San Ysidro Road Roundabout Project

Addendum—Santa Barbara County South Coast 101 HOV Lanes EIR SCH#2009051018

prepared by

Santa Barbara County
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1 Introduction

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. This document has been prepared to serve as an Addendum to the certified 2014 South Coast 101 HOV Lanes Project Final EIR as modified by the 2017 101 HOV Revised EIR and 2018 Addendum (State Clearinghouse [SCH] # 2009051018). The California Department of Transportation (Caltrans) was the CEQA Lead Agency for these EIRs. Santa Barbara County is the CEQA Lead Agency for this Addendum.

This Addendum addresses the proposed modifications in relation to the previous environmental review document prepared for South Coast 101 HOV Lanes Project Revised EIR, herein referred to as 101 HOV Revised EIR. Section 15164 of the *State CEQA Guidelines* defines an Addendum as:

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

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

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

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

1.1 Background and Purpose of the EIR Addendum

This Addendum has been prepared in accordance with the relevant provisions of CEQA and the *State CEQA Guidelines* as implemented by Santa Barbara County. According to Section 15164(a) of the *State CEQA Guidelines*, "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." The changes that are proposed for the San Ysidro Road Roundabout Project (proposed project) are minor in nature as the proposed project would not create potentially significant environmental impacts in addition to those already identified in the Santa Barbara County 2017 South Coast 101 HOV Lanes Project Revised EIR, herein will be referred to as the "101 HOV Revised EIR". The proposed project would also not substantially increase the magnitude or severity of impacts that were previously identified. This Addendum does not require public circulation because it does not provide significant new information that changes the 101 HOV Revised EIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the proposed project or a feasible way to mitigate or avoid such an effect.

The 101 HOV Revised EIR for the Santa Barbara County South Coast 101 HOV Lanes Project (SCH #2009051018), herein referred to as the "101 HOV project", was adopted in October 2017, by Santa Barbara County. The 101 HOV Revised EIR has been subject to one other addendum. Below is a

summary of the previously prepared environmental documents from the 101 HOV project. For the purposes of this addendum, the various versions of the EIR will be referred to as the 101 HOV Revised EIR, unless a distinction is made within the environmental impact sections.

- 2014 EIR: An EIR for the South Coast HOV Lanes project, including segments 4B to 4E, was certified on August 26, 2014. The 2014 EIR found significant (Class I) impacts as a result of both project-specific and cumulative Visual Resource impacts. The 2014 EIR identified significant but mitigable (Class II) impacts in the areas of Biological Resources, Cultural Resources, Noise, Paleontology, and Water Quality.
- 2017 Revised EIR: In response to litigation of the 2014 EIR, a Revised EIR was prepared and certified on October 27, 2017. In addition to the impacts identified in the 2014 EIR, the 2017 Revised EIR identified significant (Class I) impacts as a result of both project-specific and cumulative traffic impacts.
- 2018 EIR Addendum: An EIR Addendum, approved June 1, 2018, was prepared by Caltrans to address minor changes to the project and to the affected environment.

This Addendum includes a description of the project, and a comparison of the impacts for all environmental issue areas listed in Appendix G of the *State CEQA Guidelines*.

101 HOV Project

The 101 HOV project would modify U.S. 101 to provide a part-time, continuous access HOV lane in each direction on the U.S. 101 extending from Carpinteria Creek in the City of Carpinteria to Cabrillo Boulevard in the City of Santa Barbara. The 101 HOV project begins 0.22 mile south of the Bailard Avenue overcrossing (post mile 1.4) in the City of Carpinteria and extends to the southern portion of the City of Santa Barbara (post mile 12.3) near Sycamore Creek.

The purpose of the 101 HOV project included the following:

- Reduce congestion and delay.
- Provide capacity for future travel demand.
- Improve travel time on U.S. 101 within the project limits.
- Provide for high occupancy vehicle (HOV) lane continuity on U.S. 101 in southern Santa Barbara County, as planned for in the 2040 Regional Transportation Plan and Sustainable Communities Strategy updated in 2013.
- Encourage a modal shift to transit and carpooling.

To achieve the project goals in 2040, on typical weekdays this project should do the following:

- Reduce corridor delay by at least 7,000 person-hours daily.
- Reduce peak hour peak direction travel time on U.S. 101 in the project area for carpoolers and express bus riders by 25 percent or more on average.

Addendum

The County now proposes modifications to the 101 HOV project and 101 HOV Revised EIR. This document is an Addendum to the previously adopted 101 HOV Revised EIR and has been prepared by Santa Barbara County to evaluate the potential environmental impacts of the proposed project. This Addendum has been prepared in accordance with the relevant provisions of CEQA and Section

15164 of the *State CEQA Guidelines*. A detailed description of the project is provided in Section 2, *Project Description*, of this Addendum.

1.2 Basis for the Addendum

When a Final EIR has been adopted and a project is modified or otherwise changed after adoption, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162, 15163 and 15164 of the *State CEQA Guidelines*.

Section 15162(a) of the *State CEQA Guidelines* provides that a Subsequent EIR is not required unless the following occurs:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

   (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Since none of these conditions are triggered by the revisions to the project, an Addendum is the appropriate level of CEQA review for the revised project.

The purpose of the Addendum to the 101 HOV Revised EIR is to assess whether the proposed project would result in new or substantially significant impacts beyond those identified in the 101 HOV Revised EIR. Impact determinations were not made in this Addendum as these were determined in the 101 HOV Revised EIR as categorized below. The proposed project, based on the analysis in this addendum, does not result in new or substantially significant impacts beyond those identified in the 101 HOV Revised EIR.

1.3 HOV 101 Revised EIR Impact Determinations

No Impact

- Agriculture and Forestry Resources
- Energy
- Public Services (found under Growth)

Less than Significant Impact

- Air Quality
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology
- Land Use and Planning
- Population and Housing (found under Community Impacts)
- Recreation
- Utilities and Services Systems

Less than Significant Impacts with Mitigation Measures Incorporated

- Biological Resources
- Cultural Resources
- Noise
- Paleontology
- Tribal Cultural Resources
- Water Quality/Storm Water Runoff

Significant and Unavoidable

- Aesthetics/Visual Resources
- Transportation and Traffic

Areas Not Discussed in EIR

These are impacts that were not discussed (Mineral Resources) or were subject areas that were added to CEQA since preparation of the 101 HOV Revised EIR.

- Mineral Resources
- Wildfire

2 Project Description

2.1 Project Title

San Ysidro Road Roundabout Project

2.2 Lead Agency Name and Address

County of Santa Barbara
Department of Public Works
105 East Anapamu Street, Suite 301
Santa Barbara, California 93101

2.3 Contact Person and Phone Number

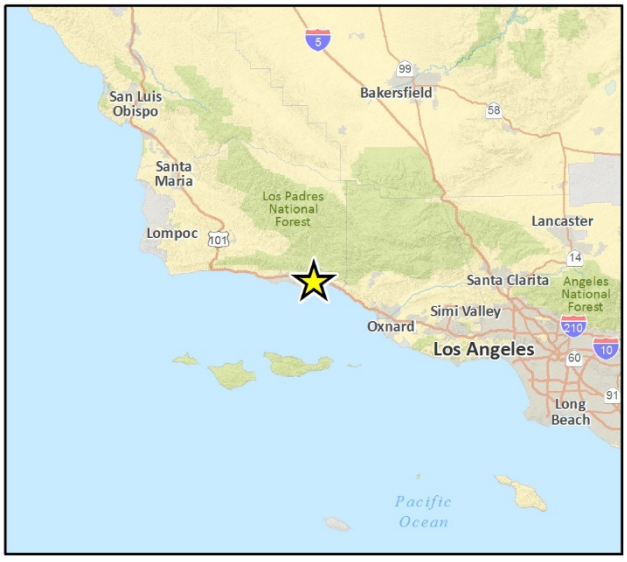
Walter Rubalcava
Transportation Engineering Manager
County of Santa Barbara
Department of Public Works
805-568-3000

2.4 Project Location

The San Ysidro Road/U.S. 101 Northbound off-ramp/North Jameson Lane Intersection (Project Intersection) is located in the County of Santa Barbara. The Project Intersection currently provides access to existing residential uses that surround the intersection and community facilities located south of U.S. 101, including the Friendship Adult Day Care Center and the All Saints by the Sea Church and Parish School. The intersection also provides access to public recreational facilities north and south of the Project Intersection, including Manning Park, a public neighborhood park to the north; Hammonds Meadow Trail, a 0.4-mile trail from the parking lot at the end of Eucalyptus Road to the beach; Hammonds Meadow, an undeveloped open area on the coast; and two public beaches, including Hammonds Beach and Miramar Beach. The Project Intersection also provides access to the Miramar Hotel, which has recently completed construction and is located southeast of the intersection. Since the Miramar Hotel is in operation, the Project Intersection supports additional traffic from hotel employees and guests. Figure 1 displays the project site in the regional context. Figure 2 shows the project site boundary and area of direct impact.

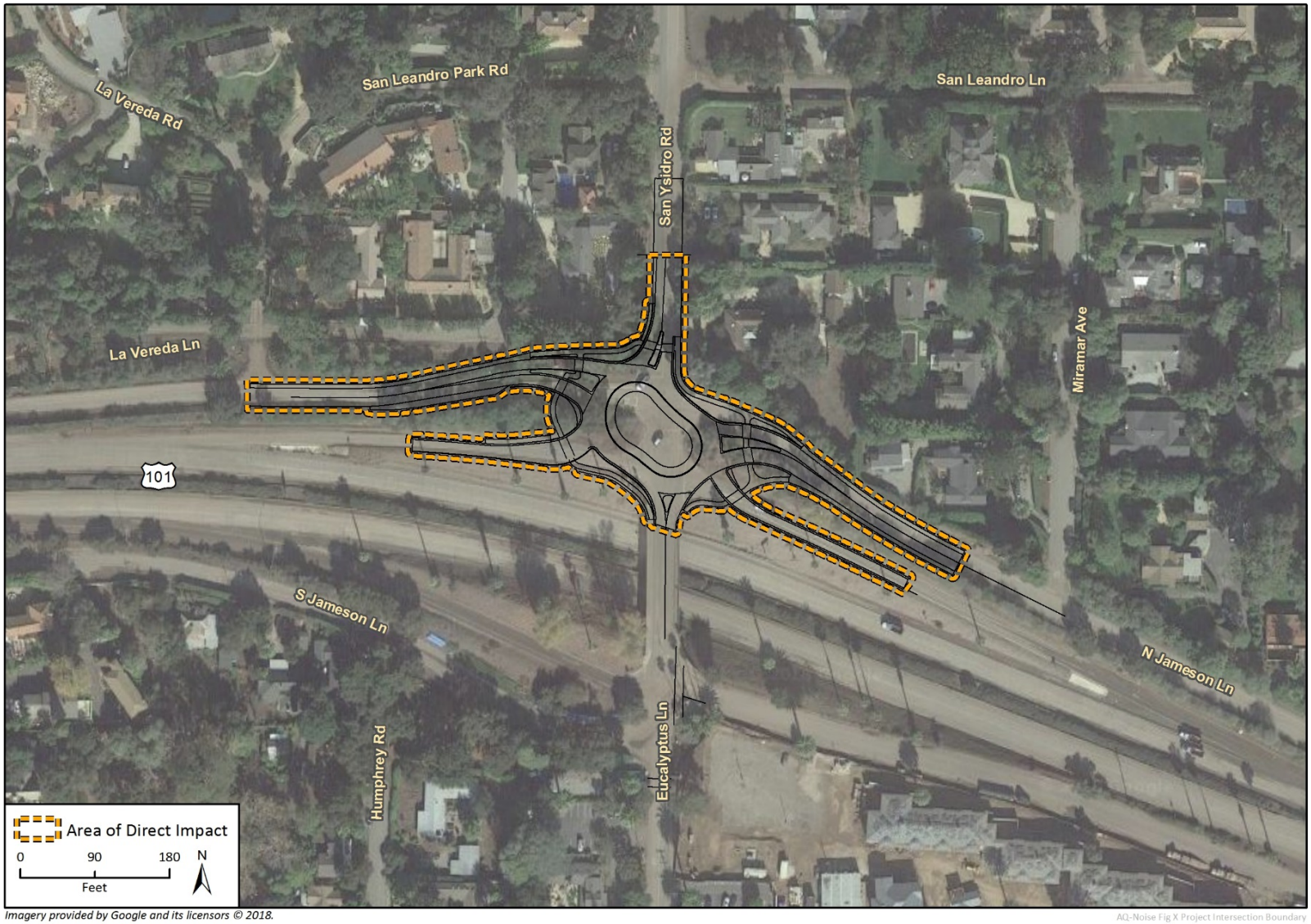
Figure 1 Project Location

Imagery provided by National Geographic Society, ESRI and its licensors © 2017. Santa Barbara Quadrangle. T04N R26W S17. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.



CRFig 1 Proj Locs Map

Figure 2 Project Intersection Boundary



2.5 Project Sponsor's Name and Address

County of Santa Barbara
Walter Rubalcava, Transportation Engineering Manager

2.6 Zoning

The Project Intersection improvements would be located entirely within an existing transportation right-of-way and has a Coastal zoning designation of Transportation Corridor (TC), Site Design Control Overlay (DC) and Highway 101 Corridor Overlay (HC). Land adjacent to the Project Intersection to the west, north, and east, consists of residential land use designations (Santa Barbara County 2018). Land south of U.S. 101 along San Ysidro Road consists of residential and commercial land use designations (Santa Barbara County 2018).

2.7 Description of Project

The project is intended to enhance the traffic operations and safety of the Project Intersection by reconfiguring the intersection to a roundabout, adding sidewalks, adding improved directional crosswalks, and connecting existing bicycle lanes. The roundabout will also enhance the improvements included in the 101 HOV project.

The proposed project includes the following elements:

- Constructing a roundabout (all directional references are respect to true north, except the designation of the U.S. 101 North and Southbound designations):
  - Reconfiguring the U.S. 101 Northbound on-ramp west of San Ysidro Road by constructing curb and gutter across the roadway to modify the alignment of the ramp northerly to connect to the roundabout;
  - Constructing a new crosswalk connecting both the west and east sides of the roundabout for pedestrian access;
  - Constructing a retaining wall along the southwest side of San Ysidro Road accommodating the new sidewalk between southbound San Ysidro Road and the U.S. 101 Northbound on-ramp;
  - Modifying the alignment of the U.S. 101 Northbound off-ramp east of the intersection by constructing new pavement to connect the U.S. 101 Northbound off-ramp to the roundabout;
  - Modifying the alignment of the North Jameson Lane east of the intersection by constructing new pavement to connect North Jameson Lane to the roundabout, separated by a median/pedestrian refuge island;
  - Reconfiguring San Ysidro Road north of the intersection by constructing curb and gutter facilities within the existing roadway for southbound traffic, separated by a median island, effectively channelizing traffic into and out of the roundabout;
  - Installing aesthetic treatments on the retaining walls;
  - Installing drainage improvements;
  - Relocating overhead street lighting poles, sewer lines, water lines, and other miscellaneous utilities;
  - Installing landscaping within, and in the vicinity of, the roundabout;

- Installing street and decorative lighting within the limits of the roundabout;
- Removing Oak and Specimen Trees, in accordance with the Natural Environmental Study-Minimum Impact (NES-MI) Report and the Tree Removal Plan; and
- Replacing the removed oak and specimen trees with new oak and specimen trees within and around the project area, in accordance with the NES-MI Report and the Tree Removal Plan.

Project Purpose

The purpose of the project is to enhance the traffic operations and safety of the project by reconfiguring the intersection to a roundabout, adding sidewalks, crosswalks, and connections to bicycles lanes. The Project Objectives are:

- Improve traffic operations, flow, and ease congestion by constructing a roundabout at the San Ysidro Road, North Jameson Lane, and the U.S. 101 Northbound Off-ramp, and realigning the U.S. 101 Northbound Off-ramp;
- Provide improved travel for pedestrians and bicyclists with new sidewalks, crosswalks, and connections to bicycles lanes. connecting both the west and east sides of the roundabout;
- Rehabilitate existing roadway along San Ysidro Road with new curb and gutter, separated by a splitter island; and
- Promote environmental sustainability by reducing vehicle idling, improving treatment of storm water runoff, and installing drought tolerant landscaping.

Project Need

IMPROVED TRAVEL AND TRAFFIC CONGESTION

Navigating the San Ysidro Road/North Jameson/U.S. 101 Intersection, herein referred to as "Project Intersection" is challenging for motor vehicles, bicyclists, and pedestrians alike due to the existing six-legged configuration. Traffic operations are complicated since the parallel roads of North Jameson Lane and the U.S. 101 Northbound off-ramp both stop at San Ysidro Road slightly more than 50 feet apart. This configuration creates a condition contrary to driver expectation as assignment of driver right-of-way is uncertain. This condition is expected to deteriorate once the additional capacity, created by the 101 HOV Project, is introduced to the northbound off-ramp.

The project would replace the existing five-way stop controlled, six-legged intersection with a roundabout. The roundabout configuration will eliminate confusion as to driver right-of-way, improving traffic operations and flow. The roundabout will also improve the Level of Service (LOS) of the intersection, as the 2040 LOS varies from C (AM Peak) to D (PM Peak) for a signalized intersection and varies from E (PM Peak) and F (AM Peak) for all-way stop controlled, but LOS B for both AM and PM Peaks for the roundabout.

IMPROVED PEDESTRIAN/BICYCLE TRAVEL

Currently, the configurations of the roads as they approach the Project Intersection afford the following elements for bicycle and pedestrians:

- The north leg of San Ysidro Road contains Class 2 bike lanes on both sides of the road;
- The south leg of San Ysidro Road has sidewalks on both sides of the road/overcrossing bridge;
- The east leg of North Jameson Lane has Class 2 like lanes on both sides of the road; and
- The west leg of North James Lane has Class 2 like lanes on both sides of the road

The roundabout configuration of the intersection would improve the Active (pedestrian and bicycle) Transportation facilities by:

- Slowing the vehicular traffic approaching the roundabout;
- Improving vehicular stopping sight distance;
- Designating right-of-way to the pedestrians and bicyclists using the crosswalks;
- Providing refuge islands for the crossing pedestrians; and
- Providing new curb and gutter.

ENVIRONMENTAL SUSTAINABILITY

The project would promote environmental sustainability by:

- Installing Low Impact Development (LID) water treatment elements;
- Installing drought tolerant landscaping;
- Installing decorative lighting and plantings; and
- The roundabout eliminating idling at a traffic signal or stop sign.

2.8 Surrounding Land Uses and Setting

The Project Intersection is bordered by single-family residences to the east, north, and west, the closest of which have property boundaries that are approximately 40 feet from the edge of the Project Intersection. Single-family residential land uses are also located south of the Project Intersection, across U.S. 101, approximately 280 from the Project Intersection. The Project Intersection currently provides access to these surrounding residential uses and community facilities located south of U.S. 101, including the Friendship Adult Day Care Center and the All Saints by the Sea Church and Parish School.

The Project Intersection also provides access to public recreational facilities north and south of the Project Intersection, including Manning Park, a public neighborhood park to the north; Hammonds Meadow Trail, a 0.4-mile trail from the parking lot at the end of Eucalyptus Road to the beach; Hammonds Meadow, an undeveloped open area on the coast; and two public beaches, including Hammonds Beach and Miramar Beach. The Project Intersection additionally provides access to the Miramar Hotel, located southeast of the intersection.

2.9 Other Public Agencies Whose Approval is Required

The County of Santa Barbara is the lead agency under the California Environmental Quality Act (CEQA) with responsibility for approving the project. Additional approvals required for the project include Caltrans and Central Coast Regional Water Quality Control Board (RWCQB).

2.10 Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area

Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

Six Native American Heritage Commission (NAHC) contacts and two additional local contacts were consulted in accordance with California Public Resources Code § 21080.3.1 (Assembly Bill [AB] 52 of 2014). Letters were mailed to the six NAHC contacts on December 21, 2017 and emails were sent to the two local contacts on January 16, 2018. As described below in Section 18, *Tribal Cultural Resources*, representatives from the Barbareño/Ventureño Band of Mission Indians responded and recommended Native American and archaeological monitoring. A contact from the Santa Ynez Band of Chumash Indians also provided comment and deferred further interactions to the two local Native American contacts for more information. This recommendation resulted in comment from a local Santa Barbara area Native American Contact who described cultural resources located directly in the project footprint. The contact noted that no detailed study has been conducted to date to determine if the resource still exists and he recommended systematic archaeological testing prior to development.

Rincon will retain the services of local Chumash Native American monitors as part of proposed project. Native American Monitors Tawnee Garcia and Sean Garcia of the Owl Clan will observe all archaeological excavations and inspect any recovered materials associated with the proposed project.

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3 Impact Analysis

A comparative analysis of the potential impacts associated with the proposed project and those of the approved and analyzed in the 101 HOV Revised EIR has been prepared using the CEQA checklist as a guide. This checklist is consistent with the format and environmental topics and questions of the checklist used in the 101 HOV Revised EIR, but also includes recent updates to reflect the most recently adopted checklist provided in Appendix G of the *State CEQA Guidelines*. The checklist considers the full range of environmental issues subject to analysis under CEQA (in rows), and then poses a series of questions (in columns) aimed at identifying the degree to which the issue was analyzed in the 101 HOV Revised EIR. The checklist also includes a column identifying whether the 101 HOV Revised EIR constitutes new information of substantial importance relative to each environmental issue. The questions posed in each column are described below.

Where was impact analyzed?

This column provides a cross-reference to the portions of the adopted 101 HOV Revised EIR where information and analyses may be found relative to the environmental issue listed under each topic. The cross-references identified in this column correspond with page numbers and section numbers of the adopted 101 HOV Revised EIR.

Do proposed changes require major revisions to the adopted 101 HOV Revised EIR*?*

In accordance with Section 15162(a)(1) of the *State CEQA Guidelines*, this column indicates whether the proposed Modified Project would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the adopted 101 HOV Revised EIR.

Do new circumstances require major revisions to the adopted 101 HOV Revised EIR?

In accordance with Section 15162(a)(2) of the *State CEQA Guidelines*, this column indicates whether changes to the circumstances under which the Modified Project is undertaken or implemented have occurred that would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the adopted 101 HOV Revised EIR.

Is there any new information resulting in new or substantially more severe significant impacts?

In accordance with Sections 15162(a)(3)(A) and 15162(a)(3)(B) of the *State CEQA Guidelines*, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the adopted 101 HOV Revised EIR was certified, shows additional or substantially more severe significant impacts not discussed in the adopted 101 HOV Revised EIR.

Do mitigation measures included in the adopted 101 HOV Revised EIR address and/or resolve impacts?

In accordance with Sections 15162(a)(3)(C) and 15162(a)(3)(D) of the *State CEQA Guidelines*, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the adopted 101

HOV Revised EIR was certified, shows that mitigation measures or alternatives in the adopted 101 HOV Revised EIR would now be feasible, or identifies new mitigation measures or alternatives not in the adopted 101 HOV Revised EIR that would reduce significant impacts, but which the applicant declines to adopt.

3.1 Aesthetics

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do the 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Section 2.1.6 Pages 133-134, 237-243	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Section 2.1.6 Pages 133-134, 237-243	No	No	No	Yes
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Section 2.1.6 Pages 133-134, 237-243	No	No	No	N/A
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Section 2.1.6 Pages 133-134, 237-243	No	No	No	N/A

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project would reconfigure the Project Intersection into a roundabout for operational improvements and safer travel for motor vehicle and active transportation users. The roundabout configuration would not result in or require any right-of-way easement acquisitions. The Santa

Barbara County Comprehensive Plan Scenic Highways Element Map does not designate the segment of U.S. 101 adjacent to the Project Intersection, North Jameson Lane, or San Ysidro Road as scenic corridors (Santa Barbara County 2017). Caltrans indicates that the segment of U.S. 101 adjacent to the Project Intersection is not designated as a State Scenic Highway (Caltrans 2011). The Project Intersection is not on or adjacent to significant scenic resources such as rock outcroppings. Per the 101 HOV Revised EIR, any native trees removed as part of the project would need to be replaced at a 3:1 ratio as part of mitigation for both Aesthetics and Greenhouse Gas impacts. As such, Rincon Consultants conducted a Tree Root Analysis and Replacement Plan on December 2, 2019, which found the proposed project would require the removal of 38 trees during construction, which would be replaced at a ratio of 3-1 using 15-gallon container trees (Appendix A). This replacement ratio reduces this impact to scenic resources to a less than significant level.

Rincon Consultants also conducted a Visual Impact Assessment (VIA) in February 2020 to document the potential visual impacts caused by the proposed project and propose measures to lessen any detrimental impacts that are identified (Appendix B). The VIA is consistent with Santa Barbara County's Visual Aesthetics Impact Guidelines which classify coastal and mountainous areas, the urban fringe, and travel corridors as "especially important" visual resources. A project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The guidelines address public, not private views. The VIA concluded that overall visual impacts would occur from San Ysidro Road, North Jameson Road, the U.S. 101-Eucalyptus Lane overcrossing, and North Jameson Road, in addition to temporary construction impacts over the course of 14 months. Visual/Aesthetic impacts were generally discussed in the 101 HOV EIR as necessary and unavoidable in order to implement the Highway 101 HOV. The proposed project would require implementation of measures identified in the 101 HOV Revised EIR which require installation of landscaping within and in the vicinity of the roundabout component of the project based on public input solicited during the project review process, and protection and replacement of oak trees on the project site.

The proposed project would not introduce visual obstructions. Proposed improvements, such as new sidewalks and pedestrian refuge islands, would be consistent with existing road development visible from U.S. 101 in this area. Additionally, the landscaping and roadside components included in the proposed project, such as sidewalks and pedestrian refuge islands, would generally reduce impacts to scenic resources. Therefore, with implementation of 101 HOV Revised EIR mitigation measures, the project would not substantially degrade the existing visual character or have substantial adverse effect on scenic vistas beyond those identified in the 101 HOV Revised EIR.

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Public views from the project site include immediate views of the Santa Ynez Mountain Range, Channel Islands and the Foothills-Riviera as indicated in the VIA. The proposed project includes landscaping within and in the vicinity of the roundabout component. This landscaping would contribute to the retention of the existing visual quality and character of the Project Intersection. Tree protection and replacement in the project vicinity with appropriate plant species would minimize any impacts to trees removed and would prevent the degradation of visual quality from the removal of existing trees. As discussed, Rincon Consultants conducted a Tree Root Zone Analysis and Replacement Plan on December 2, 2019. The analysis found the proposed project would require the removal of 38 trees during construction, that would be replaced at a ratio of 3-1 using 15-gallon container trees as required by Santa Barbara County's Environmental Thresholds and Guidelines Manual (2008). The following threshold is 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. This threshold is satisfied.

As such, impacts to the existing visual character and public views would be potentially significant. However, implementation of 101 HOV Revised EIR mitigation measures, along with conformance with the Coastal Zoning Ordinance, Santa Barbara County's Environmental Thresholds and Guidelines, and Visual Aesthetics Impact Guidelines would preserve the existing oak trees within the project area and minimize the long-term visual impact of the project. The 101 HOV Revised EIR mitigation measures would ensure the replacement of trees lost by the removal of the existing mature trees in the project vicinity. In doing so the proposed project is compliant with the Montecito Community Plan, Montecito Architectural Guidelines and policies providing protection for both native and specimen trees, including Montecito Community Policies BIO-M-1-1.17; BIO-M-1.16; BIO-M-1.15 and Development Standard BIO-M-1.16.1 and Development Standard BIO-M-1.15.1.

Therefore, the proposed project would not result in new or more substantially severe impacts beyond those identified in the 101 HOV Revised EIR.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project site is in a developed area with relatively high levels of existing nighttime lighting. The proposed project would involve the installation of street lighting within the limits of the roundabout. The residential uses surrounding the Project Intersection generate light and glare adjacent to all sides of the Project Intersection, and the primary sources of light include interior and exterior lighting at residential buildings, vehicle headlights, and streetlights. The 101 HOV Revised EIR does not specifically indicate impacts related to light and glare. However, implementation of 101 HOV Revised EIR mitigation requires all new lighting to minimize excess light and glare by careful placement of the poles, height, and position of luminaires, and the use of shielded lenses where feasible, in addition to maintaining consistency with the existing light sources surrounding the project site. The proposed project would not result in new or more severe increases in light or glare that would adversely affect daytime or nighttime views in the area than those identified in the 101 HOV Revised EIR.

The proposed project could potentially create temporary construction related exterior lighting. Mitigation measures identified into the project conditions of approval would limit construction activity to primarily between the hours of 7:00 am and 4:30 pm on weekdays only, not including state holidays (Montecito Community Plan Development Standard N-M-1.1.1). Only limited construction lighting of short duration would be used outside of this construction window. As such, the project would not affect nighttime views in the area during construction. Therefore, the proposed project would comply with County standards for landscaping and lighting and not result in substantial light or glare or substantially cause a more severe impact related to light and glare beyond those identified in the 101 HOV Revised EIR.

3.2 Agriculture and Forestry Resources

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Chapter 2 Page 39	No	No	No	N/A
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	Chapter 2 Page 39	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	Chapter 2 Page 39	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Chapter 2 Page 39	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Chapter 2 Page 39	No	No	No	N/A

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The 101 HOV Revised EIR indicates that farmland exists in Santa Barbara County, but no timberlands exist in or near the project area. The analysis determined the 101 HOV project itself would not affect farmland as the project would be built in existing right-of-way and would not acquire private property except for construction and subsurface easements.

The proposed project would include the reconfiguration of an existing intersection and would not involve any conversion of agricultural or forest land to non-agricultural or non-forest land. Additionally, the Project Intersection and adjacent land is not currently zoned for agricultural use, nor would the project require any rezoning of the project site or its surroundings. Therefore, the proposed project would not result in any new or substantially more severe impacts to agriculture or forest resources beyond those identified in the 101 HOV Revised EIR.

3.3 Air Quality

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Section 2.2.6 Pages 313-322	No	No	No	N/A
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Section 2.2.6 Pages 313-322	No	No	No	Yes
c. Expose sensitive receptors to substantial pollutant concentrations?	Section 2.2.6 Pages 325-329	No	No	No	Yes
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Section 2.2.6 Page 469	No	No	No	N/A

The analysis contained below was primarily informed by the Air Quality and Greenhouse Gas Emissions Technical Memorandum for the proposed project (see Appendix C).

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The 101 HOV Revised EIR indicated that the Santa Barbara County Air Pollution Control District was in attainment for all National Ambient Air Quality Standards (2014), thus the 101 HOV project was exempt from project-level emission analysis at the federal level. Additionally, since the 101 HOV project has been initiated as a congestion relief/operational improvement, it is not expected to increase local concentrations of air pollutants; therefore the 101 HOV project is consistent with the state air quality goals of the air district. Since the 101 HOV project is in an attainment/unclassified area for all current federal air quality standards conformity requirements do not apply. The 101 HOV project is also consistent with and included in the Santa Barbara County Association of Governments-approved 2040 Regional Transportation Plan and Sustainable Communities Strategy and the CA 2013 Clean Air Plan.

The proposed project has been designed to improve roadway operations and would not interfere with timely implementation of Transportation Control Measures (TCMs) identified in the State

Implementation Plan (SIP) and regional conformity analysis. Typical TCMs associated with the 101 HOV project include: improved public transit, traffic flow improvements, and pedestrian/bicycle facilities. However, because the proposed project would improve long-term roadway operations along this segment of the 101 Highway, the improvements would reduce the need for additional TCMs.

Conformity at the project-level requires "hot spot" analysis if an area is "nonattainment" or "maintenance" for CO and/or $PM_{2.5}$ or PM_{10}. On March 10, 2006, the United States Environmental Protection Agency (USEPA) published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in $PM_{2.5}$ and PM_{10} nonattainment and maintenance areas. The Proposed project is located in Santa Barbara County in the SBCAPCD, which is classified as a nonattainment area for the State standard for ozone and PM_{10}. The County is in attainment for the State standards for CO and is unclassified for the State standard for $PM_{2.5}$. According to the USEPA Transportation Conformity Guidance, a $PM_{2.5}$ hot-spot analysis is required for Projects of Air Quality Concern (POAQC) in nonattainment areas (40CFR 93.123 (b) (1)). Projects that are exempt or not POAQC do not require hot-spot analyses.

According to the USEPA Transportation Conformity Guidance (Final Rule), March 10, 2006, the following are the projects that are NOT of Air Quality Concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F;
- An intersection channelization project or interchange configuration project that involves either turn lanes or slots, or lanes or movements that are physically separated. These kinds of projects improve freeway operations by smoothing traffic flow and vehicle speeds by improving weave and merge operations, which would not be expected to create or worsen $PM_{2.5}$ or PM_{10} violations; and
- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on $PM_{2.5}$ or PM_{10} emissions.

The project proposes intersection improvements at the Project Intersection, which includes ramps associated with the San Ysidro Road and U.S. 101 interchange, San Ysidro Road, and North Jameson Lane. The project would replace the existing all-way stop-controlled intersection with a roundabout. As shown in Table 3 and 4, the roundabout would reduce traffic delays and improve traffic flow at the San Ysidro and U.S. 101 interchange.

Table 1 Year 2040 Intersection Operations – No Build

Intersection	Approach	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
San Ysidro Rd./N. Jameson Ln.	Overall	150.8 sec.	F	226.1 sec.	F
San Ysidro Rd./U.S. 101 NB Ramp	Overall	16.1 sec.	C	17.3 sec.	C
San Ysidro Rd./U.S. 101 NB Ramp	Eastbound	58.3 sec.	F	58.1 sec.	F
	Westbound	10.1 sec.	B	10.9 sec.	B
San Ysidro Rd./S. Jameson Ln.	Eastbound	10.1 sec.	B	10.7 sec.	B

Source: Omni Means 2018 (Appendix J)

Table 2 Year 2040 Intersection Operations – Proposed Project

Intersection	Approach	A.M. Peak Hour		P.M. Peak Hour	
		Delay	LOS	Delay	LOS
San Ysidro Rd./N. Jameson Ln./ U.S. 101 NB Ramp	Overall	9.6 sec.	A	10.1 sec.	B
San Ysidro Rd./S. Jameson Ln./U.S. 101 SB Ramp	Overall	15.7 sec.	C	13.5 sec.	B
San Ysidro Rd./S. Jameson Ln.	Overall	2.0 sec.	A	1.6 sec.	A

Source: Omni Means 2018 (Appendix J)

As shown in Table 2, under future (2040) conditions, the seconds per vehicle delay at the intersection of San Ysidro Road, Jameson Lane, and U.S. 101 interchange would be reduced by as much as 53 seconds (total time delay from A.M. and P.M. peak hour) as a result of implementation of the proposed project. This reduction in delay time would allow vehicles to move more freely along the roadway at the appropriate speed. No additional vehicle lanes or substantial physical alterations would be added to U.S. 101 as the proposed project would improve traffic flow and vehicle speeds and would not result in an increase of vehicles on area roadways, or a substantial increase in idling. Thus, the proposed project would be expected to have a neutral or positive influence on $PM_{2.5}$ and PM_{10} emissions. This means the proposed project would not be considered a Project of Air Quality Concern (POAQC), and a hot spot analysis (evaluation of the potential for elevated localized emissions concentrations) is not required. This project is also exempt from regional conformity requirements pursuant to 40 CFR 93.127.

Therefore, the proposed project would not result in any new or substantially more severe impacts relative to local or regional air quality plan implementation as the proposed project would be consistent with Santa Barbara County Air Pollution Control District, Santa Barbara County Association of Governments 2040 Regional Transportation Plan and Sustainable Communities Strategy and the CA 2013 Clean Air Plan.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction of the proposed project would result in emissions of air pollutants due to grading, fumes, and vehicle exhaust. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors.

Potential construction emissions from ground-based equipment were estimated for informational purposes using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2. Quantified emissions are shown in Table 3 and include emissions of volatile organic compounds (VOC), nitrogen oxides (NO_X), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM_{10}), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), and sulfur dioxide (SO_2). Emissions of nitrogen dioxide (NO_2) were assumed to equal emissions of NO_X, and emissions of sulfur dioxide (SO_2) were assumed to constitute the functional majority of SO_X emissions. This analysis anticipates that all soil materials would be managed at the location of each excavation as a balanced "cut-and-fill" operation.

The Project does not include operational changes or other activities with the potential to result in long-term emissions; therefore, no analysis of operational emissions is included. The change to a roundabout would likely result in the reduction of vehicles cueing and idling at the intersection reducing the potential concentration of emissions at the intersection.

Table 3 Potential Construction Emissions

	Estimated Maximum Annual Emissions					
	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Maximum Annual Emissions (tons/year)	0.09	0.96	0.77	0.20	0.13	<0.01
	Estimated Maximum Daily Emissions					
	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_2
Maximum Daily Emissions (lbs/day)	1.74	19.51	9.26	6.24	3.73	0.02

Note: CalEEMod version 2016.3.2. Full emissions modeling results are included Appendix C.

As shown in Table 3, one of the primary components of the Proposed project's emissions would be windblown dust generated during construction, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from residents and other sensitive receptors for air pollutants near the project site. Nearby sensitive receptors could be affected by dust and particulates from grading and exhaust emissions during project construction. Construction-related air quality impacts associated with this intersection improvement project would be no greater than those evaluated as part of the larger 101 HOV project and for which mitigation measures were identified. Implementation of the Air Quality and Dust Control measures discussed below, would minimize this impact to sensitive receptors.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirement is a required part of all construction impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 14-9.03 "Dust Control" require the contractor to comply with the rules, ordinances, and regulations of the applicable Air Pollution Control District, which in this case is the SBCAPCD. SBCAPCD Standard Air Quality Avoidance and Minimization Measures include:

Air Quality and Dust Control. The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:

a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
e. After clearing, grading, earth moving, or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.
g. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
k. Diesel powered equipment should be replaced by electric equipment whenever feasible.
l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
n. All construction equipment shall be maintained in tune per the manufacturer's specifications.

o. The engine size of construction equipment shall be the minimum practical size.

p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirement is a required part of all potential construction impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 14-9.03 “Dust Control” require the contractor to comply with SBCAPCD rules, ordinances, and regulations. Controlling emissions and reducing dust reduces the release of odor causing emissions and those emissions affecting sensitive resources. The incorporation of these required Caltrans Standard Specifications would ensure that impacts would be less than significant. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people or impact sensitive receptors and would not result in impacts beyond those identified in the 101 HOV Revised EIR.

3.4 Biological Resources

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Section 2.3 Biological Environment Pages 442-458	No	No	No	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Section 2.3 Biological Environment Pages 410-441	No	No	No	N/A
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Section 2.3.2 Pages 408-441	No	No	No	N/A

		Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Section 2.3.3 Pages 442-458	No	No	No	N/A
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Section 2.3.1 Page 404-408	No	No	No	Yes
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Section 2.3.1 Page	No	No	No	N/A

The analysis contained below was primarily informed by the Natural Environmental Study-Minimal Impacts (NES-MI) for the proposed project (see Appendix C). The NES-MI is part of the implementation of mitigation measures outlined in the 101 HOV Revised EIR.

a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The 101 HOV Revised EIR focuses on biological communities of concern not individual plant or animal species of concern in addition to wildlife corridors and habitat fragmentation. The Natural Environment Study (NES) prepared for the 101 HOV Project identified plants, animals, and habitats within the project area and surround. Varying riparian areas were identified within the state right-

of-way. There are 11 creeks that cross the highway, seven contain areas of natural substrates in addition to the Carpinteria Salt Marsh. Franklin and Santa Monica creeks consist of open concrete-box channels. Garrapata Creek is contained entirely within a culvert. No substrate or vegetative cover is present within these channels. Channeled banks within the state right-of-way typically consist of concrete walls, and in most cases, there are county or railroad bridge structures and modified channel conditions immediately up- or downstream. Limited riparian vegetation occurs within the right-of-way at several creeks. These natural bottom creek channel sections provide storm water control, groundwater recharge, biological diversity, and wildlife habitat Carpinteria Creek, Arroyo Paredon Creek, Toro Canyon Creek, Greenwell Creek, Romero (Picay) Creek, San Ysidro Creek, Oak Creek, and Montecito Creek). The Carpinteria Salt marsh receives surface water flow from several drainages. This natural estuary is within the 101 HOV project limits but lies just outside of the project impact area. The report also identified 46 potential wetland locations in the 101 HOV project biological study area. The wetland locations include drainage ditches, vegetated roadside features, and culvert outlets.

The main riparian vegetation in the area of direct impact consists of arroyo willow, western sycamore, cape ivy, periwinkle, and garden nasturtium. Highway landscaping in upland areas near creeks include coast live oak, eucalyptus, cypress, pine trees, and myoporum trees. Patches of coastal scrub species, including black sage and sagebrush, are next to but outside of the HOV 101 project footprint. The coast live oak trees that occur within and next to the project limits are individual trees interspersed randomly throughout specified drainages, roadside landscaping and along the highway shoulder and are not considered a natural oak woodland community.

Wildlife observed in the biological study area include the western fence lizard, California vole, California ground squirrel, brown towhee, red-tailed hawk, American kestrel, turkey vulture, mourning dove, Brewer's blackbird, Western gull, American crow, mallard duck, Anna's hummingbird, song sparrow, house finch, red-winged blackbird, great blue heron, and black phoebe. The Pacific chorus frog, steelhead trout, mosquito fish, raccoon, striped skunk, big brown bat, and California myotis were observed in waterways or creek channels. Other typical birds in the area include the northern mockingbird, European starling, northern Flicker, common yellowthroat, house finch, lesser goldfinch, brown-headed cowbird, and bushtit. Common terrestrial mammals found within the biological study area include the coyote, domestic cat, opossum, and Botta's pocket gopher. Exotic species observed in the biological study area include the non-native crayfish, mosquito fish, and red-eared slider turtle. Several creeks in the project area are used by urban wildlife such as raccoons, skunks, tree frogs and various fish species.

The Project Intersection is located in a developed and landscaped area. Therefore, the proposed project would not result in impacts to the majority of special-status species, sensitive habitats, or natural communities known to occur regionally. However, habitats on-site are suitable for use by a variety of nesting birds and raptor species. Project-related impacts to nesting birds would be minimized and/or avoided to the maximum extent feasible with project minimization measures included in the mitigation provided below, as prescribed in the NES-MI conducted for the proposed project (Appendix D). These impacts would be similar to those identified for the 101 HOV project. Implementation of NES-MI measures would be required to reduce potential biological resources impacts.

No natural waterways, wetlands, or riparian areas are present in the Area of Direct Impact (ADI). Montecito Creek crosses beneath Cross Town Route, just west of the western border of the ADI, in an existing culvert structure below U.S. 101. However, the ADI does not include the above-ground portion of this stream and the existing conveyance structure below the roadway would not be

altered by the proposed project. Additionally, the project design would incorporate the features necessary to meet the County's Construction Site Runoff Requirements, which include best management practices (BMP), and stormwater runoff BMPs to meet the stormwater runoff requirements of the County's Post-Construction Storm Water Management Program. Therefore, project activities are not anticipated to result in direct impacts to offsite waterways.

Stormwater systems typically drain to surface waters at some point in the system. Thus, although modification of the existing stormwater swale would retain capacity and would not direct new water sources into the system, during construction, disturbance of the swale could result in effects to water quality in the stormwater system, such as temporary increases in sedimentation. Upland stormwater ditches are not regulated by the U.S. Army Corps of Engineers (USACE), but discharges into stormwater systems, including new structures and placement of fill, typically require notification of the Regional Water Quality Control Board (RWQCB).

Biological conditions within the project area have not substantially changed since the analysis of the 101 HOV Revised EIR. Implementation of the NES-MI along with 101 HOV Revised EIR mitigation measures would be required. Therefore, the proposed project would not result in any new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The 101 HOV Revised EIR indicates Caltrans and the Department of Fish and Wildlife created a wildlife habitat connectivity map as part of the California Essential Habitat Connectivity Project to identify high-priority wildlife corridors and landscape linkages for use in transportation planning. The nearest identified landscape linkage begins 4 miles north of the 101 HOV project limits in the Sulfur Mountain-Sierra Madre Mountains Essential Connectivity Area.

According to the project-specific NES-MI, there is potential for the project to result in the spread of invasive species. The proposed project would not otherwise interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident of migratory wildlife corridors or impede the use of native wildlife nursery sites. However, implementation of the avoidance and minimization prescribed in the NES-MI would reduce impacts. Therefore, the proposed project would not result in any new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR and would not result in interference with the movement of native resident or migratory wildlife.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Both non-native landscape trees and native trees are present within the project area. Some of these trees would be removed or impacted, with the final number dependent on the final design of the project and construction access needs. Within the Coastal Zone, certain trees within the County right-of-way are afforded protections pursuant to Article II Coastal Zone Ordinances Section 35-140, which includes tree removal provisions. Approximately 38 trees are anticipated to be removed or impacted, according to the NES-MI, including several covered under these criteria, and many additional trees would be adjacent to impact areas. As mentioned in Section 3.1, *Aesthetics*, a Tree

Root Analysis and Replacement Plan (Appendix A) was conducted by Rincon to identify methods to protect affected trees that are to be retained, and identify potential trees that would be removed, and specify appropriate placement per Coastal Zoning Ordinance requirements. The project would include tree planting as a component of proposed landscaping, following construction. Therefore, the proposed project would not result in any new or substantially more severe conflicts with local policies or ordinances protecting biological resources, or a habitat conservation plan.

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3.5 Cultural Resources

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Section 2.1.7, Cultural Resources Page 243-257	No	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological pursuant to §15064.5?	Section 2.1.7, Cultural Resources Page 243-257	No	No	No	Yes
c. Disturb any human remains, including those interred outside of formal cemeteries?	Section 2.1.7, Cultural Resources Page 243-258	No	No	No	Yes

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The 101 HOV Revised EIR describes the area of potential to affect, either directly or indirectly, significant prehistoric or historic archaeological resources or historic-period (pre-1970) built-environment resources. The area of potential effects measures about 11 miles long, adjacent to the open coast of the Santa Barbara Channel. The 101 HOV Revised EIR concluded that the National Register-eligible portion of the site is not only located below the level of proposed 101 HOV project but is also located outside the state right-of-way—and therefore outside the Area of Direct Impact. Caltrans identified 11 historic-period properties within the current architectural area of potential effects that have either been listed in or determined eligible for listing in the National Register of Historic Places and 95 historic-period properties that are not eligible for the National Register of Historic Places.

As such, a Historical Resources Evaluation Report (HRER) was conducted as a part of the Historic Property Survey Report (HPSR) for the project, which consisted of database searches and interviews to identify historic properties and cultural resources potentially located in the project's area of

potential effect (APE) (see Appendix E). The HRER identified two properties considered historical resources under CEQA. The first property, the Acacia Lodge, was listed on the National Register of Historic Places (NRHP), while the other, the Wylbron Lodge, is eligible for NRHP listing. The two properties and their listing status are listed below:

- Acacia Lodge, 109 Miramar Avenue (Listed on NRHP)
- Wylbron Lodge, 100 San Ysidro Road (Eligible for NRHP Listing)

In addition, an Archaeological Survey Report (ASR) was prepared for the proposed project as a part of the larger HPSR, which identified two previously recorded archaeological resources within the APE (see Appendix F). Both were originally recorded in 1929 as extensive Chumash village sites with burials. The sites were identified as being heavily disturbed by surrounding development and the original recording did not include a formal map of either site. Since their original recordings, the locations, names, boundaries, and cultural constituents of these sites have been ambiguous and contradicted. To date, no clear and irrefutable description of either site exists. An Extended Phase I (XPI) was completed to better identify and define the two sites. The results of the XPI were negative for significant cultural resources.

In the unlikely event that archaeological resources are encountered during construction, the 101 HOV Revised EIR indicates mitigation measures for Treatment of Historic Properties and Discoveries and Unanticipated Effects that would be applicable to the proposed project to reduce impacts to historical and archeological resources to a less than significant level. As such, the proposed project would not result in new or substantially more severe impacts to historical or archaeological resources in Santa Barbara County than those identified in the 101 HOV Revised EIR.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No human remains have been found within the proposed project area according to the 101 HOV Revised EIR. Based on the prior disturbance of the site associated with construction of the existing intersection, and results of the XPI, no interred human remains are expected to be located on the site. However, the possibility exists that human remains are located under the Project Intersection which excavation and ground-disturbing activities could potentially uncover, damage, or destroy. In the unlikely event that human remains are discovered, implementation of 101 HOV Revised EIR mitigation measure Treatment of Human Remains of Native American Origin and Discoveries and Unanticipated Effects would reduce impacts to less than significant. Therefore, the proposed project would not result in any new or substantially more severe impacts to such resources than those identified in the 101 HOV Revised EIR.

3.6 Energy

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Section 3.2.1 and 3.2.6	No	No	No	Yes
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Pages 17 through 18, and 31 through 34	No	No	No	Yes

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The 101 HOV Revised EIR concludes the 101 HOV project would have no impacts to energy. This is because Caltrans incorporates energy efficiency, conservation, and climate change measures into transportation planning, project development, design, operations, and maintenance of transportation facilities, fleets, buildings, and equipment to minimize use of fuel supplies and energy sources and reduce greenhouse gas emissions. When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the project would not have substantial energy impacts.

During the proposed project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod used to estimate construction air emissions in the Air Quality and Greenhouse Gas Emission Report (Appendix C). Table 4 presents the estimated construction phase energy consumption, indicating construction equipment, vendor trips, and worker trips would consume approximately 33,361 gallons of fuel over the project construction period. Construction equipment would consume an estimated 33,350 gallons of fuel and worker

trips would consume approximately 11 gallons of fuel over the combined phases of project construction.

Table 4 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel	MMBtu[4]
Diesel Fuel (Construction Equipment)[1]	33,350	4,251
Diesel Fuel (Hauling and Vendor Trips)[2]	–	–
Other Petroleum Fuel (Worker Trips)[3]	11	1
Total	**33,361**	**4,252**

[1] Fuel demand rate for construction equipment is derived from the total hours of operation, the equipment's horse power, the equipment's load factor, and the equipment's fuel usage per horse power per hour of operation, which are all taken from CalEEMod outputs (see Appendix C), and from compression-ignition engine brake-specific fuel consumptions factors for engines between 0 to 100 horsepower and greater than 100 horsepower (U.S. EPA 2018). Fuel consumed for all construction equipment is assumed to be diesel fuel.

[2] Fuel demand rate for hauling and vendor trips (cut material imports) is derived from hauling and vendor trip number, hauling and vendor trip length, and hauling and vendor vehicle class from "Trips and VMT" Table contained in Section 3.0, *Construction Detail*, of the CalEEMod results (see Appendix C). The fuel economy for hauling and vendor trip vehicles is derived from the United States Department of Transportation (DOT 2019). Fuel consumed for all hauling trucks is assumed to be diesel fuel.

[3] The fuel economy for worker trip vehicles is derived from the U.S. Department of Transportation National Transportation Statistics (24 mpg) (DOT 2019). Fuel consumed for all worker trips is assumed to be gasoline fuel.

[4] CaRFG CA-GREET 2.0 fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for worker trips specified above (California Air Resources Board [CARB] 2015). Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for construction equipment specified above (CARB 2015). Totals may not add up due to rounding.

The construction energy estimates represent a conservative estimate as the construction equipment used in each phase of construction was assumed to be operating every day of construction. Construction equipment would be maintained to all applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. The project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact would be the same as determined in the 101 HOV Revised EIR which concluded due to the energy saved by relieving congestion this would offset the energy used during construction.

The proposed project would include the reconfiguration of an existing intersection and would not generate an energy demand either from electricity use or from transportation fuel due to additional vehicle trips. The proposed project would help to improve traffic flow and intersection LOS and thereby reduce vehicle idling on area roadways. This would result in improved fuel efficiency for vehicles travelling through the intersection and reduce fuel consumption overall.

Overall, operation of the project would not result in additional fuel consumption and would result in improve fuel efficiency for area vehicles. Project energy consumed would be temporary during construction and would be typical of similar projects. Therefore, construction and operation of the proposed project would not result in new or substantially more severe impacts to energy resources than those identified in the 101 HOV Revised EIR.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As mentioned above, the 101 HOV Revised EIR concluded that no impacts would occur to energy resources. In December 2006, Caltrans created and began implementing the Caltrans Climate Action

Program. While targeted toward reducing statewide greenhouse gas (GHG) emissions, the Caltrans Climate Action Program includes energy efficiency measures to reach emissions reduction targets. One of the main strategies in the Caltrans Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. To the extent a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, fuel usage, may be reduced.

As demonstrated further in Section 8, *Greenhouse Gas Emissions*, the proposed project is consistent with measures and actions from the Caltrans Climate Action Program. The purpose of the Project is to improve traffic operations at the Project Intersection, and thus improve vehicle fuel efficiency. This would also ensure project consistency with the County requirements regarding vehicle idling, to ensure improved fuel efficiency. Additionally, the proposed project would not result in new vehicle trips. Implementation of the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No impact would occur. Therefore, the proposed project would not result in new or substantially more severe impacts than those identified in the 101 HOV Revised EIR.

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3.7 Geology and Soils

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Section 2.2.3, Pages 296-299	No	No	No	N/A
2. Strong seismic ground shaking?	Section 2.2.3, Pages 296-299	No	No	No	N/A
3. Seismic-related ground failure, including liquefaction?	Section 2.2.3, Pages 296-299	No	No	No	N/A
4. Landslides?	Section 2.2.3, Pages 296-299	No	No	No	N/A
b. Result in substantial soil erosion or the loss of topsoil?	Section 2.4, Pages 468	No	No	No	N/A
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading,	Section 2.2.3, Pages 296-299	No	No	No	N/A

subsidence, liquefaction, or collapse?

		Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
d.	Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Section 2.2.3 Pages 296-299	No	No	No	N/A
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Section 2.2.3 Pages 296-299	No	No	No	N/A
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Section 2.2.4, Paleontology Pages 299-303	No	No	No	Yes

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

a.1 Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2 Strong seismic ground shaking?

a.3 Seismic-related ground failure, including liquefaction?

a.4 Landslides?

The 101 HOV project is located within a seismically active region of California according to the 101 HOV Revised EIR. Two faults have the greatest potential to affect the 101 HOV project area: the More Ranch-Mission Ridge-Arroyo Parida-Santa Ana Fault and the Mesa-Rincon Creek Fault. Potential seismic hazards may arise from three sources: surface fault rupture, ground shaking, and liquefaction. These impacts were associated with construction of bridges.

The proposed project would not construct a bridge and improvements would be to an existing roadway and construction is predominantly at grade level. There are no major geologic or seismic hazards that would either be exacerbated by development in the project area, or which would pose significant hazards to persons living or working in the project area. Therefore, the proposed project

would not result in any new or more substantially severe impacts beyond those identified in the 101 HOV Revised EIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

The 101 HOV Revised EIR determined if 101 HOV slopes are constructed, newly constructed cut and fill created as part of the 101 HOV project could increase potential for erosion due to erodible materials that may underlie certain areas of the project area.

Slopes would not be constructed as part of the proposed project. However, grading and minor excavation that would be necessary for reconstruction of the Project Intersection and installation of the roundabout would increase the potential for erosion. Construction of the proposed project would disturb more than one acre of soil and thus would be required to obtain coverage under a Construction General Permit as part of the Santa Barbara County conditions of approval. Pursuant to the permit, construction of the project would require the development and implementation of a stormwater pollution prevention plan (SWPPP). The SWPPP would include BMPs designed to control runoff and to prevent erosion and sedimentation. After construction is complete, the road surface would be both asphalt and concrete pavements, the pedestrian facilities would be concrete and both of which would prevent soil loss and erosion. Given the relatively flat topography of the site, the minimal grading and excavation required for construction, and implementation of the SWPPP, the proposed project would not result in new or more substantially severe impacts beyond those identified in the 101 HOV Revised EIR.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The 101 HOV Revised EIR determined potential areas within the 101 HOV project susceptible to high liquefaction include areas where groundwater is found at shallow depths and is underlain by unconsolidated or poorly consolidated alluvial soils. Corrosive impacts were determined to be where soils and groundwater may be corrosive to metallic foundation elements and drainage structures.

The Project Intersection is located within the urban setting of the Montecito community adjacent to U.S. 101; however, the intersection is at an approximately 25-foot greater elevation than that of U.S. 101. As the proposed project includes intersection improvements to an existing roadway facility, this elevation difference would not pose a substantial hazard with regard to landslides, lateral spreading, subsidence, liquefaction, or collapse. In addition, the proposed project does not require the use of a septic tank or any wastewater disposal systems. Therefore, the proposed project would not result in new or more substantially severe impacts beyond those identified in the 101 HOV Revised EIR.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The 101 HOV Revised EIR indicates the uppermost few feet of sediment consists of younger alluvial and fluvial deposits which is unlikely to contain fossils with scientific significance. The proposed project is located in an urbanized area and the area is currently developed with an existing intersection and surrounding residential properties. As mentioned in Section 5, *Cultural Resources*, an ASR was prepared and identified two sites within the project area as containing archaeological resources. As such, the project would have the potential to uncover these resources during earthwork activities. Because excavation and ground-disturbing activities during construction could potentially expose, damage, or destroy archaeological or paleontological resources, implementation of the ASR as required mitigation of the 101 HOV Revised EIR would ensure a qualified paleontologist is retained to ensure paleontological resources are protected and evaluated during the construction phase. Therefore, the proposed project would not result in new or substantially more severe impacts to unique paleontological resources or sites or unique geologic features beyond those identified in the 101 HOV Revised EIR.

3.8 Greenhouse Gas Emissions

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Section 3.2.6	No	No	No	N/A
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Pages 29 through 34	No	No	No	N/A

The analysis contained below is primarily informed by the Air Quality and Greenhouse Gas Emissions Technical Memorandum for the San Ysidro Road Intersection Project (see Appendix C).

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As discussed in the 101 HOV Revised EIR, Caltrans recognizes that 98 percent of California's GHG emissions are from burning fossil fuels and 40 percent of all human made greenhouse gas emissions are from transportation. To address this impact, one of the main strategies is implementation of the Caltrans Climate Action Program to reduce GHG emissions by making California's transportation system more efficient. The purpose of the 101 HOV project is to facilitate a modal shift to carpooling by adding HOV lanes that provide travel time incentives for carpools. The project would increase roadway capacity as well as vehicle speeds from existing conditions (in 2014). The 101 HOV Revised EIR concluded that the 101 HOV project would create more greenhouse gases (CO_2) than the existing condition. However, it was determined that it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change.

The proposed project's GHG emissions for the construction and operation phases were estimated below using CalEEMod.

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions 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 will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced

through innovations in plans and specifications and by implementing better traffic management during construction phases.

Potential GHG emissions from construction equipment were estimated for informational purposes using CalEEMod. Quantified emissions are shown in Table 5, and include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and carbon dioxide equivalent units (CO_2e).

Table 5 Potential Construction Emissions

	Estimated Total Annual Emissions			
	CO_2	CH_4	N_2O	CO_2e
Total Annual Emissions (metric tons/year)	104.34	0.03	<0.01	105.13

Note: CalEEMod version 2016.3.2. Full emissions modeling results are included in Appendix C.

With innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. According to Caltrans' Standard Specifications, the construction contractor must comply with all local SBCAPCD rules, ordinances, and regulations for air quality restrictions. Project construction would also be required to comply with CARB's anti-idling law, which states that vehicles not engaged in work activities may not idle for more than five minutes, and that vehicles may not idle auxiliary power systems for more than five minutes to power heaters, air conditioners or any other equipment if the vehicle has a sleeper berth and is within 100 feet of a restricted area (homes and schools). Compliance with SBCAPCD rules, ordinances, and regulations, and CARB's anti-idling law would minimize GHG emissions generated by project construction.

Operational Emissions

The Project does not include operational changes or other activities with the potential to result in long-term GHG emissions; therefore, no analysis of operational GHG emissions is included. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans continues to be involved on the Governor's Climate Action Team as CARB works to help achieve the targets set forth in AB 32 and SB 32.

Over the past several decades, Caltrans has shifted from a focus on roadway expansion to making California's transportation system more efficient by managing and maintaining the existing system. The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds (0 to 25 miles per hour [mph]) and speeds over 55 mph (the most severe emissions occur from 0 to 25 mph; Barth and Boriboonsomsin 2010). To the extent a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced. The estimated CO_2 emissions for the 101 HOV project was 7,902.20 tons per year for 2040 build. This estimate was more than the existing conditions of 4,715.80 tons per year in 2009. As determined by the 101 HOV Revised EIR, carbon dioxide is attributable to the addition of the HOV lanes, which allow higher traffic volumes (re-directed trips back onto the highway system) throughout the corridor and improvement in average vehicle speeds. Optimum vehicle speeds for the combustion of fossil fuels and the subsequent release of emissions occurs at 45 miles per hour. Carbon dioxide emission curves increase from that point as vehicles travel faster. The purpose of the proposed project is to improve traffic operations at the Project Intersection, which would not result in new vehicle trips. In addition, the proposed project

would reduce the number of stop and start vehicles at the Project Intersection. Therefore, with implementation of 101 HOV Revised EIR Climate Change and CO_2 Reduction strategies the proposed project would not generate substantial additional GHG emissions directly or indirectly beyond those identified in the 101 HOV Revised EIR.

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

In 2013, Caltrans released "Caltrans Activities to Address Climate Change – Reducing Greenhouse Gas Emissions and Adapting to Impacts." This report highlights actions Caltrans is implementing Statewide in an effort to reduce GHG emissions. Major initiatives underway at Caltrans to help meet these targets include the following:

- California Transportation Plan (CTP 2040). The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.
- Caltrans Strategic Management Plan. The Strategic Management Plan creates a performance-based framework to preserve the environment and reduce GHG emissions. Specific performance targets in the plan that will help to reduce GHG emissions include increasing the percentage of non-auto mode share, reducing VMT per capital, and reducing Caltrans' internal operational GHG emissions.
- Funding and Technical Assistance Programs. In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in Caltrans Activities to Address Climate Change (2013). *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

Over the past several decades, Caltrans has shifted from a focus on roadway expansion to making California's transportation system more efficient by managing and maintaining the existing system. The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds (0 to 25 miles per hour [mph]) and speeds over 55 mph (the most severe emissions occur from 0 to 25 mph). To the extent a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced. The purpose of the proposed project is to improve traffic operations at the Project Intersection, and the project would not result in new vehicle trips.

As mentioned above, the proposed project would improve traffic flow and thus reduce vehicle idling at the Project Intersection. The proposed project would also improve pedestrian infrastructure and require planting street and urban trees and vegetation on and around the proposed roundabout. Implementation of the proposed project would not conflict with applicable plans, policies, or regulation adopted for the purpose of reducing GHG emissions as identified in the 101 HOV Revised EIR.

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3.9 Hazards and Hazardous Materials

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Section 2.2.5 Pages 303-313	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Section 2.2.5 Pages 303-313	No	No	No	Yes
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	N/A	No	No	No	Yes
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Section 2.2.5 Pages 303-313	No	No	No	Yes
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	N/A	No	No	No	N/A

		Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Section 2.1.4 Pages 100-101	No	No	No	N/A
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	N/A; New CEQA checklist item added subsequent to 101 HOV Revised EIR	No	No	No	N/A

An Initial Site Assessment (ISA) was performed by Rincon Consultants for the proposed project (see Appendix G). The purpose of the ISA is to identify potential or known hazardous materials, hazardous waste, and contamination in the project area. Rincon performed a reconnaissance of the Project Intersection on January 2, 2018 to observe existing conditions and to obtain information indicating the presence of recognized environmental conditions in connection with the subject property. The use, storage, or disposal of hazardous materials on the subject property was not observed during the site reconnaissance.

Nonetheless, in the early hours of January 9, 2018, a series of mudslides as a result of intense rains, fire-denuded hillsides, and strong winds affected Montecito, including the Project Intersection. The mudslides swept houses, cars, and other debris toward the Pacific Ocean. Mud and debris were deposited over much of the Project Intersection. The debris had the potential to include contaminants such as lead, asbestos, and petroleum hydrocarbons.

Environmental Data Resources, Inc. (EDR) was contracted to provide a database search of public lists of sites that generate, store, treat, or dispose of hazardous materials or site for which a release or incident has occurred. The EDR search was conducted for the Project Intersection and included data from surrounding sites within a one-mile radius. The EDR search results and the ISA conducted for the proposed project is used herein to inform the following analysis.

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The 101 HOV Revised EIR indicated 40 properties and several routine construction issues within the existing 101 highway corridor that could have the potential to affect the 101 HOV project. These properties are typically sites with known or suspected soil and/or groundwater contamination due to leaks from underground fuel storage tanks. Of the 40 properties, 16 properties were classified as high and medium risk for potential impacts. The remaining properties were considered a low risk to the project and were not studied any further. However, an addendum to the 101 HOV's Initial Site

Assessment reevaluated 12 properties and determined that 11 properties had lower than expected contaminant levels and reclassified them from high/medium risk to low risk.

The nearest potentially contaminated property, listed in the 101 HOV Revised EIR, to the proposed project is the Chevron Station located at 1085 Coast Village Road in Montecito, approximately 0.9 mile west of the Project Intersection. As mentioned above, an ISA was conducted for the proposed project and the use, storage, or disposal of hazardous materials on the subject property was not observed during the site reconnaissance. The project area includes the existing Project Intersection, adjacent residential and commercial property, and U.S. 101. In addition, the proposed project includes a reconfiguration of the Project Intersection to a roundabout as well as improvements to active transportation facilities in the Project Intersection. Because the Project Intersection is a roadway facility, the project site has the potential to facilitate the transport of hazardous materials via trucks. However, the proposed project would not increase the capacity of the Project Intersection, nor would the project introduce the routine transport, use, or disposal of hazardous materials greater than what the Project Intersection currently experiences. Therefore, the proposed project would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

As discussed in the 101 HOV Revised EIR, once project-specific excavation limits are established, soil sampling would be required to determine the presence of contaminated soils. The 101 HOV Revised EIR does not discuss impacts related to hazardous materials within or near schools' sites.

The proposed project would reconfigure an existing six-way stop intersection to a roundabout and would not result in additional vehicle trips during operation. Based on review of the ISA, the two recognized environmental conditions observed in connection with the project area are the potential for aerially deposited lead (ADL) due to the existing use of the site as a roadway and the potential conveyance of contaminants as a result of the mudslides. ADL can cause contamination of exposed soils along freeways. The California Department of Toxic Substance Control (DTSC) considers a soil to be hazardous waste when lead content is greater than 1,000 mg/kg or the soluble concentration is greater than 5 mg/l (DTSC 2006). Ongoing testing by Caltrans has shown that total lead concentrations adjacent to freeways have typically ranged between 50 and 70 mg/kg, which is within the DTSC threshold and would not be considered hazardous (Geocon Consultants, Inc. 2007). Nonetheless, the potential presence of ADL in shallow soils remains. Therefore, an ADL study shall be performed prior to construction to evaluate the potential effects resulting from the 2018 mudslides. As part of implementation of 101 HOV Revised EIR mitigation measures for aerially deposited lead impacts, Rincon would collect shallow soil samples from within the project site boundaries and analyzing the soil samples for lead, asbestos, and petroleum hydrocarbons as outlined in the ISA (Appendix G). Incorporation of the standards of conditions would ensure that construction of the proposed project would not result in the release of hazardous materials into the environment or emit hazardous emissions within one-quarter mile of an existing or proposed school. Therefore, the proposed project would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

According to the ISA (Appendix G), the EDR search found that neither the subject property nor the surrounding properties were listed in any of the databases searched. Nonetheless, based on the reported groundwater flow direction to the south, one nearby upgradient property was listed in release databases searched by EDR. However, based on the soil-only contamination and the closure status, the release associated with the upgradient property is not expected to adversely impact soil or groundwater beneath the Project Intersection. These findings are consistent with the mitigation measures outlined by the 101 HOV Revised EIR to reduce impacts due to hazardous material sites. Therefore, the proposed project would not result in new or substantially more severe impacts related to contaminated sites beyond the findings of the 101 HOV Revised EIR.

e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The 101 HOV Revised EIR does not address project impacts to airports. No private or public airports or heliports registered with the Federal Aviation Administration (FAA) are located within two miles of the Project Intersection. In addition, the proposed project involves improvements to an existing intersection and would not introduce or result in a safety hazard for people residing or working in the project area. Therefore, the proposed project would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

As discussed in the 101 HOV Revised EIR, during the construction phase of the 101 HOV project, development of a Traffic Management Plan would be required prior to construction to avoid impacts to emergency service providers. During the operational phase, the 101 HOV project would reduce traffic congestion which would improve access for emergency facilities.

The construction phase of the proposed project would result in temporary traffic delays; however, road closures throughout construction of the project would not occur and a traffic control plan would be developed as part of the project to outline how vehicular, pedestrian, and bicycle traffic would be controlled, and emergency access would be provided. The reconfiguration of the Project Intersection to a roundabout would not conflict with or hinder any emergency response plan or evacuation routes and impacts to emergency response plans and emergency evacuation plans. Therefore, no temporary or long-term impacts to emergency services are expected and the proposed project would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project would be located in an urban setting with U.S. 101 immediately adjacent to the south and residences bounding the Project Intersection to the east, north, and west. In addition, the proposed project would not introduce new residential or commercial land uses which could increase the number of people working or living in an area potentially at risk to wildfire hazard. Therefore, the proposed project would not expose people or structures to any significant risk of wildland fires and would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

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3.10 Hydrology and Water Quality

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Section 2.2.2 Pages 266-284, 288-296	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Section 2.2.2 Pages 272, 289-296	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:		No	No	No	N/A
(i) Result in substantial erosion or siltation on- or off-site	Section 2.2.1 Pages 259-266	No	No	No	N/A
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	Section 2.2.1 Pages 259-266	No	No	No	N/A
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	Section 2.2.1 Pages 259-266	No	No	No	N/A

		Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
	(iv) Impede or redirect flood flows?	Section 2.2.1 Pages 259-266	No	No	No	N/A
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Section 2.2.1 Pages 259-266	No	No	No	N/A
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Section 2.2.2 Pages 266-284, 288-296	No	No	No	N/A

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or situation on- or off-site?

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The 101 HOV Revised EIR concluded typical pollutants from California highways include heavy metals, sediment, and litter. As traffic increases, the amount of pollutants originating from cars and trucks (tire and brake lining wear, litter, and spills during vehicle accidents) is also expected to increase. All constituents and parameters in nearby surface water bodies found to be elevated or exceeding published water quality standards are potential concerns for the 101 HOV project.

Grading and minor excavation that would be necessary for reconfiguration of the Project Intersection and installation of pedestrian facilities would increase the potential for erosion. Construction of the proposed project would disturb more than one acre of soil and thus would be required to obtain coverage under a Construction General Permit. Pursuant to the permit, construction of the project would require the development and implementation of a SWPPP. The SWPPP would include BMPs designed to prevent erosion and sedimentation. The SWPPP would also

include BMPs for cleanup of equipment fluid spills to prevent contamination of water. One bioretention basin and two infiltration vaults (Structural Control Measures) are proposed to provide treatment for portions of the project area where it is feasible to intercept runoff. A project-specific Stormwater Control Plan was conducted by TY Lin International in March 2020. The Stormwater Control Plan indicated the bioretention basin is proposed where shallow, surface level treatment is feasible and the infiltration vaults are proposed in the street in areas where surface level treatment is not feasible (Appendix H). After construction is complete, the road surface would be asphalt and the pedestrian facilities would be impervious surfaces. However, because the project consists of reconfiguration of an existing impervious intersection, the project would not result in an increase in the amount of impermeable surfaces currently at the project site. 101 HOV Revised EIR mitigation measures would also be required including Permanent Storm Water Treatment Best Management Practices to reduce potential impacts due to surface runoffs. Therefore, the project would not substantially alter hydrology of the area and would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

   iv. Impede or redirect flood flows?

d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The 101 HOV Revised EIR determined the 101 HOV project could affect base flood flows, defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year", depending on whether construction would be near the floodplains along the U.S. 101.

The project-specific Stormwater Control Plan determined preliminary design is to have runoff from the sidewalks and roadways collected and conveyed within curb and gutters or along a dike to curb inlets and piped to a bioretention basin or infiltration vault for treatment consistent with the current drainage pattern (Appendix H). The proposed project is located in an urbanized area and currently developed by existing intersection infrastructure. The project site is located in an area determined to be outside the 0.2 percent annual chance floodplain (FEMA 2019). The proposed project would not result in any encroachments into the floodplain. Additionally, the project consists of the reconfiguration of the Project Intersection and would not introduce new residential or commercial land uses that could increase the number of people working or living in areas potentially at risk of inundation by dam failure, seiche, tsunami, or mudflow. Therefore, the project would not result in new or substantially severe exposure of people or structures to risk of inundation by dam failure, seiche, tsunami, mudflow, or impact flood flows beyond those identified in the 101 HOV Revised EIR.

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3.11 Land Use and Planning

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Physically divide an established community?	Section 2.1.1 Pages 40-45, 46-63	No	No	No	No
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Section 2.1.1 Pages 40-45, 46-63	No	No	No	Yes

a. Would the project physically divide an established community?

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The 101 HOV Revised EIR found the 101 HOV project would potentially conflict with land use policies related to scenic visual resources, wetland and creek protection, and historical resources. Table 2.2 of the 101 HOV Revised EIR outlines Potential Policy Inconsistencies. However, the 101 HOV project would not conflict with land use policies related to local/regional coastal access or transportation plans as the 101 HOV project would enhance access to coastal resources by improving vehicular circulation within the U.S. 101 corridor.

The proposed project would not expand the existing intersection or adjacent roadways, increase the number of lanes, or cause substantial horizontal or vertical alterations. Furthermore, as the proposed project constitutes the reconfiguration of an existing stop-operated intersection to a roundabout intersection, the project would not physically divide an established community; or conflict with an applicable habitat conservation plan or natural community conservation plan. However, the proposed project would conflict with visual resources and landscaping land use policies and regulations as detailed in Section 1, *Aesthetics* of this addendum. These impacts would require implementation of 101 HOV Revised EIR mitigation measures and the recommended standard conditions outlined in the Tree Root Analysis and Replacement Plan and the VIA to reduce impacts to visual resources and landscaping impacts. Therefore, the proposed project would be consistent with applicable land use, plan, policy, or regulation and would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

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3.12 Noise

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Section 2.2.7 Pages 330-336, 379-403	No	No	No	Yes
a. Generate excessive groundborne vibration or groundborne noise levels?	Chapter 2.4 Page 461, 472-474, 484-487	No	No	No	N/A
b. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	N/A	No	No	No	N/A

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The 101 HOV Revised EIR defined the noise abatement threshold to be when a substantial increase is identified or when the existing or future noise levels approach or exceed the noise abatement criteria of 67 dBA for residential uses and 72 dBA for commercial uses in accordance with National Environmental Policy Act, 23 Code of Federal Regulations 772. A substantial increase is triggered when a build alternative in the design year increases noise levels by at least 12 dBA. Based on noise modeling conducted for this project, a maximum 3-dBA increase between existing noise levels and the future design year build alternative would result at any receptor location, a change which is barely perceptible to the human ear. As indicated in Table 2.37 of the 101 HOV Revised EIR, 27 of the 35 receptor groups are anticipated to approach or exceed the noise abatement criteria (67 dBA), though no substantial (12 dBA) increase was identified. The Federal Highway Administration and Caltrans do not generally provide noise abatement for commercial receptors.

As discussed in Section 2.4, *Construction Impacts*, of the 101 HOV Revised EIR, the highway corridor is mostly residential areas mixed with small pockets of commercial, agricultural, and recreational areas. Except for the Summerland area, terrain through the corridor is relatively flat. U.S. 101 through the project limits is currently two lanes in each direction. Traffic on U.S. 101 is the main source of noise through the corridor; however, trains also travel through the area several times a day. In addition to permanent noise impacts, potential noise impacts caused by construction and the potential work proposed for the railroad right-of-way.

Local Policies

The County of Santa Barbara Montecito Community Plan Update, Policy N-M-1.1 states that "Noise-sensitive uses (i.e., residential and lodging facilities, educational facilities, public meeting places and others specified in the Noise Element) shall be protected from significant noise impacts." In addition, Section II, G, Community Goals, provides a list of goals and objectives identified in the community survey and public workshops, stating: "Reduce the impact of noise from construction projects." The Montecito Community Plan limits construction activity to weekday hours between 7:00 a.m. and 4:30 p.m. and prohibits work on State and national holidays.

According to the County of Santa Barbara *Environmental Thresholds and Guidelines Manual*, construction within 1,600 feet of sensitive receptors shall be limited to weekdays between the hours of 8:00 a.m. and 5:00 p.m.

During construction of the proposed project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction, which includes residential receptors, a church, an adult daycare center, and a hotel resort. The nearest residential receptors are approximately 40 feet from the project site off North Jameson Lane.

As described under *Federal and State Regulations and Local Policies*, construction noise is regulated by Caltrans Standard Specifications Section 14-8.02, "Noise Control," which states noise levels generated during construction shall not exceed 86 Lmax 50 feet from the project site from 9:00 p.m. to 6:00 a.m. Construction noise is also regulated by County of Santa Barbara and Montecito Community Plan requirements. According to the County of Santa Barbara *Environmental Thresholds and Guidelines Manual*, construction within 1,600 feet of sensitive receptors shall be limited to weekdays between the hours of 8:00 a.m. and 5:00 p.m. The Montecito Community Plan limits construction activity to weekday hours between 7:00 a.m. and 4:30 p.m. and prohibits work on State and national holidays.

The project does not include operational changes or other activities with the potential to result in changes to long-term noise impacts; therefore, no analysis of operational noise is included. The change to a roundabout will reduce noise associated with vehicles coming to a full stop and then starting again (increased braking and engine noise) but this reduction was not modeled.

Construction noise was modeled with the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) using standard default construction equipment included in the CalEEMod (see Appendix I for RCNM). Construction equipment anticipated to be used in construction of the proposed project includes clearing and grubbing equipment, earthwork equipment, base preparation equipment, foundation equipment, and paving equipment. Table 6 summarizes noise levels produced by the specific assemblage of equipment expected to be used for each phase at distances of 40 feet, 280 feet, 400 feet, and 500 feet from the project site. Table 6 also shows noise levels at a distance of 50 feet, which corresponds to the distance associated with Caltrans' nighttime construction noise standard.

Table 6 RCNM Construction Equipment Noise

Construction Phase	Equipment	Estimated Construction Noise Levels (dBA Leq) [1]/(dBA Lmax)[2, 3]				
		40 Feet Distance	50 Feet Distance	280 Feet Distance	400 Feet Distance	500 Feet Distance
Clearing and Grubbing	Tractor, Grader, Scraper	87/87	85/85	70/70	67/67	65/65
Earthwork	Dozer, Tractor, Grader	87/87	85/85	70/70	67/67	65/65
Base Preparation	Tractor, Generator, Crane, Forklift, Welder/Torch	90/87	88/85	73/70	70/67	68/65
Foundation	Tractor, Concrete Mixer Truck, Paver, Roller, Paving Equipment (All other equipment >5HP)	85/86	83/84	68/69	65/66	63/64
Paving	Tractor, Concrete Mixer Truck, Paver, Roller, Paving Equipment (All other equipment >5HP)	88/87	86/85	71/70	68/67	66/65

See Appendix I for RCNM equipment noise data sheets

[1] Leq represents the combined average noise level of all equipment over a one-hour period. Because Leq combines noise from multiple pieces of equipment operating simultaneously, calculated Leq may be higher than Lmax.

[2] Lmax represents the instantaneous peak noise level of the single loudest piece of equipment. Because Lmax is limited to single pieces of equipment, Lmax may be lower than calculated Leq.

[3] Sound levels are rounded to the nearest whole number.

Construction activities would be temporary in nature. The nearest sensitive receptors to the project site are residential units off North Jameson Lane, approximately 40 feet from the project site. Receptors within 40 feet of construction activity would experience exterior construction noise up to 90 dBA Leq at their property lines during the base preparation phase and from 85 to 88 dBA Leq at their property lines during the clearing and grubbing, earthwork, foundation, and paving phases. Receptors within 50 feet of construction activity would experience exterior construction noise up to 88 dBA Leq at their property lines during the base preparation phase and from 83 dBA Leq to 86 dBA Leq at their property lines during the clearing and grubbing, earthwork, foundation, and paving phases. The way buildings in California are constructed generally provides for an exterior-to-interior transmission loss of about 25 dBA with closed windows and doors (FTA 2006). Therefore, interior noise levels would not be expected to exceed approximately 63 dBA Leq during construction activity. Construction activity would be temporary, occurring over approximately a 14-month period, and avoidance and minimization measures for construction noise are recommended below.

During the loudest phases of construction, based on the results of the construction noise estimates shown in Table 6, the maximum noise level at 50 feet would not exceed 85 dBA Lmax. Because construction activity would generally not occur outside of daytime hours except in limited circumstances, construction noise would not exceed the 86 dBA Lmax Caltrans threshold for nighttime construction operations 50 feet from the project site.

Construction noise would be temporary, intermittent, and construction activity at the project site would be required to be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 restricting nighttime noise levels. Caltrans Standard Specifications pertaining to temporary

noise impacts from construction is a required part of all potential construction impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-8.02 "Noise Control" require the contractor to control and monitor noise resulting from work activities.

Construction activity should be limited to daytime hours, based on the more controlling County a.m. start-work time and the more controlling Montecito Community Plan p.m. stop-work time, limiting construction activities to the daytime hours between 7:00 a.m. and 4:30 p.m. within 1,600 feet of sensitive receptors. Implementing Caltrans Standard Specifications Section 14.8-02 through standard construction noise avoidance and minimization measures would further reduce temporary construction noise levels. Standard construction noise avoidance and recommended sound walls (S519 and S520) depicted in Figure 2-30 and Table 2.37 of the 101 HOV Revised EIR would apply to the proposed project. Therefore, the proposed project would not result in new or substantially more severe impacts related to noise beyond those identified in the 101 HOV Revised EIR.

b. Would the project generate excessive groundborne vibration or groundborne noise levels?

There are no federal or state standards for vibration impacts. The traditional view has been that highway traffic and most construction vibrations pose no threat to buildings and structures, and that annoyance to people is similar to typical noise issues experienced from living near highways. Caltrans, however, has conducted research and developed a Transportation and Construction-Induced Vibration Guidance Manual to assess the potential for construction-related vibration impacts.

Noise and Vibration Technical Memorandum

To address the potential change in noise levels associated with construction and operation of the proposed project, a Noise and Vibration Technical Memorandum (Noise Study) was prepared by Rincon in August 2018 (see Appendix I). The purpose of the Noise Study is to determine whether temporary construction noise would be consistent with Caltrans requirements, as well as applicable County standards. The Noise Study was based on a review of project site plans and the Traffic Operations Analysis Report prepared by Omni Means (Appendix I) to assess potential environmental impacts.

Table 7 summarizes the results of the short-term noise monitoring conducted in the project area. Traffic was the main contributor of noise at all measurement locations. Existing noise levels near North Jameson Lane residences, approximately 10 feet from the center line, are 70.0 dBA Leq, resulting primarily from traffic along North Jameson Lane and the U.S. 101 northbound freeway on-ramp (NM1). Existing noise levels near San Ysidro Road residences approximately 15 feet from the centerline are 66.5 dBA Leq, primarily resulting from traffic along San Ysidro Road (NM2).

Table 7 Summary of Short-Term Noise Measurements

Position	Land Uses	Start Time	Duration (minutes)	Distance from the Center Line (feet)	Measured Leq (dBA)	Measured Lmax (dBA)	Posted Speed Limit (mph)
NM1: North Jameson Lane (West of Intersection)	Residential	4:00 p.m. – 4:15 p.m.	15	10	70.0	89.9	40
NM2: San Ysidro Road (North of Intersection)	Residential	4:26 p.m. – 4:41 p.m.	15	15	66.5	85.0	35

Note: See Appendix I for noise measurement data.

As shown in Table 7, noise-sensitive land uses adjacent to the project site currently are exposed to ambient noise levels between 66.5 dBA Leq and 70 dBA Leq with maximum (Lmax) levels between 85.0 dBA Lmax and 89.9 dBA Lmax.

Sensitive Receptors

Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. For example, residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, museums, cultural facilities, parks, and outdoor recreation areas are more sensitive to noise than commercial and industrial land uses.

Land uses identified in the project site vicinity are primarily residential and commercial. Typically, noise sensitive land uses include single-family residential, multiple-family residential, churches, hospitals and similar health care institutions, convalescent homes, libraries, and school classroom areas. Noise-sensitive receptors in the project vicinity include single-family residences, a church, an adult daycare center, and the Rosewood Miramar Beach Resort Project. The closest residential receptors are single-family residences which have property boundaries approximately 40 feet north of the northern boundary of the project site. The Rosewood Miramar Beach Resort Project is located approximately 300 feet south of the project site, the adult day care center is located approximately 400 feet south of the project site along Eucalyptus Lane, and the church is located approximately 500 feet south of the project site along Eucalyptus Lane. Single-family residences are also located approximately 280 feet south of the project site across U.S. 101.

Groundborne Vibration

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas sound is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is measured in vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources inside

buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

In addition to the groundborne vibration thresholds outlined above, the FTA outlined human response to different levels of groundborne vibration and determined that vibration that is 85 VdB is acceptable only if there are an infrequent number of events per day.

The County does not have an established performance standard regarding groundborne vibration levels due to construction activities. Caltrans' *Transportation and Construction Vibration Manual* (2013) refers to industry-accepted construction vibration damage criteria from the Federal Transit Administration (FTA). Therefore, this analysis utilizes the FTA construction vibration damage criteria shown in Table 8.

Table 8 FTA Construction Vibration Damage Criteria

Building Category	PPV (inches/second)	Approximate L_V[1]
Reinforced-concrete, steel or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster)	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings extremely susceptible to vibration damage	0.12	90

[1] RMS velocity in decibels (VdB) re 1 micro-inch/second.

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, Table 12-3.

For example, the vibration damage impact criteria for buildings constructed of non-engineered timber or masonry is 0.2 Peak Particle Velocity (PPV) inches per second (FTA 2006).

During development of the project, construction equipment such as compressors, excavators, graders, loaders, backhoes, bulldozers, trucks, and pavement breakers may be used in close proximity to vibration sensitive receptors, including single-family residences located approximately 40 feet north of the project site. These residences feature modern construction, and there are no historical structures near the project site that would be adversely affected by construction vibration. However, to ensure a conservative analysis of potential vibration effects, this analysis uses the FTA vibration damage impact criteria of 0.2 PPV for buildings of non-engineered timber or masonry construction. Typical vibration source levels from common types of construction equipment used on roadway improvement projects are shown in Table 9.

Table 9 Vibration Levels of Common Types of Construction Equipment

Construction Equipment	PPV at 25 Feet (inches/second)	RMS Velocity in Decibels (VdB) at 25 Feet
Air Compressor	0.090	87.0
Backhoe	0.040	80.0
Compactor	0.050	82.0
Compressor	0.045	81.0
Concrete Mixer	0.040	80.0
Concrete Pump	0.028	77.0
Concrete Vibrator	0.014	71.0
Generator	0.018	73.0
Excavator	0.040	80.0
Jackhammer	0.035	78.8
Large Bulldozer	0.089	86.9
Loaded Trucks	0.076	85.6
Water Trucks	0.076	85.6
Loader	0.071	85.0
Pavement Breaker	0.100	88.0
Paver	0.063	84.0
Pneumatic Tool	0.040	80.0
Pump	0.014	71.0
Roller	0.020	74.0
Scraper/Grader	0.057	83.0
Small Bulldozer	0.001	48.5

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, Table 12-2.

As shown in Table 9, the construction equipment that would be used during project development would generate vibration levels up to 0.10 PPV as measured at a distance of 25 feet from the operating machinery. The 101 HOV Revised EIR uses the Caltrans' *Transportation and Construction Vibration Manual* (2013), which provides a distance calculation methodology to estimate the groundborne vibration level at distances closer and further from the source than the reference distance of 25 feet shown in Table 9:

$$PPV = PPVref \times (25/D)^n$$

Where:

PPV = vibration level (in amplitude)

PPVref = reference vibration level (at 25 feet)

D = distance from vibration-generating equipment to the receptor

n = constant value related to the attenuation rate through the ground[1]

During project construction, the closest sensitive receptors would be located approximately 40 feet from the potential active construction areas. At this distance, when the heaviest construction equipment operates at the edge of the project construction limits, these structures may be exposed to groundborne vibration levels up to 0.06 PPV. This groundborne vibration level is below the FTA vibration damage impact criteria of 0.2 PPV for buildings of non-engineered timber or masonry construction. None of the structures in the immediate vicinity of the Project Intersection are of non-engineered timber or masonry construction. Therefore, the proposed project would not result in new or substantially more severe construction related ground-borne vibration impacts beyond those identified in the 101 HOV Revised EIR.

c. Would the project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and expose people residing or working in the project area to excessive noise levels?

The 101 HOV Revised EIR does not address project impacts to airports. The closest public or private airport or helipad to the Project Intersection registered with the FAA, the Santa Barbara Municipal Airport, is located approximately 11 miles to the west (FAA 2019). In addition, the Project Intersection is not located in an area identified in the Santa Barbara County Association of Government's (SBCAG) Airport Land Use Compatibility Plan (SBCAG 2012). Implementation of the proposed project would not affect airport operations or result in the development or relocation of any noise-sensitive land uses within two miles of any airport, airstrip, or helipad, and implementation of the proposed project would not result in increased exposure of individual to excessive aircraft noise levels. Therefore, no impacts would occur.

[1] The n-value is assumed to be 1.1, Caltrans' recommended value for conservative analysis, as utilized in the Noise Study (see Appendix F).

3.13 Population and Housing

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Section 2.1.3 Pages 85-97	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Section 2.1.3 Pages 85-97	No	No	No	N/A

a. Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The 101 HOV Revised EIR determined that area residents would benefit from corridor congestion relief and enhanced public access. No regional or community-level impacts are expected to occur with implementation of the alternatives. No displacement of residents or populations would occur. Population characteristics and distribution within the project area would not change. No residences or businesses would be displaced as a result of the 101 HOV project.

The proposed project would involve the reconfiguration of the Project Intersection to a roundabout and improvements to associated pedestrian facilities. No change in the existing growth patterns would occur as a result of the proposed project, nor would the proposed project increase the number of lanes or directly contribute to any population growth. Additionally, the Project Intersection is an existing intersection, and reconfiguration of the Project Intersection would not displace housing or people. Therefore, the project would not result in new or substantially more severe significant impacts related to substantial unplanned population growth and/or housing/population displacement would occur than those identified in the 101 HOV Revised EIR.

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3.14 Public Services

		Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:						
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
1	Fire protection?	Section 2.1.2 Pages 72-75	No	No	No	N/A
2	Police protection?	Section 2.1.2 Pages 72-75	No	No	No	N/A
3	Schools?	Section 2.1.2 Pages 72-75	No	No	No	N/A
4	Parks?	Section 2.1.2 Pages 72-75	No	No	No	N/A
5	Other public facilities?	Section 2.1.2 Pages 72-75	No	No	No	N/A

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

1. *Fire protection?*
2. *Police protection?*
3. *Schools?*
4. *Parks?*
5. *Other public facilities?*

The 101 HOV Revised EIR determined that the 101 HOV project would increase relative growth pressure slightly for all residential zones in Santa Barbara County, but the magnitude of these increases in growth pressures would be minimal. Areas outside of Summerland and the City of Carpinteria would be adequately served by existing services and infrastructure.

The proposed project would involve the reconfiguration of an existing intersection and improvements to associated pedestrian facilities. The proposed project would serve to improve vehicle flow efficiency but would not increase vehicle trips through the Project Intersection. Therefore, the proposed project would not result in new or substantially more severe significant impacts to public services beyond those identified in the 101 HOV Revised EIR.

3.15 Recreation

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Section 2.2.1.4 Pages 67-71	No	No	No	N/A
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Section 2.2.1.4 Pages 67-71	No	No	No	N/A

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

According to the 101 HOV Revised EIR, most of the work associated with the 101 HOV project would occur within the existing right-of-way and not require the use of property from any park or recreational facility. Exceptions to working within the right-of-way occur only in those areas where temporary and permanent subsurface easements are required for constructing retaining walls and sound walls. No temporary or permanent easements are necessary for any property associated with parks or recreational areas.

The proposed project would involve the reconfiguration of an existing intersection and improvements to associated pedestrian facilities. Implementation of the proposed project would not result in the increased use of any existing neighborhood or regional park or other recreational facility. The project would not include any recreational facilities or require the construction of expansion of any recreational facilities. Therefore, the project would not result in new or substantially more severe impacts to parks or recreational facilities than those identified in the 101 HOV Revised EIR.

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3.16 Transportation

		Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:						
a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Section 2.1.1 Pages 15-45	No	No	No	Yes
b.	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	N/A; New CEQA checklist item added subsequent to 101 HOV Revised EIR	No	No	No	N/A
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	Section 2.1.4 Pages 100-101	No	No	No	N/A
d.	Result in inadequate emergency access?	Section 2.1.4 Pages 100-101	No	No	No	N/A

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

d. Would the project result in inadequate emergency access?

The key issues discussed in the 101 HOV Revised EIR (2017) were traffic impacts to intersections. The Revised EIR evaluated local intersections in greater detail than what was provided in the 101 HOV EIR (2014). The 101 HOV Revised EIR (2017) determined the 101 HOV project would reduce freeway congestion through the corridor and encourage carpooling and public transportation with

the introduction of HOV lanes. Certain intersections within the corridor may see increased traffic due to changes to traffic patterns that would occur as a result of the reconstructed Cabrillo Boulevard/Hot Springs interchange and a more efficient mainline that would facilitate faster travel/arrival times. A mitigation plan was established, which includes eight locations where Caltrans would either construct the improvement or provide an equitable share for implementation by the appropriate local jurisdiction. Caltrans proposed to provide compensatory mitigation to fund an equitable-share of the cost of the improvement that will mitigate anticipated delays. Caltrans intends to construct or partner with local jurisdictions to construct and contribute a fair-share to the cost of implementing the mitigation projects listed in Table 2.8 of the 101 HOV Revised EIR (2017).

The proposed project was identified as mitigation for impacts that would occur at the Project Intersection due to the 101 HOV project. The proposed project would not change the number of lanes on adjacent roadways currently connected to the Project Intersection. By reconfiguring the Project Intersection to a roundabout, the project would improve vehicular circulation as well as driver, bicyclist, and pedestrian safety. The roundabout design is based on a traffic analysis assessing types of vehicles using the intersection and meets all Caltrans and County design standards; therefore, does not increase hazards due to a geometric design feature or incompatible use.

The 101 HOV Revised EIR conducted an LOS analysis. A summary of the LOS findings for the Project Intersection with and without intersection improvements (such as the proposed roundabout) is shown in Table 10 below. The LOS findings show the proposed project would improve the LOS for both AM and PM peak hours for the intersections of San Ysidro Road and N. Jameson Lane, southbound (SB) off ramp and San Ysidro/Eucalyptus Lane and improve LOS for PM only for S. Jameson Lane and San Ysidro/Eucalyptus Lane. There would be no change to LOS for either AM or PM peak hours at the northbound (NB) on/off ramp and San Ysidro Road intersection, or for AM peak hour at the SB off ramp and San Ysidro/Eucalyptus Lane or the S. Jameson Lane and San Ysidro/Eucalyptus Lane intersections.

Table 10 Proposed Project and No Proposed Project LOS

	No Proposed Project		Proposed Project	
Intersections	**AM**	**PM**	**AM**	**PM**
NB On/Off & San Ysidro Road	B	B	B	B
San Ysidro Road & N. Jameson Lane	E	E	D	D
SB Off & San Ysidro Road/Eucalyptus Lane	D	F	D	C
S. Jameson Lane & San Ysidro Road/Eucalyptus Lane	A	B	A	A

Note: See Table 2.1 of Revised 101 HOV EIR

Source: 101 HOV Revised EIR 2017

The traffic study prepared for the roundabout (San Ysidro Road Traffic Operations Analysis Report, March 2018) identified acceptable LOS levels under opening year and design year conditions for the roundabout to confirm the findings from the 101 HOV Revised EIR (Table 10 above). Opening year conditions for all approaches were at LOS A or B except for San Ysidro Road & N. Jameson Lane eastbound at LOS C at PM Peak Hour. Design year conditions were similar except that San Ysidro Road & N. Jameson Lane eastbound was at LOS C for AM and PM Peak and overall (from all intersection directions overall) for AM Peak. The conclusions of the traffic analysis also found:

- The single lane roundabout alternative provides acceptable operations for all study intersections.

- The roundabout combines the intersections of N Jameson Lane & San Ysidro Road and US 101 NB Ramps & San Ysidro Road into a single intersection providing less driver confusion and safer operations.
- This alternative provides adequate pedestrian and bicycle facilities within the project vicinity.
- This alternative provides safer operations at the north intersections as drivers only have to look left for oncoming vehicles.

The County of Santa Barbara policies applicable to the proposed project include:

- General Plan Circulation Element Policy 1-Projects contributing PHTs (peak hour trips) to intersections that operate at an Estimated Future Level of Service that is better than LOS C shall be found consistent with this section of this Element unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B (Santa Barbara County 2014).
- Montecito Community Plan (MCP) Policy CIRC-M-1.6-The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Montecito Planning Area is "B". Exceptions to this are as follows (Santa Barbara County 1995):
    - Roadways:
        - East Valley Road/Buena Vista to Sheffield - LOS C is acceptable
        - Sycamore Canyon Road - LOS C is acceptable
        - Hot Springs Road/Sycamore Canyon to Coast Village - LOS D is acceptable
        - Olive Mill Road/Coast Village to Channel Drive - LOS C is acceptable
        - San Ysidro Road/E. Valley to North Jameson - LOS C is acceptable
        - San Ysidro Road/North to South Jameson - LOS D is acceptable
    - Intersections:
        - Hot Springs/East Valley - LOS C is acceptable

As indicated above, the proposed project would improve the LOS conditions to acceptable LOS standards required by the County of Santa Barbara.

The proposed project requires work in the Project Intersection so there is anticipated to be temporary impacts to local traffic traveling in each direction entering and exiting the Project Intersection. Development of a Traffic Control Plan is proposed as part of the project to manage this traffic during construction. Development and implementation of the Traffic Control Plan would outline how all vehicular, bicycle, and pedestrian traffic would be controlled, including how access, parking, staging, and construction would be done and how the traffic of these activities would be controlled during construction. There would be only short and temporary lane closures during construction of the proposed project. Emergency access impacts were discussed in Section 3.9, *Hazards and Hazardous Materials*, of this addendum.

Therefore, development and implementation of the Traffic Control Plan, along with implementing the mitigation measures within the 101 HOV Revised EIR (2017), would result in no new or substantially more severe impacts related to traffic impacts beyond those identified in the 101 HOV Revised EIR.

3.17 Tribal Cultural Resources

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:					
a. 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	Section 2.1.7 Page 246, 258 Chapter 4 Pages 568-572	No	No	No	Yes
b. 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Section 2.1.7 Page 246, 258 Chapter 4 Pages 568-572	No	No	No	Yes

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

a. 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
b. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

As part of the preparation of the ASR, Rincon contacted the Native American Heritage Commission (NAHC) on December 8, 2017, to request a Sacred Land File (SLF) search of the APE and a contact list of Native American groups and/or individuals culturally affiliated with the area (see Appendix F for Native American Outreach). Rincon received negative results from the SLF search, meaning that no specific site information was contained in the SLF regarding the APE. Therefore, Rincon prepared and mailed letters to six NAHC-listed contacts on December 21, 2017 and sent emails to two additional local contacts on January 16, 2018 to request input on Native American cultural resources within or adjacent to the APE. Rincon followed up with these contacts by phone on January 29 and by email on April 5, 2018.

On December 28, 2017, Patrick Tumamait of the Barbareño/Ventureño Band of Mission Indians responded stating that the project area is generally sensitive and recommended Native American and archaeological monitoring for the project.

On January 2, 2018, a contact from the Santa Ynez Band of Chumash Indians responded stating that issues may arise during the project due to a large village site recorded in the project vicinity. He indicated that previous testing was done during the US 101 freeway expansion which revealed cultural resources in the road shoulder and overpass, and along Jameson Lane; however, he noted that the testing only went as far as the previous project extent at that time. He then deferred any additional comments to groups in Santa Barbara who are more familiar with the project area and provided the contact information for two local Native Americans who he recommended be contacted for more information.

After this recommendation, a local Santa Barbara area Native American contact, responded on January 17, 2018 stating that he has knowledge of cultural resources in the area, including site CA-SBA-18, which is directly in the development footprint. According to this contact, the present boundary of CA-SBA-18 has never been defined, and no detailed study has been conducted to determine if resources exist in the area. He recommended systematic archaeological testing prior to any development to determine the depth and extent of CA-SBA-18.

A Barbareño/Ventureño Band of Mission Indians representative responded on January 29, 2018 recommending Native American monitoring for all project-related ground disturbance due to the general sensitivity of the project area.

A Chairperson of the Barbareño/Ventureño Band of Mission Indians responded on January 30, 2018 recommending archaeological testing prior to monitoring for any project development. They stressed that archaeological testing of the APE would only produce results for a small percentage of the total APE, as testing locations are limited due to previous development of the area.

The ASR identified two prehistoric archaeological sites, CA-SBA-18 (P-42-000018) and CA-SBA-19 (P-42-000019), within the ADI (Duran and Szromba 2019). As a result of these findings, Rincon Consultants developed and implemented an Extended Phase I (XPI) investigation, dated December

2019, for those portions of the ADI that could be safely accessed and have not be previously tested or subject to known ground disturbance. Results of the XPI study found that while archaeological materials are present in the ADI, the prehistoric deposits associated with CA-SBA-18 and CA-SBA-19 have been extensively disturbed. These findings are consistent with earlier archaeological investigations and suggest that the Project has a relatively low potential to encounter intact subsurface archaeological deposits associated with CA-SBA-18 or CA-SBA-19 during ground-disturbing activities.

Rincon retained the services of local Chumash Native American monitors for the XPI study. Native American Monitors Tawnee Garcia and Sean Garcia of the Owl Clan observed all archaeological excavations and inspected recovered materials.

Although the results of the XPI study suggest a relatively low potential to impact archaeological remains associated with CA-SBA-18 and CA-SBA-19, the County of Santa Barbara requires archaeological monitoring as a standard condition for ground-disturbing activities conducted within and adjacent to known archaeological resources. If any potentially significant archaeological materials are encountered during monitoring activities, all work must be halted in the vicinity of the archaeological discovery and the County of Santa Barbara's Public Works Senior Engineering Environmental Planner should be immediately contacted in order to determine the appropriate next steps.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:

a. *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*

b. *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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

According to the 101 HOV Revised EIR, Caltrans concluded in a Finding of Adverse Effect (February 2011) and in a Revised Finding of Adverse Effect (September 2011) that the proposed project would have an adverse effect on the National Register-eligible Via Real Redeposited Midden. Comprehensive studies conducted by Caltrans suggest that the National Register-eligible property is not only located below the level of proposed U.S. 101 construction but is also located outside the state right-of-way—and therefore outside the Area of Direct Impact.

Although the Project Intersection is in an urbanized area and is currently developed with an existing intersection, the ASR identified two sites within the APE as containing archaeological resources. Therefore, as concluded in the 101 HOV Revised EIR, the project would have the potential to uncover these resources during construction activities. Project-related ground disturbance is not expected to exceed 5 feet in depth, which is most likely within depths previously disturbed by prior development, such as road construction and utility installation. The ASR determined that the likelihood of encountering intact subsurface cultural resources that maintain sufficient integrity for listing on the National Register of Historic Places or the California Register of Historical Resources is minimal. In the unlikely event cultural resources or human remains of Native American origin are

discovered, implementation of the 101 HOV Revised EIR mitigation measures for Native American monitors would be present during field excavations would be required. Therefore, the proposed project would not result in any new or substantially more severe impacts to Tribal Cultural Resources beyond those identified in the 101 HOV Revised EIR.

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3.18 Utilities and Service Systems

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Section 2.1.4 Page 100-101	No	No	No	N/A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Section 2.1.4	No	No	No	N/A
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Section 2.1.4	No	No	No	N/A
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Section 2.1.4	No	No	No	N/A
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Section 2.1.4	No	No	No	N/A

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed project would not place an increase on demand for any utilities or service systems. The project would involve the reconfiguration of an existing intersection and improvements to associated pedestrian facilities. While the project is intended to improve vehicular, pedestrian, and bicycle circulation, it would not increase capacity of the intersection or result in an increase in vehicle trips through the intersection. The proposed project would include the installation of drought tolerant landscaping to replace any trees and landscaping removed during construction. This landscaping would promote environmental sustainability and low water usage and would not require an increase in water demand. Additionally, because the proposed project involves improvements to an existing intersection, it would not generate any wastewater or require any additional operational water supply. Any existing utilities within the right-of-way would not be relocated and no new utilities would be added.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Solid waste in the City is managed by the Santa Barbara County Resource Recovery and Waste Management Division. Construction of the proposed project would result in solid waste from excavation and demolition. Solid waste generated by project construction would be transported to the South Coast Recycling and Transfer station, approximately 8.3 miles west of the project site. The South Coast Recycling and Transfer Station has a permitted capacity of 550 tons per day (Santa Barbara County 2019). Because the proposed project would place the excavated soils onsite during construction, the amount of construction and demolition diverted to the Transfer Station would be minimal. Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Additionally, the proposed project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

3.19 Wildfire

	Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A; New CEQA checklist item added subsequent to the 101 HOV Revised EIR	No	No	No	N/A
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A; New CEQA checklist item added subsequent to the 101 HOV Revised EIR	No	No	No	N/A
c. 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?	N/A; New CEQA checklist item added subsequent to the 101 HOV Revised EIR	No	No	No	N/A
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	N/A; New CEQA checklist item added subsequent to the 101 HOV Revised EIR	No	No	No	N/A

The 101 HOV Revised EIR did not include a separate section analyzing potential environmental impacts related to the topic of Wildfire because it was not required under the CEQA Guidelines in effect at the time.

The project site is designated as a Very High Fire Hazard Severity Zone in the Local Responsibility Area (CAL FIRE 2008). The project area and surrounding vicinity have been subject to recent fires, including the 281,893-acre Thomas Fire in December of 2017 (CAL FIRE 2019).

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

As discussed in the 101 HOV Revised EIR, during the construction phase of the 101 HOV project, development of a Traffic Management Plan would be required prior to construction to avoid impacts to emergency service providers. During the operational phase, the 101 HOV project would reduce traffic congestion which would improve access for emergency facilities.

As mentioned in Section 9, *Hazards and Hazardous Materials*, construction activities associated with the proposed project may result in temporary impacts to local traffic traveling in each direction entering and exiting the Project Intersection which could temporarily slow traffic and impede emergency response. However, the implementation of the Traffic Control Plan would implement safe and effective traffic control measures at all construction sites and would address any potential interference with emergency response and/or evacuation plans. Therefore, no temporary or long-term impacts to emergency services are expected and the proposed project would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. 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?

d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Heavy duty equipment used during project construction equipment may produce sparks with the potential to ignite vegetation. However, California Public Resources Code (PRC) Section 4442 mandates the use of spark arrestors, which prevent the emission of flammable debris from exhaust, on earth-moving and portable construction equipment with internal combustion engines operating on any forest-covered, brush-covered, or grass-covered land. Furthermore, PRC Sections 4427 and 4431 specify standards for conducting construction activities on days when a burning permit is required, and PRC Section 4428 requires construction contractors to maintain fire suppression equipment during the highest fire danger period (April 1 to December 1) when operating on or near any forest-covered, brush-covered, or grass-covered land. Therefore, with compliance with applicable PRC provisions, project construction would not exacerbate wildfire risk.

The project is located in an urban setting with U.S. 101 immediately adjacent to the south and residences bounding the Project Intersection to the east, north, and west. The project would not include housing or new permanent structures and would not accommodate occupants. Therefore, the project would not exacerbate wildfire risk and would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. The project would not require associated infrastructure such as fuel breaks or emergency water sources

resulting in temporary or ongoing impacts to the environment. Therefore, the proposed project would not result in new or more severe impacts related to wildfire beyond identified hazards in the 101 HOV Revised EIR.

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3.20 Mandatory Findings of Significance

		Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
a.	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 or eliminate important examples of the major periods of California history or prehistory?	Section 3.2 Page 403-458	No	No	No	Yes
b.	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)?	Section 2.5 Page 487-491	No	No	No	Yes

3.20 Mandatory Findings of Significance

		Where was Impact Analyzed in the 101 HOV Revised EIR?	Do Proposed Changes Require Major Revisions to the 101 HOV Revised EIR?	Do New Circumstances Require Major Revisions to the 101 HOV Revised EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 101 HOV Revised EIR Mitigation Measures Address and/or Resolve Impacts?
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	N/A	No	No	No	Yes

a. 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 or eliminate important examples of the major periods of California history or prehistory?

Sections 3.1 through 3.20 of this Addendum discussed how the proposed project would not result in new or more severe direct or indirect impacts beyond those identified in the 101 HOV Revised EIR. Section 3.4, Biological Resources, and Section 3.5, Cultural Resources, the project would not result in potentially significant impacts to sensitive plant and animal species, sensitive communities, jurisdictional waters and wetlands, or cultural resources, beyond those identified in the 101 HOV Revised EIR.

b. 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)?

The mandatory findings of significance for the 101 HOV project is summarized in Section 3.2.4 of the 101 HOV Revised EIR. The 101 HOV Revised EIR determined, given the high scenic value and visual character of the Santa Barbara coastline and surrounding communities, the ongoing cumulative effect of this project, other highway projects, and ongoing urban development continue to reduce the area's visual character. Mitigation would not be effective in reducing visual impacts to a level of insignificance and result in significant and unavoidable impacts. These impacts were discussed in Section 1, Aesthetics, of this Addendum.

The proposed project was determined to have no impact in comparison to existing conditions for Agriculture and Forestry Resources, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems issue areas. Therefore, with no direct or indirect impacts in these issue areas, the proposed Project is not cumulatively considerable for these impacts.

For all other issue areas, the proposed project would have either direct or indirect impacts that have been determined to be less than significant, with or without mitigation incorporated. The proposed project consists of the reconfiguration of the existing Project Intersection, with some improvements to associated pedestrian facilities. Thus, impacts of the project are generally restricted to the existing footprint and impacts of the Project Intersection, and would not adversely affect biological, cultural, or other physical resources outside of the intersection. Other impacts, such as increases in noise, air pollutants, and GHG emissions would be temporary and short-term during the 14-month construction period. Thus, the effects of the project would not combine with impacts from other projects and would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

In general, adverse impacts to human beings are associated with air quality, hazards and hazardous materials, GHG emissions, and noise impacts. As detailed in the preceding responses, the construction and operation of the proposed project would not result, either directly or indirectly, in significant adverse effects related to air quality, GHG emissions, hazards and hazardous materials, or noise. As discussed, air quality and GHG emissions associated with the construction and operation

of the project would be below threshold levels and construction emissions would be temporary. Construction noise would noticeably increase at sensitive receptors during certain construction activities; however, no significant impacts would occur related to noise.

Overall, the inclusion of the recommended 101 HOV Revised EIR mitigation measures and equivalent Project specific mitigation and standard conditions of approval, the proposed project would not result in adverse environmental impacts or cause substantial adverse effects on human beings, and impacts would not result in new or substantially more severe impacts beyond those identified in the 101 HOV Revised EIR.

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4 Conclusion

As established in the analysis above regarding the potential environmental effects that may be generated from the proposed project as compared to the 101 HOV Revised EIR, it is concluded that substantial changes are not proposed to the 101 HOV project nor have substantial changes occurred that would require major revisions to the adopted 101 HOV Revised EIR. Impacts beyond those identified and analyzed in the adopted 101 HOV Revised EIR would not be expected to occur as a result of the proposed project. Overall, the proposed modifications to the 101 HOV Revised EIR that constitute the proposed project would result in no new impact or mitigation information of substantial importance that would generate new, more substantially severe impacts or require new, more extensive mitigation measures compared to those identified for the 101 HOV Revised EIR.

Therefore, it is concluded that the analyses conducted, and the conclusions reached, and the mitigation measures outlined in the 101 HOV Revised EIR adopted in 2014-2017 by Caltrans remains valid. As such, the proposed project would not result in conditions identified in *State CEQA Guidelines* Section 15162 requiring supplemental environmental review or a Subsequent EIR, and these are therefore not required for the proposed project. The MMRP adopted for the 101 HOV Revised EIR would remain as it applies to the proposed project. Based on the above analysis, this Addendum to the adopted 101 HOV Revised EIR for the proposed project has been prepared in accordance with Section 15164 of the *State CEQA Guidelines*.

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