to construction and submit nest log plan prior to construction	These requirements shall be noted in plan specifications. 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.
CUL-1. Discovery of Cultural Resources during Ground-Disturbing Activities	If cultural resources are discovered during ground-disturbing activities, all activity in the vicinity shall cease until the discovery is evaluated by an archaeologist or paleontologist working under the direction of a Principal Investigator who meets the requirements of the Secretary of the Interior's Qualification Standards. If the archaeologist/paleontologist determines that the resources	Santa Barbara County Qualified Contract Archaeologist	Santa Barbara County Country Contract Resident Engineer	Continuously during earthwork activities	These requirements shall be notes in plan specifications. Plans shall be reviewed for consistency with these requirements by the County Public Works

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
	may be significant, no further work in the vicinity of the resources shall take place until appropriate treatment is determined and implemented. The need for archaeological and Native American monitoring during the remainder of the Project will be re-evaluated by the archaeologist as part of the treatment determination. The archaeologist shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature. In considering any suggested mitigation proposed by the archaeologist in order to mitigate impacts to cultural resources, the project proponent will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted.				Transportation RE prior to construction.
CUL-2. Halt Work if Human Skeletal Remains are Identified during Construction	If human skeletal remains are uncovered during project construction, work must immediately halt and the Santa Barbara County Coroner must be contacted to evaluate the remains; the procedures and protocols set forth in Section 15064.5 (c) (1) of the CEQA Guidelines must be followed. If the County Coroner determines that the remains are Native American, the project proponent will contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (PRC 5097.98), with the most likely descendants regarding their	Santa Barbara County Qualified Contract Archaeologist	Santa Barbara County Country Contract Resident Engineer County Coroner Native American Descendants	Continuously during earthwork activities	These requirements shall be notes in plan specifications. Plan shall be reviewed for consistency with these requirements by the County Public Works Transportation RE prior to construction.

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
	recommendations, if applicable, taking into account the possibility of multiple human remains				
FIRE-1.	To minimize potential construction related fire hazards, a Fire Awareness and Avoidance Plan shall be implemented. The plan shall include the following: • Fire preventative measures addressing cutting, grinding and welding; • Maintaining fire extinguishers in every vehicle on site; • Maintaining a water truck on site if working during high fire season; • No construction activity during red flag alerts; and • Communication with emergency response agencies.	Construction Contractor	Santa Barbara County Country Contract Resident Engineer	Once prior to construction	This condition shall be printed in the project specification and included with the plans.
FIRE-2.	The contractor shall ensure adequate access to the driveways of immediately adjacent properties for emergency vehicles at all times.	Construction Contractor	Santa Barbara County Country Contract Resident Engineer	Continually during construction	This condition shall be printed in the project specification and included with the plans.
NOI-1.	Construction noise will be short term and intermittent. Construction operations are anticipated during daylight hours only (Monday to Friday, 7:00 am to 4:30 pm to accommodate both County and Caltrans standards). The following control measures shall be implemented to minimize noise and vibration disturbances during periods of construction: • In compliance with the Montecito Community Plan, three signs stating work hour and holiday restrictions shall be provided by the contractor and posted on-site. The restrictions apply to noise-generating construction activities, including equipment maintenance, but not to non-noise-generating construction activities such as interior painting.	Construction Contractor	Santa Barbara County Country Contract Resident Engineer	Continuously during construction	This condition shall be printed in the project specifications and included with the plans.

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
	• Use equipment with regulatory approved or meter muffling devices and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.). • Utilize construction methods or equipment that will provide the lowest noise level and ground vibration impact, such as alternative low noise pile installation methods. • 4. Turn off idling equipment.				
REC-1.	In order to avoid adverse effects to the trail and park during construction of the proposed Project, the County shall implement the following: • The Contractor shall install signage at parking areas and along the trailhead entrances notifying the community of temporary closures during construction activities and provide information access to open trailheads. • The Contractor shall accommodate parking along the shoulders of East Mountain Drive for trail users. The parking area approximately 400 feet east of the project site on East Mountain Drive would remain open to recreational trail users with approximately 15-20 informal vehicle spaces. • The Contractor shall accommodate safe passage from parking areas to an open trailhead for trail users. • The Contractor shall always maintain at least one trailhead, as the trails are connected via an upstream	Construction Contractor	Santa Barbara County Country Contract Resident Engineer	Continuously during construction	This condition shall be included in the project specifications and shown on the plans.

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
	creek crossing (located approximately 0.25 miles upstream).				
WQ-1.	The project would require a Water Pollution Control Plan (WPCP) be prepared, which would include best management practices to be implemented and a monitoring program. The following Best Management Practices shall be incorporated into the WPCP to minimize potential water quality impacts. Impacts to water quality would be mitigated to a less than significant level with the implementation of these measures. • The contractor will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as the petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with Project construction. • 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; d) 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.	Construction Contractor	Santa Barbara County Country Contract Resident Engineer	Once prior to construction and continually during construction activities	These measures shall be included in the project specifications and WPCP. The County resident engineer (RE) shall approve the WPCP and the toxic materials control and spill response plan to ensure the measures are fully implemented.

Mitigation Measure	Environmental Protection Measures	Implementing Party	Monitoring Party	Frequency and Duration	Performance Criteria
	• During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Concrete washout area shall be isolated from the creek, wash water and waste shall be removed from project site. The location of the washout area shall be clearly noted at the construction site with signs. • All fueling of heavy equipment shall occur in a designated area removed from Cold Springs Creek and other drainages, such that any spillage would not enter surface waters. The designated refueling 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.				

APPENDIX B. CALIFORNIA EMISSIONS ESTIMATOR MODEL (CALEEMOD) CALCULATIONS

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> East Mountain Drive Low Water Crossing Replacement Project Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.99	9.67	10.28	20.44	0.44	20.00	4.55	0.39	4.16	0.02	2,109.07	0.58	0.04	2,136.77
Grading/Excavation	8.22	66.30	88.12	23.62	3.62	20.00	7.43	3.27	4.16	0.16	15,446.37	4.69	0.18	15,616.33
Drainage/Utilities/Sub-Grade	5.72	47.90	59.98	22.48	2.48	20.00	6.44	2.28	4.16	0.11	10,486.68	2.73	0.12	10,591.90
Paving	0.99	12.91	9.66	0.52	0.52	0.00	0.46	0.46	0.00	0.02	2,144.21	0.56	0.05	2,172.08
Maximum (pounds/day)	8.22	66.30	88.12	23.62	3.62	20.00	7.43	3.27	4.16	0.16	15,446.37	4.69	0.18	15,616.33
Total (tons/construction project)	0.55	4.57	5.81	1.92	0.24	1.68	0.57	0.22	0.35	0.01	1,027.76	0.29	0.01	1,038.83

Notes:

Project Start Year ->	2022
Project Length (months) ->	9
Total Project Area (acres) ->	5
Maximum Area Disturbed/Day (acres) ->	2
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	200	40
Grading/Excavation	0	0	0	0	1,120	40
Drainage/Utilities/Sub-Grade	0	0	0	0	720	40
Paving	0	0	0	0	320	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> East Mountain Drive Low Water Crossing Replacement Project Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.10	0.10	0.20	0.00	0.20	0.05	0.00	0.04	0.00	20.88	0.01	0.00	19.19
Grading/Excavation	0.33	2.63	3.49	0.94	0.14	0.79	0.29	0.13	0.16	0.01	611.68	0.19	0.01	561.01
Drainage/Utilities/Sub-Grade	0.20	1.66	2.08	0.78	0.09	0.69	0.22	0.08	0.14	0.00	363.36	0.09	0.00	332.95
Paving	0.01	0.19	0.14	0.01	0.01	0.00	0.01	0.01	0.00	0.00	31.84	0.01	0.00	29.26
Maximum (tons/phase)	0.33	2.63	3.49	0.94	0.14	0.79	0.29	0.13	0.16	0.01	611.68	0.19	0.01	561.01
Total (tons/construction project)	0.55	4.57	5.81	1.92	0.24	1.68	0.57	0.22	0.35	0.01	1027.76	0.29	0.01	942.42

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.