COUNTY OF SANTA BARBARA

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Draft Final Mitigated Negative Declaration

Public Works San Ysidro Pathway

10NGD-00000-00022, 10CDP-00000-00045

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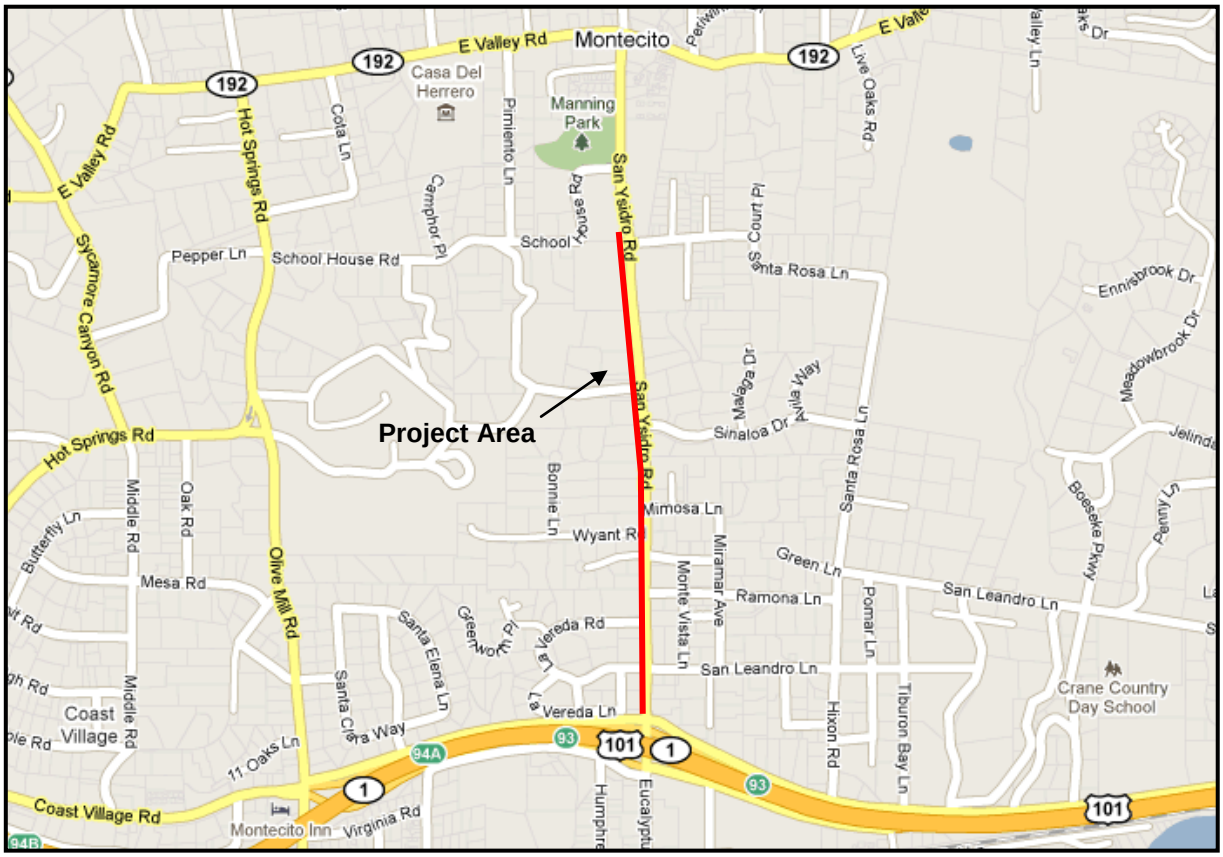

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1.0 REQUEST/PROJECT DESCRIPTION

The proposed project is a request by the County of Santa Barbara Public Works Department for a Coastal Development Permit to allow construction of a ~~6 foot~~ 40 to 42 inch wide meandering decomposed granite walkway, American Disability Act (ADA) compliant ramps and landscaping located entirely ~~within an approximately 15-foot wide strip of land~~ within the County road right-of-way. Project construction would be funded in large part by a Caltrans Safe Routes to School Grant. Development would take place along the west side of San Ysidro Road in Montecito. The walkway would be approximately 0.75-miles (3,980 feet) in length and would extend from Jameson Lane to Montecito Union School. Approximately .25-miles (1,334 feet) of the total length of the project would be located within the Coastal Zone. The walkway would require shallow excavation up to 6 inches deep, resulting in approximately 250 cubic yards of total grading. Any obstructions encountered during construction of the path would be relocated by Public Works. Prior to excavation, all underground utilities would be located by the contractor. The proposed ADA compliant ramps would be made of cast concrete with a truncated dome pattern and would be cast in earthtone colors. Removal of two camphor trees and one eucalyptus tree, and over 20% encroachment into the root zone of 12 trees, including 4 coast live oak trees, would be required as a result of the project. Landscaping installed as a part of the proposed project would include primarily native, drought-tolerant shrubs, grasses and succulents. Following completion of the project, Public Works would ensure maintenance of the path and surrounding landscape.

2.0 PROJECT LOCATION

The project is located on the west side of San Ysidro Road between Jameson Lane and Montecito Union Elementary School within the County road right-of-way. Adjacent Assessor's Parcel Number include, but are not limited to, 009-262-001, 009-262-003, 009-201-003, 009-140-009, 009-140-043 and 009-140-043. The project is located in the First Supervisorial District.

2.1 Site Information	
Comprehensive Plan Designation	Located within the County road right-of-way, Montecito Community Plan Area, Urban Area, Coastal and Inland Areas
Zoning District, Ordinance	Located within the County road right-of-way, adjacent parcels are zoned 1-E-1, 2-E-1 and 20-R-1, Article II Coastal Zoning Ordinance and Montecito Land Use and Development Code
Site Size	Approximately 1.15 acres
Present Use & Development	County road right-of-way containing vegetation, mailboxes, asphalt curb, walls and undeveloped areas
Surrounding Uses/Zoning	The project is located along the west side of San Ysidro Road between Jameson Lane and Montecito Union Elementary School. Surrounding parcels are zoned 1-E-1, 2-E-1 and 20-R-1
Public Services	No services are required for pathway improvements and tree removal

3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

The project is located within an urban residential area of Montecito along the west side of San Ysidro Road. The portion of the project extending between Jameson Lane and Wyant Road is within the Coastal Zone. The proposed walkway would be located in a relatively flat area between an existing asphalt curb and residential parcels. Existing development within the project area includes mailboxes, walls, driveways, flatwork and asphalt curb. Vegetation is dominated by ruderal weedy species including black mustard, ripgut brome, sweet fennel, Bermuda grass and horehound. Non-native hedges extend into the project area from many adjacent parcels. Trees include species such as Bluegum Eucalyptus *(Eucalyptus globulus)*, camphor (*Cinnamomum*

camphora) and oaks *(Quercus agrifolia).* Wildlife species observed include common birds such as house finch, house sparrow, mourning dove, European starling and common raven. No special status plant or animal species are know or expected to occur. Soils in the area are mapped as Goleta Fine Sandy loam and Milpitas-Positas Fine Sandy Loam, 2-9% slopes. Four previously recorded archaeological sites and three historical resources are known to exist within a 0.5 mile radius of the project study area (Applied Earthworks Phase I Archaeological Survey Report, dated January 2010).

3.2 ENVIRONMENTAL BASELINE

The environmental baseline from which the project's impacts are measured consists of the physical environmental conditions in the vicinity of the project, 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 use of the project site by pedestrians and bicyclists as a travel corridor.

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 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:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**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	

Existing Setting:

The project site is an approximately 0.75-mile long strip of land located entirely within the County road right-of-way along the west side of San Ysidro Road between Jameson Lane and Montecito Union School. San Ysidro Road is one of the main north-south arteries running through Montecito, making it a busy thoroughfare that is often in public view. The area is heavily used by bicyclists, pedestrians and motorists. Vegetation within existing right-of-way along the west side of San Ysidro Road is primarily composed of informal hedges, trees, and weedy annuals growing from bare ground. A few areas have been developed with more manicured landscaping. Mailboxes, retaining walls and various other structural elements are also located within the right-of-way area. The usable width of the existing right-of-way area varies based upon the growth of vegetation and placement of retaining walls and other structural components. The area is generally flat, but impassable in many areas due to variations in slope, intrusion of vegetation and intrusion of structural elements. In general, the visual character of the area changes from parcel to parcel and includes no cohesive landscaping or design scheme.

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, not private views.

(a, c, d) No Impact. The project is not located in a scenic vista or view area (such as a coastal bluff or ridgetop) and therefore would not result in obstruction of any scenic vista or view open to the public. The project would include installation of a meandering decomposed granite pathway and a cohesive landscape palette compatible with vegetation along Montecito roadways. Therefore, the project would not have the potential to create an aesthetically offensive site open to public view. No lighting and no new structures are proposed as a part of the project; therefore, there is no potential for glare or night lighting to affect adjoining areas and no potential for the creation of visually incompatible structures.

(b) Less Than Significant. As described above, the project area contains trees, hedges and weedy annuals growing from bare ground behind a low asphalt curb. The visual character of the project area changes from parcel to parcel and includes no cohesive landscaping or design scheme. The project would result in trimming or removal of existing hedges and removal of two mature camphor trees, including one 66" diameter camphor tree and one 62" diameter camphor tree, both located within the Coastal Zone. The two camphor trees are of mature size, but have been topped in the past, resulting in unbalanced structure and shape. The trees have also been compromised through root grinding and decay. One 18" diameter Eucalyptus tree located within the Inland area would also be removed. Eucalyptus trees are fairly common throughout Montecito, and an 18" diameter tree would not be considered a mature, or uniquely large, tree. Therefore, the three trees proposed for removal would not be considered to have unique aesthetic value. ~~Both trees proposed for removal would be located within the Coastal Zone~~. However, tree removal would be mitigated through replacement plantings at a ratio of 10:1, as outlined under Mitigation Measure BIO-2 (Biological Resources Section 4.4, below). Additionally, landscape plantings included as a part of the proposed project would ensure revegetation of areas where hedges would be removed or trimmed. These plantings would include native and drought tolerant species commonly seen throughout Montecito. Landscape materials would be planted in an irregular manner to provide a more natural and rural look, and the pathway itself would be a meandering gravel pathway, rather than a linear concrete sidewalk. Although the project site is located within County road right-of-way, the existing variations in landscaping and hardscape elements give the impression that the right-of-way is privately owned in association with properties fronting along San Ysidro Road. Following implementation of the proposed project, the right-of-way area would exhibit a consistent and interconnected design for the length of the pathway and would be clearly available for public use. The change from the appearance of privately owned components to one publicly owned unit represents a change to the visual character of what is commonly seen along this roadway. Following implementation of the full

project the site would transition from an unplanned mixture of individual street frontages to a unified pedestrian corridor and public space, with a natural and integrated design scheme.

Finally, although public pathways are not commonly seen along Montecito Roadways, San Ysidro Road is a heavily used commuter corridor, within a designated urban area, dotted with bus stops and widely utilized by pedestrians and bicyclists. Public institutions such as Montecito Union School, Manning Park and the YMCA are located along San Ysidro Road. In this respect, the existing character of San Ysidro Road includes the juxtaposition of public spaces and private residential estates, which would be maintained following completion of the proposed project. In summary, impacts are considered less than significant.

Cumulative Impacts:

Since the project would not significantly impact in the area of aesthetics, it would not have a cumulatively considerable effect on the aesthetics of the Montecito Community.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**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	

(a, b) No Impact. The project site does not contain a combination of acreage and/or soils which render the site an important agricultural resource. The 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.

4.3 AIR QUALITY

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**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		
Greenhouse Gas Emissions	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
d. Emissions equivalent to or greater than 10,000 metric tons of CO_2 per year from **stationary sources** during long-term operations?				X	
e. Emissions equivalent to or greater than 1,100 MT of CO_2e per year or 4.6 MT CO_2e/Service Population (residents + employees) per year from **other than stationary sources** during long-term operations?				X	
f. Emissions equivalent to or greater than 6.6 MT CO_2e/Service Population (residents + employees) per year for **plans** (General Plan Elements, Community Plans, etc.)?				X	

County Environmental Threshold:

Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (as amended in 2006) 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 (55 pounds per day) for offsets for any pollutant;
- emit less than 25 pounds per day of oxides of nitrogen (NOx) or reactive organic compounds (ROC) from motor vehicle trips only;
- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- not exceed the APCD health risk public notification thresholds adopted by the APCD 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 County's Grading Ordinance 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, paints, solvents, and chemical or industrial processing operations that release pollutants).

Impact Discussion:

(a,b,d,e,f) No Impact.

The project would not result in significant new vehicle emissions. 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 greenhouse gases would be negligible. Emissions of ozone precursors (NO_x and ROC) during project construction would result primarily from the on-site use of 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 ozone, the project should implement measures recommended by the APCD to reduce construction-related emissions of ozone precursors to the extent feasible. Compliance with

these measures is routinely required for all new development in the County. Long-term emissions are typically estimated using the URBEMIS computer model program. However, the proposed pathway is below threshold levels for significant air quality impacts, pursuant to the screening table maintained by the Santa Barbara County APCD. Therefore, the proposed project would not have a potentially significant long-term impact on air quality.

Greenhouse Gas Emissions / Global Climate Change

Background:

Greenhouse gases (GHGs) include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF_6) and nitrogen trifluoride (NF_3). Combustion of fossil fuels constitutes the primary source of GHGs. GHGs accumulate in the atmosphere, where these gases trap heat near the Earth's surface by absorbing infrared radiation. This effect causes global warming and climate change, with adverse impacts on humans and the environment. Potential effects include reduced water supplies in some areas, ecological changes that threaten some species, reduced agricultural productivity in some areas, increased coastal flooding, and other effects.

Methodology:

The County's methodology to address Global Climate Change in CEQA documents is evolving. The County is currently working to develop an inventory of GHG emissions and a Climate Action Strategy and Climate Action Plan based on this data. Until County-specific data becomes available and significance thresholds applicable to GHG emissions are developed and formally adopted, the County will follow an interim approach to evaluating GHG emissions. This interim approach will look to criteria adopted by the Bay Area Air Quality Management District (BAAQMD), summarized below, for guidance on determining significance of GHG emissions.

Significance Determination Criteria	
GHG Emission Source Category	**Operational Emissions**
Non-stationary Sources	1,100 MT of CO_2e/yr OR 4.6 MT CO_2e/SP/yr (residents + employees)
Stationary Sources	10,000 MT/yr
Plans	6.6 MT CO_2e/SP/yr (residents + employees)

The BAAQMD does not include any standards for construction-related emissions.

According to the BAAQMD, the 1,100 metric ton significance criteria is equivalent to approximately 60 single-family residences given average annual household GHG emissions of approximately 18.3 metric tons/household/year.[1] This estimate is consistent with the EPA's estimate of average annual per capita GHG emissions of 16,008 lbs (7.26 metric tons) per person. Based on this equivalency, for purposes of evaluation of GHG emissions from residential projects in Santa Barbara County, emissions from residential developments of 10 or fewer residences are considered to be less than 1,100 metric tons/year and cumulative impacts as a result of GHG emissions are considered to be adverse, but less than significant (Class III). The proposed project consists of construction of a decomposed granite pedestrian pathway and would not involve the construction of any new structures or result in any additional vehicle trips. In fact, the project would potentially reduce vehicle trips due to the creation of a new pedestrian pathway and improvements. Therefore, the project would be considered to have *no impact* in the area of Greenhouse Gas Emissions.

(c) Less Than Significant Impact.

[1] BAAQMD Thresholds of Significance (May 2010), at 60.

The project would include a total of approximately 250 cubic yards of grading. Earth moving 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 that are required for all new development in the County.

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, including GHGs, is not cumulatively considerable, and its cumulative effect is less than significant (Class III).

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**
Flora					
a. A loss or disturbance to a unique, rare or threatened plant community?				X	
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?				X	
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?				X	
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?				X	
e. The loss of healthy native specimen trees?		X			
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?				X	
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?				X	
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?				X	
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?				X	
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?				X	
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?		X			

Thresholds:
Santa Barbara County's Environmental Thresholds and Guidelines Manual (2008) includes guidelines for the assessment of biological resource impacts. The following thresholds are applicable to this project:

Individual Native Trees: Project created impacts may be considered significant due to the loss of 10% or more of the trees of biological value on a project site.

Impact Discussion:

(a, b, c, d, f, g, h, i, j) No Impact. No sensitive plant communities or habitats exist on the site and no sensitive wildlife species are known to inhabit the premises or use the site for breeding or foraging. As a result, no impacts to biological resources are anticipated to sensitive animals species or habitat areas.

(e, k) Less Than Significant With Mitigation. Two trees of specimen size (including one 66" diameter Camphor tree *(Cinnamomum camphora)* and one 62" diameter camphor tree) would be removed as a part of the proposed project. An immature 18" diameter Eucalyptus *(Eucalyptus torquata)* with low raptor nesting habitat value would also be removed. A total of 12 trees would be impacted be encroachment of over 20% into the root zone. Four of the trees impacted by encroachment into the root zone are native coast live oaks *(Quercus agrifolia)*. Therefore, as a result of the proposed project, both native and specimen size trees would be impacted. In order to mitigate for the loss of two specimen sized trees, impacts to the root zone of four native coast live oak trees, as well as potential unexpected tree loss due to construction impacts, Mitigation Measure Special BIO-1 would require replacement plantings for unexpected tree loss, Mitigation Measure Special BIO-2 would require preparation and implementation of a Tree Replacement Plan (including the planting of 30 to 60 replacement trees) and Mitigation Measure Special BIO-3 would require implementation of tree protection measures during construction. Removal of two specimen sized camphor trees and temporary noise associated with on-site construction could result in impacts to raptor nesting. A biological survey and site records research conducted by Bio-Resource Consultants Inc, dated January 7, 2010, found no occurrence of raptors in the area, but included a recommendation for a survey for nesting birds due to the presence of mature trees suitable for raptor nesting. Potential impacts to raptor nesting would be brought to a less than significant level through implementation of Mitigation Measure Special BIO-04, which would require a nesting survey and avoidance/protection of any nests found as a result of the survey.

Cumulative Impacts:

Since the project would not significantly impact biological resources onsite, 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:

Special BIO-1 Tree Protection Plan-Unexpected Damage and Mitigation. In the event of unexpected damage or removal, this mitigation shall include but is not limited to hiring of a County-approved biologist or arborist to assess damage and recommend mitigation. The required mitigation shall be done under the direction of Public Works prior to any further work occurring on site. Damaged trees shall be mitigated on a minimum 10:1 ratio. If it becomes necessary to remove a tree not planned for removal, if feasible, the tree shall be boxed and replanted. If a County approved arborist certifies that it is not feasible to replant the tree, it shall be replaced on a 10:1 basis with 5-gallon or larger size saplings grown from locally obtained seed. Replacement plantings shall be native, drought tolerant trees, such as coast live oaks *(Quercus agrifolia).* If replacement trees cannot all be accommodated on site, a plan must be approved by Public Works for replacement trees to be planted off site. **PLAN REQUIREMENTS AND TIMING:** In the event of unexpected damage to trees, a County-approved arborist shall be hired to assess damage, recommend mitigation and to prepare a Tree Protection and Replacement Plan.

MONITORING: Public Works staff shall ensure that all required components of the approved plan(s) are in place as required prior to completion of the project.

Special BIO-2 Tree Replacement. Public Works shall submit for P&D approval a Tree Replacement Plan prepared by a County-approved arborist/biologist and designed to mitigate for trees removed and impacted as a part of the project, including the following components:

1. For specimen size trees that will be removed and for native trees significantly disturbed (more than 20% encroachment into the critical root zone) 10 replacement trees of 5-gallon size or 5 replacement trees of 10-gallon size shall be planted. Replanting locations shall be shown on the Replacement Plan. Replacement plantings shall be native, drought tolerant trees, such as coast live oak *(Quercus agrifolia).*
2. The trees shall be irrigated with drip irrigation on a timer until established (over a period of two to three years).
3. No permanent irrigation shall occur within the dripline of any tree.
4. If replacement trees cannot all be accommodated on site, the ~~Owner/Applicant~~ Public Works shall submit a plan for P&D approval for replacement trees to be planted off site.

TIMING: Plans shall be submitted prior to Coastal Development Permit issuance. **MONITORING:** Public Works staff shall ensure that all required components of the approved plan(s) are in place as required prior to completion of the project.

Special BIO-03 Tree Protection During Construction. During construction, tree protection measures as recommended in the arborist report prepared by arborist Peter Scott, dated "received" November 22, 2010, shall be implemented. Those measures include the following:

1. No storage of equipment shall occur within the dripline/critical root zone of trees.
2. Prior to construction, trees shall be trimmed by properly trained personnel under the direction of a Certified Arborist to help prevent injuries during construction and to improve general tree health.
3. 4-6 inches of mulch shall be spread within the trees driplines/critical root zones to prevent soil compaction.
4. Roots 1 inch in diameter and larger will not be pruned/cut without certified arborist approval.
5. A certified arborist shall be present when excavation within the driplines of trees is underway.
6. Excavation and removal of soil within trees' driplines/critical root zones shall be performed by hand, using recommended hand tools and hand excavation techniques.
7. Roots exposed by excavation are extremely sensitive to the drying effects of the atmosphere and are susceptible to sunscald, frost injury, and desiccation. All exposed areas within the critical root zone shall be either: (1) covered within 30 minutes of exposure with one of the following: 7 oz root-balling burlap or alternative; or (2) kept continually moist. No exposed areas within the critical root zone shall remain exposed overnight

MONITORING: Public Works staff shall ensure that all required tree protection requirements are implemented during construction. **PLAN REQUIREMENTS AND TIMING:** This condition shall be included as a part of the Tree Protection and Replacement Plan. A certified arborist shall be present when excavation within the driplines of trees is underway. Prior to construction, trees shall be trimmed by properly trained personnel under the direction of a Certified Arborist.

Special BIO-04 Protection of Raptor Nesting. To ensure that there is: (1) no reduction in the quality or quantity, or elimination of, raptor and sensitive species nesting areas; and (2) no abandonment or interruption of nesting by sensitive species and/or raptors as a result of the project, Public Works shall mitigate for potential project-related impacts to nesting raptors by conducting a pre-construction survey of all trees proposed for removal. The survey shall be conducted by a county-approved biologist familiar with the identification of raptors and special-status species known to occur in Santa Barbara County, using established protocols. If active raptor nests are found during the pre-construction survey, a 500 ft. spatial buffer zone shall be established around the nest where feasible and no construction activity shall be conducted within this zone during the raptor nesting season (Feb 1-Aug 30). The buffer zone shall be marked with flagging, construction lathe, or other means to mark the boundary of the zone. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. **PLAN REQUIREMENTS AND TIMING:** The pre-construction survey shall be conducted no more than 30 days prior to the implementation of construction activities or any physical modification to the site. Results of the surveys shall be provided to the county and to CDFG. **MONITORING:** The Public Works Senior Environmental Planner shall be given the name and contact information for the biologist prior to initiation of the pre-construction survey. Public Works staff shall verify compliance in the field and shall perform site inspections throughout the grading and construction phase. Public Works staff shall review the survey report.

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

4.5 CULTURAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
Archaeological Resources					
a. Disruption, alteration, destruction, or adverse effect on a recorded prehistoric or historic archaeological site (note site number below)?			X		
b. Disruption or removal of human remains?			X		
c. Increased potential for trespassing, vandalizing, or sabotaging archaeological resources?			X		
d. Ground disturbances in an area with potential cultural resource sensitivity based on the location of known historic or prehistoric sites?			X		
Ethnic Resources					
e. Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group?			X		
f. Increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred, or ceremonial places?			X		
g. The potential to conflict with or restrict existing religious, sacred, or educational use of the area?			X		

County Environmental Thresholds: The County Environmental Thresholds and Guidelines Manual contains guidelines for identification, significance determination, and mitigation of impacts to important cultural resources. Chapter 8 of the Manual, the *Archaeological Resources Guidelines: Archaeological, Historic and Ethnic Element,* specifies that if a resource cannot be avoided, it must be evaluated for

importance under CEQA. CEQA Section 15064.5 contains the criteria for evaluating the importance of archaeological and historical resources. For archaeological resources, the criterion usually applied is: (D), "Has yielded, or may be likely to yield, information important in prehistory or history". If an archaeological site does not meet any of the four CEQA criteria in Section 15064.5, additional criteria for a "unique archaeological resource" are contained in Section 21083.2 of the Public Resource Code, which states that a "unique archaeological resource is an archaeological artifact, object, or site that: 1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; 2) has a special and particular quality such as being the oldest of its type or the best available example of its type; or 3) is directly associated with a scientifically recognized important prehistoric or historic event or person. A project that may cause a substantial adverse effect on an archaeological resource may have a significant effect on the environment.

Impact Discussion:

(a-g) Less Than Significant. A Phase I Archaeological Survey Report prepared by Applied Earthworks, dated January 2010, notes that records research conducted at the UCSB Central Coast Information Center (CCIC) revealed four recorded archaeological sites and three historical sites within a 0.5-mile radius of the study area. A pedestrian survey of the project area conducted as a part of the Survey Report found no cultural materials within the study area. Previous ground disturbance to the project area includes grading for landscaping and road and road right-of way improvements to San Ysidro Road and Highway 101. The Phase I Archaeological Survey Report concludes that the likelihood of encountering archaeological remains during implementation of the project would be extremely low due to the shallow nature (6 inches in depth) of proposed ground disturbance and the highly disturbed nature of the project area. The Planning and Development staff Archaeologist reviewed the Phase I Archaeological Survey Report prepared by Applied Earthworks, and concurs with the conclusions of the study. The potential for undiscovered cultural resources to exist onsite is low. However, in the event that previously unidentified cultural resources are discovered during site development, the standard archaeological discovery condition (Mitigation Measure # CUL-1) would mitigate impacts to cultural resources to less than significant levels.

Cumulative Impacts:

The project would not have a cumulatively considerable effect on the County's cultural resources.

Mitigation and Residual Impact: The following mitigation measure would reduce the project's cultural resource impacts to a less than significant level:

CUL-1 (CuRes-09) Stop Work at Encounter. The ~~Owner/Applicant and/or their agents, representatives or contractors~~ Public Works shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The ~~Owner/Applicant~~ Public Works shall retain a P&D approved archaeologist and Native American representative to evaluate the significance of the find in compliance with the provisions of Phase 2 investigations of the County Archaeological Guidelines and funded by the ~~Owner/Applicant~~ Public Works. **PLAN REQUIREMENTS:** This condition shall be printed on all building and grading plans. **MONITORING:** P&D permit processing planner shall check plans prior to permit issuance and ~~P&D compliance monitoring~~ Public Works staff shall spot check in the field throughout grading and construction.

With the incorporation of this measure, residual impacts would be less than significant.

4.6 ENERGY

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	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	

Impact Discussion: The County has not identified significance thresholds for electrical and/or natural gas service impacts (Thresholds and Guidelines Manual). 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 construction of a meandering decomposed granite walkway of approximately 0.75-miles, with the purpose of increasing and improving the availability of alternative modes of transportation, such as walking and biking. The project would not result in a substantial increase in demand upon existing sources of energy or the development or extension of new sources of energy.

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 Impact:

No mitigation is required. Residual impacts would be less than significant.

4.7 FIRE PROTECTION

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

Impact Discussion:

Although the project is located within a High Fire Hazard Area, the installation of the proposed walkway would involve new fire hazards. The project is located in an area with an adequate response time from fire protective services.

Mitigation and Residual Impact: No impacts are identified. No mitigation is necessary.

1.8 GEOLOGIC PROCESSES

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

Impact Discussion:

(a, c, d, e, f, g, h, i, j, k, l) No Impact. The proposed project site does not have substantial geological constraints or slopes exceeding 20%. The proposed project would not result in excessive grading. As such, the proposed project would not result in impacts related to geological resources. 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.

(b) Less than Significant. 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.

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

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	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	
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	

Impact Discussion:

There is no evidence that hazardous materials were used, stored or spilled on site in the past, and there are no aspects of the proposed use that would include or involve hazardous materials at levels that would constitute a hazard to human health or the environment.

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.

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

4.10 HISTORIC RESOURCES

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

Impact Discussion: The proposed development would occur entirely within the County road right-of-way. The proposed development does not include the demolition or alteration of buildings in excess of 50 years in age or demolition/alteration to buildings of historic or cultural significance to the community, state or nation. As a result, no impacts to historic resources are anticipated.

Cumulative Impacts:
Since the project would not result in any substantial change in the historic character of the site, it would not have any cumulatively considerable effect on the region's historic resources.

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

4.11 LAND USE

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

Impact Discussion:

The proposed project does not cause a physical change that would result in a conflict with adopted environmental policies or regulations (relevant environmental policies are listed in Section 8 of this document). The project is not growth inducing, and does not result in the loss of affordable housing, loss of open space, or a significant displacement of people. The project does not involve the extension of a sewer trunk line, and does not conflict with any airport safety zones. The project is compatible with existing land uses.

Cumulative Impacts:
The implementation of the project is not anticipated to result in any substantial change to the site's conformance with environmentally protective policies and standards. Thus, the project would not cause a cumulatively considerable effect on land use.

Mitigation and Residual Impact: No impacts are identified. No mitigation is necessary.

12 NOISE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	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 which is 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, and 2) 45 dB(A) CNEL maximum for interior exposure of noise-sensitive uses. 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, airport approach and take-off zones. Surrounding noise-sensitive uses consist of residential properties, Montecito Union Elementary School, the Montecito YMCA, and a portion of the Laguna Blanca School Campus.

Impact Discussion:

(a, c) No Impact. The proposed project consists of construction of a meandering decomposed granite pathway of approximately 0.75-miles in length. Long-term noise generated onsite 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

(b) Less than Significant Impact. Development of the proposed project would have the potential to result in construction activities generating short-term noise impacts to surrounding residential properties due to use of heavy construction equipment. However, application of standard County construction hours and operation measures would prevent short-term exposure of people to noise levels exceeding County thresholds. Impacts would be less than significant.

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.

4.13 PUBLIC FACILITIES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	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 national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?				X	
d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)?				X	
e. The construction of new storm water drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	

Impact Discussion:

The proposed project is for construction of a meandering decomposed granite pathway of approximately 0.75-miles in length. Construction of the pathway would not result in any population increase or increase in residences within the Montecito Area. Therefore, the project would generate no new need for health care, school, solid waste, or sewer services. Because the proposed pathway would be composed of permeable decomposed granite, the project would not be expected to cause any additional surface runoff. No additional drainages or water quality control facilities would be necessary to serve the project. In summary, 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.

4.14 RECREATION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Conflict with established recreational uses of the area?				X	
b. Conflict with biking, equestrian and hiking trails?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?				X	

Impact Discussion:

(a, c) No Impact. The proposed project would not conflict with or impact any established recreational uses and would, in fact, provide new opportunities for walking, jogging, hiking, etc.

(b) Less than Significant Impact. An existing bike trail located adjacent to the proposed pathway would remain in place. However, during construction of the pathway, portions of the bike lane will be temporarily closed, resulting in a short term impact to availability of the bike lane and the need for bicyclists to use the vehicle travel lane.

Mitigation and Residual Impact: No mitigation is required.

Cumulative Impacts:

Since the project would not affect recreational resources, it would not have a cumulatively considerable effect on recreational resources within the County.

4.15 TRANSPORTATION/CIRCULATION

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

Setting/Thresholds:

San Ysidro Road is one of the main north-south arteries that run through Montecito, making it a busy thoroughfare. Highway 101 off-ramps for both the northbound and southbound lanes of the highway exit at San Ysidro Road. Traffic counts collected as a part of the Montecito Growth Management Ordinance update (2010) show the San Ysidro Road/N. Jameson Lane intersection operating at LOS (Level of Service) C at both the AM and PM Peak Hour. The intersection of San Ysidro Road and Santa Rosa Lane is shown at LOS A for both the AM and PM peak hours. According to the County's Environmental Thresholds and Guidelines Manual, a significant traffic impact would occur when:

a. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below, or sends at least 15, 10 or 5 trips to an intersection operating at LOS D, E or F.

LEVEL OF SERVICE (including project)	**INCREASE IN VOLUME/CAPACITY GREATER THAN**
A	**0.20**
B	**0.15**
C	**0.10**
	Or the addition of:
D	**15 trips**
E	**10 trips**
F	**5 trips**

b. Project access to a major road or arterial road would require a driveway that would create an unsafe situation, or would require a new traffic signal or major revisions to an existing traffic signal.

c. Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceeding the roadway capacity designated in the Circulation Element may indicate the potential for the occurrence of the above impacts.

d. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Impact Discussion:

The proposed project is for a pedestrian pathway and would therefore generate no long-term additions to traffic, no new average daily trips, and no new peak hour trips to area roadways. Construction of the pathway would provide long term safety benefits to pedestrians, bicyclists, and motorists. However, due to partial road closure during construction, the project would result in short-term transportation impacts to motorists, pedestrians, bicyclists, and Santa Barbara MTD bus service.

(a, c, e, h) No Impact. Upon buildout, the proposed project would generate no new average daily vehicle trips or peak hour vehicle trips and would require no new parking spaces. There are currently no parking spaces located along the subject stretch of San Ysidro Road, so no parking spaces would be lost during, or as

a result of, construction of the pathway. The project would result in no alteration to waterborne, rail or air traffic. Roadways and intersections in the project area are not subject to Congestion Management Plan requirements.

(b, d) Less Than Significant Impact. The proposed pathway would not result in the need for new roads. The pathway would be located within the existing County road right-of-way, which is currently maintained by County Public Works, and would continue to be maintained by Public Works following completion of the project. Additional maintenance would be required to maintain the pathway and landscape plantings, but the impacts of such maintenance would not be significant.

(f, g) Less Than Significant With Mitigation. Construction of the pathway would provide long term safety benefits to pedestrians, bicyclists and motorists. Walkers, joggers and schoolchildren currently use the bikepaths on the east and west sides of San Ysidro Road as walking paths, placing pedestrians and bicyclists within with path of oncoming traffic. The proposed pathway would provide pedestrians with a dedicated walking area, ending conflicts between parties traveling along the San Ysidro Road corridor. The pathway would result in improvements to bicyclist safety by reducing pedestrian-bicyclist conflicts in the bike path and reducing the need for bicyclists to swerve into traffic to avoid pedestrians. Sight distance and safety of ingress/egress would be improved through construction of the pathway due to removal of vegetation and other barriers that currently block sight distance along San Ysidro Road. The project would generate no new traffic; therefore general road capacity would remain the same. There would be no specific impact to emergency access, although emergency vehicles would benefit from improved site distance.

Although the long-term impacts of the pathway would be beneficial, construction of the pathway would result in short term hazards to motorists, pedestrians and bicyclists due to construction work within the road right-of-way and a portion of the road bed. Construction of the walkway is expected to occur in approximately one block segments at a time, over a period of approximately 3 months and would require narrowing of both lanes of San Ysidro Road down to a width of 10 feet. Bicyclist access would be impacted by closure of a portion of the bikepath on both sides of the road, causing bicyclists to use the vehicle travel lane for a distance of less than 0.15 miles at a time. Pedestrian access would be impacted by temporary bike path and road right-of-way closure of a portion of the west side of San Ysidro Road and by closure of a portion of the bike lane (currently used as a travel path by pedestrians) on the east side of San Ysidro Road. Traffic congestion due to road narrowing would result in temporary delays to MTD transit bus service and potential temporary relocation of bus stops. During the regular school year, San Ysidro Road experiences significant traffic congestion at around 8:30 in the morning and 2:30 in the afternoon due to drop-off and pick-up of children at Montecito Union School and Laguna Blanca School. The addition of traffic associated with construction of the pathway combined with existing traffic congestion during these hours would result in unfavorable impacts to ingress/egress, general road capacity and traffic safety. In order to reduce these short-term impacts to a less than significant level, mitigation measures (Special Traf-01 through Special Traf-03) have been applied to limit construction to avoid conflicts with drop-off and pick-up of schoolchildren, require preparation of a traffic management plan (including provisions for a temporary pedestrian path) and to require coordination with Santa Barbara MTD.

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 traffic. Therefore, the project's contribution to the regionally significant traffic congestion is not considerable, and is less than significant.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's transportation impacts to a less than significant level:

Special Traf-01 Construction Activity Timeframe. Two travel lanes of no less than 10 feet in width and one flag-protected pedestrian walking path shall be maintained at all times. Construction activity requiring narrowing of a portion of San Ysidro Road (including the placement of traffic control devices, cones, flaggers, etc.) shall be limited to the hours between 9:00 a.m. and 2:00 p.m., Monday through Friday during the normal school year for Montecito Union Elementary School and Laguna Blanca School (typically from the last week in August to the second week in June). Outside of the normal school year, construction activity shall be limited to the hours between 8:30 a.m. and 4:30 p.m., Monday through Friday. No construction or work shall occur on weekends or State or national holidays, including, but not limited to Cesar Chavez Day, Christmas Day, Columbus Day, Independence Day, Labor Day, Martin Luther King Jr. Day, Memorial Day, Presidents Day, Thanksgiving Day and Veterans Day. **PLAN REQUIREMENTS AND TIMING:** Prior to Coastal Development Permit issuance this condition shall be printed on all grading and building plans. Three easily readable signs stating these restrictions shall be provided by the applicant and posted on site. Signs shall be in place prior to beginning of, and throughout, grading and construction activities. **MONITORING:** The Public Works Construction Resident Engineer (R.E) shall conduct spot checks, shall respond to complaints and shall enforce this condition for the duration of the project.

Special Traf-02 Traffic Management Plan. Prior to Coastal Development Permit issuance, the contractor shall prepare and submit a Traffic Management Plan outlining the construction timeline and procedures for temporary lane narrowing and pedestrian detours along San Ysidro Road. The Traffic Management Plan shall include provisions for signs notifying motorists of construction work and provisions for flaggers at pedestrian detour paths. The Traffic Management Plan shall be reviewed and approved by the Public Works Construction Resident Engineer (R.E). **PLAN REQUIREMENTS AND TIMING:** The Traffic Management Plan shall be submitted prior to Coastal Development Permit issuance. The Traffic Management Plan shall include site plans demonstrating the location of traffic management tools including signs, cones and construction personnel. The Plan shall include a written description of methods and procedures to be implemented during construction. **MONITORING:** The Public Works Construction Resident Engineer (R.E) shall conduct spot checks, shall respond to complaints and shall enforce this condition for the duration of the project.

Special Traf-03 MTD Bus Service Coordination. The contractor shall coordinate with Santa Barbara MTD regarding potential impacts to bus service. The contractor shall work with MTD to provide for temporary relocation of bus stops and notification of the public regarding changes in bus service as necessary. **PLAN REQUIREMENTS AND TIMING:** Prior to the start of construction, the contractor shall provide proof of coordination with MTD (including the name of an MTD contact person) and shall provide a site plan indicating the location of any proposed relocated bus stops. **MONITORING:** Throughout construction, the Public Works Construction Resident Engineer (R.E) shall confirm that any relocated bus stops are in place.

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

4.16 WATER RESOURCES/FLOODING

Will the proposal result in:	**Poten. Signif.**	**Less than Signif. with Mitigation**	**Less Than Signif.**	**No Impact**	**Reviewed Under Previous Document**

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	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	
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 storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?				X	

Impact Discussion:

The project would not result in impacts on surface water quality, including storm water runoff, direction or course of surface or ground water or the direction, volume, or frequency of runoff. Landscaping planted as a part of the project would require no long-term irrigation. The project would not contribute to overdraft of groundwater resources.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be less than significant.

5.0 INFORMATION SOURCES

5.1 County Departments Consulted *(underline):*

Fire, Public Works, Flood Control, Parks

5.2 Comprehensive Plan *(check those sources used):*

____	Seismic Safety/Safety Element	____	Conservation Element
____	Open Space Element	X	Noise Element
X	Coastal Plan and Maps	X	Circulation Element
____	ERME	X	Montecito Community Plan

5.3 Other Sources *(check those sources used):*

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

6.0 PROJECT SPECIFIC *(short- and long-term)* AND CUMULATIVE IMPACT SUMMARY

Class I Impacts (potentially significant and unavoidable):

None identified.

Class II Impacts (potentially significant and subject to feasible mitigation):

Transportation/circulation, Biological Resources

Class III Impacts (adverse but less than significant):

Aesthetics, Air Quality, Geologic Processes, Noise, Recreation

Cumulative Impacts:

None identified

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document

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

No sensitive plant communities or habitats exist on the site and no sensitive wildlife species are known to inhabit the premises or use the site for breeding or foraging. Although no raptor species are known to inhabit the site, application of the requirements specified under *Special BIO-04 Protection of Raptor Nesting*, would ensure that, in the event that a raptor nest were found, it would remain undisturbed. The proposed project would include removal of individual trees, but these trees are not part of a habitat or sensitive plant community. Therefore, the project does not have the potential to threaten to eliminate a plant or animal community, 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 or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The project would not involve the construction of any new structures or result in any additional vehicle trips and would not contribute significantly to greenhouse gas emissions or significantly increase energy consumption. The likelihood of encountering archaeological remains during implementation of the project would be extremely low, and even if remains were encountered, the project would not have the potential to eliminate important examples of the major periods of California history or prehistory. The project would not result in cumulative impacts and therefore would not result in impacts that are individually limited, but cumulatively considerable. The project involves the construction of a pedestrian pathway providing long-term improvements to pedestrian and bicyclist transportation and does not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals. The project will have no environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. There is no 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.

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

Policy	**Summary**
Montecito Community Plan (MCP) Policy PRT-M-1.2	Provide walkways
MCP Policy CIRC-M-1.7	Encourage alternative transportation
MCP DvStd CIRC-M1.8.2	Site design to encourage paths
MCP Policy CIRC-M-2.1	Unpaved paths, prioritize pedestrian paths when granting encroachment permits
MCP Policy CIRC-M-2.2	Minimize pavement/lanes
MCP Policy CIRC-M-3.6	Preserve vegetation when not in conflict with transportation safety
MCP Policy CIRC-M-3.7	Roadway improvements to preserve semi-rural character
MCP Action CIRC-M-3.7.1	Solicit community comment
MCP Policy CIRC-M-3.9	Public Works shall not grant encroachment permits where it would preclude pedestrian safety
MCP Policy N-M-1.1	Protect noise sensitive uses
MCP Policy N-M-1.1.1	Construction hours
Goal LUR-M-2	Land use consistent with County ordinances
Goal LU-M-1	Neighborhood compatibility
Policy LU-M1.1	Architectural guidelines
Policy BIO-M-1.17	Oak tree protection
Dvstd BIO-M-1.18.1	Raptor tree nesting buffer
Action BIO-M-1.15.1	Specimen tree protection

9.0 RECOMMENDATION BY P&D STAFF

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

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

____ 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 CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

_____ With Public Hearing _____ Without Public Hearing

PREVIOUS DOCUMENT:

PROJECT EVALUATOR:_____ **DATE:**

10.0 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:_____ **FINAL NEGATIVE DECLARATION DATE:** _____

11.0 ATTACHMENTS

1. Vicinity Map and Construction Plans