State Route 246 Turning Lane for Foley Winery

SANTA BARBARA COUNTY, CALIFORNIA
7.2 to 7.7 miles west of Buellton
CALTRANS DISTRICT 5

Draft Initial Study/Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

October 2018

Caltrans

General Information about This Document

What's in this document?
This Initial Study/Mitigated Negative Declaration (IS/MND) examines the potential environmental impacts of a proposed project on State Route (SR) 246 in Santa Barbara County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document describes why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, and the proposed avoidance, minimization, and mitigation measures.

Additional copies of this document are available for review at www.dot.ca.gov/d5; the Caltrans Main Office, 50 Higuera Street, San Luis Obispo, Ca 93401; and the Buellton Library at 140 CA-246, Buellton, Ca 93427.

The Notice of Intent (NOI) for the document will be mailed to various agencies and individuals. The comment period begins October 17, 2018 and will close on November 17, 2018.

Send comments on the document via postal mail to:
Environmental Branch Chief, Attention: Randy LaVack
Department of Transportation, Environmental Planning
50 Higuera Street, San Luis Obispo, CA 93401

Send comments via email to: randy.lavack@dot.ca.gov.

What happens next?
After comments are received from the public and reviewing agencies, Caltrans will respond to comments, and may (1) do additional environmental studies, or (2) complete the CEQA review process for the project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Randy LaVack, Environmental Planning, 50 Higuera Street, San Luis Obispo, CA 93401; (805) 549-3182 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

SCH#
05-SB-246-PM18.5/19
05-17-6-RC-0238

Construct an eastbound left turn lane at 6121 State Route 246 to access into the Foley Estates Winery

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

10-15-2018
Date of Approval

RSLaVack

Randy LaVack
District 5 Senior Environmental Planner
California Department of Transportation

DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

Foley Estates Vineyards & Winery, LLC ("Foley Estates") proposes to install a left-turn lane into the winery located at 6121 E. Highway 246, Lompoc, CA. The turn lane would be located within the California Department of Transportation (Caltrans) right-of-way on the eastbound lane of State Route 246, between Mile Post 18.5 and 19, approximately 7.2 miles west of Buellton. This turn lane will serve the existing facilities on the property, including the operating winery and tasting room, and is intended to improve vehicle user safety and eastbound traffic access to the Foley Estates.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a MND for this project. This does not mean that Caltrans' decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study/MND for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on: agriculture and forest resources, cultural resources, mineral resources, land use, population and housing, public services, growth, recreation, and tribal cultural resources. The proposed project would not conflict with local plans or policies, except for protection of oak trees. The proposed project would have no significant impacts on aesthetics, air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, transportation/traffic, and utilities and service systems.

In addition, the proposed project would have less than significant effects on biological resources (endangered/threatened species), noise, and geology and soils because the following mitigation measures would reduce potential effects to insignificance:

- To mitigate for the permanent loss of California tiger salamander upland habitat due to paving to widen the roadway for the turn lane, the lower (southern) pond located approximately 630 feet northeast of driveway entrance from State Route 246 would be converted to habitat suitable for CTS breeding pending USFWS/CDFW acceptance or 1.2 credits would be purchased at the La Purisima Mitigation Bank.
- To mitigate for the removal of native trees due to grading/filling, replacement trees of the same species will be planted within the Caltrans right-of-way in locations that would not result in additional impacts on CTS, if approved by Caltrans Maintenance, or on the Foley property at a 5:1 ratio and maintained until performance criteria are met.
- To avoid temporary noise impacts, construction activities are recommended to be limited to the hours of 7:00 AM to 5:00 PM on weekdays.
- To mitigate impacts on geology/soils from grading/filling, an erosion control and revegetation plan will be incorporated into the project to address the potential for erosion.

_____ _____

Randy LaVack — Date
Senior Environmental Planner
California Department of Transportation

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Summary

In order to comply with County of Santa Barbara Conditions of Approval for the tasting room facility, Foley Estates proposes to construct an eastbound left-turn lane within the California Department of Transportation (Caltrans) right-of-way along State Route 246, between Mile Post 18.5 and 19, approximately 7.2 miles west of Buellton. The roadwork would extend about 1,250 feet to the west and 1,250 feet to the east of the existing winery entrance. Drainage improvements would be included within the project limits. This turn lane would serve the existing facilities on the property, including the operating winery and tasting room, and is intended to improve vehicle user safety and eastbound traffic access to the Foley Estates.

The only alternative to building the turn lane is the No-Build Alternative. Table S-1 summarizes the impacts of the alternatives on each resource area, excluding those with no impacts.

Table S.1 Summary of Potential Impacts from Alternatives

Resource Area		**Build Alternative**	**No-Build Alternative**
Land Use	Consistency with SB Co. General Plan	Consistent	Consistent
Utilities/Emergency Services		Temporary construction impacts on the CCWA pipeline; potholing to determine exact location and depth determine project design that would avoid the potential for significant impacts	No change
Traffic/Transportation		Temporary short delays during construction; would improve long-term mainline operations by providing more space for left turning opportunity	No change.
Visual/Aesthetics		Temporary negative visual effects during construction; long-term minor changes	No change
Hydrology/Floodplains		No effect on hydrology or floodplains	No change
Water Quality & Storm Runoff		Temporary effects on water quality during and immediately after construction. Soil stabilization measures would minimize effects.	No change
Geology/Soils/ Seismic/Topography		Grading has the potential to result in temporary erosion of disturbed soils. Soil stabilization measures would minimize erosion effects. Grading and filling would cause minor permanent changed in	No change

Resource Area	Build Alternative	No-Build Alternative
	topography. No effects on geology or seismic events.	
Hazardous Materials	Hazardous materials (fuel, lubricants, paint, etc.) would be used during construction in accordance with regulations.	No change
Air Quality	Standard specifications for dust control would prevent temporary impacts during construction. No impacts for use of the turn lane.	No change
Noise and Vibration	Short-term (temporary) noise during construction from equipment	No change
Natural Communities	Permanent removal of oak trees and coastal scrub. Oaks would be replaced at a 5:1 ratio	No effects
Wetlands/Waters and Riparian	No effects on wetlands or riparian areas. Permanent loss of 242 square feet of Waters of the U.S.	No change
Animal Species	Minor temporary effects on common and nonlisted special-status wildlife species during construction	No change
Threatened/Endangered Species	Potential injury or mortality of California tiger salamanders during grading/excavation for widening roadway and permanent loss of 0.46 acre of upland habitat; low potential for effects on California red-legged frog	No change
Invasive Species	Measures would be included to avoid introducing or spreading invasive species	Existing invasive species would remain and spread on their own
Cumulative Impacts	Project impacts would not be cumulatively considerable with implementation of avoidance, minimization, and mitigation measures	No impacts
Table Notes: SB Co = Santa Barbara County		

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Chapter 1 Proposed Project

1.1 Introduction

Foley Estates proposes to construct an eastbound left-turn lane within Caltrans' right-of-way along State Route (SR) 246, between Mile Post 18.5 and 19, approximately 7.2 miles west of Buellton (Figure 1). The roadwork would extend about 1,250 feet to the west and 1,250 feet to the east of the existing winery entrance. Drainage improvements would be included within the project limits. This turn lane would serve the existing property improvements, including the operating winery and tasting room, and is intended to improve vehicle user safety and eastbound traffic access to the Foley Estates.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA), and all construction and staging would be within the Caltrans right-of-way.

1.2 Purpose and Need

The purpose of the project is to provide an eastbound left-turn lane and acceleration lane on SR 246 into and out of Foley Estates associated with a tasting room development approved by the County of Santa Barbara on October 19, 2002.

The highway at this location is two lanes, one in each direction, and Caltrans and the County have conditioned the project to require construction of a left-turn lane in order to provide reasonable, safe ingress and egress from the property's commercial driveway onto SR 246. The roadway profile is relatively flat with adequate sight distance even though the driveway is located at the end of a large, sweeping curve. Without construction of the left-turn lane and acceleration lane, vehicles may have to stop in the eastbound lane to turn left or vehicles would be turning left from the driveway into high-speed eastbound traffic. The location has an existing centerline rumble strip and edge line rumble strips that were constructed under a Caltrans highway safety monitoring program. The centerline rumble strip and edge line rumble strip will be perpetuated with this highway widening project.

The environmental document for the winery (County of Santa Barbara Planning and Development 2002) briefly discussed adding a left turn lane on SR 246 as a requirement of Caltrans. In order to obtain the Encroachment and Environmental Permits for physical construction additional environmental review is required.

1.3 Project Alternatives

Alternatives were measured against two criteria: achieving the purpose and need within the existing right-of-way and minimizing environmental impacts. Sensitive environmental resources are known to be present in the project area and could be affected by the project. Two alternatives are being carried forward, a Build Alternative and a No-Build Alternative.

1.3.1 Build Alternative

The project is located in Santa Barbara County on SR 246 approximately 7.2 miles west of Buellton (City center). The total length of the project is approximately 0.47 mile. Within the limits of the proposed project, SR 246 is a conventional two-lane, undivided highway with two 12-foot travel lanes and two 8-foot paved shoulders. The project would construct an eastbound left-turn lane to provide access to the Foley Estates while maintaining traffic flow by eliminating slow-moving or stopped vehicles in the travel lane as they turn into the existing winery and tasting room. In addition, two existing culverts would be modified; one that is 42 inches in diameter would be extended 8 feet to the south and one that is 6 feet in diameter would be extended 20 feet to the

south. The areas of new pavement, cut and fill slopes, culvert extensions, and staging are shown on the plans in Appendix A.

Figure 1 Project Location

1.3.2 No-Build (No-Action) Alternative

The No-Build Alternative would have no construction of the turn lane or extension of the culverts. Thus, no native trees would be removed and no upland habitat for California tiger salamanders (*Ambystoma californiense*) would be lost. Eastbound vehicles turning into the winery would continue to turn into the winery from the eastbound lane of traffic with the potential for slowing of traffic and accidents on the mainline.

The tasting room and winery at Foley Estates have been operational since 2002, and to date, no accidents at the entrance to the winery or major traffic delays have been reported.

1.3.3 Comparison of Alternatives

After comparing and weighing the benefits and impacts of the two alternatives, Caltrans has identified the Build Alternative as the preferred alternative, subject to public review. The Build Alternative would have permanent environmental impacts on existing oak trees and California tiger salamanders, and temporary impacts on other environmental conditions. Further, the construction would be disruptive to neighboring businesses and traffic. Final identification of a preferred alternative will occur after the public review and comment period.

1.3.4 Alternatives Considered but Eliminated from Further Discussion

No other alternatives were considered for the turn lane.

1.4 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers (USACE)	Section 404 Permit	Application in preparation
California Department of Fish and Wildlife (CDFW)	1602 Agreement for Streambed Alteration	Application in preparation
California Department of Fish and Wildlife (CDFW)	Section 2080.1 Consistency determination with federal determinations made for California tiger salamander and California red-legged frog	
Regional Water Quality Control Board (RWQCB)	Section 401 certification	Application in preparation
United States Fish and Wildlife Service (USFWS)	Section 7 Consultation for Threatened and Endangered Species	
Caltrans	Encroachment Permit	Submitted to Caltrans for review

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

This section describes the impacts that the project would have on human, physical, and biological environments in the project area. It describes the existing environment that could be affected, potential impacts from the Build Alternative, and proposes avoidance, minimization, and/or mitigation measures. Any indirect impacts are included in the general impacts analysis and discussions that follow.

The CEQA checklist for this project is provided in Appendix B. The proposed project would have no effect on agriculture and forest resources, cultural resources, mineral resources, population and housing, public services, growth, recreation, and tribal cultural resources. As a result, no further discussion of these resources is provided in this document. The proposed project would not conflict with local plans and policies, except for protection of oak trees.

Agriculture and Forest Resources. No agricultural or forest resources are present within the Caltrans right-of-way where the project would be constructed, and nearby agricultural resources would not be indirectly affected by the short-term disturbances caused by project construction.

Cultural Resources or Tribal Cultural Resources. Surveys and analysis performed for the Caltrans Passing Lane Project found no cultural resources within the project area (Caltrans 2010).

Land Use. The existing state right-of-way is wide enough to accommodate the turn lane project, and no new right-of-way would be required. Construction and operation of the turn lane would not affect adjacent land uses.

Mineral Resources. No mineral resources are known to be present in the Caltrans right-of-way where the project would be constructed. The small area covered in new pavement would not preclude extraction of any subsurface minerals in the future.

Population and Housing. The only residences near the project site are individual ranch homes that are set back from the Caltrans right-of-way and would not be affected by project temporary construction activities. Access to the one driveway on the south side of the roadway in the work area would be maintained at all times. The project would not cause an increase in population growth or displace substantial numbers of people.

Public Services. The project would not require any changes in fire protection, police protection, schools, parks, or other public facilities.

Recreation. No recreation facilities are present in or adjacent to the Caltrans right-of-way where the project would be constructed. Therefore, no such facilities would be affected by the project.

Growth. The project would not induce any growth in the area as it would only provide access to the existing Foley Estates Winery.

All other resources in the checklist are described and evaluated below.

2.1 Human Environment

2.1.1 Consistency with State, Regional, and Local Plans

Although applicable plans and policies address resources discussed under Human Environment, Physical Environment, and Biological Environment, consistency with these plans and policies is described below.

2.1.1.1 Affected Environment

Santa Barbara County Comprehensive Plan, Conservation Element and Land Use Element

Hillside and Watershed Protection Policies:

1. "Plans for development shall minimize cut and fill operations"
2. "All developments shall be designed to fit into site topography, soils, geology, hydrology, and any other existing conditions … Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible."
3. "For necessary grading operations on hillsides, the smallest practical area of land shall be exposed at any one time … Clearing of land should be avoided during the winter rainy season and all measures for removing sediments and stabilizing slopes should be in place before the beginning of the rainy season."
4. Not applicable to this project.
5. "Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized as rapidly as possible with planting of native grasses and shrubs, appropriate non-native plants, or with accepted landscaping practices."
6. "Provisions shall be made to conduct surface water to storm drains or suitable watercourses to prevent erosion."
7. "Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site."

The project as designed is consistent with these policies. Measures to prevent erosion and protect water quality are part of the project.

Streams and Creeks Policies

1. "All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution."

The only construction within a stream is extension of the 6-foot diameter culvert 20 feet south of the roadway. The other culvert to be extended is not within a jurisdictional water. This work will not increase runoff, and disturbed soils will be stabilized to prevent runoff of sediments. Therefore, the project is consistent with this policy.

Oak Tree Protection Policy 1

> "Native oak trees, native oak woodlands and native oak savannas shall be protected to the maximum extent feasible in the County's rural and/or agricultural lands."

The project has been designed to avoid mature oak trees to the extent feasible. Those to be removed will be replaced as described in Section 2.3.1.3.

Santa Barbara County Environmental Thresholds and Guidelines Manual

This document provides thresholds to determine significance of impacts under CEQA. Applicable thresholds apply to oak woodlands and trees, geological constraints, and noise.

- Loss of more than 10 percent of oak woodlands on a site would be significant. The project would remove approximately 9 coast live oak trees with a trunk diameter of 12 inches or larger, or less than 13 percent of those present within the Caltrans right-of-way in the project area. Most of these trees are located within coastal sage scrub and do not form an oak woodland.
- Cut slopes of more than 15 feet in height or work on slopes of greater than 20 percent would result in significant geological impacts. Cut slopes for the project would all be less than 15 feet in height, and cut/fill slopes will all be less than 20 percent. Therefore, impacts would be less than significant.
- Exterior noise threshold is 65 decibel, A weighted (dBA) at sensitive receptors (e.g., residences). Construction noise at 500 feet from the work could exceed this level at times when the noisiest equipment is operated, a significant impact. Three residences are within the proximity of the construction site, but all are greater than 500 feet away. The closest residence is on the project site. Limiting work hours to 7:00 AM to 5:00 PM on weekdays would minimize disturbance by construction noise levels and is recommended.

2.1.1.2 Environmental Consequences

The project with added mitigation measures to offset noise, erosion, and oak tree impacts is consistent with the policies noted above. The project design team has kept the project footprint to the minimum necessary to meet the purpose and need. Impacts would be **less than significant**.

2.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

See measures in Sections 2.2.2.4, 2.2.6.4, and 2.3.1.3.

2.1.2 Utilities

2.1.2.1 Affected Environment

The Central Coast Water Authority (CCWA) water transmission line is located in the southern edge of the Caltrans right-of-way and parallels most of the turn lane project area, with a perpendicular crossing of the highway approximately 700 feet from the eastern terminus of the work area. This pipeline, and its associated fiber optic cable, was constructed in the mid-1990s as part of the State Water Project expansion. Encroachment permits were required for the pipeline and fiber optic cable within the Caltrans right-of-way, including the crossing. Above ground utility lines are present near the outside edges of the right-of-way.

2.1.2.2 Environmental Consequences

The turn lane project has the potential to temporarily affect the buried CCWA water line during grading but would not affect the other utility lines in the right-of-way. Impacts would be **less than significant**.

2.1.2.3 Avoidance, Minimization, and/or Mitigation Measures

Potholing was conducted to accurately locate the CCWA water line and fiber optic cable (including depth of burial). The location and depth will be identified on the construction plans and clearly marked on the ground prior to construction to avoid effects on that utility.

2.1.3 Traffic and Transportation/Pedestrian and Bicycle Facilities

2.1.3.1 Affected Environment

The existing 8-foot paved shoulder is frequently used by bicyclists due to the relatively flat terrain and high scenic quality, although no designated bicycle lane is part of the roadway. Pedestrians do not use the highway except in emergency situations. No sidewalks are present along the roadway in the project area. Vehicle traffic varies by time of day. Caltrans data for 2012 indicate average daily traffic (ADT) was 8,100 vehicles. The roadway is one lane in each direction with no turn lanes adjacent to the Foley Estates Winery. Eastbound vehicles turning into the winery must stop in the traffic lane if oncoming traffic is in the westbound lane. The Foley Estates tasting room hours are 10 AM to 5 PM, such that visitors are not generally turning into the winery during rush hour.

2.1.3.2 Environmental Consequences

The overall impacts of the project on traffic would be to increase safety by providing a turn lane for eastbound vehicles accessing the Foley Winery. In addition, this would facilitate traffic flow for vehicles passing through the project area. During construction of the turn lane, temporary traffic delays may occur for short durations as lanes are moved to facilitate construction of the new lane. Construction is anticipated to last approximately 4 months. Once construction is complete, traffic would move unimpeded through the project area. Impacts during construction would be **less than significant** because only short traffic delays are expected to occur during the four-month construction period.

2.1.3.3 Avoidance, Minimization, and/or Mitigation Measures

To minimize impacts on traffic, a traffic management plan will be prepared and implemented for construction. This will include signs warning of reduced speeds through the work area with use of flaggers as needed.

2.1.4 Visual/Aesthetics

CEQA establishes that it is the policy of the state to take all action necessary to provide the people of the state “with…enjoyment of aesthetic, natural, scenic and historic environmental qualities” (CA Public Resources Code Section 21001[b]).

2.1.4.1 Affected Environment

The 0.47-mile project section of the highway passes through a rural landscape dominated by crops and livestock grazing lands, with scattered residences and farm buildings as part of the view. The Foley Estates property on the north side of the road has vineyards, a winery building, and a residence. The Campbell property on the west side of the Foley Estates property contains two vernal pools adjacent to the roadway, open grazing land, and crops. The Purisima Hills border the area on the north. On the south side of the roadway, the area contains a mix of agricultural fields, grazing land, and shrub/woodland areas.

Vegetation within the Caltrans right-of-way comprises a variety of scattered trees such as coast live oak, eucalyptus, pines, cypress, and willows. The understory is dominated by non-native grasses and forbs with some coastal sage scrub shrubs in places. Open spaces not used for agriculture

located away from the highway contain grasslands, coastal sage scrub, chaparral, and oak woodlands. Ornamental plantings are associated with residences.

The rural character and varied topography provide a high degree of scenic value, although SR 246 is not a designated Scenic Highway.

2.1.4.2 Environmental Consequences

Construction activities would result in a short-term (temporary) disruption of the visual character of the area due to equipment, grading, and other construction activities. Removal of oak and other trees would have a longer term effect on the aesthetics of the area because trees planted to replace those removed would take a number of years to grow to statures similar to those removed. The wider paved area would permanently change the visual aspects of the project area for approximately 0.47 mile but would not change the character of the adjacent lands. In general, the relative scale of the project would not detract from the quality of the overall visual environment, and impacts would be **less than significant**.

2.1.4.3 Avoidance, Minimization, and/or Mitigation Measures

To minimize effects on visual resources, replacement of trees removed and planting appropriate vegetation on graded areas would offset the effects of tree and other vegetation removal as described below under 2.3 Biological Resources.

2.2 Physical Environment

2.2.1 Hydrology and Floodplains

2.2.1.1 Regulatory Setting

Executive Order (EO) 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration (FHWA) requirements for compliance are outlined in 23 Code of Federal Regulations (CFR) 650 Subpart A.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

2.2.1.2 Affected Environment

No floodplains are mapped by the Federal Emergency Management Agency (FEMA) in the project area. The closest mapped floodplain is along Santa Rosa Creek located approximately 1.5 miles east of the project.

Several small, ephemeral drainages are present in the project area with culverts under the roadway. Drainage is from south to north. A 42-inch culvert near the western end of the project that conveys local runoff would need to be extended 8 feet to the south. A drainage in the eastern part of the project has a 6-foot diameter culvert that would need to be extended 20 feet southward to allow road widening. This drainage is highly eroded and incised. On the north side of the roadway, it is concrete lined for 1,400 feet and then earthen (excavated for maintenance). It connects to another drainage from the north that flows eastward to Santa Rosa Creek, a tributary of the Santa Ynez River. These drainages are ephemeral (have flow only during and immediately after rainfall events) and the current drought has limited the amount of water that flows in them.

In addition, the Campbell vernal pools are located on the north side of the highway at the western end of the project. When full, water extends to or into the Caltrans right-of-way. One culvert in the project area discharges adjacent to the eastern pool.

2.2.1.3 Environmental Consequences

No impacts on floodplains would occur because none are present in the project area.

Widening the roadway to accommodate the turn lane would result in relocation of runoff points from the south side of the roadway as well as extension of two culverts. Both of these culvert extensions are in areas to be filled for road widening. Twenty feet of the existing eastern drainage will be converted to a culvert. Extension of the other culvert by 8 feet is not within a jurisdictional water of the U.S. but allows sheet runoff to pass under the roadway. Culvert extension would not change the hydrology of the area because runoff from adjacent lands would not be impeded or altered. Flows from the adjacent lands into the drainages would continue to be transported under the roadway with no substantial change in volume or velocity. The small length of the drainages converted to culverts would not adversely affect percolation of storm water through the streambed. Widening the south side of the roadway would permanently increase the amount of impervious surface by approximately 0.43 acre. This would cause a minor increase in local runoff from the roadway into the existing drainages. Effects on hydrology would be **less than significant**.

2.2.1.4 Avoidance, Minimization, and/or Mitigation Measures

None are required.

2.2.2 Water Quality and Storm Water Runoff

2.2.2.1 Regulatory Setting

Section 401 of the Clean Water Act (CWA) requires water quality certification from the State Water Resource Control Board (SWRCB) or a regional water quality control board (RWQCB) when a project requires a federal permit. Typically, this means a CWA Section 404 permit to discharge dredge or fill into a water of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

Non-Caltrans construction projects (encroachments) are permitted and regulated by the SWRCB's Statewide General Construction Permit. All construction projects exceeding 1 acre or more of disturbed soil require a Storm Water Pollution Prevention Plan (SWPPP) to be prepared and implemented during construction. The SWPPP identifies construction activities that may cause discharges of sediment, pollutants, or waste into waters of the United States or waters of the State, as well as measures to control these pollutants.

2.2.2.2 Affected Environment

The drainages in the immediate project area are all ephemeral as noted above under Hydrology. The Campbell vernal pools are intermittent except for the area in each that has been excavated and generally holds water all year. Surface water is only present as runoff in the drainages, and its quality depends on land use activities in the watershed. Initial runoff contains suspended sediments from disturbed soils as well as nutrients and chemicals from agricultural activities, including cattle grazing. Surface water in the vernal pools is similar as runoff is from grazed and cropped areas.

2.2.2.3 Environmental Consequences

Sources of pollutants that could enter surface waters in runoff from the project include sediments from disturbed soils, contaminants in/on the roadway, vehicle leaks, construction materials, concrete (truck washout and runoff from fresh concrete), saw cutting, and demolition dust.

Soil disturbance during construction could result in temporary runoff of sediments to the drainages. Construction is to be completed during the dry season (summer to fall), and such runoff would be minimal to none. If rain occurs during construction, sediment and pollutants could leave the work site and enter drainages, including the one that enters the eastern Campbell vernal pool, with the potential for temporary impacts on water quality. Runoff of sediment could also occur after construction is complete until disturbed soils are stabilized by pavement or vegetation. Storm water runoff into the ephemeral drainages would have brief effects on water quality and could result in sediment deposition in areas where water velocity decreases, such as in the earthen portion of the channel for the 6-foot diameter culvert on the northeast side of the project. Sediment deposition from the project could also occur in the east vernal pool. The project would temporarily disturb approximately 34,600 square feet (0.79 acre) due to grading (cut/fill) and 19,600 square feet (0.45 acre) for the staging area, and would permanently add 20,000 square feet (0.46 acre) of impervious surface over a linear distance of 0.47 mile. The new impervious surface would result in a minor increase of storm runoff from the roadway that would not substantially affect water quality in local drainages or the vernal pool. Impacts would be **less than significant**.

2.2.2.4 Avoidance, Minimization, and/or Mitigation Measures

The project will implement best management practices (BMPs) set forth in the project storm water pollution prevention plan (SWPPP) to avoid and minimize erosion and runoff of sediment and pollutants from the project site. These measures include:

1. Minimizing the amount of soil disturbance.
2. Completing construction during the dry season.
3. Stabilizing disturbed soils by seeding and/or erosion control blankets (biodegradable) as soon as construction is complete.
4. Installing fiber rolls and/or silt fencing between disturbed soils and drainages and around inlets to culverts.
5. Refueling equipment in designated areas with containment (e.g., drip pans) for any spills.
6. Maintaining spill cleanup materials on site and training workers in its use.
7. Regular checks of equipment for leaks of petroleum hydrocarbons with immediate repair.
8. Sediment/material tracking control from the work site onto the roadway.

2.2.3 Geology/Soils/Seismic/Topography

2.2.3.1 Affected Environment

The project area is located near the northern margin of the Transverse Ranges Geomorphic Province, just outside of the southern margin of the Coast Ranges Geomorphic Province. The Transverse Ranges province is characterized by east-west trending mountain ranges and faults. The Purisima Hills lie to the north of the project area, and the Santa Rita Hills lie to the south. The terrain along the roadway alignment within the project limits is nearly flat. Roadway elevations in the project area range between approximately 540 feet and 570 feet. The project area contains hills and dissected plains between the Santa Ynez River and Santa Ynez fault on the south, the Santa Maria Valley on the north, and the San Rafael Mountains on the northeast. Based on soil

survey data, the project area is primarily Arnold sand with Tierra loam in the far eastern part of the project (USDA 2016). Soil sampling was conducted on November 29, 2016, to analyze soils in the construction area.

Seismicity: The proposed project is located within an area of high seismic activity. The Santa Ynez River Fault, which runs along the length of the project, is the controlling fault at this site. The fault has a maximum credible earthquake moment magnitude of 7.50. The moment magnitude scale, replaces the old Richter scale of earthquake energy measurement. Caltrans' Seismic Hazard Map locates the fault as close as 0.22 mile south of the roadway near the project. Ground rupture hazard at the project location is considered moderate due to the close proximity of the Santa Ynez River Fault.

Liquefaction: Liquefaction is the sudden loss of soil strength due to a rapid increase in soil pore water pressure resulting from seismic ground shaking; in effect, the soil behaves like a liquid rather than a solid. Liquefaction potential depends on soil type and relative density of the soil, depth to ground water, and degree of seismic shaking.

Slope Stability: One existing cut slope on the south side of the existing highway alignment within the project limits is approximately 12 feet in height with a slope of less than 3:1. Overall, the slope appears stable, but sandy soil is subject to erosion damage. The height of other slopes in the project area is much less. All slopes are covered with vegetation that ranges from annual grasses to shrubs and trees.

2.2.3.2 Environmental Consequences

Highly erodible soils are present in the project area due to the high concentration of fines, sands, and silts. These soils result in the potential for erosion and seismic activity to affect the project both during construction and once the project is complete. Temporary erosion of the new cut and fill slopes may occur until these slopes are stabilized. Cut slopes would be 2:1 maximum, with a maximum width of 33 feet while fill slopes would be 4:1 or flatter with a maximum width of 28 feet. The small area of the project (0.47 mile of roadway, 34,600 square feet [0.79 acre] of grading) reduces the potential for such effects. The minor amount of cut and fill required for this project minimizes the potential for slope instability and settlement during an earthquake. Liquefaction potential in the project area caused by an earthquake is also minimal since the construction area is well drained. Cut and fill for construction of the widened roadway would result in a permanent minor alternation of topography. Impacts of erosion would be **less than significant,** as would effects on seismic activity and topography.

2.2.3.3 Avoidance, Minimization, and/or Mitigation Measures

The following measures from Water Quality, Section 2.2.2.4, would minimize the effects of erosion:

1. Minimizing the amount of soil disturbance.
2. Scheduling construction during the dry season.
3. Stabilizing disturbed soils by seeding and/or erosion control blankets (biodegradable) as soon as construction is complete.
4. Installing fiber rolls and/or silt fencing between disturbed soils and drainages and around inlets to culverts.

2.2.4 Hazardous Waste/Materials

2.2.4.1 Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as "Superfund," is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws that may be applicable to the project include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Occupational Safety and Health Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, EO 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

2.2.4.2 Affected Environment

An Initial Site Assessment (ISA) was prepared on November 26, 2008, for the Caltrans Passing Lane MND (Caltrans 2010). This study found no evidence of permanent hazardous waste sites within the project limits, including the location of the currently proposed turn lane. The only items identified include the potential to encounter thermoplastic painted stripe and treated wood waste during construction. Both of these materials are commonly found on state highways as a result of past construction practices. A new ISA was not conducted for the turn lane project due to its small extent and no known changes in the project area that could result in the presence of hazardous

materials. No bridges would be replaced, and the existing culverts to be extended are concrete (RCP) or galvanized (CMP) with no paint.

2.2.4.3 Environmental Consequences

Because thermoplastic painted stripe containing lead paint and treated wood waste are often found during construction, Caltrans has special provisions developed to address them. Use of fuels and lubricants during construction has a low potential to result in accidental spills, and construction activities are unlikely to cause wildfires. Impacts would be **less than significant**.

2.2.4.4 Avoidance, Minimization, and/or Mitigation Measures

If thermoplastic painted stripe or treated wood wastes are found, the Caltrans provisions would be added to the construction contract. BMPs will be implemented to prevent or rapidly clean up any spills of fuels or lubricants during construction.

2.2.5 Air Quality

2.2.5.1 Regulatory Setting

The Federal Clean Air Act (FCAA), as amended in 1990, is the primary federal law that governs air quality, while the California Clean Air Act of 1988 is its companion state law. These laws, and related regulations by the U.S. Environmental Protection Agency (USEPA) and California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$), lead (Pb), and sulfur dioxide (SO_2). In addition, state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. USEPA regulations at 40 CFR 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

2.2.5.2 Affected Environment

The project is located in the South Central Coast Air Basin. Santa Barbara County is one of three counties in this basin. Because the project is located in an area that is in attainment or unclassified for all NAAQS, the proposed project is exempt from regional conformity requirements.

2.2.5.3 Environmental Consequences

Project construction would generate short-term (temporary) increases in local air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, CO, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Asphalt paving may result in

short-term odors in the immediate area of the paving. Such odors would quickly disperse to below detectable levels as distance from the site increases. Dust and odors could cause occasional annoyance to the three area residents. Since the nearest residence is greater than 500 feet away and on the project site, impacts would be **less than significant**.

Santa Barbara County does not have construction emission thresholds for air pollutants because these have been included in its air emissions budget for all projects listed in the Regional Transportation Improvement Plan. However, the County requests a calculation of expected emissions for every project that disturbs soil. The anticipated amount of grading for cut and fill expected with the project is about 0.79 acre. Table 1 shows how the average daily grading amount was derived, and from this, the average daily and total emissions of fugitive dust (respirable particulate matter, or PM_{10}). The small amount of dust temporarily generated by project construction would result in a **less than significant impact** that would be further reduced by implementation of the measures described below in Section 2.2.5.4.

Construction duration is anticipated to be 4 months for this project. Since construction activities will not last for more than 5 years, construction-related emissions are not required to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)).

The project would not increase traffic beyond the duration of construction, so no long-term effects on air quality would occur. In addition, the project area contains no serpentinic bodies; therefore, it is unlikely that any naturally occurring asbestos would be found at the site (Caltrans 2010).

Table 1 Estimated Construction Emissions (PM_{10}) from Grading

Activity	No-Build Alternative	Build Alternative
Total area to be graded (acres)	0	0.79 acre
Length of exposure (working days)	0	30 working days
Max grading per day (acres)	0	0.79/30 = 0.027 acre
Total PM_{10}/day at 32.3 lb/acre/day[1] (pounds)	0	0.027 * 32.3 = 0.87 pounds/day
Quarterly PM_{10} (tons)[2]	0	0.87 pounds/day * 66 (days/quarter) = 57.42/2000 = 0.029 tons
Total PM_{10} (tons)	0	0.87 pounds/day * 30 (days of grading) = 26.1/2000 = **0.013 tons**

[1]According to Monterey Bay Unified Air Pollution Control District, grading and excavation of 2.2 acres/day would generate less than 32.3 pounds/day/acre. (Caltrans 2010)

[2]However, construction would not take a whole quarter, but only 30 days so total emissions would be less.

2.2.5.4 Avoidance, Minimization, and/or Mitigation Measures

Construction impacts on air quality would be short term and would not result in adverse or long-term conditions. Implementation of the following measures would minimize any air quality impacts resulting from construction activities.

The construction contractor would comply with Caltrans' Standard Specifications (2015) 7-1.02C Emissions Reduction and Section 10. The contractor will also be required to comply with Santa Barbara County Air Pollution Control District rules, ordinances, and regulations. These

requirements include daily watering of all areas disturbed by construction activities. State Health and Safety Code requires the contractor to prevent visible dust from leaving the construction site. Measures that would be used to reduce air quality impacts include:

- Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.
- Use track-out reduction measures such as rumble plates or gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

2.2.5.5 Climate Change

Climate change is analyzed at the end of this chapter. Neither the USEPA nor FHWA has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. Addressing climate change mitigation and adaptation up front in the planning process will aid decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Because more requirements have been set forth in California legislation and executive orders on climate change, the issue is addressed in a separate CEQA discussion at the end of this chapter. The four strategies set forth by FHWA to lessen climate change impacts correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled.

2.2.6 Noise

2.2.6.1 Regulatory Setting

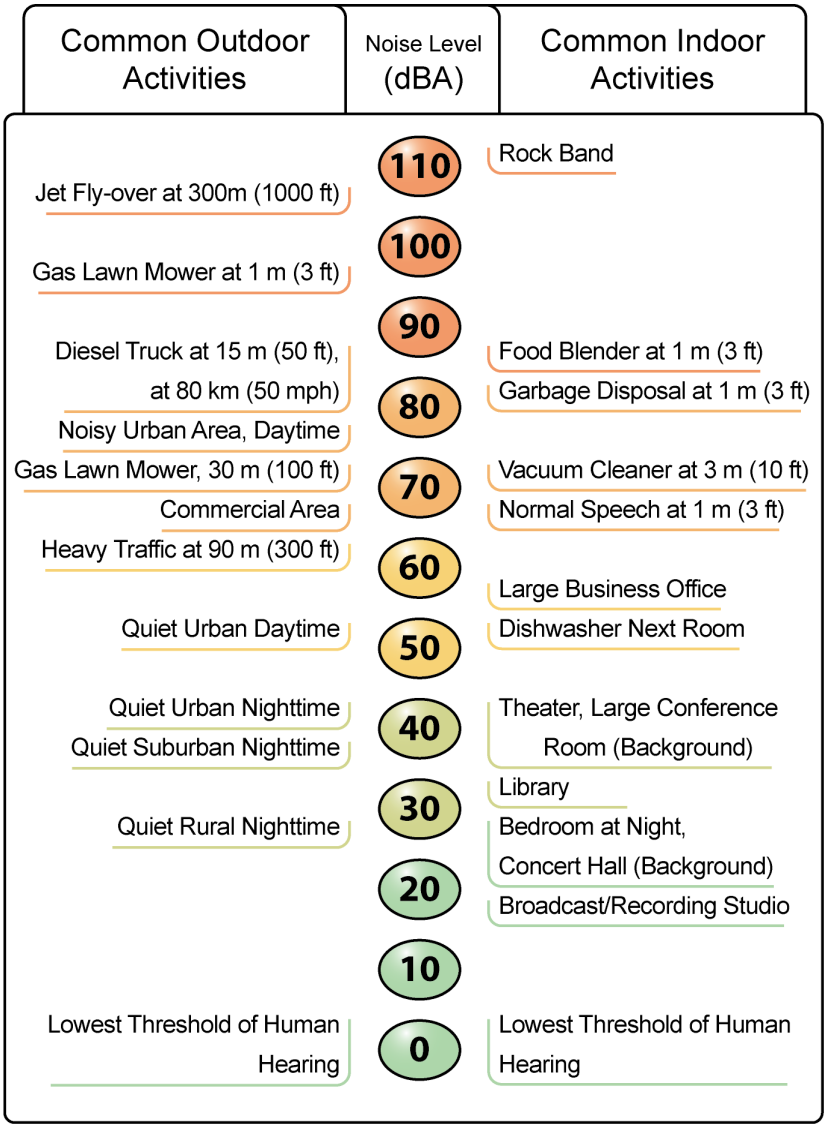
CEQA provides the broad basis for analyzing and abating highway traffic noise effects. The intent of this act is to promote the general welfare and to foster a healthy environment. CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. Figure 2 shows common noise activity levels.

In accordance with Caltrans *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011*, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the noise abatement criteria (NAC). Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project would have noise impacts, potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications.

Caltrans *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 7 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety. The reasonableness determination is basically a

cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents' acceptance and the cost per benefited residence.



Source: Caltrans 2010

Figure 2 Common Noise Activity Levels

2.2.6.2 Affected Environment

The project area is largely rural and agricultural with three residences and a winery set back from the roadway more than 500 feet. The primary noise in the project area is traffic on SR 246 and periodic noise from farm equipment. Noise measured near the corner of Hapgood Road and SR 246 was 71 dBA (Caltrans 2010). At 400 feet, this noise level would be 53 dBA.

Noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level (as required by the noise analysis protocol).

2.2.6.3 Environmental Consequences

Equipment used for grading, pavement removal, excavation and fill, and installing new pavement would all produce temporary noise at the site during construction activities. Typical noise levels at 50 feet from construction equipment ranges from 80 to 89 dBA. Noise attenuates at approximately 6 decibels for each doubling of distance, so at 500 feet construction noise would be 60 to 69 dBA (FTA 2006). Thus, project construction noise at the closest residence could exceed the existing noise level (53 dBA) plus 12 dBA (exceedance threshold from above), or 65 dBA, at times, depending on what equipment is operating. Noise increases of up to 3 dBA would be barely perceptible to the human ear and would be **less than significant**. Although it is possible that noise at the closest residence would temporarily exceed 65 dBA at times, this residence is on the project site. Typically, residential uses on a project site are not considered sensitive receptors since they are associated with the project, and impacts would be **less than significant**. Noise after construction is complete would be **less than significant**.

2.2.6.4 Avoidance, Minimization, and/or Mitigation Measures

Construction activities are recommended to be limited to daylight hours between 7:00 AM and 5:00 PM on weekdays, and residents would be notified of the work prior to the start of construction.

2.3 Biological Environment

2.3.1 Natural Communities

This section discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat which lessens its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act (FESA) are discussed below in the Threatened and Endangered Species, Section 2.3.5. Wetlands and other waters are also discussed below in Section 2.3.2.

California Senate Resolution 17 declares that State agencies would “undertake, in the performance of their duties and responsibilities, to preserve and protect native oak woodlands to the maximum extent feasible and consistent with the performance of their duties and responsibilities, or provide for replacement plantings where blue, Engelmann, valley, or coast live oak are removed from oak woodlands…”

Santa Barbara County also has an oak protection ordinance, although local ordinances generally do not apply to state highway projects. However, since this project is being undertaken by a private enterprise, although within a state highway right-of-way, the ordinance may apply.

2.3.1.1 Affected Environment

The Santa Rita Valley is largely rural in character. Agriculture is the prevailing land use in the project area and includes livestock grazing, dry farming, irrigated row crops, berries in tunnels, and vineyards. Scattered stands of native oak woodland, areas of coastal sage scrub, and non-native grassland plant communities also occur (Figure 3).

Coastal sage scrub: Central Coast scrub includes California sagebrush (*Artemisia californica*), coyote bush (*Baccharis pilularis*), sticky monkey flower (*Mimulus aurantiacus*), poison oak (*Toxicodendron diversilobum*), California coffeeberry (*Frangula californica*), and other perennial shrubs. This community was found in the project area, primarily in the western part of the right-of

way. Scattered coast live oak trees as well as other trees, such as cypress and acacia, occur within this plant community.

Oak Woodland: The one dominant tree in this community is the evergreen coast live oak. The woodland is mostly closed canopy stands with an occasional solitary oak. Coast live oak woodlands and individual trees were found in patches within and adjacent to the right-of-way, particularly in the western part of the project area. Oak trees are shown in Figure 4.

Annual grassland: This plant community, which is dominated by non-native annual grasses and a mix of native and non-native forbs (non-grassy small plants), covers the right-of-way outside the areas of coastal scrub and oak trees. This community is periodically mowed adjacent to the roadway where slopes are minimal.

2.3.1.2 Environmental Consequences

A total of 9 coast live oak trees with a diameter at breast height (DBH) of at least 12 inches would be removed during project construction. In addition, 15 smaller, well-established oak trees would also be removed or have roots damaged. Loss of the oak trees, even where not within oak woodland, would be a **significant but mitigable permanent impact** due to their habitat value for wildlife and protection by County ordinance.

2.3.1.3 Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid and minimize impacts on natural communities:

1. Avoid removal of oak trees to the extent feasible through project design.
2. Replace oak trees removed with a dbh of 12 inches or greater at a ratio of 5:1 within the Caltrans right-of-way in locations that would not result in additional impacts on CTS, if approved by Caltrans Maintenance, or on the Foley property and maintained until performance criteria are met.
3. Seed graded areas with species appropriate for the area and the plant communities removed. Use seed from local native species for native species removed. Annual grassland seed shall exclude invasive species.

2.3.2 Wetlands and Other Waters

2.3.2.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the CWA (33 U.S. Code 1344) is the main law regulating wetlands and waters. The CWA regulates the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of: hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the USACE with oversight by the USEPA.

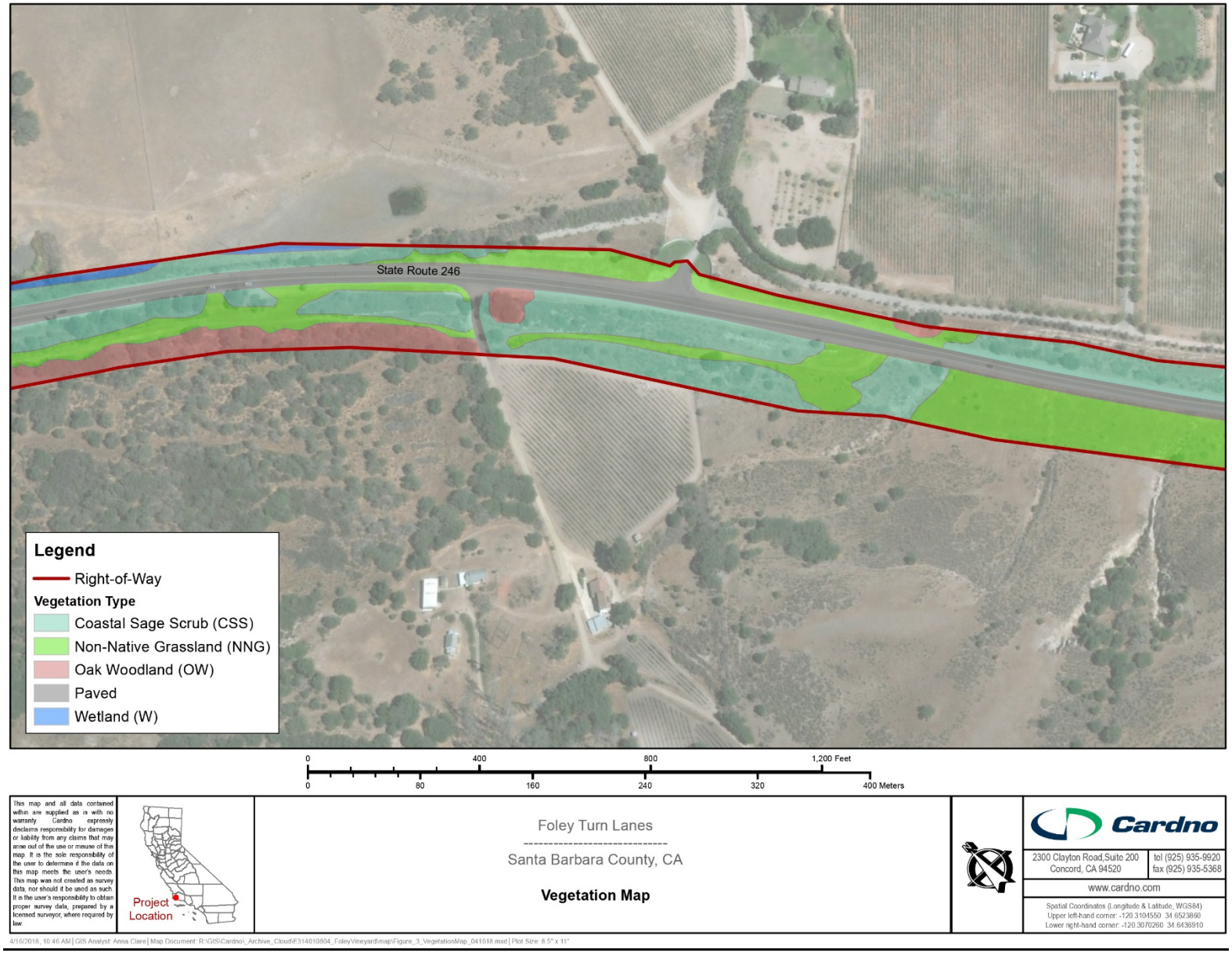


Figure 3 Vegetation Map

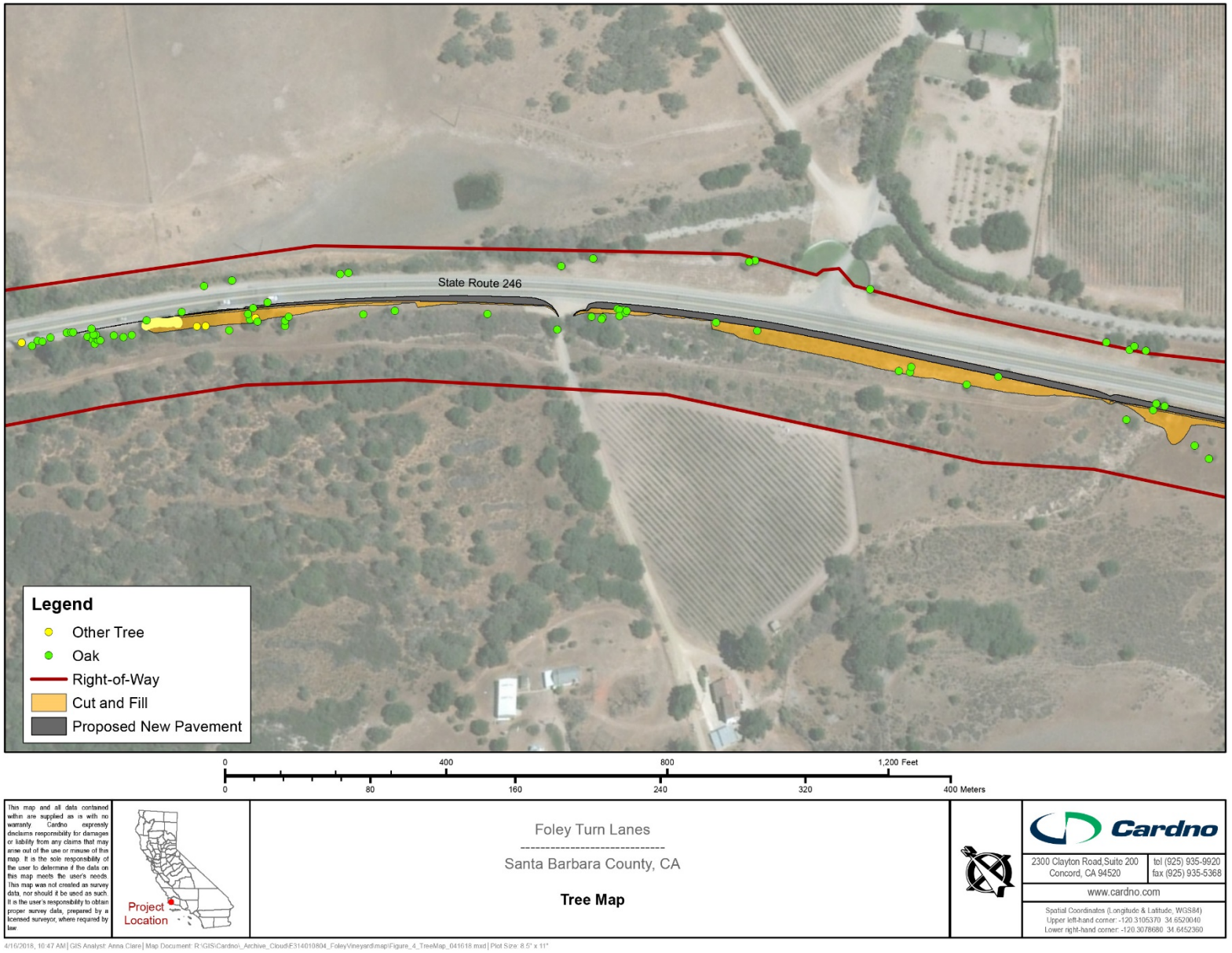


Figure 4 Trees in the Project Area

The Executive Order for the Protection of Wetlands (11990) also regulates the activities of federal agencies with regard to wetlands. This order states that a federal agency, such as the FHWA, and Caltrans as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated mainly by CDFW and the RWQCB. CDFW and RWQCB require the presence of only one attribute (e.g., hydrology, hydric soils, or hydrophytic vegetation) for an area to qualify as a wetland.

Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. CDFW and RWQCB jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider.

Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCBs also issue water quality certifications in compliance with Section 401 of the CWA. Please see the Water Quality section for additional details.

2.3.2.2 Affected Environment

No wetlands were identified within the project disturbance area during a site visit on October 13, 2016. However, the Campbell vernal pools on the north side of the right-of-way were delineated as wetlands where they encroach into the right-of-way (Caltrans 2010). These wetlands are outside the direct disturbance footprint of the proposed turn lane project.

Four culverts pass under the roadway within the project area. Only one of these appears to be in a water of the U.S. where drainage from south of the roadway continues eastward after passing through the culvert to eventually enter Santa Rosa Creek, a tributary to the Santa Ynez River.

2.3.2.3 Environmental Consequences

Construction activities for the turn lane would not directly affect wetlands, but runoff from disturbed soils could transport sediment, and possibly other pollutants, into the eastern Campbell vernal pool during construction and until soils are stabilized with vegetation. Measures to prevent and minimize sediment runoff in Section 2.2.2.4 would result in **less than significant** indirect impacts on the vernal pool.

Approximately 242 square feet of waters of the U.S. would be permanently altered (converted to culvert) by extending the 6-foot diameter culvert southward in that drainage and placing fill over it. In addition, ungrouted rock riprap would be placed in the narrow, eroded runoff channel from the roadway to the drainage. The earthen fill would permanently remove a small area adjacent to the new culvert and the rock would permanently alter the areas where placed. The total amount of waters of the U.S. affected would be approximately 258 square feet with the rock-lined areas still functioning as a water of the U.S. Impacts would be **less than significant**.

No riparian areas would be affected by the turn lane construction as none are in or immediately adjacent to the disturbance footprint.

2.3.2.4 Avoidance, Minimization, and/or Mitigation Measures

Erosion and sediment control measures in the Water Quality section (2.2.2) would avoid or minimize effects of construction on the adjacent vernal pools.

No work would occur in flowing water.

2.3.3 Plant Species

2.3.3.1 Regulatory Setting

The USFWS and CDFW share regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special-status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the FESA and/or the California Endangered Species Act (CESA). See the Threatened and Endangered Species Section 2.3.5 in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFW fully protected species and species of special concern, USFWS candidate species, and nonlisted California Native Plant Society (CNPS) rare and endangered plants.

Caltrans projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Sections 1900-1913; and the CEQA, Public Resources Code, Sections 2100-21177.

2.3.3.2 Affected Environment

A detailed botanical study was conducted in 2007 for the Caltrans passing lane project. Only two special-status plant species were identified in that project area. A July 2018 CNDDB search found records of nine special-status plant species within five miles of the project (Table 2).

Small patches of native grasses are present near the east side of the drainage where the 6-foot diameter culvert would be extended.

2.3.3.3 Environmental Consequences

Special-status plant species are unlikely to be present in the areas to be disturbed by construction considering known locations, habitat preferences, and past/ongoing disturbances of the Caltrans right-of-way during routine maintenance and general traffic activities. Few if any native grass plants would be affected by the culvert extension work. Impacts would be **less than significant**.

2.3.3.4 Avoidance, Minimization, and/or Abatement Measures

To minimize effects on special-status plant species, a focused survey will be conducted prior to vegetation clearing during the appropriate season to identify the plants. Any plants found would be transplanted (for species such as mesa horkelia or dune larkspur) or have apparently viable seed collected and grown for planting in adjacent undisturbed areas of suitable habitat.

Table 2 Special-Status Plant Species in Project Vicinity

Common Name/Scientific Name	Status	Potential to be Present
Santa Ynez groundstar/ *Anistrocarphus keilii*	1B.1	**Unlikely**. Last observed in 1929 in sandy soils between Lompoc and Buellton near Highway 246; occurs in chaparral and cismontane woodland
La Purissima manzanita/ *Arctostaphylos purissima*	1B.1	**Not Present**. Not observed in project area during site visit October 13, 2016
Sand mesa manzanita/ *Arctostaphylos rudis*	1B.2	**Not Present**. Not observed in project area during site visit October 13, 2016
Miles' milk-vetch/ *Astragalus didymocarpus* var. *milesianus*	1B.2	**Unlikely**. Last observed in 1935 at uncertain location west of Buellton; occurs on clay soils in coastal scrub
Seaside bird's-beak/ *Cordylanthus ridigus* spp. *littoralis*	SE, 1B.1	**Unlikely**. 1956 record 7 mi west of Buellton and in 1973 near Santa Rosa Road on gravelly outcrops in oak woodland; occurs on sandy, often disturbed sites, usually within chaparral or coastal scrub
Dune larkspur/ *Delphinium parryi* var. *blochmaniae*	1B.2	**Unlikely**. 1929 record at uncertain location about 10 miles east of Lompoc; occurs on rocky areas and dunes
Vandenberg monkeyflower/ *Diplacus vandenbergensis*	FE, 1B.1	**Unlikely**. 1931 record at uncertain location 8 miles west of Buellton along Highway 246; occurs in sandy, often disturbed areas; designated critical habitat is not present in or adjacent to the project site
Mesa horkelia/ *Horkelia cuneata* var. *puberula*	1B.1	**Potential**. 2009 record in sandy annual grassland 0.6 mile south of Highway 246-Campbell Road intersection
Southern curly-leaved monardella/ *Monardella sinuata* ssp. *sinuata*	1B.2	**Potential**. 2009 record 1.1 miles SW of Highway 246-Campbell Road intersection and 2011 record NW of Buellton; occurs on sandy soils
FE=federally listed as endangered; SE=state listed as endangered; 1B.1/1B.2=CNPS listed as rare, threatened, or endangered in California and elsewhere		

2.3.4 Animal Species

2.3.4.1 Regulatory Setting

CDFW designates wildlife species as species of special concern and as fully protected. In addition, other regulations protecting wildlife species include the Migratory Bird Treaty Act (MBTA), Fish and Wildlife Coordination Act, CEQA, and Sections 1601-1603 and Sections 4150 and 4152 of the Fish and Game Code.

2.3.4.2 Affected Environment

The Caltrans right-of-way in the project area has been heavily disturbed due to highway traffic, construction, and ongoing maintenance activities, such as mowing. Common resident wildlife

species present include Botta's pocket gopher (*Thomomys bottae*) and western fence lizard (*Sceloporous occidentalis*). A variety of birds use the right-of-way and adjacent habitats including western bluebird (*Sialia Mexicana*), western scrub jay (*Aphelocoma californica*), red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), and house finch (*Haemorhous mexicanus*). Mammals that can use the area at least periodically include striped skunk (*Mephitis mephitis*), coyote (*Canis latrans*), opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*). A number of big-eared woodrat (*Neotoma macrotis*) nests were observed in October 2016 in the oak and other tree areas.

State designated species of special concern potentially present include southwestern pond turtle (*Actinemys pallida*), loggerhead shrike (*Lanius ludovicianus*), California horned lizard (*Phrynosma coronatum coronatum*), western spadefoot (*Spea hammondii*), and American badger (*Taxidea taxus*). Badger, western spadefoot, and northern California legless lizard (*Aniella pulchra*) have recorded occurrences within 5 miles of the project site (CNDDB 2018). No sign of badger burrows was observed in the project area during the October 2016 site visit. Southwestern pond turtles are known to be present in the vernal pools (Caltrans 2010) and can move out of those pools into or across the right-of-way when going to upland egg laying sites. Suitable habitat for California horned lizards is present in the project area, but none were observed during the October site visit. Loggerhead shrikes could forage over the project area and have the potential to nest in shrubs or trees present in or adjacent to the work area. Western spadefoot are known to inhabit the vernal pools and could enter the right-of-way adjacent to the pools. Northern California legless lizards have a low potential to be present within the construction footprint of the project.

2.3.4.3 Environmental Consequences

Additional pavement for the turn lane would permanently remove a small amount of southwestern pond turtle upland movement and nesting habitat. Temporary disturbance of additional habitat would occur where cut and fill occurs.

Few if any individual loggerhead shrikes would be affected by construction activities. The disturbances associated with those activities could cause individuals to move away into adjacent habitat, and some potential nesting habitat would be temporarily removed but replaced during site restoration.

A small amount of California horned lizard, American badger, and western spadefoot upland habitat would be permanently removed, and other areas would be temporarily disturbed. Any individuals present in the work area could be injured or killed by equipment. However, few if any are expected to be present and affected. Impacts would be **less than significant**.

2.3.4.4 Avoidance, Minimization, and/or Mitigation Measures

Measures to minimize the potential for effects on wildlife species include:

1. Minimize the area of disturbance, and clearly mark the work limits.
2. Complete construction outside the nesting season for birds and pond turtles. If construction, and especially vegetation clearing is to occur during the bird-nesting season, a qualified biologist will conduct a nesting bird survey no more than one week prior to vegetation removal.
3. Conduct worker awareness training for sensitive species.

2.3.5 Threatened and Endangered Species

2.3.5.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the FESA: 16 United States Code Section 1531, et seq. See also 50 CFR Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies are required to consult with the USFWS and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence, and/or documentation of a No Effect finding. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the CESA, California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts on rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The CDFW is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of FESA, CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

2.3.5.2 Affected Environment

Two federally listed animal species are known to be present adjacent to the project site (Figure 5): California tiger salamander (*Ambystoma californiense*) (CTS) and California red-legged frog (*Rana draytonii*) (CRLF). The tiger salamander is listed as endangered under FESA and threatened under CESA. Critical habitat has been designated (USFWS 2004), and the western part of the project is located within Unit 6 (Figure 6). The CRLF is listed as threatened under FESA and a species of special concern by the state. Critical habitat has been designated but none is present in the project area (USFWS 2010). Both species inhabit the Campbell vernal pools, at least seasonally. Southern California steelhead (*Oncorhynchus mykiss*), federally listed as endangered occur in the Santa Ynez River south of the project area. One federally-listed plant and one state-listed plant (See Table 2) have a low potential to be present.

California tiger salamander. This species historically bred in vernal pools but currently also uses man-made ponds. Adults enter breeding ponds during storms, typically from November through January, breed, and return to adjacent upland areas where they remain in refuges such as burrows of ground squirrels, gophers, and other mammals. Females attach eggs to submerged vegetation, twigs, or debris, and the eggs hatch in 10 to 28 days. The pools need to retain water long enough for the larvae to metamorphose into the adult form in a little over two months and move into upland burrow refuges (USFWS 2015).

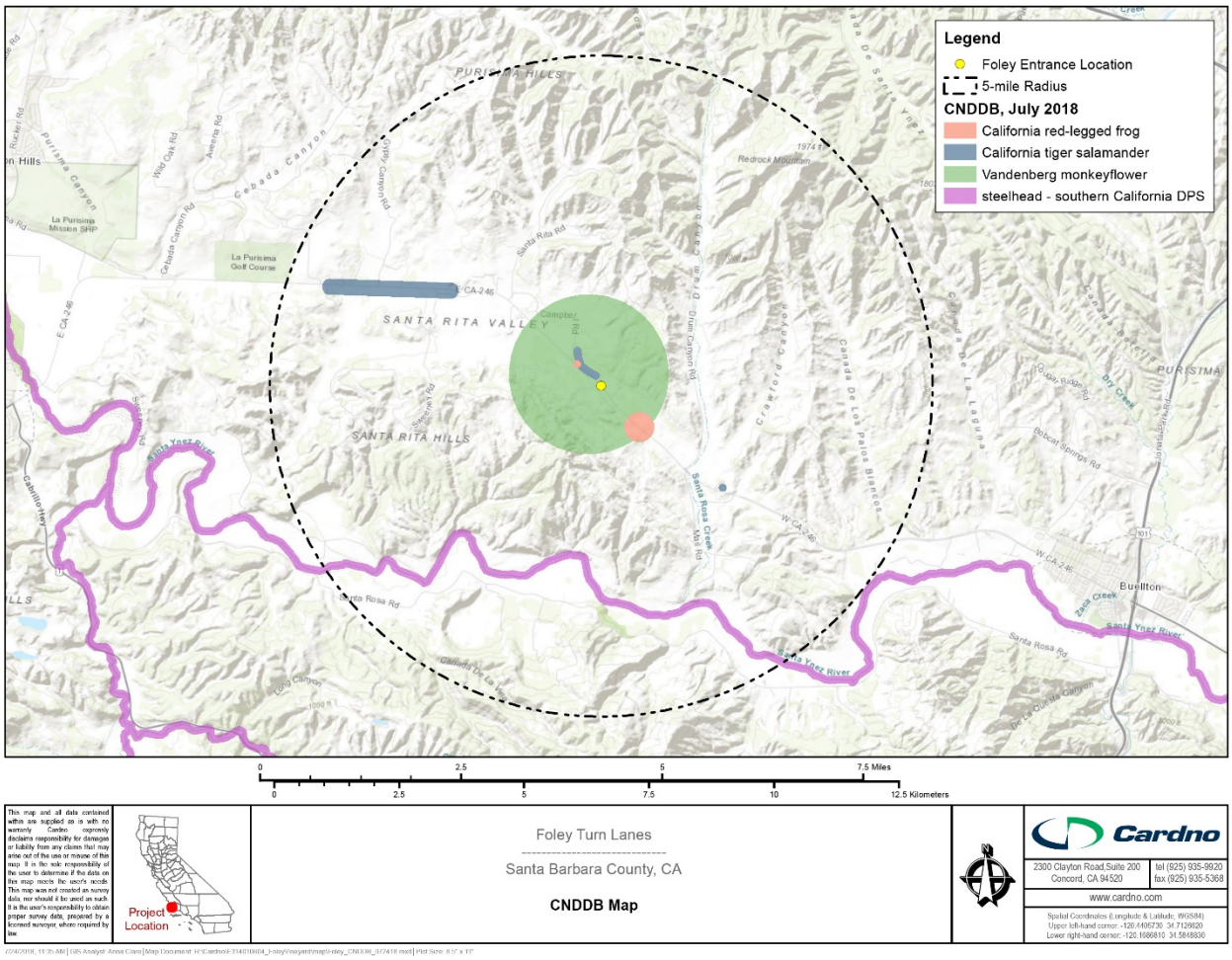


Figure 5 Federally-listed Species Within 5 Miles of Project

Protocol surveys conducted for the Caltrans passing lane project in 2007-2009 found the species to be present in and adjacent to the Campbell vernal pools (Storrer Environmental Services 2009). The surveys included aquatic sampling and upland drift fencing (both within the Caltrans right-of-way). All of the captures on the south side of the highway were west of the turn lane project area. An additional drift fence survey in 2016 captured one adult approximately 525 feet northwest of the Foley property entrance within the Caltrans right-of-way (John LaBonte, pers. comm.). The eastern vernal pool extends into the Caltrans right-of-way when at maximum capacity adjacent to the western portion of the project site. CTS are known to travel up to 1.37 miles from breeding ponds to upland habitat (Orloff 2011, USFWS 2000), but 95 percent are estimated to be within 1.1 miles of breeding ponds (USFWS 2015). Surveys of the three ponds on the Foley property in 2001, 2002, and 2016 did not find any CTS larvae, but fish were present in 2001-2002 and bullfrogs (*Lithobates catesbeiana*) were present in one pond in 2016 (SAIC 2001 and 2002; Cardno 2016).

Critical habitat has been designated for the species in Santa Barbara County. The western portion of the project area is within designated critical habitat Unit 6 (USFWS 2004).

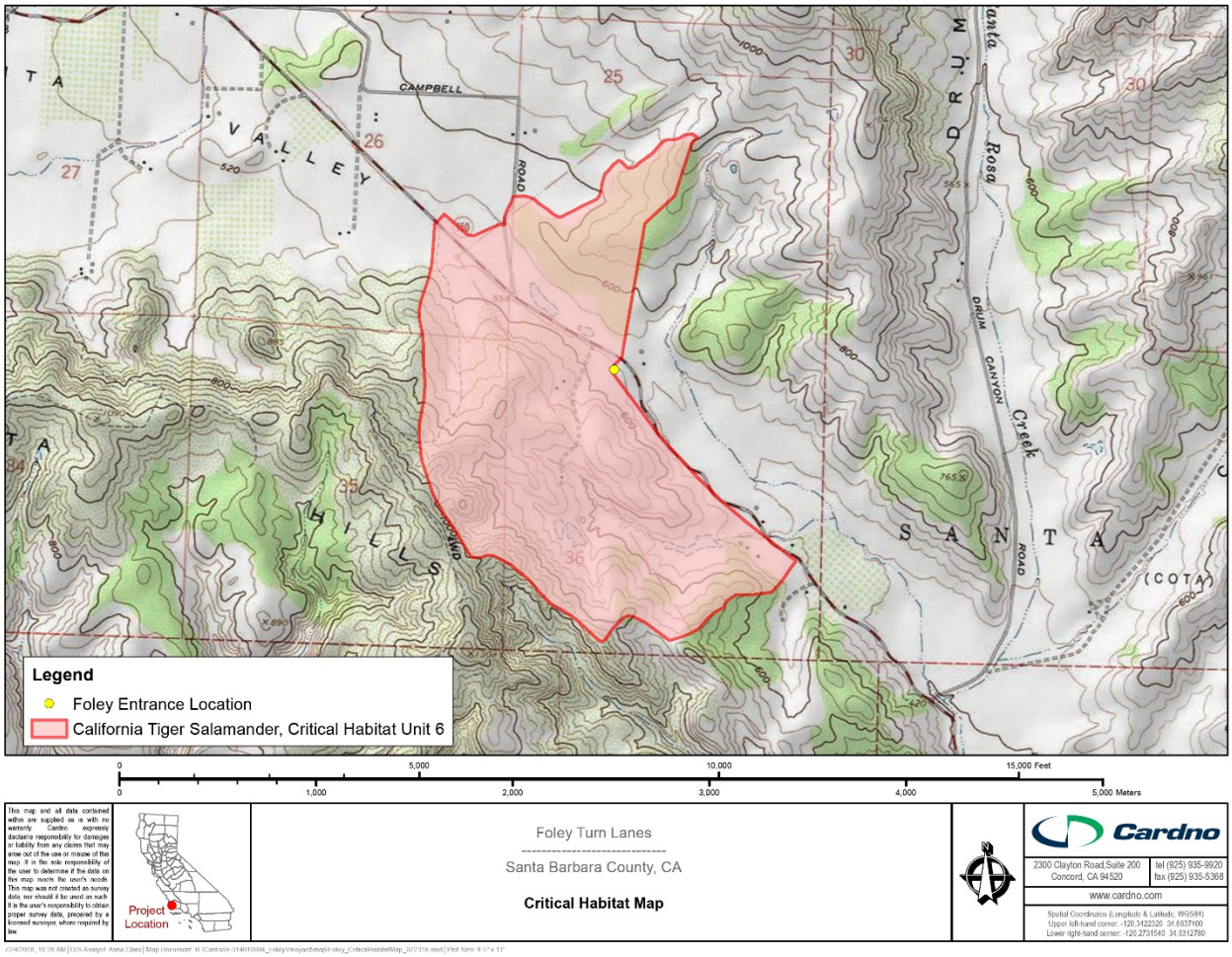


Figure 6 California Tiger Salamander Critical Habitat

California red-legged frog. This species inhabits still or slow water in streams, marshes, ponds, reservoirs, and canals, although riparian and upland areas are also used at times. Adults can disperse more than 2 miles from aquatic habitat. Breeding occurs from November through April, and the eggs hatch into larvae (tadpoles) that take 11 to 12 weeks to metamorphose into juvenile frogs (USFWS 2010).

CRLF have been observed in the Campbell vernal pools (Storrer Environmental Services 2009) as well as other aquatic habitats in the region. However, none were found in the three ponds on the Foley property during surveys in 2001 (SAIC 2001).

Critical habitat has been designated for this species, but none is in the project area (USFWS 2010).

2.3.5.3 Environmental Consequences

The turn lane project would result in ground disturbance for approximately 1,250 feet on the south side of the roadway west of the Winery entrance and about 1,250 feet to the east. Temporary disturbance of the soil surface due to grading for cut/fill slopes would affect 0.79 acre plus 0.45 acre of disturbance for the staging area while the permanent loss of earthen surface due to new pavement would be 0.47 acre.

California tiger salamander. Ground disturbance during construction of the turn lane could result in incidental injury or mortality of any salamanders using burrows for shelter within the project footprint in the Caltrans right-of-way. The shortest distance from the eastern vernal pool to the work area on the south side of the roadway is approximately 67 feet, and the longest distance is about 1,650 feet (to east end of project). The number of individuals that could be affected is unknown but likely few since the area to be affected is a small linear strip adjacent to the existing pavement, and all is on the south side of the road, requiring individual CTS to survive crossing the roadway to reach the project disturbance area. Tiger salamander movement between aquatic and upland habitats generally occurs at night when vehicle traffic would be less than in the daytime, thereby reducing the potential for road mortality. Gopher burrows are unevenly distributed in the project area with most on fairly level ground and few on the south side slope to be cut back for widening the road (approximately 850 feet in length).

Increasing the amount of pavement would permanently reduce the amount of upland habitat with burrow openings that could be used by CTS for shelter. Loss of 0.21 acre of habitat opposite the east vernal pool (west end of Project to Foley Winery driveway) would be more likely to have an effect than loss of 0.25 acre of habitat east of the Foley Winery driveway. The permanent loss of 0.46 acre of upland habitat for CTS would be a **significant but mitigable impact**. Construction activities east of the Foley Winery driveway would have a lower potential for direct effects on individuals due to increasing distance from the vernal pools and the narrow trajectory from the vernal pools to the work area. No aquatic habitat at the vernal pools would be directly affected by the project because all construction in that area would be on the south side of the roadway. Increasing the width of the pavement by up to 30 percent (width increase tapers from 0 to 30 percent over almost half of the distance from the west end of the Project to the Project driveway and then decreases to the east end) would increase the potential for salamanders crossing the road between the vernal pools and uplands south of the roadway to be struck by vehicles. As noted above, the species moves primarily at night when traffic would be less than in the daytime.

Injury or mortality of CTS would be an adverse impact and have the potential to be a **significant but mitigable impact**, depending on the number affected. Time of year and duration of construction also would affect the potential for impacts. Construction is likely to occur during the late spring to fall of 2018 or 2019. Few if any individuals would be moving out of the vernal pools by summer, and the only individuals that could be affected would be those taking refuge in burrows within the work area. Mammal burrows are not evenly distributed in the work area but tend to be in clumps. Also, many of the gopher burrows are plugged with soil.

Indirect effects of construction activities include the potential for runoff of sediment and pollutants to the vernal pools from disturbed soils and equipment leaks/spills as described above under Water Quality. Indirect effects on water quality in the vernal pools is unlikely to adversely affect any California tiger salamanders present, particularly since construction would be during the dry season when the species is in upland habitats. In addition, measures to prevent and minimize sediment runoff in Section 2.2.2.4 would result in **less than significant** indirect impacts on CTS using the vernal pool.

California red-legged frog. Direct effects on individual CRLF are unlikely, as no aquatic habitat would be disturbed. Any individuals that moved into the work area from the vernal pools, however, could be injured or killed by equipment. Since construction would be on the south side of the road during the daytime opposite the vernal pools, it is unlikely that any CRLF would cross the road and enter the work area since the frogs move primarily at night or during wet conditions. In the eastern part of the project, no aquatic habitat is present near the work areas

on either side of the road so potential for direct impacts is unlikely. Since few if any individuals would be affected, impacts would be **less than significant**.

Indirect effects on water quality in the vernal pools is unlikely to adversely affect any CRLF present as construction would occur outside the breeding season when the species would be most susceptible to such effects.

2.3.5.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid and minimize impacts on threatened and endangered species.

1. Only USFWS-approved biologists would handle any CRLF or CTS found within the work area during construction.
2. An approved biologist will monitor grading/excavation in areas with mammal burrows to capture and relocate any CTS found. Once grading is complete, a biological monitor will continue to monitor implementation of protection measures at regular intervals.
3. The approved biologist and the biological monitor will have the authority to halt any action that might result in effects on CRLF or CTS that exceed the levels authorized in the project's Biological Opinion.
4. CTS captured shall be relocated by release at the entrance to the nearest suitable small mammal burrow outside the construction area, or other suitable habitat approved by USFWS. Captured individuals will be placed in clean buckets and immediately relocated.
5. All observations of CRLF and CTS during project construction will be reported to CNDDB using the on-line forms.
6. All terms and conditions of the Biological Opinion issued for this project will be implemented.
7. Environmental training will be provided to all workers prior to start of construction and as new crews come on site. This will include a description of the CRLF and CTS and their habitats, project-specific measures to conserve these species, and boundaries within which the project may be accomplished.
8. The total area to be disturbed will be minimized and the boundaries of the work area will be clearly marked.
9. Exclusion fencing will be installed along the north side of the roadway and along the south edge of the work area on the south side of the roadway west of the Foley driveway. This fencing will be maintained by the contractor and monitored by the USFWS-approved biologist. Any individual CRLF or CTS found along the fencing will be captured and relocated across the roadway, outside of the work area/fencing in the direction they were assumed to be moving.
10. Sediment and erosion control measures described for Water Quality will be implemented and maintained to protect habitat for both listed species.
11. All fueling of and maintenance work on equipment will occur within the staging area over drip pans.
12. All disturbed soil surfaces outside the paved areas will be revegetated with species appropriate for the location, and native trees removed will be replaced at a 10:1 ratio.
13. To mitigate for the permanent loss of upland CTS habitat, the lower (southern) pond located approximately 630 feet northeast of driveway entrance from State Route 246

would be converted to habitat suitable for CTS breeding pending USFWS/CDFW acceptance or 1.2 credits would be purchased at the La Purisima Mitigation Bank at the full discretion of Foley Estates.

2.3.6 Invasive Species

On February 3, 1999, President Bill Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem, whose introduction does or is likely to cause economic or environmental harm or harm to human health." Although the project is not a federal action, measures will be taken to prevent the spread of invasive species.

2.3.6.1 Affected Environment

Studies for the Caltrans passing lane project identified a number of plant species considered to be invasive by the California Invasive Plant Council in the project area (Table 3). The turn lane project covers a smaller area and some of these species may not be present. The reconnaissance survey conducted on October 13, 2016, was after most of the annual species had died, and many of the plants in the mowed areas were not identifiable.

Table 3 Invasive Plant Species in the Project Area

Common Name	Scientific Name	Common Name	Scientific Name
Onionweed	*Asphodelus fistulosus*	Sweet fennel	*Foeniculum vulgare*
Australian saltbush	*Atriplex semibaccata*	Cutleaf geranium	*Geranium dissectum*
Slender oats	*Avena barbata*	Horehound	*Marrubium vulgare*
Wild oats	*Avena fatua*	California burclover	*Medicago*
Black mustard	*Brassica nigra*	Tree tobacco	*Nicotiana glauca*
Ripgut brome	*Bromus diandrus*	Harding grass	*Phalaris aquatica*
Italian thistle	*Bromus diandrus*	Bristly ox-tongue	*Picris echioides*
Iceplant	*Carpobrotus edulis*	Smilo grass	*Stipa miliacea*
Tocalote	*Centaurea melitensis*	Radish	*Raphanus sativus*
Poison hemlock	*Conium maculatum*	Sheep sorrel	*Rumex acetosella*
Pampas grass	*Cortaderia selloana*	Curly dock	*Rumex crispus*
Bermuda grass	*Cynodon dactylon*	Peruvian peppertree	*Schinus molle*
Veldt grass	*Ehrharta calycina*	Salt cedar	*Tamarix ramosissima*
Blue gum eucalyptus	*Eucalyptus globulus*	Cocklebur	*Xanthium strumarium*

Source: Caltrans 2010

2.3.6.2 Environmental Consequences

Invasive species could be brought into the project site on equipment or workers clothing. No fill would be imported. Seed mixes for restoration of the cut and fill slopes could also contain invasive species. Impacts would be **less than significant**.

Once construction is complete, maintenance of the unpaved areas in the Caltrans right-of-way would continue as in the past.

2.3.6.3 Avoidance, Minimization, and/or Mitigation Measures

To minimize the potential for introducing invasive species, the following measures will be implemented:

1. All equipment brought to the site shall be clean and weed free (seeds and plant parts).
2. Workers clothing, particularly boots, will be free of weed seeds.
3. The seed mix specified for restoration of the cut and fill slopes will be weed free.
4. Erosion control materials (e.g., fiber rolls and erosion control matting) will be weed free.

2.4 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts on resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines.

The steps in conducting the cumulative analysis are:

- Identify resources
- Define the study area for each resource
- Describe the current health and historical context for each resource
- Identify direct and indirect impacts from the proposed project
- Identify reasonably foreseeable projects that might impact identified resources
- Assess potential cumulative impacts
- Assess potential mitigation measures

2.4.1 Affected Environment

The study area boundary for each resource was determined to be approximately 4 miles from the project. Proposed projects in that area are listed in Table 4.

Table 4 Projects Considered in the Cumulative Analysis

Type	Project Name	Description	Location	Current Status
Private	Pence Ranch Winery	Tier II winery	1909 Highway 246, Buellton	In process
Private	Spear Winery	19,775 sq ft commercial development	6700 Highway 246, Lompoc	In process
Private	Williams Winery	Tier I to Tier II winery, 15,245 sq ft development	799 Highway 246, Buellton	Approved
Private	Suput Winery	Tier 1 winery	6615 E Highway 246, Lompoc	LUP to be issued soon

2.4.2 Environmental Consequences

The proposed project could contribute to cumulative impacts on two environmental resources: visual resources and biological resources. Visual effects would result from removal of trees during construction, which is also an impact on biological resources. The project could affect CTS and would remove 9 oak trees. Conversion of grazing land to intensive agriculture, such as row crops and vineyards, have adversely affected upland habitat for the CTS by reducing or eliminating small mammal burrows used by the species when not in aquatic habitats. Chemical use could also affect individuals passing through crop areas. None of the projects in Table 4 would directly affect CTS breeding habitat, but three are within 1.24 miles of known breeding ponds and would have a low potential to affect individuals in upland habitat, especially where no new facilities would be built that could remove potential upland habitat. The small amounts of upland habitat potentially lost at the Spear and Williams wineries would be less than 0.02 percent of the habitat within 1.24 miles of the known or potential breeding ponds near these facilities.

The proposed project is anticipated to have minimal effects on California tiger salamanders, and minimization measures that are part of the project would reduce the potential for impacts. The permanent loss of 0.46 acre of potential upland habitat would not represent a substantial habitat loss but would add a small increment to other habitat losses that would be mitigated. Thus, project impacts would not contribute substantially to cumulative impacts on the species.

Removal of oak trees would add to cumulative losses from other past projects in the area. Project mitigation measures to avoid trees where feasible and to replace those removed would offset this impact so that it does not contribute substantially to the cumulative impact.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

Measures described in Sections 2.3.4 and 2.3.5 would reduce project impacts on CTS to a minimum and offset impacts on oak trees and visual resources.

2.5 Climate Change under CEQA

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World

Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

2.5.1 Regulatory Setting

With the passage of several pieces of legislation including State Senate and Assembly bills and Executive Orders, California launched an innovative and proactive approach to dealing with GHG emissions and climate change. These are briefly summarized below, but because the Foley turn lane project would not increase traffic, measures to reduce GHG emissions from vehicles do not apply to the project.

Assembly Bill 1493 (AB 1493), Vehicular Emissions: Greenhouse Gases, 2002, requires the California ARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

Assembly Bill 32 (AB 32), The Global Warming Solutions Act of 2006, sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

EO S-20-06 (October 18, 2006) further directs state agencies to begin implementing AB 32, including recommendations made by the state's climate action team.

EO S-01-07 (January 18, 2007) set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Senate Bill 97 (SB 97) Chapter 185, 2007, Greenhouse Gas Emissions, required the Governor's Office of Planning and Research to develop recommended amendments to CEQA Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection, requires the California ARB to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization for each region must then develop a "Sustainable Communities Strategy" that integrates transportation, land use, and housing policies to plan for the achievement of the emissions target for their region.

Senate Bill 391 (SB 391) Chapter 585, 2009 California Transportation Plan, requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Although climate change and GHG reduction are a concern at the federal level, currently no regulations or legislation have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Climate change and its associated effects are being addressed through various efforts at the federal level to improve fuel economy and energy

efficiency, such as the "National Clean Car Program" and EO 13514 – *Federal Leadership in Environmental, Energy and Economic Performance*.

USEPA in conjunction with National Highway Traffic Safety Administration (NHTSA) issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010 (Center for Climate and Energy Solutions (C2ES)).

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. On August 28, 2012, USEPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through 2025 passenger vehicles.

2.5.2 Affected Environment

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.[1] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California (forecast last updated: 2014) (Figure 7). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

2.5.3 Environmental Consequences

The proposed turn lane project would not increase traffic and, thus, would not affect GHG emissions. The turn lane would facilitate traffic movement and reduce slowing or stopping with subsequent acceleration to avoid vehicles stopped or slowed in the traffic lane while making a turn into the Foley Winery property. Thus, operation of the turn lane would decrease GHG emissions slightly.

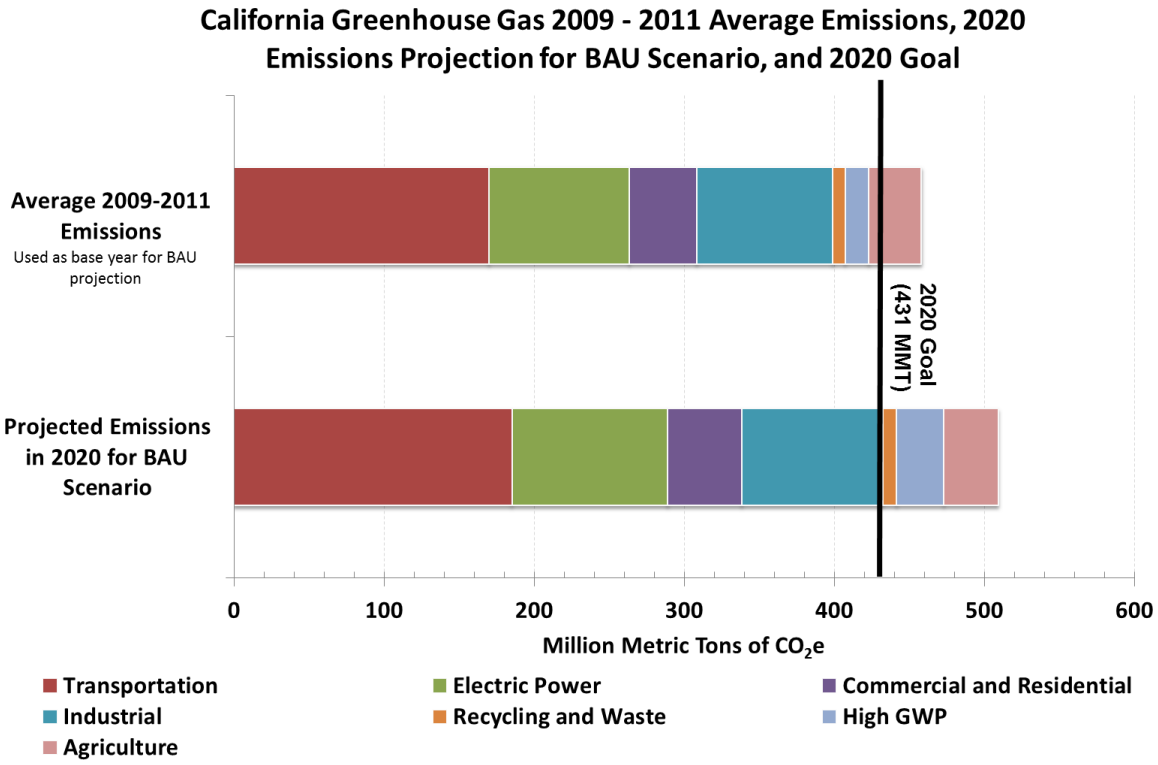
During construction, however, temporary construction emissions will be unavoidable. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions 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. The proposed project is outside the coastal zone, and direct impacts on transportation facilities due to projected sea level rise would not occur.

[1] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Due to the small size and short duration of this project, the **less than significant** construction emissions would not add to existing GHG emissions to cause a cumulatively considerable impact.

2.5.4 Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required. However, planting on soils disturbed by grading would reduce surface warming and increase use of CO_2 by the plants. As described in Section 2.3.1, oak trees removed would be replaced and disturbed soils seeded.



Source: California Environmental Protection Agency 2015

Figure 7 California Greenhouse Gas Emissions Forecast

Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. These activities help determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including coordination with regulatory agencies. This chapter summarizes the results of agency contacts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1 Resource Agency Coordination

USFWS. Submitted survey methods for ponds on Foley property and received approval. Set up a meeting with Rachel Henry to discuss the project. Also discussed Section 7 or Section 10 consultation and federal nexus.

Date	**Contact**
25 April 2016	Chris Kofron
26 April	Chris Dellith
25 May	Rachel Henry
1 June	Rachel Henry
14 June	Rachel Henry meeting
15 June	Rachel Henry
16 June	Chris Dellith
18 July	Rachel Henry
2 August	Rachel Henry
10 August	Rachel Henry
31 October	Rachel Henry
1 November	Rachel Henry
2 November	Rachel Henry
13 December	Rachel Henry
14 December	Rachel Henry
28 December	Rachel Henry
23-24 January 2017	Rachel Henry
10 March 2017	Rachel Henry
15 March 2017	Rachel Henry
21-23 March 2017	Rachel Henry
20 April 2017	Rachel Henry
27 April 2017	Rachel Henry

USACE. Initial contact with Aaron Allen. Then, email discussions with Theresa Stevens regarding jurisdictional delineation of drainage with 6-foot diameter culvert to be extended; new guidance eliminates need for Preliminary Jurisdictional Determinations; and project permitting.

Date	Contact
30 August 2016	Aaron Allen
19 October	Theresa Stevens
25 October	Theresa Stevens
28 October	Theresa Stevens
31 October	Theresa Stevens
1 November	Theresa Stevens
10 February 2017	Theresa Stevens

Caltrans. Discussions about CTS data for area, templates for documents, listed species consultations; CEQA lead agency, prior CEQA in area, federal nexus, and permits. Also provided project plans to Caltrans.

Date	Contact
13 April 2016	Michaela Koenig
22 April	Paul Andreano
15 June	Michaela Koenig
1 September	Paul Andreano
7 September	Micaela Koenig
12 September	Paul Andreano
19 September	Randy LaVack
5 October	Randy LaVack
12 October	Randy LaVack
14 October	Randy LaVack
27 October	Nancy Siepel
28 November	Nancy Siepel
13 December	Nancy Siepel

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Chapter 4 List of Preparers

The list of preparers should include a list of state and local agency personnel, including consultants, who were primarily responsible for preparing the environmental document and technical studies. It is typical to list Caltrans staff first, followed by local agency personnel, and then consultant staff.

The following Caltrans staff and consultants contributed to the preparation of this IS/MND.

Caltrans Staff

Nancy Siepel, Mitigation and Wildlife Connectivity Specialist. B.S. Vertebrate Zoology, Northern Arizona University, 17 years of experience with Caltrans conducting environmental studies including wildlife, fisheries, botanical, and wetland studies. Contribution: oversight peer review.

Cardno, Inc.

Rosemary Thompson, Senior Consultant. B.A. in Zoology, University of Missouri and Ph.D. Marine Biology, University of California at San Diego. Over 40 years of experience in environmental impact analysis and permitting. Contribution: Field surveys and environmental document preparation.

Melissa Pechter, Staff Scientist. B.S. Biological Sciences, California State University at Humboldt. 10 years of experience in conducting wildlife surveys and wetland delineations. Contribution: Oak tree mapping using GPS, Field survey for drainage jurisdictional delineation.

Hannah Donaghe, Senior Staff Scientist. M.S. in Earth Systems, Stanford University. 6 years of experience conducting biological resource surveys and preparing environmental documents. Contribution: QC review of document.

Anna Clare, GIS Specialist. B.S. in Geographic Information Systems and an M.A. in Geography. 10 years of experience in GIS analysis. Contribution: Prepared GIS figures for IS/MND.

Nancy Dorfman, Document Specialist. 14 years of experience in preparing documents for publication and posting on websites. Contribution: Formatting IS/MND.

APPENDICES

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Appendix A Project Plans

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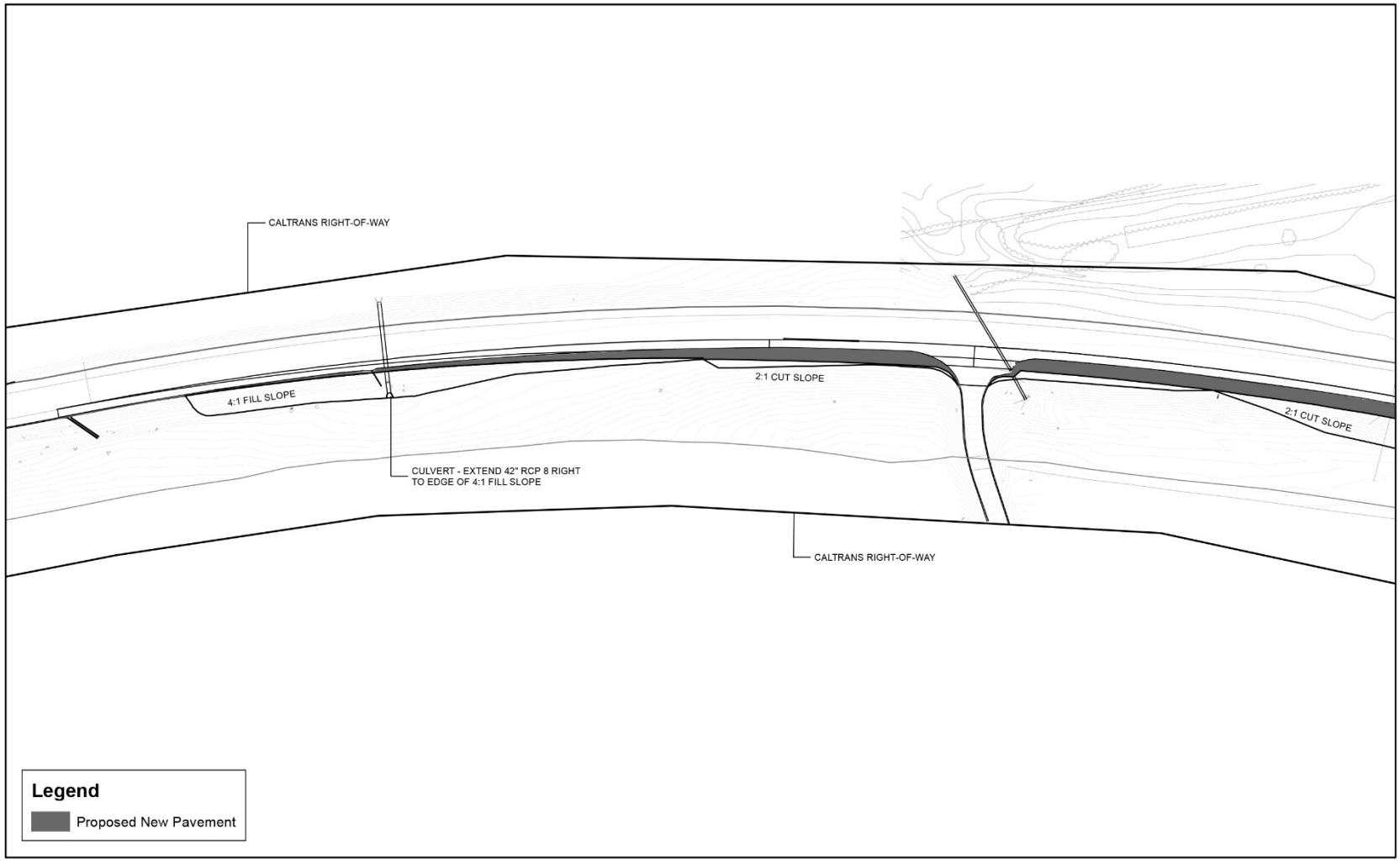

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Foley Turn Lanes

Santa Barbara County, CA

Project Plans

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Spatial Coordinates (Longitude & Latitude, WGS84)
Upper left-hand corner: -120.3107670 34.6514680
Lower right-hand corner: -120.3091340 34.6473280

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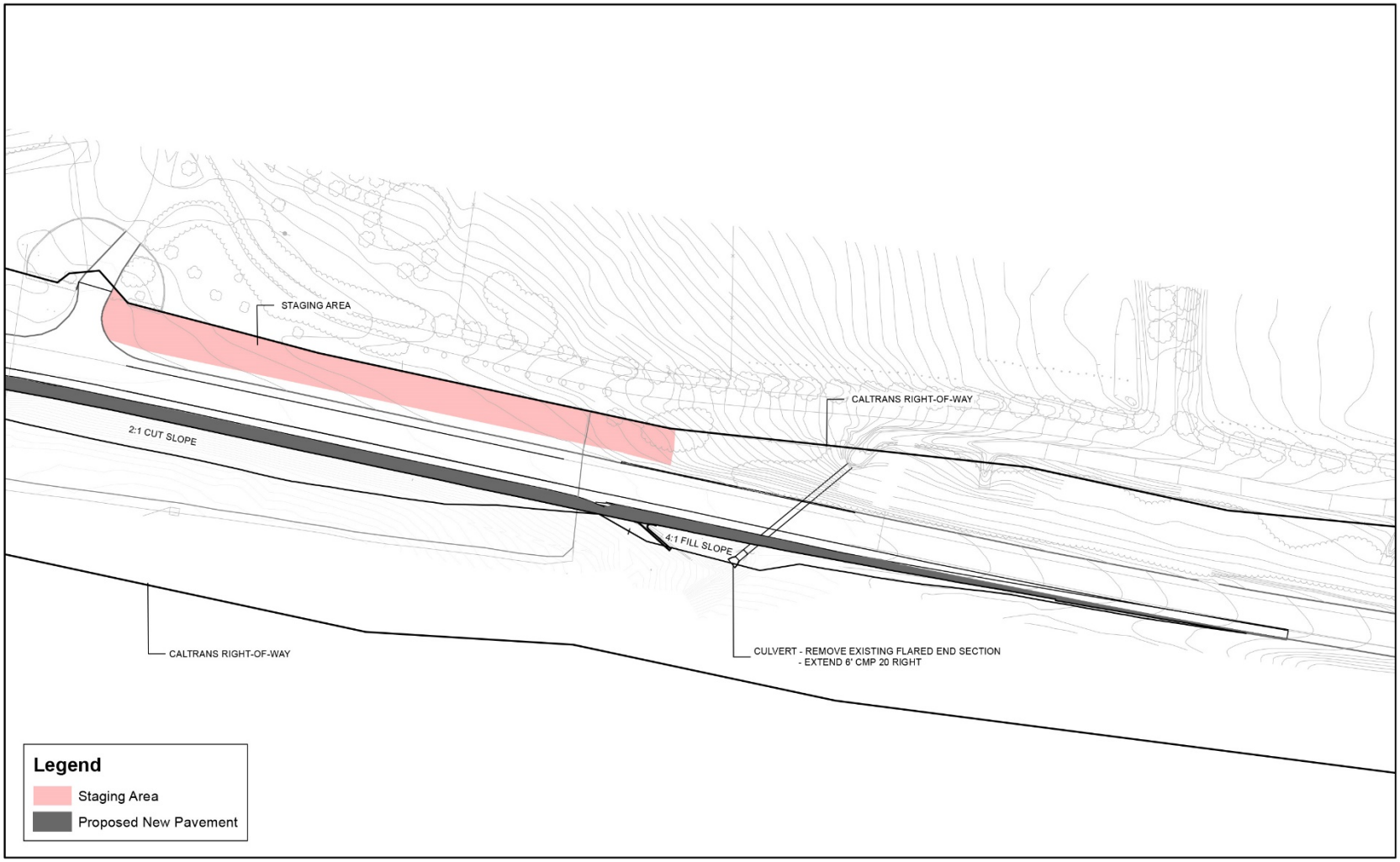

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Appendix B CEQA Checklist

Supporting documentation of all California Environmental Quality Act (CEQA) checklist determinations is provided in Chapter 2 of this Initial Study/Mitigated Negative Declaration (IS/MND). Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and mitigation measures is under the appropriate topic headings in Chapter 2.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES: 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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) 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? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.			
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials 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?	☐	☐	☐	☒
e) For a project located within 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 for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within 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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. RECREATION:				
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) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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 © of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision © of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒
XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to 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?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Appendix C Title VI Policy Statement

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Making Conservation a California Way of Life.

April 2018

NON-DISCRIMINATION POLICY STATEMENT

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LAURIE BERMAN
Director

Appendix D Minimization and Mitigation Summary

Mitigation Measures for impacts that have the potential to be significant:

Resource Section	Mitigation Commitments
2.1.1 Consistency	Measures in 2.2.6 for noise and in 2.3.1 for oak trees will be implemented for consistency with the County Thresholds and Guidelines.
2.2.3 Geology/Soils	Implement measures from Water Quality: 1. Minimizing the amount of soil disturbance. 2. Scheduling construction during the dry season. 3. Stabilizing disturbed soils by seeding and/or erosion control blankets (biodegradable) as soon as construction is complete. 4. Installing fiber rolls and/or silt fencing between disturbed soils and drainages and around inlets to culverts.
2.2.6 Noise	Construction activities are recommended to be limited to daylight hours between 7:00 AM and 5:00 PM on weekdays, and residents would be notified of the work prior to the start of construction.
2.3.1 Plant Communities	1. Prepare and implement a revegetation plan that includes a planting plan, species, seed mixes, planting methods, maintenance requirements, and performance criteria. 2. Replace oak trees with DBH≥12” removed at a 5:1 ratio. 3. Use only locally collected native plant seed.
2.3.5 Threatened and Endangered Species	1. Only USFWS-approved biologists would handle any CRLF or CTS found within the work area during construction. 2. An approved biologist will monitor grading/excavation in areas with mammal burrows to capture and relocate any CTS found. Once grading is complete, a biological monitor will continue to monitor implementation of protection measures. 3. The approved biologist and the biological monitor will have the authority to halt any action that might result in effects on CRLF or CTS that exceed the levels authorized in the project’s Biological Opinion. 4. CTS captured shall be relocated by release at the entrance to the nearest suitable small mammal burrow outside the construction area, or other suitable habitat approved by USFWS. Captured individuals will be placed in clean buckets and immediately relocated. 5. All observations of CRLF and CTS during project construction will be reported to CNDDB using the on-line forms. 6. All terms and conditions of the Biological Opinion issued for this project will be implemented. 7. Environmental training will be provided to all workers prior to start of construction and as new crews come on site. This will include a description of the CRLF and CTS and their habitats, project-specific measures to conserve these species, and boundaries within which the project may be accomplished. 8. The total area to be disturbed will be minimized and the boundaries of the work area will be clearly marked.

Resource Section	Mitigation Commitments
	9. Exclusion fencing will be installed along the north side of the roadway and along the south edge of the work area on the south side of the roadway west of the Foley driveway. This fencing will be maintained by the contractor and monitored by the USFWS-approved biologist. Any individual CRLF or CTS found along the fencing will be captured and relocated across the roadway, outside of the work area/fencing in the direction they were assumed to be moving if authorized in the Biological Opinion. 10. Sediment and erosion control measures described for Water Quality will be implemented and maintained to protect habitat for both listed species. 11. All fueling of and maintenance work on equipment will occur within the staging area over drip pans. 12. All disturbed soil surfaces outside the paved areas will be revegetated with species appropriate for the location, and native trees removed with a DBH of 12" or greater will be replaced at a 5:1 ratio. 13. To mitigate for the permanent loss of upland CTS habitat, , the lower (southern) pond would be converted to habitat suitable for CTS breeding pending USFWS/CDFW acceptance or 1.2 credits would be purchased at the La Purisima Mitigation Bank at the discretion of Foley Estates.. 14. Conduct worker awareness training for sensitive species.
2.4.3 Cumulative Impacts	Measures described in Sections 2.3.4 and 2.3.5 would reduce project impacts on CTS to minimal and offset impacts on oak trees and visual resources.

Avoidance and Minimization Measures to reduce less than significant impacts:

Resource Section	Avoidance and Minimization Commitments
2.1.1 Consistency	Measures in 2.2.2 will be implemented for consistency with the County Comprehensive Plan.
2.1.2 Utilities	Potholing to locate CCWA pipeline with location and depth on construction plans
2.1.3 Traffic	Implement a traffic management plan during construction
2.1.4 Visual	Trees removed will be replaced and graded areas will be planted
2.2.2 Water Quality	Implement BMPs in the project SWPPP that include: 1. Minimizing the amount of soil disturbance. 2. Completing construction during the dry season. 3. Stabilizing disturbed soils by seeding and/or erosion control blankets (biodegradable) as soon as construction is complete. 4. Installing fiber rolls and/or silt fencing between disturbed soils and drainages and around inlets to culverts. 5. Refueling equipment in designated areas with containment (e.g., drip pans) for any spills.

Resource Section	Avoidance and Minimization Commitments
	6. Maintaining spill cleanup materials on site and training workers in its use. 7. Regular checks of equipment for leaks of petroleum hydrocarbons with immediate repair. 8. Tracking control from the work site onto the roadway.
2.2.4 Hazardous Waste/Materials	If thermoplastic painted stripe or treated wood wastes were found, the Caltrans provisions would be added to the construction contract. BMPs will be implemented to prevent or rapidly clean up any spills of fuels or lubricants during construction.
2.2.5 Air Quality	The construction contractor would comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10, and with Santa Barbara County Air Pollution Control District rules, ordinances, and regulations. Measures include: • Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. • Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
2.3.2 Wetlands	Erosion and sediment control measures in the Water Quality section (2.2.2) would minimize effects of construction on the adjacent vernal pools.
2.3.3 Plant Species	A focused survey for black-flowered figwort will be conducted prior to vegetation clearing. Any plants found with apparently viable seed would have the seed salvaged and planted in adjacent undisturbed areas of suitable habitat.
2.3.4 Animal Species	1. Minimize the area of disturbance, and clearly mark the work limits. 2. Complete construction outside the nesting season for birds and pond turtles. If construction and especially vegetation clearing is to occur during the bird-nesting season, a qualified biologist will conduct a nesting bird survey no more than one week prior to vegetation removal.
2.3.6 Invasive Species	1. All equipment brought to the site shall be clean and weed free (seeds and plant parts). 2. Workers clothing, particularly boots, will be free of weed seeds. 3. The seed mix specified for restoration of the cut and fill slopes will be weed free. 4. Erosion control materials (e.g., fiber rolls and erosion control matting) will be weed free.
2.5.4 Climate Change	However, planting on soils disturbed by grading would reduce surface warming and increase use of CO_2 by the plants. As described in Section 2.3.1, oak trees removed would be replaced and disturbed soils seeded.

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Appendix E List of Acronyms and Abbreviations

ADT	average daily traffic
ARB	Air Resources Board
BMP	best management practice
C2ES	Center for Climate and Energy Solutions
Caltrans	California Department of Transportation
CCWA	Central Coast Water Authority
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CMP	corrugated metal pipe
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CRLF	California red-legged frog
CTS	California tiger salamander
CWA	Clean Water Act
dBA	decibel, A weighted
DBH	diameter at breast height
EO	Executive Order
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ISA	Initial Site Assessment
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
NAAQS	National Ambient Air Quality Standard
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHTSA	National Highway Traffic Safety Administration

NOAA	National Oceanic and Atmospheric Administration
PM	particulate matter
RCP	reinforced concrete pipe
RCRA	Resource Conservation and Recovery Act of 1976
RWQCB	Regional Water Quality Control Board
SR	State Route
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service