

Santa Claus Lane Class I Bike Path

Adjacent to U.S. 101 between Estero Street in the City of Carpinteria
and Sand Point Road in the county of Santa Barbara

District 5-SB-101-4.0/4.8

EA 05-1G410 and Project ID 0515000012

State Clearinghouse Number: 2019129023



Initial Study with Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

January 2020



General Information About This Document

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration for the proposed project in Santa Barbara County in California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures. The Initial Study was circulated to the public for 30 days between December 6, 2019 and January 6, 2020. Comments received during this period are included in Appendix D.

Changes made since the draft document circulation are noted by a sentence preceding a section, paragraph or paragraphs where revisions to text occurred. The bulk of the changes were made to the following areas of the document: Section 2.3.2 Wetlands and Other Waters, Section 2.3.3 Plant Species, and to certain biological measures contained within these sections. Updates were also made to Chapter 4 to reflect the conclusion of the public circulation period. Minor editorial changes and clarification have not been so indicated.

What happens after this?

The project has completed environmental compliance after completion of this document. When funding is approved, the Caltrans can design and construct the project.

The document can be accessed electronically and downloaded at the following website: <http://dot.ca.gov/caltrans-near-me/district-5>. Physical copies of this document can be requested by contacting Jason Wilkinson, Senior Environmental Planner.

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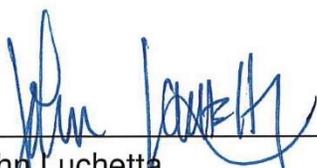
State Clearinghouse Number: 2019129023
05-SB-101-PM 4.0/4.8
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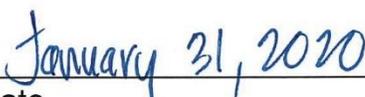
INITIAL STUDY
with Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation



John Luchetta
Environmental Office Chief
Central Coast Environmental Management
California Department of Transportation
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Date

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Mitigated Negative Declaration

Project Description

The California Department of Transportation (Caltrans) proposes to construct a Class I Bike Path adjacent to the southbound lanes of U.S. 101 between Estero Street, near the Carpinteria Avenue off-ramp in the City of Carpinteria, and Sand Point Road in the County of Santa Barbara.

Determination

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the project would have no significant effect on the environment for the following reasons.

The project would have no effect on the following resources: agriculture and forestry, cultural resources, energy, geology and soils, land use and planning, air quality (permanent impacts), noise (permanent impacts), mineral resources, population and housing, public services, tribal cultural resources, and wildfire.

In addition, the project would have no significant effect on the following resources: construction air quality and greenhouse gas emissions, coastal zone, traffic and transportation, hazards and hazardous waste materials, hydrology, construction noise, and recreation.

The project will have no significantly adverse effect on aesthetics, biological resources, water quality, and utilities and service systems because the following mitigation measures would reduce potential effects to insignificance:

- Water quality measures including Best Management Practices would reduce impacts to creeks and drainages. For more detailed information regarding mitigation measures related to water quality, please refer to Section 2.2.2.
- BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that would prevent the spread of invasive species on-site or off-site.
- The following biological measures have been updated and/or revised since the draft environmental document was circulated:
- BIO-2: To mitigate for temporary impacts, restoration plantings will be completed on-site and in-kind, using native species.
- BIO-3: Mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of

wetlands or associated riparian habitat. Wetland delineation verification will be conducted at the same time as floristic surveys prior to construction.

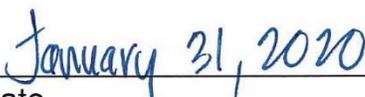
- BIO-4: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional off-site mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area. Wetland delineation verification will be conducted at the same time as floristic surveys prior to construction.
- BIO-5: Permanent impacts to California Coastal Commission (CCC) wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101. Therefore, the wetlands are not natural and a 3:1 mitigation ratio is appropriate. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the City and County's Transportation Corridor Wetland Overlay District. Wetland delineation verification will be conducted at the same time as floristic surveys prior to construction.
- BIO-6: Encroachment into California Coastal Commission wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the City and County's Transportation Corridor Wetland Overlay District.
- BIO-7: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Planting Plan, which will be included in the final Mitigation Monitoring Plan (MMP) prepared by a Caltrans biologist. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.
- BIO-8-11: Biological measures to avoid and minimize impacts to special-status plants species, federally listed plants species, and any state or threatened plant species include implementing surveys prior to construction as stipulated in Section 2.3.3 and Appendix B of the environmental document. If plants meeting specific criteria are found during surveys and cannot be avoided during construction, measures are included to minimize and mitigate the project's impacts.
- BIO-12-13: Similar to above, biological measures to avoid species such as the wandering (saltmarsh) skipper, western pond turtles, and silvery legless lizards if found or observed in the project limits prior to construction, will be taken as well as additional precautions.
- BIO-14-16: Measures to address potential for any nesting birds will be put in place if needed, including coordination with California Department of Fish and

Wildlife to determine an appropriate buffer and needs of the species. If a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite is observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.

- Visual impacts would be reduced by locating staging areas away from public view, minimizing vegetation removal to the extent feasible, maximizing views of the Carpinteria Salt Marsh and Pacific Ocean through appropriate signs and barriers, and replacing planting for native oaks. For more detailed information regarding mitigation measures related to water quality, please refer to Section 2.1.4.
- UT-1: Coordination between Caltrans and service providers would strive to ensure that utilities and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the project would be relocated, avoided, or protected in place.



John Luchetta
Environmental Office Chief
Central Coast Environmental Management
California Department of Transportation
CEQA Lead Agency



Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans), in cooperation with the Santa Barbara County Association of Governments, City of Carpinteria (City), and County of Santa Barbara (County), proposes to construct a Class I bike path on southbound U.S. 101 between Estero Street, near the Carpinteria Avenue off-ramp in the City of Carpinteria, and Sand Point Road in Santa Barbara County. See **Figure 1-1** Project Vicinity Map and **Figure 1-2** Project Location Map.

The project has been planned for several decades and is included in both the City's General Plan Circulation Element (City of Carpinteria, 2003) and the County's Comprehensive Plan Circulation Element (Santa Barbara County, 2014). The project is also endorsed by cycling advocacy groups and noted in the Santa Barbara County Association of Governments Fast Forward 2040 Regional Transportation Plan/Sustainable Communities Strategy (Santa Barbara County Association of Governments, 2017) and the Santa Barbara County Association of Governments' Regional Active Transportation Plan (Santa Barbara County Association of Governments, 2015). The bike path would be constructed almost entirely within the Caltrans right of way, with a small portion in City right of way. Caltrans is the lead agency under the California Environmental Quality Act (known as CEQA).

Background

The project is part of a series of independent transportation improvement projects that are proposed along the U.S. 101 corridor, including the U.S. 101: Carpinteria to Santa Barbara project (formerly known as South Coast 101 HOV Lanes project). The transportation improvements proposed within the U.S. 101 corridor are interrelated and progressing in parallel with one another. The proposed project was identified as a balancing provision based on coastal policy conflicts resulting from the proposed implementation of multiple projects planned along the U.S. 101 corridor. The Local Coastal Program amendments include a requirement that the project be completed no later than completion of the adjacent phase of construction for the U.S. 101: Carpinteria to Santa Barbara project.

1.2 Purpose and Need

This section describes the underlying purpose and need to which the alternatives have been developed. The purpose and need of this project are as follows.

1.2.1 Purpose

The purpose of this project is to:

- Improve bicycle and pedestrian travel by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the county, and Carpinteria Avenue in Carpinteria.
- Complete a segment of the California Coastal Trail consistent with the circulation and bikeway systems outlined in the County's Comprehensive Plan, City's General Plan, the statewide California Coastal Trail Map, and the Plan for Improved Agency Partnering (Caltrans and California Coastal Commission, 2016).
- Enhance and improve coastal access for bicycles and pedestrians consistent with local coastal policies and plans.

1.2.2 Need

Between Santa Claus Lane and Carpinteria Avenue, bicycle traffic is diverted inland via Padaro Lane, Via Real, and Santa Ynez Avenue. There is currently no continuous direct route along the coast. This diversion also creates a gap in the California Coastal Trail. Some portions of the existing route are not wide enough to accommodate standard bicycle lanes, and bicyclists must compete with vehicular traffic for space along the route.

1.3 Project Description

The project would construct a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in Santa Barbara County; the bike path would be approximately 0.8-mile in length and would ultimately be part of the California Coastal Trail. The California Coastal Trail is a network of public trails along the 1,200-mile California coastline.

The project area is bounded by Union Pacific Railroad tracks to the south and U.S. 101 to the north (see **Figure 1-3**). Though U.S. 101 is designated as a north-south corridor, it is situated in an east-west direction within the project area; the northbound lanes run in a western direction and southbound lanes run in an eastern direction. In addition, the project area includes the Carpinteria Salt Marsh, which is directly adjacent to and south of the Union Pacific Railroad tracks.

Figure 1-1 Project Vicinity Map

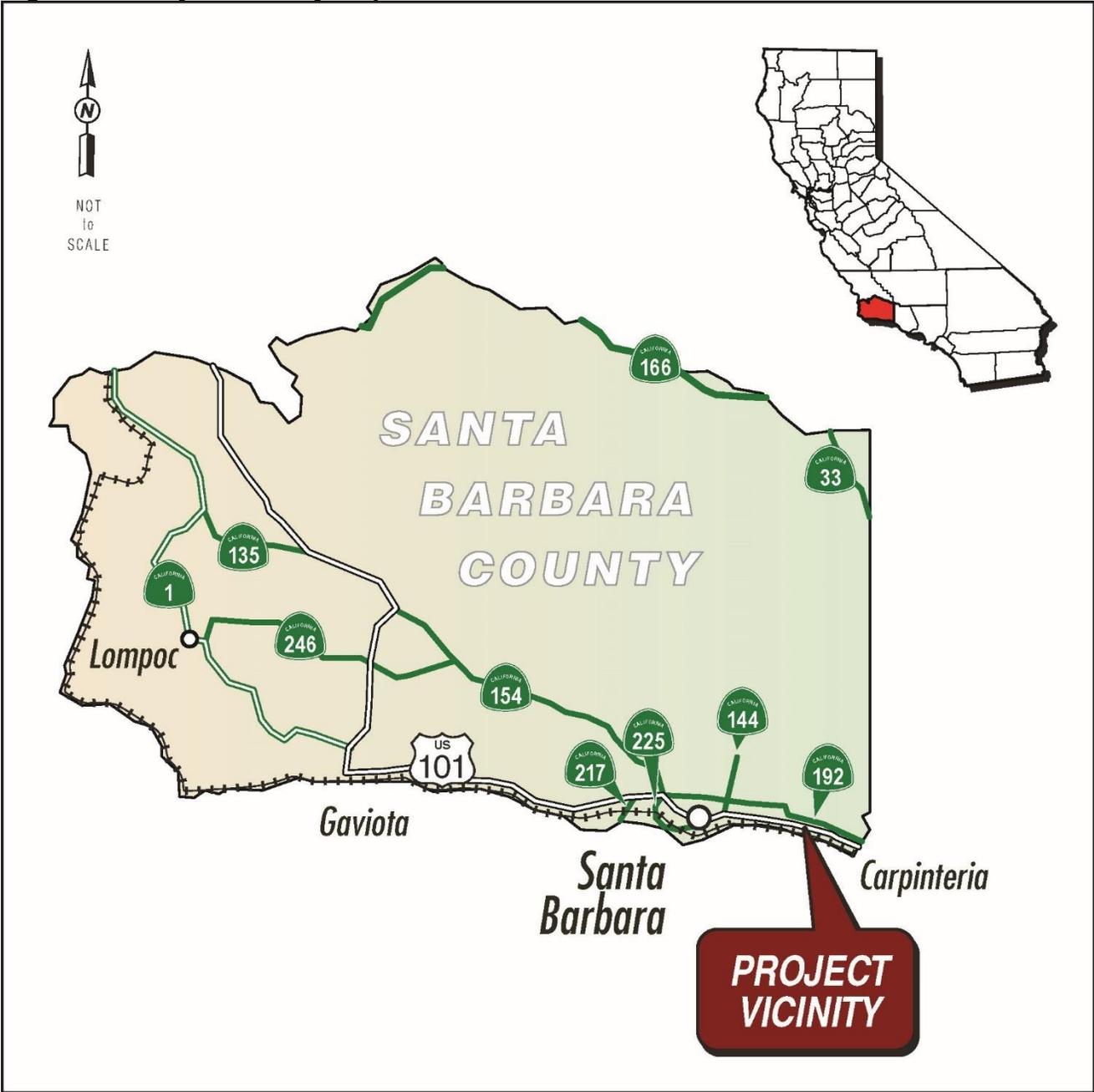


Figure 1-2 Project Location Map

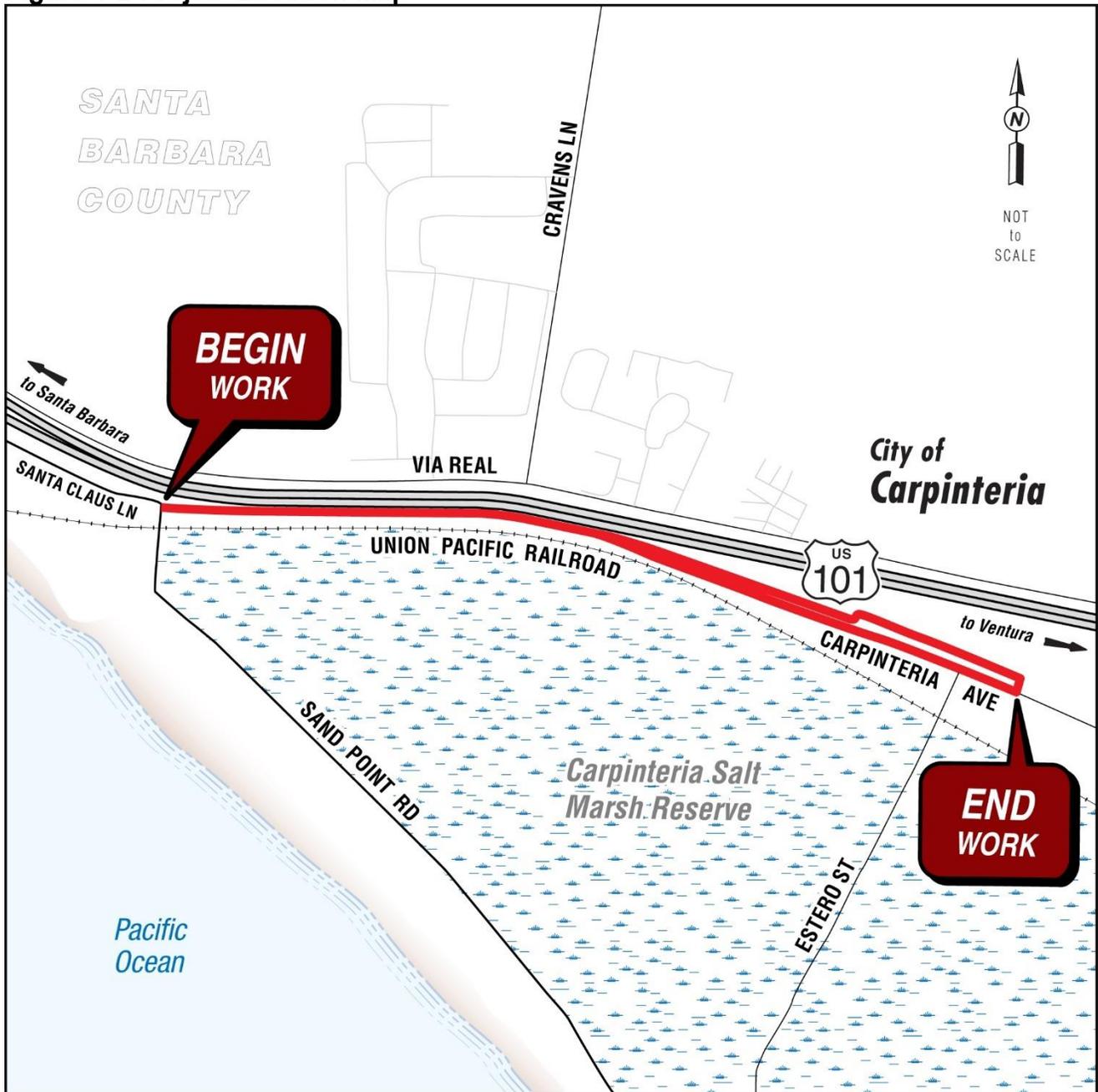
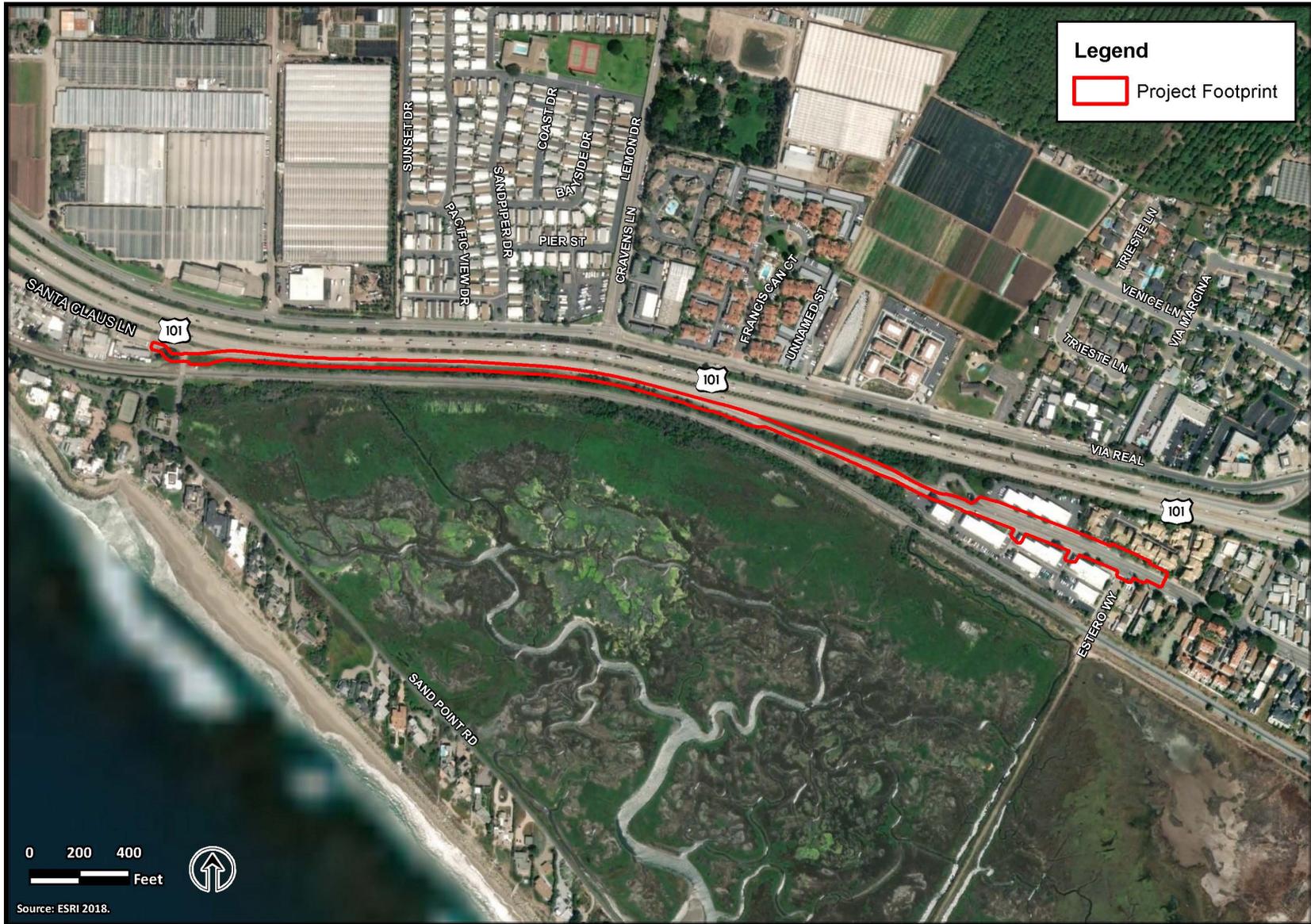


Figure 1-3 Project Area Map



The 2-lane bike path would include a 4-foot northbound (westbound) lane, a 4-foot southbound (eastbound) lane, and varied shoulder width of approximately 2 feet on each side, for a total width of approximately 12 feet (see **Figure 1-4**). The paved bike path would run along the southbound shoulder of U.S. 101. The bike path would be constructed almost entirely within the Caltrans right of way, and no permanent right of way would be required from Union Pacific Railroad; however, a temporary construction easement would be required from Union Pacific Railroad to facilitate construction of the retaining wall. A limited portion of the bike path would be constructed in City right of way at the Estero Street connection point. The bike path would be profiled at approximately the same elevation as the southbound lanes of U.S. 101, and it has been designed to avoid impacts to coastal wetlands to the extent feasible. Wall-mounted lights may be installed approximately 2.5 to 3 feet above the bike path surface. If used, lighting would consist of low-level lighting fixtures to enhance public safety.

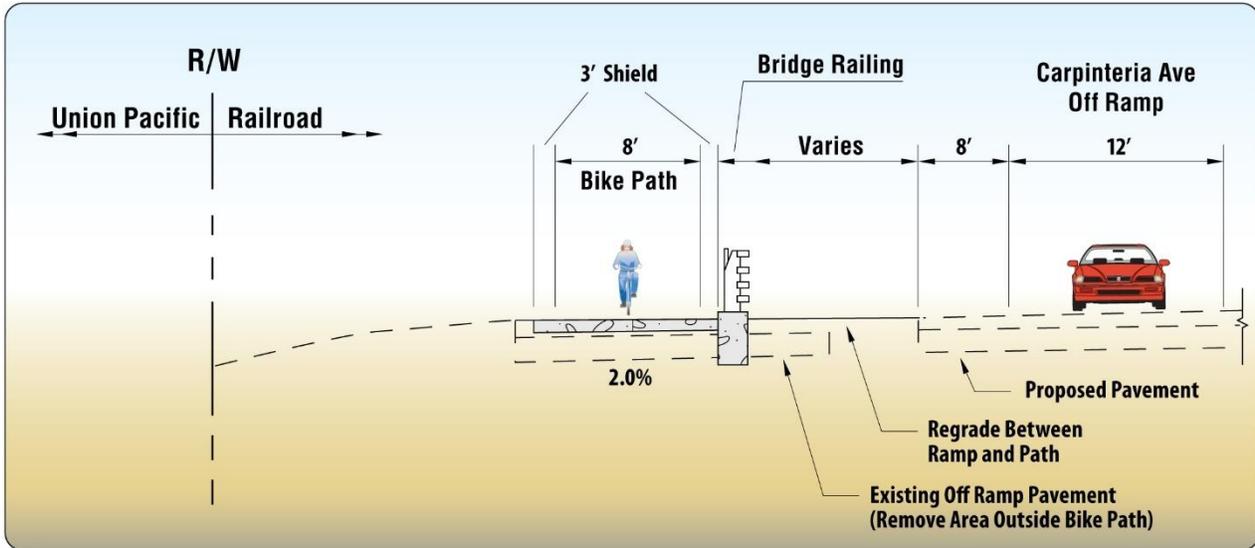
To construct the bike path at the same elevation as U.S. 101, approximately 10,000 square feet (or 2,000 linear feet) of retaining wall would be required along the Union Pacific Railroad right of way line. The height of the retaining wall would vary between 1 foot to 8 feet, depending on the existing grade. The retaining wall would be constructed on cast-in-drilled-hole piles, which would be drilled at a maximum depth of 24 feet.

To protect individuals traveling on the bike path from traffic on U.S. 101, a bridge railing (Type ST-70 or similar) would be placed between the southbound lanes of the highway and the northern boundary of the bike path. The 3.5-foot high bridge railing would be constructed on a 0.5-foot-high concrete footing along the segment of bike path directly adjacent to U.S. 101; thus, the total height of the barrier rail would be 4 feet. In addition, a 4-foot tall open rail fence (cable rail or similar) would be placed along Union Pacific Railroad right of way along the southern boundary of the bike path. At the eastern (southern) end of the project limits, the bike path would be constructed on a portion of what is currently the Carpinteria Avenue off-ramp. This portion of the off-ramp would be vacated by the realignment of the freeway ramp as part of the U.S. 101: Carpinteria to Santa Barbara project, and a portion of the existing paved surface would be available for reuse. The Class I bike path would transition to existing Class II facilities at Estero Street. Minor modifications are proposed at this location, including pavement striping and crosswalk, landscaped planters, curb extensions, and extensions to existing storm drain facilities.

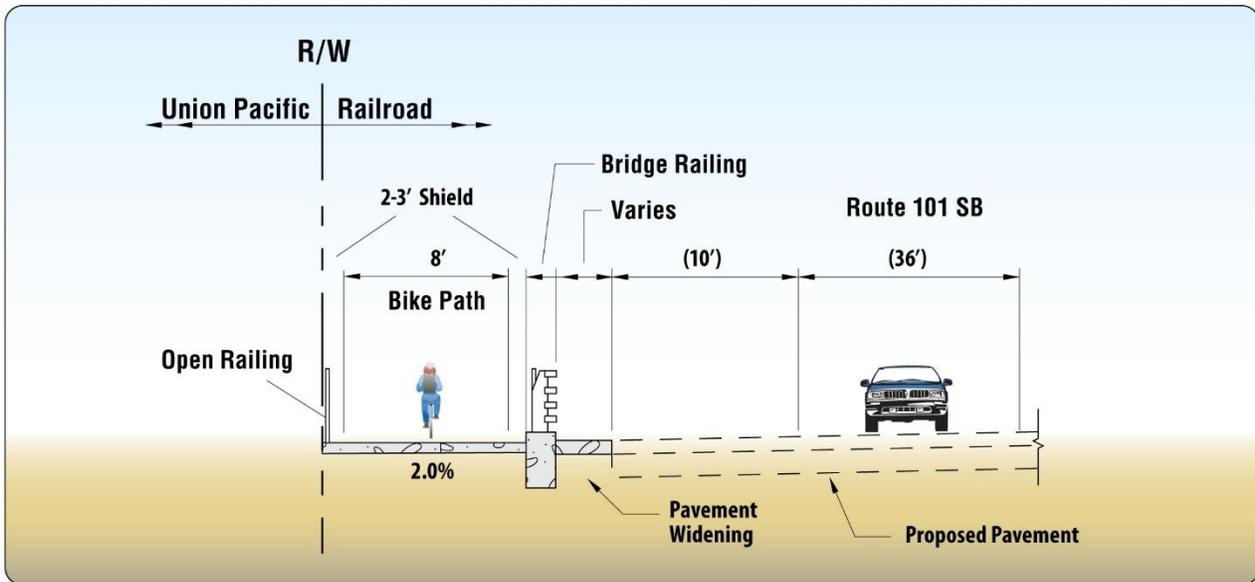
At the western (northern) end of the project limits, the bike path would end just west of the Sand Point Road/Santa Claus Lane intersection, where a bike path is being proposed by the County. Minor modifications are proposed at this intersection, such as pavement striping for a crosswalk.

Figure 1-4 Typical Cross Sections

Typical Cross Section Without Open Railing



Typical Cross Section With Open Railing



The following paragraph has been updated and revised since the draft environmental document was circulated.

Implementation of the project would result in approximately 40,000 square feet of additional impervious surface. Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Construction of the bicycle path and retaining structures would result in temporary and permanent impacts on riparian habitat and wetlands regulated by the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, California Department of Fish and Wildlife, and the California Coastal Commission.

There is a 16-inch high-pressure gas line and telecommunications line located near the project area. These utilities would be protected in place along U.S. 101; however, the telecommunications line may need to be relocated at the eastern edge of the project area, near the Carpinteria Avenue off-ramp in the city, which would be conducted by Caltrans as part of a separate project (South Coast HOV 101 Lanes project).

1.4 Project Alternatives

This section describes the proposed action and the project alternatives that were developed to meet the purpose and need of the project. Two alternatives are proposed: the Build Alternative and the No-Build Alternative.

1.4.1 Build Alternatives

One Build Alternative is being considered, as described in Section 1.3.

1.4.2 No-Build Alternative

The No-Build Alternative would not result in any changes to existing conditions; a gap in the California Coastal Trail would remain, and bicyclists would continue to travel on surface roadways. The No-Build Alternative would not meet the purpose and need for the project.

1.5 Comparison of Alternatives

Two alternatives are being considered: a Build Alternative and a No-Build Alternative.

The Build Alternative would construct a Class I bike path between the southbound U.S. 101 lanes and the Union Pacific Railroad right of way; which is part of a network of trails making up the Coastal Trail. The environmental impacts associated with the Build Alternative are outlined in subsequent chapters of this document.

The No-Build Alternative would not include any construction or result in changes to existing conditions; the project area would remain in its current condition, and there would be no direct environmental impacts to the project area. This alternative would not meet the purpose and need of the project.

1.6 Alternatives Considered but Eliminated from Further Discussion

Two build alternatives were considered but eliminated from further consideration:

- One would construct the Class I bike path on an alignment south of the alignment currently proposed, partially within the existing drainage ditch between U.S. 101 and the Union Pacific Railroad tracks. This alternative would include three “pinch points” where the path would be reduced to a width of 10 feet. This alternative was eliminated due to increased impacts to coastal wetlands, increased impervious surface area, and multiple pinch points.
- One would construct the Class I bike path to approximately 400 feet west of Estero Street in Carpinteria. This alternative was eliminated because the Estero Street connection point would provide a more logical and safer transition point for bicycles and pedestrians than a “mid-block” transition.

1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Table 1: Permit and Approvals Needed

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Section 404 Nationwide Permit Verification	A pre-construction notification package would be submitted after environmental document approval.
Regional Water Quality Control Board	Section 401 Water Quality Certification	A Water Quality Certification application would be submitted after environmental document approval.
California Department of Fish and Wildlife	Section 1602 Streambed Alteration agreement	A Streambed Alteration Notification package would be submitted after environmental document approval.
County of Santa Barbara	Coastal Development Permit	A Coastal Development Permit application would be submitted to the County after environmental document approval
City of Carpinteria	Coastal Development Permit	A Coastal Development Permit application package would be submitted to the City after environmental document approval.
State Water Resources Control Board	Section 402 coverage under the National Pollutant Discharge Elimination System Construction General Permit (Order No. 2009-0009-DWQ)	Part of construction contract

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

As part of the scoping and environmental analysis done for the project, the following environmental issues were considered, but no adverse impacts were identified. So, there is no further discussion of these issues in this document.

- Existing and Future Land Use: Construction or operation of the project would not affect any existing land uses and is compatible with future uses (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- Consistency with State, Regional, and Local Plans and Programs: Construction or operation of the project would be consistent with state, regional, and local plan programs (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- Wild and Scenic Rivers: The project would not impact any wild and scenic rivers because the project is not within or near a wild and scenic river. The nearest wild and scenic river is the Sespe Creek, which is about 35 miles northeast of the project area (National Wild and Scenic Rivers System, 2009).
- Parks and Recreational Facilities: The project would not impact any parks and recreational facilities because there are no parks and recreational facilities in the project area. The nearest park or recreational facility is Marsh Park, which is about 1 mile south of the project area (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- Growth: Based on the scope of work, construction or operation of the project would not affect growth in the project area (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- Farmlands: The project would not impact any farmlands because there are no farmlands located in the project area. The project is not adjacent to areas designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (California Department of Conservation, 2016).
- Timberlands: The project would not impact any timberlands because there are no timberlands located in the project area. The nearest timberland is

about 25 miles northwest of the project area (California Department of Fish and Wildlife, 2018).

- **Community Character and Cohesion:** Construction or operation of the project would not affect community character and cohesion in the project area because the project would not result in changes to the neighborhood, negatively impact quality of life, cause a change in social values, or require relocation of a portion of the population (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- **Cultural Resources:** Based on conclusions made by the 2016 Historic Property Survey Report and the 2015 Archaeological Survey Report, construction or operation of the project would not result in significant impacts to cultural resources (DUKE CRM, 2015) (GPA Consulting, 2016).
- **Geology, Soils, Seismicity and Topography:** Based on the 2010 Geotechnical Report (prepared for the South Coast 101 HOV Lanes project), the project would not result in significant impacts on geology, soils, seismicity, and/or topography (Department of Transportation Division of Engineering, Geotechnical Services, 2010).
- **Air Quality:** The project is a bike path; therefore, no long-term impacts are anticipated to air quality. Construction impacts as they relate to air quality are addressed in Section 2.2.4.
- **Noise:** The project is a bike path; therefore, no long-term impacts are anticipated to noise. Construction impacts as they relate to noise are addressed in Section 2.2.5.
- **Paleontology:** Based on the 2014 Addendum to Paleontological Evaluation Report (prepared for the South Coast 101 High Occupancy Vehicle Lane project), the project would not result in significant impacts to paleontological resources (Central Coast Technical Studies Branch, 2014).
- **Energy:** Construction or operation of the project would not significantly affect energy consumption and would be consistent with state and local plans (City of Carpinteria, 2003) (Santa Barbara County, 2014).
- **Wildfire:** Construction or operation of the project would not result in an increased risk of wildfires, nor would the project impair an adopted emergency evacuation plan (City of Carpinteria, 2003) (Santa Barbara County, 2014). The project area lies between a coastal marsh, railroad tracks, U.S. 101, and a built-up urban area. It is outside any CalFire very high fire hazard severity zone.

2.1 Human Environment

2.1.1 Coastal Zone

Regulatory Setting

The California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs. Local coastal programs determine the short-term and long-term use of coastal resources in their jurisdictions consistent with the California Coastal Act goals.

According to the California Coastal Commission, the coastal zone generally extends 3 nautical miles offshore, including all offshore islands, and extends inland 1,000 yards from the mean high tide line (California Coastal Action 30103) (California Coastal Commission, 2018). The project is located within the Santa Barbara County coastal zone and falls within two local coastal plan areas: the County's Coastal Land Use Plan and the City's General Plan and Local Coastal Program (County of Santa Barbara, 2014) (City of Carpinteria, 2003). The County adopted a separate coastal land use plan in 1982 (amended in March 2019), and the City adopted a local coastal plan in combination with its general plan (amended in November 2015). Both local coastal plans discussed in the section above were certified by the California Coastal Commission per the California Coastal Act of 1976 §§ 30108.6, 30500.

Local Coastal Plans

Santa Barbara County Coastal Land Use Plan (1982–Republished May 2014)

The Santa Barbara County Coastal Land Use Plan is a separate element of the County's Comprehensive Plan pursuant to Public Resources Code Section 30500 of the California Coastal Act of 1976. The purpose of the Coastal Land Use Plan is to protect coastal resources and provide greater access and recreational opportunity for the public, while allowing orderly and well-planned urban development of coastal-dependent and coastal-related industries (County of Santa Barbara, 2014). The plan proposes that urban-rural boundaries be established to redirect growth from an outward expansion to one of infill development. A Coastal Development Permit is required for projects within the coastal zone to ensure compliance with this plan and the California Coastal Act.

Local Coastal Program Amendment

In March 2019, the County completed processing an amendment to its Local Coastal Program through the California Coastal Commission. The amendment was required due to policy conflicts resulting from the proposed implementation of multiple projects within the County (California Coastal Commission Case No. LCP-4-STB-18-0071-2-Part A). The Local Coastal Program amendment consisted of revisions to the Coastal Land Use Plan

(County Resolution No. 18-174) and the Coastal Zoning Ordinance (County Ordinance No. 5050), which included a Transportation Corridor Wetland Overlay District (County Ordinance No. 5053), to allow for development of these projects. The proposed bike path was identified as a balancing provision and a way to enhance coastal access and non-motorized travel within the U.S. 101. To comply with the Local Coastal Program, the project would be constructed concurrently with or be completed by the time the associated segment within the U.S. 101 corridor is open for use.

Resolution No. 18-174

The Coastal Land Use Plan amendment added new and modified existing wetland protection and recreation policies to address anticipated policy conflicts associated with multiple proposed transportation projects. These policies now allow new development, along with a list of specific public projects, to encroach into wetlands or within the 100-foot wetland buffer strip.

Ordinance No. 5050 and No. 5053

The Article II amendment (Ordinance No. 5050) allows for transportation improvements and provides specific standards of development along or near the U.S. 101 corridor in the county, including multiple proposed transportation projects. The Article II amendment (Ordinance No. 5053) created a new Transportation Corridor Wetland Overlay, which provides specific development standards for projects where wetland encroachment would occur. The Transportation Corridor Wetland Overlay ensures a more precise level of planning than ordinarily possible under the existing Article II for transportation-related projects that are in or adjacent to wetlands and/or wetland buffer strips.

City of Carpinteria General Plan and Local Coastal Land Use Plan (2003)

The City's General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for implementation of various programs such as the zoning ordinance. The Land Use Plan establishes the type and intensity of land uses and guides growth and development. The Land Use Element is the heart of the Land Use Plan of the City's Local Coastal Program (California Coastal Act of 1976, 30108.5) and, together with the implementation programs, makes up the City's Local Coastal Program. The General Plan sets forth the community's commitment to maintain its small beach-town lifestyle while accommodating an appropriate balance of economic vibrancy. The City's General Plan is designed to be consistent with the California Coastal Act and provides the Land Use Plan and related policies for the various implementation programs, such as the zoning ordinance.

Local Coastal Program Amendment

In November 2015, the City completed processing an amendment to its Local Coastal Program through the California Coastal Commission based on policy

conflicts resulting from the proposed implementation of various projects within Carpinteria (Carpinteria Project 09-1522-LCPA/ORD). The Local Coastal Program amendment consisted of revisions to the Land Use Plan and Implementation Plan portions of the certified Local Coastal Program to allow for the development of multiple proposed projects. The bike path project was identified as a balancing provision that enhances coastal access and non-motorized travel within the U.S. 101 corridor. To comply with the Local Coastal Program amendment, the project would be constructed concurrently with or be completed by the time the associated segment within the U.S. 101 corridor is open for use.

Santa Barbara County Circulation Element (1980–Republished in April 2014)

The circulation element is one of seven elements mandated by state law for inclusion in the County’s General Plan. Santa Barbara County’s Circulation Element identifies key roadway links throughout the unincorporated areas of the county and guides decisions on new development. The objective of the circulation element is to provide traffic capacity guidelines intended to maintain acceptable levels of service on roadways and intersections in the county while allowing reasonable growth within the communities in the unincorporated areas of the county (Santa Barbara County, 2014).

The project is consistent with the County’s circulation element policy, Policy C, which states that “The County shall continue to develop programs that encourage the use of alternative modes of transportation including, but not limited to, an updated bicycle route plan, park and ride facilities, and transportation demand management ordinances.” (Santa Barbara County, 2014).

Santa Barbara County Bicycle Master Plan (May 2012)

The purpose of the County’s Bicycle Master Plan is to help guide the construction of new bicycle-related infrastructure. The Bicycle Master Plan also lists the priorities for implementation, along with a description of future financial needs for the projects. The following policies and plans identified in the Bicycle Master Plan are related to the project.

Relationship to Land Use Planning

The planned future bike paths identified in the Bicycle Master Plan are intended to provide connections to and through major urban centers in both the incorporated and unincorporated parts of the county. The goal is to give people who choose not to rely exclusively on the automobile safe and convenient transportation options by developing a comprehensive bike path network with seamless connections between the eight cities and the county. The overall bike path network should strive to connect residential areas with major job centers, shopping and services, and recreational areas.

Consistency with Regional Plans and City Plans

Bicyclists should experience seamless connections on bike paths as they pass from jurisdiction to jurisdiction. The project has been reviewed for consistency with regional and city plans, and the entire bike path network would be comprehensive and consistent.

Regional Active Transportation Plan (Santa Barbara County Association of Governments, 2015)

An updated Regional Active Transportation Plan was adopted in August 2015. The updated Active Transportation Plan serves to update the regional bicycle network, link to policies in Santa Barbara County Association of Government's 2040 Regional Transportation Plan and Sustainable Community Strategy and articulate a vision for enhancing bicycle use in Santa Barbara County (Santa Barbara County Association of Governments, 2015). The updated Active Transportation Plan incorporates and reflects locally adopted bicycle transportation plans, including new local plans adopted since the draft was completed (Santa Barbara County Association of Governments, 2009).

County of Santa Barbara Comprehensive Plan

The Scenic Highway Element of the County's General Plan includes the following applicable goal that pertains to scenic resources:

a) Enhance and preserve the valuable scenic resources located along roadways within the County.

In addition, the following applicable preservation measure pertains to eligible scenic routes:

Regulation of Grading and Landscaping

The prevention of earthwork detrimental to the scenic quality of eligible corridors will be implemented by the existing County grading ordinance (Chapter 14 of the Santa Barbara County Code).

City of Carpinteria General Plan and Local Coastal Plan

The Open Space, Recreation, and Conservation Element of the City's General Plan includes the following applicable objectives and policies to protect visual resources within Carpinteria.

Affected Environment

The project is part of a series of independent transportation improvement projects that are proposed along the U.S. 101 corridor, including the U.S. 101: Carpinteria to Santa Barbara project (formerly known as South Coast 101 HOV Lanes project). The transportation improvements proposed within the U.S. 101 corridor are interrelated and progressing in parallel with one another. As noted above, the project was identified as a balancing provision

based on coastal policy conflicts resulting from the proposed implementation of multiple projects planned along the U.S. 101 corridor. The Local Coastal Program amendments include a requirement that the project will be completed no later than completion of the adjacent phase of construction for the U.S. 101: Carpinteria to Santa Barbara project.

Environmental Consequences

Construction activities would result in approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts on wetlands under the jurisdiction of the California Coastal Commission. The project would also result in approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachment into the California Coastal Commission wetlands buffer. Prior to the County's Local Coastal Program amendment, these impacts would have conflicted with the County's Local Coastal Program; however, following approval of the County's Local Coastal Program amendment in March 2019, the project now complies with the Coastal Land Use Plan and the Coastal Zoning Ordinance.

The project would not conflict with wetland setbacks identified in several coastal policies. The County's Local Coastal Program amendment led to the development of Resolution No. 18-174 Ordinance No. 5053 which modified the existing wetland protection policies. Resolution No. 18-174 allows new development, along with a list of specific public projects, including this project, to encroach into wetlands or within the 100-foot wetland buffer strip. Ordinance No. 5053 created a new Transportation Corridor Wetland Overlay District, providing specific development standards for projects where wetland encroachment would occur. The City's Local Coastal Program amendment also led to policy revisions of the Land Use Plan and Implementation Plan to allow for development of various improvements along the U.S. 101 corridor and the related transportation network in the city. In the project area, coastal wetlands are in the southern portion of the project between the Carpinteria/County boundary.

The project would improve bicycle and pedestrian travel by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the county, and Carpinteria Avenue in Carpinteria. In addition, the project will complete a segment of the California Coastal Trail that would be consistent with the circulation and bikeway systems outlined in the County's Comprehensive Plan, City's General Plan, the statewide California Coastal Trail Map, and the Plan for Improved Agency Partnering (Caltrans and California Coastal Commission, 2016). The project would enhance and improve coastal access for bicyclists and pedestrians, which is consistent with local coastal policies and plans.

Avoidance, Minimization, and/or Mitigation Measures

The project is consistent with the County and City's Local Coastal Programs and has been designed to comply with the mitigation requirements outlined in both the County and City's amended Local Coastal Programs. Specific mitigation requirements have been identified for projects identified in the Local Coastal Program, that may impact a wetland and/or wetland buffer strip, including this project. Mitigation requirements would be provided for direct impacts to wetlands (e.g., fill in wetlands) and indirect impacts to wetlands (e.g., new development in wetland buffer strips). Applicable measures to minimize impacts have been incorporated into their respective topics in Section 2.3.2.

2.1.2 Utilities and Emergency Services

Affected Environment

Carpinteria Valley Water District

The project lies in the Carpinteria Valley Water District. The mission of the Carpinteria Valley Water District is to provide potable water to all residential, commercial, and agricultural customers in the Carpinteria Valley at a reasonable cost.

Established in 1941, the Carpinteria Valley Water District sits in the southern coastal portion of the county and includes portions of the City. The Carpinteria Valley Water District, which spans approximately 11,300 acres, is bound on the south by the Pacific Ocean and on the north by the foothills of the Santa Ynez Mountains (Carpinteria Valley Water District, 2018). Carpinteria Valley Water District uses 75 miles of pipeline to provide water to approximately 15,494 people (Carpinteria Valley Water District, 2018).

Carpinteria Sanitary District

The project lies within the Carpinteria Sanitary District. The Carpinteria Sanitary District is an independent special district that provides wastewater collection, and treatment and disposal services, to the residents and businesses of the City of Carpinteria and surrounding unincorporated areas in the Carpinteria Valley.

Independent special districts are voted into existence by the citizens they serve and are sanctioned under California law to perform specific local government functions within certain boundaries. The Carpinteria Sanitary District was formed in 1928 pursuant to the Sanitary District Act of 1923. It derives its authority in the California Health and Safety Code (Sections 6400-6830).

Landfills

Four landfills operate within the county and include the County-operated Tajiguas Landfill, the City of Santa Maria-operated landfill, the City of Lompoc-operated landfill, and the federally operated Vandenberg Air Force

Base Landfill. The County-operated Tajiguas Landfill serves the project area. In addition, the City of Carpinteria's waste is collected by Harrison Industries and is transported to Toland Road Landfill in Ventura County (Harrison Industries, 2019).

Natural Gas, Electricity, and Telecommunication Services

Natural gas services in the project area are provided by the Southern California Gas Company; a 16-inch high-pressure gas line is near the project area. Electricity in the project area is provided by Southern California Edison. Other utility services in the area include telephone and cable or satellite television services.

Flood Control

Flood control is provided and maintained by the Santa Barbara County Flood Control District.

Police Protection

Police protection and traffic enforcement in the project area are provided by the City through an agreement with the County Sheriff, the County Sheriff's Department, and the California Highway Patrol. No police or sheriff's facilities are near the project area. The nearest police and sheriff department that services the project area is the Carpinteria Sheriff's Department, about 2 miles southeast of the project area.

Fire Protection

Fire protection within the project area is provided by the Carpinteria-Summerland Fire Protection District. The nearest fire station that services this area is the Carpinteria-Summerland Fire Department, about 2.5 miles southeast of the project area.

Environmental Consequences

A 16-inch high-pressure gas line is within 0 to 4 feet of the project area. In addition, there is currently a telecommunications line near the project area that will be relocated by Caltrans as part of a separate project (i.e., the South Coast HOV Lanes project). These utilities would be protected in place along U.S. 101; however, the telecommunications line may need to be relocated near the Carpinteria Avenue off-ramp in the city. If the telecommunications line needs to be relocated as a result of the project, the relocation of utilities would be coordinated in conjunction with service provider to avoid disruption of the utility service. The project would also include extensions to existing storm drain facilities crossing U.S. 101 and ending at the Union Pacific Railroad/Caltrans right of way line. With implementation of Mitigation Measure UT-1, impacts to any utilities would be less than significant.

Construction of a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in the city and Sand Point Road in the

county would not impact or change water demand. Temporary water usage would be required during project construction. However, there are sufficient water supplies available to serve water demands of general construction activities including cleaning surfaces, mixing with concrete or other materials, and suppressing dust.

The project would include Low Impact Development design features, such as landscaped planters at the roadway tie-ins that would act as bio-swales and/or retention basins, instead of paved areas or standard storm drains, lessening water runoff. Significant water demand for the landscaping elements is not expected. Therefore, impacts to the Carpinteria Valley Water District's water supply would be less than significant.

The project would construct a bike path and, during operation, would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. However, construction of the project would not result in more than 350 tons of construction debris. Therefore, the project is not anticipated to result in any impacts related to solid waste reduction goals or affect state or local standards, and impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

UT-1: Coordination between Caltrans and service providers would strive to ensure that utilities and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the project would be relocated, avoided, or protected in place.

2.1.3 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

Updates to CEQA Guidelines (December 2018)

Section 15064.3, Subdivision (b)(2): Transportation Projects

While subdivision (b)(1) of Section 15064.3 addresses vehicle miles traveled associated with land use projects, subdivision (b)(2) of the same section focuses on impacts that result from certain transportation projects.

Subdivision (b)(2) clarifies that projects that have the potential to reduce vehicle miles traveled, such as pedestrian, bicycle and transit projects, should be presumed to have a less than significant impact.

Affected Environment

U.S. 101 is the most heavily traveled transportation facility in the county and serves as a vital north-south connection between Northern California and Southern California (California Department of Transportation, 2014). U.S. 101 also plays a vital role in enabling motorists to access local communities, including Ventura, Summerland, Montecito, Santa Barbara, Carpinteria, Goleta and other nearby coastal areas.

In the City of Carpinteria, between Santa Claus Lane (in the west) and Carpinteria Avenue (in the east), bicycle traffic is diverted inland via Padaro Lane, Via Real, and Santa Ynez Avenue; therefore, it does not provide a continuous, direct route along the coast. This diversion creates a gap in the California Coastal Trail. Some portions of the existing route between Santa Claus Lane and Carpinteria Avenue are designated Class II or III bike lanes, or there is no designation at all. Some portions of the existing route are not wide enough to accommodate standard bicycle lanes, and bicyclists must compete with vehicular traffic for space along the route.

Environmental Consequences

The project is a Complete Streets project that would construct a Class I bike path and improve bicycle and pedestrian travel consistent with local coastal policies and plans by providing a direct coastal route between the Santa Claus Lane commercial area, beaches in the county, and Carpinteria Avenue in Carpinteria.

As discussed in the regulatory setting above, the project is consistent with CEQA Guidelines Section 15064.3, subdivision (b)(2) for Transportation Projects, since construction of the project has the potential to reduce vehicle miles traveled. Therefore, transportation impacts would be less than significant.

In accordance with Regional Active Transportation Plan Policy 3.1, the project would protect users of the bike path from traffic on U.S. 101 by installing a bridge railing (Type ST-70 or similar) between the southbound lanes of the highway and the northern boundary of the bike path. At the southern boundary of the bike path, a 4-foot-tall open rail fence (cable rail or similar) would also be placed along the Union Pacific Railroad right of way. The bike path would run along the southbound shoulder of U.S. 101 and end at two intersections. Project improvements would include a shoulder buffer on both sides of the bike path travel lanes, a retaining wall, and a bridge railing to protect users of the bike path from traffic on U.S. 101. Therefore, safety impacts to pedestrians and bicyclists would be less than significant.

The project would maintain access to adjacent properties and would not temporarily or permanently impact access or movement of emergency service providers. The project would not impair emergency access during construction because one lane will remain open in each direction throughout. During project operation, the bike path would connect to Sand Point Road/Santa Claus Lane at the western (northern) end and to Carpinteria Avenue at the eastern (southern) end and would not impact permanent access to emergency response or evacuation routes. Therefore, impacts to access or movement of emergency vehicles would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The project would result in a less than significant impact to traffic and transportation, and pedestrian and bicycle facilities. Therefore, avoidance, minimization, and/or avoidance measures are not required.

2.1.4 Visual/Aesthetics

Regulatory Setting

The California Environmental Quality Act 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 (Public Resources Code, Section 21001(b)).

Affected Environment

A Visual Impact Assessment (2019) was completed for the project and the results are included in the discussions below.

The project area is relatively flat with a gentle slope to the southwest and is surrounded by the foothills of the Santa Ynez Mountains approximately 1.5 miles to the northeast of the project area, the 230-acre Carpinteria Salt Marsh Reserve adjacent to and south and west of the project area, and the Pacific Ocean approximately 0.2 mile to the southwest of the project area. The bike path would run along the southbound shoulder of U.S. 101 between the highway shoulder and an existing drainage channel. The Pacific Ocean and adjacent Carpinteria Salt Marsh Reserve are scenic resources that would be visible from the bike path.

Land uses near the proposed bike path include the U.S. 101 corridor, commercial businesses at the northwest limits, residential properties to the north of the project area and across U.S. 101, residences along Sand Point Road across the Carpinteria Salt Marsh Reserve, the Union Pacific Railroad along southern boundary of the project area, and commercial properties at the southeast limits. There are views of mountains to the north and distant views of the Pacific Ocean on the on-ramp just past Sand Point Road to the south from the proposed bike path.

This segment of U.S. 101 is eligible for listing as a scenic highway and valued for its scenic qualities, and local planning regulations reflect a high concern for protecting visual resources along U.S. 101. The project area is also within the Coastal Zone, where development is regulated by the California Coastal Commission, and visual resources are considered as part of the Coastal Development Permit process.

Character and Quality

The project area is composed of transportation and commercial corridors and open space (Carpinteria Salt Marsh Reserve) that consist of a mix of form,

line, color, textures, and patterns. Existing structures, vegetation, and other landscape elements vary in scale and dominance. Visual diversity in the project area is high, and continuity is moderately low. Seasonal changes within the visual setting are minimal because most of the existing landscaping is perennial and weather in the area is temperate throughout the year. The visual character, in general, is that of a semi-rural coastal corridor. Visual quality varies somewhat throughout the project area but is moderate overall.

Light and Glare

Nighttime lighting is limited along U.S. 101; however, there is some street lighting on the local roadways, and certain commercial businesses are lighted at night.

Viewers

There are two major types of viewer groups: viewers of the project area and viewers from the project area. Viewers of the project area are people who have views of the existing freeway and views of the proposed bike path. Viewers of the project area include business owners, employees, and patrons that may be using the commercial businesses within the project area, including Santa Claus Lane and Carpinteria Avenue; visitors/recreational users within the project area, primarily those driving along U.S. 101; and residents along Sand Point Road. Viewers from the project area are people who have views from the existing freeway and views of the proposed bike path. These viewers are people who have views from the bike path. Viewers from the project area include commuters and residents traveling along the new bike path, and visitors/recreational users including business patrons and other travelers that may be passing through or staying in the area.

Environmental Consequences

There are no officially designated State Scenic Highways within the project area. However, this segment of U.S. 101 is eligible as a scenic highway and is valued for its scenic qualities. In addition, local planning regulations reflect a high concern for protecting visual resources along U.S. 101. The project would result in visual changes primarily associated with removal of existing vegetation in the drainage ditch and construction of fencing and barriers along the proposed bike path. With implementation of avoidance and minimization measures VIS-1 through VIS-6 discussed below, impacts would be less than significant.

There is a potential that wall-mounted lights may be installed approximately 2.5 to 3 feet above the bike path surface. If used, lighting would consist of low-level lights to enhance public safety. The low-level lights would be low to the ground and situated so that the light illuminates the ground only. Visibility of lighting from the highway and surrounding areas would be minimal and would not be expected to interfere with existing views or add a substantial

amount of nighttime glare. Therefore, impacts to visual resources would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The following measures to avoid, minimize, and mitigate for visual impacts would be incorporated into the project:

VIS-1: Staging areas would be located away from the public view where feasible. These areas would be fenced to reduce visibility and would be kept clean and orderly. Soil and debris piles would be covered when not in active use.

VIS-2: Vegetation removal would be minimized to the extent feasible. Vegetated areas temporarily disturbed by the project would be restored following project construction using a context sensitive design that is visually compatible with the surrounding landscape and consistent with existing policy regarding wetlands protection and buffers.

VIS-3: Impacts to native oak trees with a greater than 6 inches diameter at breast height would be offset by planting at a 3:1 replacement ratio for each oak tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). All oak tree plantings will be monitored to ensure successful revegetation at six months, and then one per year for three years following the plantings. All replacement plantings will be detailed in Caltrans' Landscape Planting Plans, to be developed during final design of the project.

VIS-4: Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible.

VIS-5: Barriers, fencing, and other hardscape elements would be designed using materials and aesthetic treatments that are compatible with the surrounding landscape features.

VIS-6: Signage would be designed and located to minimize impacts on views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

Regulatory Setting

There are no regulations that pertain to hydrology or the floodplain within the project area.

Affected Environment

A Location Hydraulics Study for the Franciscan Court watershed was prepared May 17, 2019. Information from this study is based on a previous study (Stantec, January 20, 2017) that determined a base flood flow rate for this watershed of Q100 = 318 Cubic Feet per Second. This flow rate has been used in all modeled scenarios. The impacted area designated as the “Franciscan Court watershed” consists of several semi-urban watersheds that drain upstream of Highway 192 to U.S. 101, generally ponding on the parallel road (Via Real) before either passing under U.S. 101 through a series of culverts or overflowing onto the freeway. The watershed encompasses the area in between Sant Point Road and Santa Monica Road.

Regional Hydrology

The project area lies in the South Coast Hydrologic Unit within the Carpinteria Hydrologic Sub-Area. The South Coast Hydrologic Unit is made up of small coastal watersheds that originate in the southern Los Padres National Forest and drain to the Santa Barbara coast. Most of these creeks originate in steep chaparral, southern coastal scrub and woodland habitat, flow through mid-elevations that often support estate homes and other rural residential uses, and then run through flat coastal terraces to the ocean. From Santa Barbara through Carpinteria, the coastal terraces are mostly developed.

The Carpinteria Hydrologic Sub-Area (sub-area) includes a watershed area of 32,624 acre (see **Figure 2-1**). The hydrology in the sub-area has been substantially impaired by the drainage of farmlands, addition of impervious surface areas, concrete lining of Franklin Creek and Santa Monica Creek, modifications to the Carpinteria Salt Marsh, and installation of debris basins in the upper watershed areas (California Department of Transportation, 2014). Refer to Section 2.2.2 (Water Quality and Storm Water Runoff) for further discussion of creeks within this watershed.

A portion of the project area is in a Zone A floodplain based on the current Flood Insurance Rate Map that was revised to reflect a Letter of Map Revision, effective February 28, 2013. The area is designated as an approximate 1 percent chance floodplain, but no elevations have been calculated (see **Figure 2-2**).

Environmental Consequences

The proposed 12-foot-wide bikeway would be situated immediately adjacent to the southbound U.S. 101 shoulders, from the Carpinteria Avenue off-ramp to the Santa Claus Lane on-ramp. The bikeway would continue south and end at the intersection of Estero Street and Carpinteria Avenue. In the northerly direction, the bikeway would end at the intersection of Sand Point Road and Santa Claus Lane. To construct the bikeway at the same elevation as U.S. 101, an approximate 2,000 linear feet of retaining wall would be required to be installed parallel to the Union Pacific Railroad line. The retaining wall

height would vary between 1 and 8 feet with an average height of approximately 5 feet, depending on the existing grade. To protect bicyclists traveling on the bike path from traffic on U.S. 101, a 3.5-foot-high bridge railing (Type ST-70 or similar) with a 0.5-foot-high concrete footing would be installed between the southbound lanes of the highway and the northern boundary of the bike path. Scuppers, which are outlets placed in a structure to facilitate drainage, would be installed in the concrete footing to allow U.S. 101 drainage to flow toward the westerly embankment.

The project area is in a 100-year flood hazard area (see **Figure 2-2**), and the drainage ditch is subject to periodic flooding. Excavation associated with construction of the bike path would increase the width of certain segments of the drainage ditch, which would be expected to increase flow capacity in the ditch. The final increase in capacity would be determined during final design. The project would be designed to provide sufficient hydraulic capacity in the ditch to accommodate runoff flows from the bike path.

A one-dimensional Hydrologic Engineering Center River Analysis System hydraulic model was used to determine the flow path and water surface elevations for the flow that would back up and flow over U.S. 101 because of the runoff from the Franciscan Court watershed. Cross sections were cut at Via Real, several locations along U.S. 101, along the proposed bike path, and at the Union Pacific Railroad. Models were created to represent pre-project condition, the post-project condition with and without sound walls, and the post-project condition with soundwalls and the proposed bike path.

The Base Flood Water Elevation was calculated to be 13.63 feet for the pre-project scenario and 12.83 for post-project scenario. The proposed improvements were found to maintain or reduce the base flood water surface elevation at each cross section for the post-project scenarios indicating that the project will not negatively impact that watershed. The water elevation between Union Pacific Railroad and southbound U.S. 101 remained the same for the pre- and post-project scenarios.

Figure 2-1 Carpinteria Hydrologic Sub-Area



Figure 2-2 Federal Emergency Management Agency Flood Map



Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required. Please see Section 2.2.2 for measures related to storm water and water quality.

2.2.2 Water Quality and Storm Water Runoff

Regulatory Setting

Clean Water Act Section 401

Section 401 of the Clean Water Act ensures that federally permitted activities comply with the federal Clean Water Act and state water quality laws. Section 401 is implemented through a review process that is conducted by the California Regional Water Quality Control Board, and is triggered by the Section 404 permitting process. Since a Clean Water Act Section 404 permit from U.S. Army Corps of Engineers will be necessary for this project, a Regional Water Quality Control Board Section 401 Water Quality Certification will also likely be required.

Porter-Cologne Water Quality Act

Under California's Porter-Cologne Water Quality Control Act, discharges to wetlands and other "waters of the State" are subject to state regulation. Under California State law, discharges of "waste" (including clean fill, riprap or other revetment, excavation sidecasting, dredge spoils, soil displaced while clearing

vegetation, etc.) where it could affect waters of the State must first file a report with the appropriate Regional Water Quality Control Board, which will regulate the discharge as necessary to protect the beneficial uses of the waters. Discharging without filing the required report may result in civil penalties and the discharger may be also required to remove the discharged material and restore the condition of the water body.

In general, the Regional Water Quality Control Board will regulate discharges to federally non-jurisdictional isolated waters in much the same way as they do for federal-jurisdictional waters, using the Porter-Cologne Act rather than Clean Water Act authority. The Regional Water Quality Control Board issues a Waste Discharge Requirement Permit under the Porter-Cologne Water Quality Act if only federally non-jurisdictional waters of the State will be potentially impacted. No Waste Discharge Requirement permit will be required for this project, because federally jurisdictional waters will also be impacted and all impacts to waters of the State will be authorized under the Clean Water Act Section 401 permitting process.

State Water Resources Control Board and Regional Water Quality Control Boards

The State Water Resources Control Board determines water rights, sets water pollution control policy, issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving basin plans, Total Maximum Daily Loads, and National Pollution Discharge Elimination System permits. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollution Discharge Elimination System Program

Municipal Separate Storm Sewer System (MS4)

Section 402(p) of the Clean Water Act requires the issuance of National Pollutant Discharge Elimination System permits for five categories of storm water dischargers, including Municipal Separate Storm Sewer Systems. The U.S. Environmental Protection Agency defines a Municipal Separate Storm Sewer System as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water.” The State Water Resources Control Board has identified Caltrans an owner/operator of a Municipal Separate Storm Sewer System pursuant to federal regulations. Caltrans’ Municipal Separate Storm Sewer System (MS4) Permit covers all Caltrans’ rights of way, properties, facilities, and activities in the state. The State Water Resources Control Board or the Regional Water Quality Control

Board issues National Pollutant Discharge Elimination System permits for five years, and permit requirements remain active until a new permit has been adopted.

The Caltrans' Municipal Separate Storm Sewer System (MS4) Permit, currently under revision, contains three basic requirements:

- Caltrans must comply with the requirements of the Construction General Permit (see below);
- Caltrans must implement a year-round program in all parts of the state to effectively control storm water and non-storm water discharges; and
- Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices to the Maximum Extent Practicable, and other measures as the State Water Resources Control Board determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the Stormwater Management Program to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The Stormwater Management Program assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The Stormwater Management Program describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices.

The project will be programmed to follow the guidelines and procedures outlined in the latest Stormwater Management Program to address storm water runoff.

Construction General Permit

The Construction General Permit (Order No. 2009-009-DWQ, as amended by 2010-0014-DWG), adopted on November 16, 2010, became effective on February 14, 2011. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area of 1 acre or greater, and/or smaller sites that are part of a larger common plan of development. For all projects subject to the Construction General Permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan.

By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre

must comply with the provisions of the Construction General Permit. Construction activity that results in soil disturbances of less than 1 acre is subject to this Construction General Permit if there is potential for substantial water quality impairment resulting from the activity as determined by the Regional Water Quality Control Board. Operators of regulated construction sites are required to develop Stormwater Pollution Prevention Programs; implement sediment, erosion, and pollution prevention control measures; and obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, and 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and pre- and post-construction aquatic biological assessments during specified seasonal windows.

Santa Barbara County Stormwater Management Program

The Storm Water Management Program was prepared by the County pursuant to the General Permit. The goals of the Storm Water Management Program are to protect the health of the public and the environment, meet Clean Water Act mandates through compliance with the General Permit requirements and applicable regulations, and increase public involvement and awareness.

City of Carpinteria Stormwater Management Plan

The City's Stormwater Management Plan was prepared in compliance with the General Permit with the goal of protecting the health of the public, the environment, and water quality from the impacts of storm water runoff. The Stormwater Management Program outlines a program composed of guiding principles, strategies, and procedures for the protection of water quality and reduction of pollutant discharges to the maximum extent practicable.

Affected Environment

The project area is within the Franciscan Court watershed, which consists of several semi-urban watersheds that drain from upstream of Foothill Road (State Highway 192) to U.S. 101, generally ponding on the parallel Via Real before either passing under U.S. 101 through a series of culverts or overflowing the freeway. The watershed is north of U.S. 101 between Sand Point Road and Santa Monica Road in and around the City of Carpinteria.

The project area consists mostly of a manmade drainage ditch that parallels southbound U.S. 101. The footprint of the drainage ditch varies, but in general is approximately 20 feet wide from top-of-bank to top-of-bank. The drainage ditch lies between the southbound lanes of the U.S. 101 and the Union Pacific Railroad right of way. Urban runoff provides a semi-permanent flow in the

drainage ditch, which originates mostly from U.S. 101 via surface flow; however, four drainage culverts also carry runoff from the north side of U.S. 101 into the drainage ditch. Flow direction within the drainage ditch varies, with some flows directed eastward and some directed westward.

Receiving water bodies include the Carpinteria Salt Marsh, which is adjacent to, and south and west of the project area (directly south of the Union Pacific Railroad tracks); the Pacific Ocean, approximately 0.2 mile south and west of the project area; Santa Monica Creek, approximately 0.35 mile south and east of the project area; and Franklin Creek, approximately 0.5 mile south and east of the project area. See **Figure 2-3**.

Santa Monica Creek and Franklin Creek are both concrete lined and drain into the Carpinteria Salt Marsh. Water in the drainage ditch flows either directly to the Carpinteria Salt Marsh through a culvert within the project area, or to Santa Monica Creek through a culvert east of the project area; however, all flows eventually reach the Carpinteria Salt Marsh and Pacific Ocean.

Groundwater

The project area lies in the Carpinteria Groundwater Basin, which underlies about 12 square miles in the Carpinteria Valley, extends east of the Santa Barbara County line into Ventura County, and includes the Toro Canyon sub-basin in the western portion of the groundwater basin. Groundwater in the project area is generally shallow (between about 2 and 18 feet below ground surface) and does not meet drinking water standards, showing elevated levels of pollutants, including fertilizers, herbicides and pesticides (Addendum to Water Quality Assessment Report, South Coast HOV Lanes, 2014). However, groundwater is used for agricultural purposes, with a yield of 5,000 acre-feet per year from the groundwater basin.

There are no specific water quality objectives or standards for the drainage ditch in the project area, or for the adjacent and nearby water bodies (i.e., Santa Monica Creek, Franklin Creek, Carpinteria Salt Marsh, and the Pacific Ocean). A summary of the most stringent water quality objectives for water bodies within the South Coast Hydrologic Unit are included in **Figure 2-3** below. The Basin Plan should be referenced for more details about the water quality objectives (Central Coast RWQCB, 2011).

Water quality problems most frequently encountered in the Central Coast Region include excessive salinity or hardness of local groundwater (Central Coast RWQCB, 2011). Surface water problems are less frequently evident, although bacterial contamination of coastal waters has been a problem in Morro Bay and south Santa Barbara County. There are no impaired waters in the project area.

Figure 2-3 Water Bodies Near Project Area

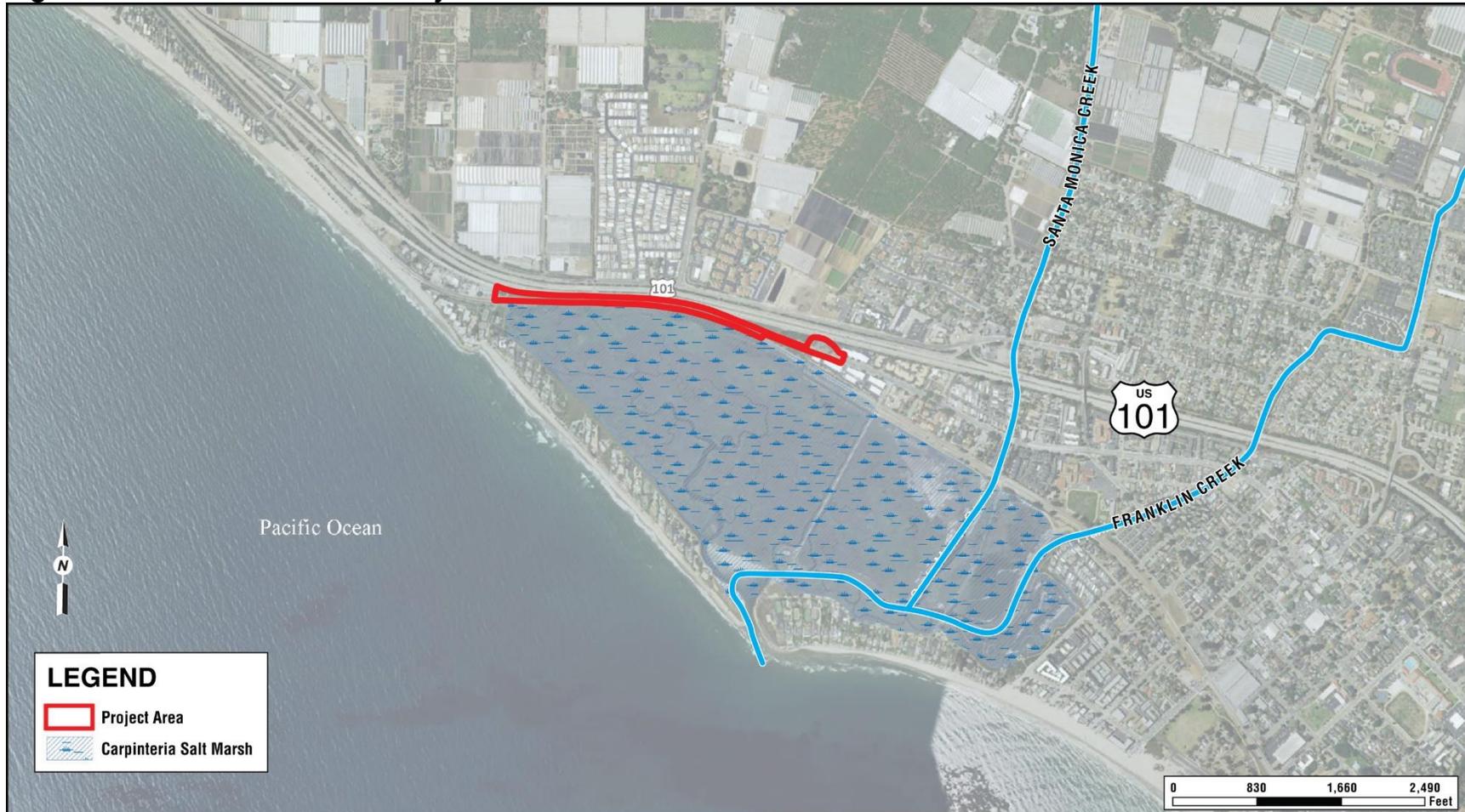


Table 2: Surface Water Quality Objectives for the South Coast Hydrologic Unit

Constituent	Water Quality Objective
Color	Shall not cause nuisance or adversely affect beneficial uses.
Tastes and Odor	Shall not cause nuisance or adversely affect beneficial uses or cause undesirable tastes or odors to edible organisms.
Floating Material	Shall not cause nuisance or adversely affect beneficial uses.
Suspended Material	Shall not cause nuisance or adversely affect beneficial uses.
Settleable Material	Shall not cause nuisance or adversely affect beneficial uses.
Oil and Grease	Shall not cause nuisance, adversely affect beneficial uses, or result in visible film on water surface.
Biostimulatory Substances	Shall not cause nuisance or adversely affect beneficial uses.
Sediment	Shall not cause nuisance or adversely affect beneficial uses.
Turbidity	Where natural turbidity is between zero and 50 Jackson turbidity Units increases shall not exceed 20 percent. Where natural turbidity is between 50 and 100 Jackson Turbidity Units, increases shall not exceed 10 percent. Where natural turbidity is greater than 100 Jackson Turbidity Units, increases shall not exceed 10 percent.
Dissolved Oxygen	Shall not be less than seven parts per million.
Toxicity	Shall be maintained free of toxic substances in concentrations that are toxic to, or that produce detrimental physiological responses in, human, plant, animal, or aquatic life.
Pesticides	Shall not reach concentrations that adversely affect beneficial uses. Shall not increase concentrations in bottom sediments or aquatic life.
Bacteria (fecal coliform)	Five samples in a 30-day period shall not exceed a log mean of 200/100 milliliters. Ten percent of samples in a 30-day period shall not exceed 400/100 milliliters. At all areas for SHELL, the median total coliform concentration throughout the water column for any 30-day period shall not exceed 70/100 milliliters, nor shall more than 10 percent of the samples collected during any 30-day period exceed 230/100 milliliters for a five-tube decimal dilution test or 330/100 milliliters when a 3-tube decimal dilution test is used.
pH	Shall not be depressed below 6.5 nor raised above 8.3. Changes in normal ambient pH levels shall not exceed 0.5 in fresh waters.
Radioactivity	Shall not be present in concentrations that are deleterious to life forms. Waters shall not contain concentrations of radionuclides in excess of the limits specified in California Code of Regulations, Title 22, Chapter 15, Article 5, Sections 64441 and 64443, Table 4.
Temperature	Natural receiving water temperature of intrastate waters shall not be altered unless it can be demonstrated to the satisfaction of the Regional Water Quality Control Board that such alteration in temperature does not adversely affect beneficial uses.
Methyl Blue Activated Substances	Not to exceed 0.2 parts per million
Phenols	Not to exceed 1.0 parts per million
Polychlorinated Biphenyls (PCB)	Not to exceed 0.3 micrograms per liter
Phthalate Esters	Not to exceed 0.002 micrograms per liter

Constituent	Water Quality Objective
Cadmium	Shall not exceed .003 milligrams per liter in hard water or .0004 mg/l in soft water at any time. (Hard water is defined as water exceeding 100 milligrams per liter of calcium carbonate.)
Chromium	The maximum permissible value for waters designated shellfish harvesting shall be 0.01 mg/l.
Other Chemical Constituents	Refer to Tables 3.1, 3.2, 3.3, 3.4 and 3.5 of the Basin Plan.

Source: Regional Water Quality Control Board, Central Coast Region, 2011

Water quality problems most frequently encountered in the Central Coast Region include excessive salinity or hardness of local ground waters (Central Coast RWQCB, 2011). Surface water problems are less frequently evident, although bacterial contamination of coastal waters has been a problem in Morro Bay and south Santa Barbara County. There are no impaired waters in the project area.

Environmental Consequences

During construction, the project may potentially release pollutants into the drainage ditch, including oil, grease, and other chemicals from construction equipment and activities, as well as the potential for erosion resulting from ground disturbance and vegetation removal. The project would create additional impervious surfaces, resulting in potential increased volume and rate of runoff that could carry pollutants (oil, grease, pesticides, fertilizers) into the drainage ditch and nearby water bodies. With implementation of design measures, avoidance, minimization, and mitigation measures, and compliance with regulatory permits, potential impacts to water quality would be substantially minimized, and the project would not result in a violation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented to avoid, minimize, and mitigate impacts on water quality and storm water runoff:

WQ-1: Work areas would be reduced to the maximum extent feasible, and staging areas would be in the upland area outside of the drainage.

WQ-2: Best Management Practices, such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.

WQ-3: Appropriate hazardous material Best Management Practices would be implemented to reduce the potential for chemical spills or contaminant releases into the creek, including any non-stormwater discharge.

WQ-4: All equipment refueling and maintenance would be conducted in the upland staging area outside of the drainage. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.

WQ-5: Erosion control would be conducted using seed mixes with non-invasive species.

2.2.3 Hazardous Waste and Materials

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.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement Resource Conservation and Recovery Act 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.

Affected Environment

A letter of review of the previously completed Addendum to the Initial Site Assessment, South Coast State Route 101 High Occupancy Vehicle Project (June 2010) was written in December 2017 for this project. The documents and databases reviewed include the following:

- Water Quality Assessment Report (2010), Santa Claus Lane Class I Bike Path Project
- Addendum to Initial Site Assessment (2010), South Coast State Route 101 High Occupancy Vehicle Project

- Preliminary Site Investigation (2010), South Coast State Route 101 High Occupancy Vehicle Project
- State Water Resources Control Board database
- State Department of Toxics Substances Control Board database

The review of these documents and databases identified six locations within the project area, each categorized as low risk to the project. This review also revealed that previous studies have not surveyed for aerially deposited lead (also known as ADL), and it is recommended that an aerially deposited lead survey is conducted as part of a Phase II survey (Wallace Kuhl and Associates, 2017)

The six facilities within the project buffer zone (within one-quarter mile) were identified as sources of possible soil/groundwater contamination sites and are listed in **Table 3**. Upon completion of review, all six sites were found to have limited impacts to soil and groundwater, so the six sites were assessed as low risk to the project (Wallace Kuhl and Associates, 2017).

Table 3: Sites of Potential Concern

Name and Address	Site Information	Risk
Chevron Station 9-3005 (Facility #19) 4290 Via Real	Active service station with reported petroleum hydrocarbon impacts	Low Risk (Case closed within the State Water Resources Control Board Geotracker database)
7-Eleven Store (Facility #20) 4410 Via Real	Active service station with reported petroleum hydrocarbon impacts	Low Risk (Case closed within the State Water Resources Control Board Geotracker database)
Union Oil Service Station (Facility #21) 4401 Via Real	Active service station with reported petroleum hydrocarbon impacts	Low Risk (Case closed within the State Water Resources Control Board Geotracker database)
U.S. 101	Identified as having the potential for impacts associated with aerially deposited lead, thermoplastic paints (roadway striping), lead-based paints and asbestos within bridges and piping	Low Risk
Ocean Breeze Int'l (Facility #18) 4290 Via Real	This facility is the listed location of historic gasoline and diesel underground storage tanks (USTs)	Low Risk
Sandyland Nursery (Facility #17) 3890 Via Real	This facility is the listed location of historic gasoline and diesel underground storage tanks (USTs), generator of unspecified oil-containing wastes, generator of pesticide rinse water	Low Risk

Environmental Consequences

The project would construct a bike path and is not anticipated to create a significant hazard to the public through the transport, use, or disposal of hazardous materials during construction or during operation. Project construction would require the use of materials that could be hazardous, such as paints, sealants, and cement; however, the transport, use, and disposal of these materials would be conducted in compliance with applicable state and local laws. Any hazardous materials that are used for the project would be properly handled and contained. Also, based on the 2017 Addendum to the Initial Site Assessment, project impacts to soil or groundwater are categorized as low and limited. As discussed in response to question IX-a, construction of the project may require the use of materials that could be hazardous such as paints, sealants, and cements. However, the use of these materials would be subject to appropriate handling and containment measures. During project construction, spill prevention and control procedures and practices would be implemented to prevent, control, and clean-up spills. Therefore, impacts resulting from the transport, use or disposal of hazardous materials would be less than significant.

As discussed in Section 2.1.3, project construction would not impede access to adjacent properties and would not permanently impact access or movement of emergency service providers because one lane in each direction on U.S. 101 would remain open at all times. The project would not hinder a rapid emergency response in the event of an accidental hazardous waste or materials release or spill. Therefore, impacts to emergency response for an accidental hazardous waste or materials release or spill would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The project would result in a less than significant impact from hazardous waste and materials, and would therefore not require avoidance, minimization, and/or avoidance measures.

2.2.4 Air Quality

Affected Environment

As a bike path project, the project would not be subject to long-term air quality analysis. Only construction impacts will be considered.

The information in this section is based on the Construction Air Quality Technical Memorandum prepared in January 2018 for this project (AMBIENT, 2018). The project is in an area that is in nonattainment for state ozone and particulate matter (PM₁₀) ambient air quality standards. The area is designated as either in attainment or unclassified for all federal ambient air quality standards. Therefore, federal air quality conformity requirements do not apply to the project.

When looking at potential air quality impacts during construction, the following emissions components are evaluated : Carbon Monoxide (CO), Nitrogen dioxide (NO_x), Particulate matter (smaller than 10 micrometers and 2.5 micrometers) (PM₁₀ and PM_{2.5}), and reactive organic gases (ROG).

Environmental Consequences

During construction, short-term degradation of air quality may occur due to the release of particular emissions (airborne dust) generated by construction activities including, excavation, grading, hauling, and other activities. Also, emissions from construction equipment are also expected and would include CO, NO_x, volatile organic compounds (VOC); directly emitted PM₁₀ and PM_{2.5}; and toxic air contaminants (TAC), such as diesel particulate matter.

Construction-generated emissions were quantified based on project-specific construction data provided for the project, using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. During construction, activities including site preparation, grading, construction and paving of the bike path would generate approximately 0.09 ton per year of ROG, 1.0 ton per year of NO_x, 0.64 ton per year of CO, 0.10 ton per year of PM₁₀, and 0.06 ton per year of PM_{2.5} (see **Table 4**). Greenhouse gas emissions would total approximately 135 metric tons of carbon dioxide equivalents (MTCO_{2e}) over the anticipated construction period of 7 to 8 months.

Table 4: Construction-Generated Emissions

Construction Phase	ROG (tons per year)	NOX (tons per year)	CO (tons per year)	PM ₁₀ (tons per year)	PM _{2.5} (tons per year)	Greenhouse Gas Emissions (MTCO _{2e})
Site Preparation	0.02	0.33	0.18	0.02	0.01	54.3
Grading	0.03	0.40	0.22	0.06	0.04	47.0
Construction	0.03	0.21	0.19	0.01	0.01	26.8
Paving	0.01	0.06	0.05	0.01	less than 0.01	6.9
Totals	0.09	1.0	0.64	0.10	0.06	135.0

Note: Construction-generated emissions were quantified using the CalEEMod computer program, version 2016.3.2. This table includes implementation of fugitive dust control measures.

Source: (AMBIENT, 2018)

During construction, the principal sources of pollutant emissions include fugitive dust and engine exhaust from construction equipment. Typical construction equipment used would include various off-road equipment, including front-end loaders, backhoes, dozers, rollers, pavers, paving equipment, and various other equipment. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating.

The application of water or other soil stabilizers used to control dust can reduce construction-generated emissions by approximately 50 to 61 percent, depending on the emissions source, methods of control, and frequency of application. However, the project would comply with Caltrans' Standard Specifications, Section 14-9 through implementation of measure AQ-1, which requires compliance with air-pollution-control rules, regulations, ordinances, and statutes, including emission-reduction requirements and idling limitations for construction equipment and vehicles.

Construction-generated emissions would be temporary and limited to the immediate project area surrounding the construction site. With implementation of measure AQ-1, construction-generated fugitive dust and mobile-source emissions would be controlled. Therefore, impacts to air quality would be less than significant.

Sensitive populations, also known as sensitive receptors, are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics and CO are of particular concern. Sensitive receptors include specific population groups, as well as the land uses where individuals would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses would include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants, such as residential dwellings, schools, parks, playgrounds, childcare centers, convalescent homes, and hospitals.

Air quality standards help protect members of the population who are most sensitive to the adverse health effects of air pollution. Existing land uses in the project area consist of a mix of commercial and residential land uses. The closest sensitive receptors to the project include residential dwellings along Carpinteria Avenue, near the eastern boundary of the project area, and along Spindrift Lane and Sand Point Road, near the western boundary of the project area.

Irritating odors are often associated with particulates. Some examples of sources of odors include gasoline and diesel engine exhausts and street paving. During construction, the project could result in potential odors from exhaust emissions from construction equipment, as well as the vehicles used to transport materials to and from the site, including the motor vehicles of the construction crew. However, odors would be temporary during the construction period. Also, the bike path will be constructed along the southbound shoulder of U.S. 101 where odors from vehicles traveling U.S. 101 exist. Following construction, odors from the project area would not be greater than the existing odors emitted prior to project construction. Therefore, impacts to air quality would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

AQ-1: The construction contractor shall comply with Caltrans' Standard Specifications (2018) including, but not limited to, the following:

- Section 14-9 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- Sections 7-1.04, 10-5, and 18-1.03 are directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.
- Section 13-4.03F includes specifications for the minimization of dust associated with street sweeping.
- Section 13-7.03C is directed at controlling dust at construction site entrances and the tracking of soil and sediment onto public roads.

2.2.5 Noise and Vibration

As a bike path project, the project would not be subject to long-term noise quality analysis. Only construction impacts will be considered. Information in this section is based on the Construction Noise and Groundborne Vibration Technical Memorandum prepared in October 2017 for this project.

Affected Environment

Noise is generally defined as unwanted, objectionable, or undesirable sound that disturbs people and potentially causes an adverse psychological or physiological effect on human health (County, 2009) (General Plan/Local Coastal Land Use Plan and Environmental Impact Report, State Clearinghouse Number 1997121111, 2003). Noise is typically unwanted sound and is therefore an important factor in the quality of urban life. The level of annoyance that noise causes depends on several factors, including: magnitude, frequency, and duration of each noise event.

Based on noise measurement surveys conducted for the South Coast 101 High Occupancy Vehicle project, the ambient average-hourly daytime noise levels generally range from the low 60s to the low 70s (in dBA sound level equivalent (L_{eq})). The project area is bounded by Union Pacific Railroad tracks to the south and U.S. 101 to the north; ambient noise levels in the project area are largely influenced by vehicle traffic on U.S. 101 and area roadways.

Existing land uses in the project area consist of a mix of commercial and residential land uses. The nearest noise-sensitive receptors near the project area include residential dwellings generally located along Carpinteria Avenue near the eastern boundary of the project area and along Spindrift Lane and

Sand Point Road near the western boundary of the project area. The nearest residential dwellings are near the eastern project area boundary along Carpinteria Avenue, about 75 feet from the project area. Residential land uses, places of worship, and lodging facilities are also north of the project area along Via Real, across U.S. 101.

Groundborne vibration is sound that is radiated through the ground. The rumbling sound caused by vibration is called groundborne noise. The ground motion caused by vibration is measured as peak particle velocity in inches per second. Typical outdoor sources of perceptible groundborne vibration include construction equipment and traffic on rough roads.

Environmental Consequences

The main source of noise in the project area is from vehicle traffic on U.S. 101 and area roadways. Land uses near the project include residential and commercial; the nearest sensitive receptors include residential dwellings about 75 feet east of the project area. The project would construct a bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in the county. The bike path would be approximately 0.8-mile long. The paved bike path would run along the southbound shoulder of U.S. 101. The project would not increase ambient noise levels above existing levels. However, during construction, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Most construction activities, including pavement breaking and pile driving, would be conducted during daytime hours. Some nighttime construction activities may be required but would be limited to paving the bike path along the southbound shoulder of U.S. 101 to the Carpinteria off-ramp and pavement striping.

Construction equipment commonly used on roadway construction projects can be expected to generate intermittent noise levels ranging from approximately 77 to 90 dBA maximum sound level (L_{max}) at 50 feet and average-hourly noise levels associated with the operation of individual pieces of construction equipment can range from approximately 72 to 82 dBA L_{eq} (see **Table 5**). Noise produced by construction equipment would be reduced over distance at a rate of approximately 6 decibels per doubling of distance.

Table 5: Construction Equipment Noise Level (dBA at 50 feet)

Equipment	dBA Maximum Sound Level (L_{max})	dBA Sound Level Equivalent (L_{eq})
Backhoes	78	74
Bulldozers	82	78
Compressors	78	74
Cranes	81	73
Concrete Pump Truck	81	74
Drill Rigs	79	72
Dump Trucks	77	73
Hydraulic Break Rams	90	80
Front End Loaders	79	75
Pneumatic Tools	85	82
Pumps	81	78
Rollers	80	73
Scrapers	84	80

Source: (AMBIENT, 2017)

Based on the County’s Environmental Thresholds and Guidelines Manual (County of Santa Barbara, 2018), noise from grading and construction activity proposed within 1,600 feet of sensitive receptors would generally be affected by noise levels over 65 dBA. However, with implementation of Caltrans Standard Specifications, Section 14-8.02, construction noise would not exceed 86 dBA at a distance of 50 feet from the project site between the hours of 9:00 p.m. and 6:00 a.m. Short-term noise impacts would occur during project construction, but no significant noise impact from construction is anticipated because construction activities would be short term, intermittent, and dominated by already-present local traffic noise.

Groundborne vibration generated by road vehicles can have a significant environmental impact on nearby buildings. In the project area, most structures appear to be of newer construction; no fragile or historic structures were identified. Transient vibration sources, such as blasting, and demolition-related activities would not be necessary for this project.

Though there are no federal, state, or local regulatory standards for groundborne vibration, Caltrans has developed vibration criteria based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for evaluation of groundborne vibration levels apply to continuous vibration sources, which would include vibration generated by most construction equipment and activities, including those anticipated to occur with implementation of the project (see **Table 6**). Groundborne vibration levels associated with off-road equipment anticipated to be used for project construction are listed in **Table 7**.

Table 6: Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum Threshold Criteria (inches per second peak particle velocity)
Barely perceptible	0.01
Distinctly perceptible	0.04
Strongly perceptible (level at which continuous vibrations begin to annoy people)	0.1
Level considered annoying to people in buildings	0.2
Severe (level considered unpleasant by people exposed to continuous vibrations and unacceptable to some people walking on bridges)	0.4

Note: Reflects threshold criteria for continuous/frequent intermittent sources. Continuous/frequent intermittent sources include most construction equipment, including impact pile drivers, pop-stick compactors, crack-and-seat equipment, vibratory pile drivers, vibratory compaction equipment, and various off-road equipment. Excludes transient sources that create a single isolated event, such as blasting or drop balls.

Source: (AMBIENT, 2017)

Table 7: Representative Vibration Levels for Construction Equipment

Equipment	Peak Particle Velocity at 25 feet (inches per second)
Pile Drive (Impact)—Upper Range	1.518
Pile Drive (Impact)—Typical	0.644
Pile Drive (Impact)—Typical	0.170
Crack-and-Seat Operations	2.4
Caisson Drilling	0.089
Vibratory Roller	0.210
Large Bulldozers	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers	0.003

Source: (AMBIENT, 2017)

The highest predicted groundborne vibration levels would be associated with crack-and-seat operations such as pavement breaking, which can generate vibration levels of 2.4 inches per second peak particle velocity at 25 feet. Vibration levels associated with other construction equipment generally range from approximately 0.003 to 0.089 inches per second peak particle velocity at 25 feet.

Based on the equipment vibration levels noted in **Table 7**, the probability of exceeding architectural damage risk levels for continuous vibrations from project construction is very low. Based on preliminary information for the project, pile driving and pavement breaking are not anticipated.

Specific construction activities, locations, and equipment to be used for this project have not yet been identified. Therefore, groundborne vibration levels exceeding commonly applied thresholds for structural damage and human annoyance could potentially occur.

Avoidance, Minimization, and/or Noise Abatement Measures

The following noise measures have been updated and revised since the draft environmental document was circulated.

Construction Noise

- **N-1:** Project construction shall comply with Caltrans' Standard Specifications, Section 14-8.02. Per Section 14-8.02 Noise Control, construction noise shall not exceed 86 dBA L_{max} at 50 feet from the job site from 9 p.m. to 6 a.m.
- Construction noise at residential areas would be minimized during evening, nighttime, weekend, and holiday periods to the extent feasible. The contractor shall implement appropriate noise abatement measures, including but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control technologies.
- In case of construction noise complaints by the public, the construction manager shall be notified and the specific noise producing activity may be changed, altered, or temporarily suspended, if necessary.

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. Wetland communities are discussed in Section 2.3.2.

Regulatory Setting

California Environmental Quality Act

Guidance for determining CEQA significance thresholds is based on Appendix G of the State CEQA Guidelines. Using these guidelines, activities requiring CEQA review within the project area could have a significant impact on biological resources if they:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Clean Water Act Section 404.
- Interfere substantially with the movement of any resident or migratory species of wildlife, wildlife corridors, or wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan.

California Coastal Act

The California Coastal Act mandates that local governments prepare a land use plan and schedule of implementing actions to carry out its policies. The California Coastal Act places the highest priority on the preservation and protection of natural resources, including Environmentally Sensitive Habitat Areas (ESHAs) (e.g., wetlands and dunes). The project lies within the Coastal Zone of California, and the California Coastal Act is under the jurisdiction of the County and the City. Therefore, the project will require Coastal Development Permits from the County and the City to satisfy provisions of the California Coastal Act.

County of Santa Barbara

The Article II amendment (Ordinance No. 5053) of the County's Local Coastal Program amendment created a new Transportation Corridor Wetland Overlay District, which provides specific development standards for projects where wetland encroachment would occur. The Transportation Corridor Wetland Overlay District ensures a more precise level of planning than ordinarily possible under the existing Article II for transportation-related projects that are in or adjacent to wetlands and/or wetland buffer strips.

In the project area, coastal wetlands are in the southern portion of the project area between the Carpinteria/County boundary. Construction activities would result in approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts on wetlands under the jurisdiction of the California Coastal Commission. The project would also result in

approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachment into the California Coastal Commission wetlands buffer. Prior to the County's Local Coastal Program amendment, these impacts would have been in conflict with the County's Local Coastal Program; however, following approval of the County's Local Coastal Program amendment in March 2019, the project now complies with the Coastal Land Use Plan and the Coastal Zoning Ordinance.

A portion of the project is within the County's Transportation Corridor Wetland Overlay District. A Coastal Development Permit would be required from the County for portions of the project area that are within County limits.

City of Carpinteria

The City has a Local Coastal Program (amended in 2015) that governs coastal policy within Carpinteria's limits. Several proposed projects, including this project, would now be consistent with the Local Coastal Program, with the addition of a Transportation Corridor Wetland Overlay District and text amendments to the zoning code (Section 14.42.040 – development standards), which establish mitigation protocols for the direct loss of wetland and wetland buffer, as well as create development standards for improvements, that would be allowed to encroach into wetland and wetland buffers. A portion of the project is within the Transportation Corridor Wetland Overlay District. A Coastal Development Permit would be required from the City for portions of the project area that are within Carpinteria's limits. The permit would be approved in accordance with the Transportation Corridor Wetland Overlay District and the project would be constructed in compliance with the conditions of approval issued by the City.

Affected Environment

A biological survey was conducted in the Biological Study Area by qualified biologists on March 28, 2014. The entire Biological Study Area was visually surveyed on foot except for a small landscaped area with ornamental vegetation where aerial imagery was used (see **Figure 2-4**). All vegetation communities within the Biological Study Area were inventoried and identified where feasible to verify the presence or absence of protected species and/or their habitat.

The Carpinteria Salt Marsh Reserve is directly adjacent to and south of the Union Pacific Railroad tracks. Carpinteria Salt Marsh Reserve is one of the few remaining saltwater marshes along the coast of Southern California and provides high scientific value because of its relatively undisturbed condition. The marsh also provides habitat for a number of plant and animal species, some of which are classified as endangered, threatened, or otherwise sensitive species. The Biological Study Area is not directly within the Carpinteria Salt Marsh Reserve, but small portions of the Biological Study Area contain similar but disturbed habitat as the Carpinteria Salt Marsh

Reserve, and proximity to the marsh and sustained inundation from the culvert runoff have maintained the continuance of the project corridor as a wetland.

Vegetation Communities

The Biological Study Area includes a combination of wetland and upland vegetation. Existing vegetation communities are highly degraded and dominated by non-native species. Many species indicative of the nearby salt marsh community have been found growing in the Biological Study Area. Habitat descriptions for the vegetation in the Biological Study Area generally follow *A Manual of California Vegetation*, which defines habitats based on the plant associations found in a series or a particular plant community (Sawyer, J.O, T. Keeler-Wolf, and J.M. Evens, 2009). A summary of vegetation and habitats identified is provided below. Wetland communities are discussed in Section 2.3.2.

The following plant community descriptions have been updated and revised since the draft environmental document was circulated.

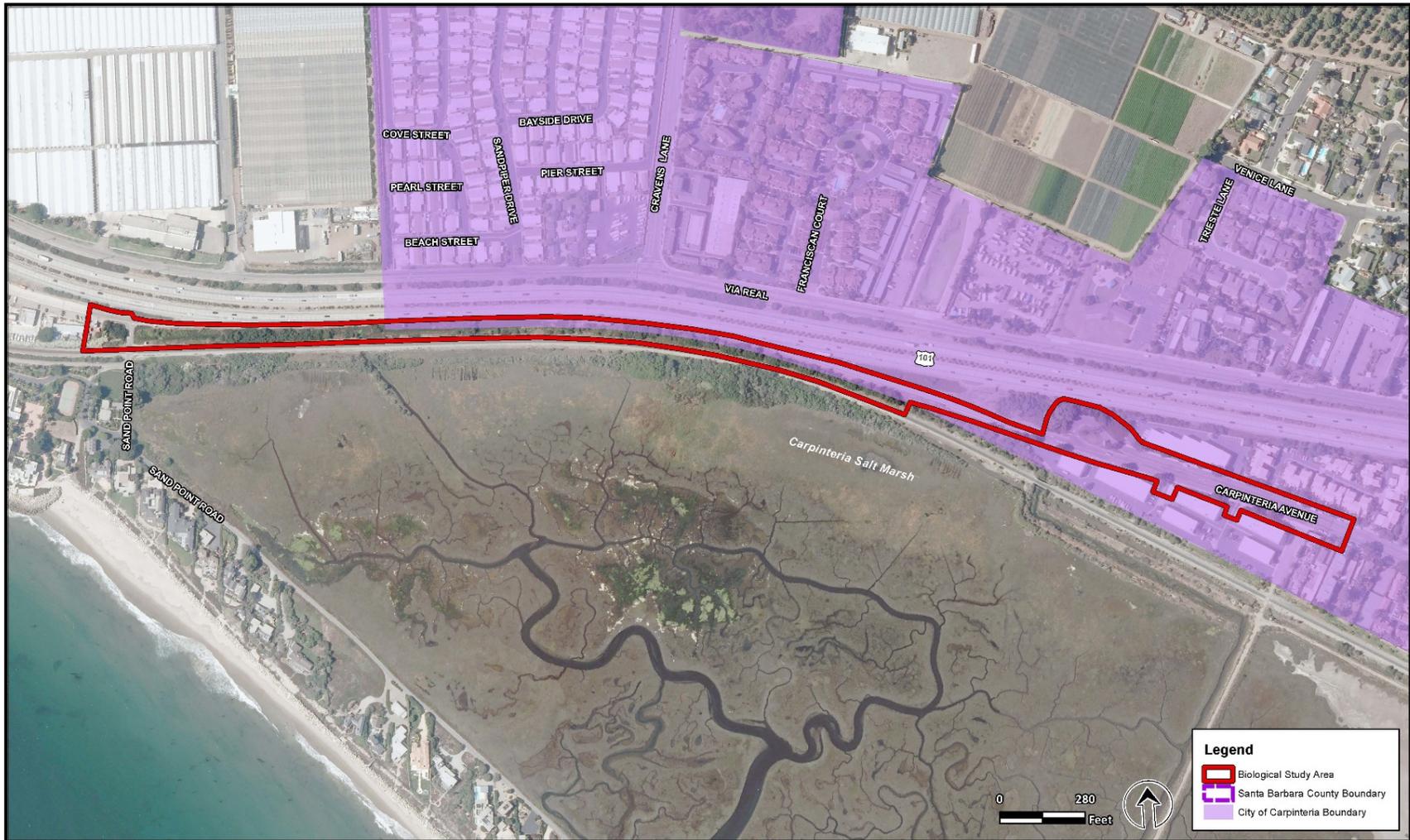
Cattail Marsh

Cattail marsh (*Typha Herbaceous Alliance*) has a state ranking of S5 (community is secure, common, widespread, and abundant in the state). Cattail marshes are dominated by cattail (*Typha domingensis*, *Typha latifolia* and *Typha angustifolia*). Cattails are an emergent perennial plant that grows in water or waterlogged areas, growing up to 4.92 feet tall. *Typha* species commonly hybridize when they grow with other plants. Important associated species in the Biological Study Area include goldenrod and flatsedge (*Cyperus eragrostis*).

California Bulrush Marsh-Goldenrod

California bulrush marsh-goldenrod (*Schoenoplectus Herbaceous Alliance*) has a state ranking of S3 (vulnerable in the state due to a restricted range, relatively few populations [often 80 or fewer], recent and widespread declines, or other factors making it vulnerable to extirpation), and is considered a sensitive natural community. California bulrush marsh-goldenrod is found in brackish to freshwater marshes, shores, bars and river mouth estuaries. This community appears to dominate edges of marshes next to open water. The co-dominant species in this community are California bulrush and goldenrod. In the Biological Study Area, California bulrush marsh-goldenrod communities are in the area where culverts open into the drainage ditch.

Figure 2-4 Biological Study Area



Pickleweed Mat

Pickleweed mat (*Sarcocornia pacifica Herbaceous Alliance*) has a state ranking of S3 and is considered a sensitive natural community. Pickleweed mats are found from coastal marshes to inland alkaline seeps. The dominant species in this community is pickleweed. Pickleweed is a somewhat shrubby perennial with scalelike leaves and fleshy stems. Two common associates found in the Biological Study Area are flatsedge and saltgrass (*Distichlis spicata*). There are pickleweed mats on the west end of the drainage ditch in the Biological Study Area.

Arroyo Willow Scrub

Arroyo willow scrub (*Salix lasiolepis Shrubland Alliance*) has a state ranking of S4 (apparently secure, uncommon, but not rare). Arroyo willow scrub is found in dense riparian thickets that inhibit understory development. It is dominated by arroyo willow. Arroyo willow scrub is mainly found in loose, sandy, or fine gravelly alluvium deposited near stream channels during flood flows. This plant requires repeated flooding to prevent succession to the Southern Willow Riparian Forest community, and generally does best in seasonally flooded or saturated, freshwater wetland habitats, such as floodplains and low-gradient depositions along rivers and streams, at elevations below 5,905 feet. This community is within almost the entire length of the drainage ditch in the Biological Study Area.

Giant Reed

Giant reed (*Phragmites australis – Arundo donax Herbaceous Semi-Natural Alliance*) does not have a state ranking. Giant reed-dominated riparian habitat consists of stands of giant reed. Giant reed is a fairly widespread, highly invasive noxious weed in Southern California. Typically, it grows in moist soils in and along streambeds. In California, it is most commonly associated with waterways with altered hydrologic regimes (dams) and/or disturbed riparian vegetation, but can also establish in the understory of native riparian vegetation. Giant reed is on the east end of the drainage ditch in the Biological Study Area.

Upland Communities

Upland vegetation communities dominate the elevated areas along the roads and some of the upper banks of the drainage ditch. Below are descriptions of the specific vegetation communities found within the upland habitat within the Biological Study Area. Upland communities within the Biological Study Area include giant wild rye grassland, iceplant mat, poison oak scrub, and ornamental landscaping.

Giant Wild Rye Grassland

Giant wild rye grassland (*Leymus condensatus Herbaceous Alliance*) has a state ranking of S3 and is considered a sensitive natural community. Giant wild rye grassland is generally found on steep northerly slopes at low

elevations. This community is dominated by giant wild rye (*Elymus condensatus*). Important associated species in the Biological Study Area include spiny rush (*Juncus textilis*), poison oak, (*Toxicodendron diversilobum*), and California wild grape (*Vitis californicus*). This community is found in the Biological Study Area on the west end of the drainage.

Iceplant Mat

Iceplant mats (*Mesembryanthemum* spp. – *Carpobrotus* spp. Herbaceous Semi-Natural Alliance) do not have a state rank because the community is not a suitable target for conservation activities. Iceplant mats are found on bluffs, disturbed land, and sand dunes along the coastline. This community is dominated by hottentot fig (*Carpobrotus edulis*). Iceplant mats are invasive and have spread beyond landscaped areas and invade coastal dunes, coastal bluff scrub, and coastal prairies. They compete with native plants for moisture, space, and nutrients, and create adverse conditions for the establishment of native species. Iceplant mats are found on the freeway median and along the banks of the drainage ditch in the Biological Study Area.

Poison Oak Scrub

Poison oak scrub (*Toxicodendron diversilobum* Shrubland Alliance) has a state ranking of S4. Poison oak scrub can be found on the coast into interior mesic slopes. This community is dominated by poison oak. Poison oak scrub can lie on its own with very low diversity or it can have a high diversity of emergent trees and herbaceous species. In the Biological Study Area, associated species are giant wild rye grass, California wild grape, and California blackberry (*Rubus ursinus*). Poison oak scrub is at the west end of the Biological Study Area.

Ornamental Landscaping

Ornamental Landscaping includes areas where the vegetation consists mostly of non-native horticultural plants: introduced trees, shrubs, flowers, and turf grass. In the Biological Study Area, golden wattle is a typical species found in this community. Ornamental landscaping is at the east end of the Biological Study Area near commercial buildings, between the U.S. 101/Carpinteria Avenue off-ramp and U.S. 101, and along the edge of the drainage ditch.

The following paragraph has been updated and revised since the draft environmental document was circulated.

Environmental Consequences

Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Associated temporary and permanent impacts to riparian habitat resulting from grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures would result in the

following: Construction of the bicycle path and retaining structures (fill) would result in approximately 0.293 acre of temporary impacts and approximately 0.581 acre of permanent impacts on riparian habitat (including approximately 0.12 acre of temporary impacts and 0.003 acre of permanent impacts on pickleweed mats, approximately 0.0023 acre of temporary impacts and approximately 0.00007 acre of permanent impacts on giant wild rye grassland, and approximately 0.021 acre of temporary impacts and approximately 0.0169 acre of permanent impacts on California bulrush marsh – goldenrod. Temporary impacts on riparian habitat would also result from temporary dewatering/diversion and vegetation trimming within the ditch. However, with implementation of the avoidance, minimization, and mitigation measures WQ-1 through WQ-5 found in Section 2.2.1, BIO-1 and BIO-2 provided below, and BIO-3 and BIO-4 in Section 2.3.2, any impacts on riparian habitat would be less than significant. There are no other sensitive natural communities (other than wetlands discussed in Section 2.3.2) with potential to occur in the Biological Study Area.

Avoidance, Minimization, and/or Mitigation Measures

To avoid, minimize, and mitigate impacts on natural communities, the following measures would be implemented:

The following biological measures have been updated and revised since the draft environmental document was circulated.

BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that will prevent the spread of invasive species on-site or off-site.

BIO-2: To mitigate for temporary impacts, restoration plantings will be completed on-site and in-kind, using native species.

2.3.2 Wetlands and Other Waters

Regulatory Setting

In addition to the regulations provided in Section 2.2.1 and 2.2.2, the following regulations would be applicable to Wetlands and Other Waters. Note that federal regulations have been added to this section since the draft environmental document was circulated.

Clean Water Act Section 404

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (33 U.S. Code 1344), is the primary law regulating wetlands and surface waters. One purpose of the Clean Water Act is to regulate 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. The lateral limits of jurisdiction over non-tidal water bodies extend to the Ordinary High-Water Mark, in the absence of adjacent wetlands. When adjacent wetlands are present, Clean Water Act jurisdiction extends beyond the Ordinary High-Water Mark to the limits of the adjacent wetlands. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of: hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that discharge of dredged or fill material cannot 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 U.S. Army Corps of Engineers with oversight by the U.S. Environmental Protection Agency.

The U.S. Army Corps of Engineers issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under of the U.S. Army Corps of Engineer's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the U.S. Army Corps of Engineers' decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines (40 Code of Federal Regulations 230, and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. Environmental Protection Agency in conjunction with the U.S. Army Corps of Engineers, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the U.S. Army Corps of Engineers may not issue a permit if there is a "least environmentally damaging practicable alternative" to the proposed discharge that would have lesser effects on waters of the U.S. and may not have any other significant adverse environmental consequences.

California Fish and Game Code Section 1602

California Fish and Game Code Section 1602 requires any person, state or local agency, or public utility proposing a project that may affect a river, stream, or lake to notify the California Department of Fish and Wildlife before

beginning the project. If activities will result in the diversion or obstruction of the natural flow of a stream; substantially alter its bed, channel, or bank; impact riparian vegetation; or, adversely affect existing fish and wildlife resources, a Lake and Streambed Alteration Agreement is required. It presents conditions of approval by the California Department of Fish and Wildlife relative to the project.

A Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife will be required for this project. The boundary of the California Department of Fish and Wildlife jurisdiction for this project is the edge of the stream channel to the top of bank or the adjacent riparian zone. However, there are no specific regulations or guidance on determining this boundary. Riparian zones are generally considered areas that are “transitional between terrestrial and aquatic ecosystems” and have a unique set of physical ecological factors in comparison to the surrounding landscape (Griggs., 2009).

Rivers and Harbors Act of 1899

Section 10 of the Rivers and Harbors Act prohibits the unauthorized obstruction or alteration of any navigable water of the United States, or the accomplishment of any other work including excavation or fill affecting the course, location, condition, or physical capacity of such waters unless the work has been recommended by the Chief of Engineers. A Section 10 permit from the U.S. Army Corps of Engineers is required to build any structure in the channel or along the banks of navigable waters of the United States that changes the course, conditions, location or capacity of the waterway.

Affected Environment

The following paragraph has been updated and revised since the draft environmental document was circulated.

A wetland delineation was conducted by qualified biologists on March 28, 2014 and September 10, 2014. A focused plant survey and an updated assessment of field conditions and jurisdictional boundaries were conducted by qualified biologists on May 16, 2017. Additional floristic surveys were conducted in April, May, and June 2019 to determine the presence or absence of special-status plant species within the project area. The focused plant surveys conducted in 2019 confirmed that the existing conditions within the Biological Study Area have not changed since May 2017 surveys were conducted; the entire Biological Study area was walked, and it was visually determined that the extent of jurisdictional wetlands within the project area had not changed. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101.

Wetland communities in the Biological Study Area are Palustrine systems, as defined by the Classification of Wetlands and Deepwater Habitats of the

United States (Cowardin et al., 1979). Wetland/riparian habitat types (classes) within the Biological Study Area include Palustrine Emergent Wetland and Palustrine Scrub/Shrub Wetland. The Palustrine System includes all non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and all such wetlands that exist in tidal areas where salinity due to ocean-derived salts is below 0.5 percent. Below are descriptions of the wetland habitats within the Biological Study Area and the specific vegetation communities within those habitats.

Palustrine Emergent Wetland

The Emergent Wetland class is characterized by erect, rooted, herbaceous hydrophytes (water-grown plants), excluding mosses and lichens. Vegetation is present for most of the growing season in most years. These wetlands are usually dominated by perennial plants. Emergent wetland species in the Biological Study Area include, but are not limited to, California bulrush (*Schoenoplectus californicus*), goldenrod (*Euthamia occidentalis*), and pickleweed (*Sarcocornia pacifica*).

Palustrine Scrub/Shrub Wetland

Palustrine Scrub/Shrub Wetland is characterized by woody tree species that are at least 19.7 meters tall. Palustrine Scrub/Shrub Wetland includes dominant riparian species with large leaves (as opposed to coniferous or needle-like leaves) that are either evergreen or winter deciduous. Palustrine Scrub Shrub Wetland species in the Biological Study Area include arroyo willow (*Salix lasiolepis*), giant reed (*Arundo donax*), and golden wattle (*Acacia longifolia*).

Agency Jurisdiction

U.S. Army Corps of Engineers

The limits of U.S. Army Corps of Engineers jurisdiction were delineated using the Ordinary High-Water Mark of the drainage ditch. Wetland diagnostic characteristics, including hydrophytic vegetation, hydric soils, and wetland hydrology, were assessed at six soil test pits within the drainage ditch during the field surveys conducted on March 28, 2014 and September 10, 2014. For the purposes of this delineation, U.S. Army Corps of Engineers wetlands (Clean Water Act Wetlands) include Palustrine Emergent Wetlands. Approximately 0.49 acre within the Biological Study Area was delineated as Clean Water Act Wetlands; all wetland areas were within the drainage culverts (see **Table 8**).

Table 8: Agency Jurisdiction within the Biological Study Area

Regulatory Agency	Total Jurisdiction within the Biological Study Area
U.S. Army Corps of Engineers Clean Water Act Wetlands (support all three wetland parameters – hydrophytic vegetation, hydric soils, and wetland hydrology)	0.49 acre
Regional Water Quality Control Board Jurisdiction (includes Clean Water Act wetlands and riparian habitat)	2.36 acres
California Department of Fish and Wildlife Jurisdiction (same as Regional Water Quality Control Board jurisdiction)	2.36 acres
California Coastal Commission Wetlands (are defined by one or two wetland parameters)	2.36 acres
California Coastal Commission Wetlands Buffer Defines as undeveloped uplands surrounding wetlands)	1.97 acres

All the areas identified as being under jurisdiction of the U.S. Army Corps of Engineers were identified as Clean Water Act Wetlands; non-wetland waters of the United States were not identified within the Biological Study Area. Based on observation and sampling of vegetation, soils and hydrology no additional areas outside the drainage ditch exhibited the required wetland characteristics during the time of the surveys.

Regional Water Quality Control Board Jurisdiction

The limits of Regional Water Quality Control Board jurisdiction were characterized as the boundary of the Palustrine Emergent Wetland (Clean Water Act wetland) or the boundary of the adjacent Palustrine Scrub/Shrub Wetland (riparian zone), when applicable. For the purposes of this delineation, waters of the State extend from the Clean Water Act wetlands or the boundary of the adjacent Palustrine Scrub/Shrub Wetland (riparian zone), when applicable. Approximately 2.36 acres within the Biological Study Area were delineated as Clean Water Act wetlands and riparian habitat; all wetland areas were within the drainage ditch (see **Table 8**). No isolated water bodies, which could qualify as isolated waters, were identified in the Biological Study Area.

California Department of Fish and Wildlife Jurisdiction

The limits of the California Department of Fish and Wildlife jurisdiction were characterized as the boundary of the Palustrine Emergent Wetland (Clean Water Act wetland) or the boundary of the adjacent Palustrine Scrub/Shrub Wetland (riparian zone), when applicable. Approximately 2.36 acres within the Biological Study Area were considered as California Department of Fish and Wildlife jurisdiction pursuant to Section 1602 of the California Fish and Game Code; all wetlands areas were within the drainage ditch (see **Table 8**).

California Coastal Commission

The California Coastal Commission Jurisdiction limits were characterized as the Palustrine Emergent Wetland (Clean Water Act wetland) or the boundary of the adjacent Palustrine Scrub/Shrub Wetland (riparian zone), when applicable. Approximately 2.36 acres within the Biological Study Area were delineated as California Coastal Commission wetlands; all wetlands areas were within the drainage ditch (see **Table 8**). In addition, the area between the California Coastal Commission wetlands and the U.S. 101 shoulder to the north and Union Pacific Railroad tracks to the south (approximately 1.97 acres within the Biological Study Area) is considered California Coastal Commission Wetlands buffer. The entire Biological Study Area is within the California Coastal Zone, and therefore under jurisdiction of the California Coastal Commission.

Environmental Consequences

Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Associated temporary and permanent impacts to wetland and riparian habitat would result from grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures. Temporary impacts to wetlands would also result from temporary dewatering/diversion and vegetation trimming within the ditch.

Construction of the bicycle path and retaining structures would result in approximately 0.197 acre of temporary impacts and 0.009 acre of permanent impacts to wetlands regulated by the U.S. Army Corps of Engineers (Clean Water Act wetlands) and the Regional Water Quality Control Board (Clean Water Act wetlands and riparian habitat) and approximately 0.490 acre of temporary impacts and approximately 0.590 acre of permanent impacts to wetlands under jurisdiction of the California Coastal Commission (see **Table 9** and **Table 10**). The project would also result in approximately 0.203 acre of temporary encroachment and 0.631 acre of permanent encroachments into California Coastal Commission wetlands buffer.

However, with implementation of the avoidance, minimization, and mitigation measures BIO-3 through BIO-7 provided below, impacts on wetlands and other waters of the United States and State would be less than significant. Further, the project would not conflict with any local policies or ordinances protecting biological resources.

The following tables have been updated and revised since the draft environmental document was circulated.

Table 9: Permanent Impacts to Jurisdictional Areas (in acres)

Jurisdictional Area	City	County	Total
U.S. Army Corps of Engineers Clean Water Act Wetlands ¹	0.004	0.005	0.009
Regional Water Quality Control Board Jurisdiction ²	0.303	0.287	0.590
California Department of Fish and Wildlife Jurisdiction ³	0.303	0.287	0.590
California Coastal Commission Wetlands ⁴	0.303	0.287	0.590
California Coastal Commission Wetlands Buffer ⁵	0.448	0.183	0.631

¹ Clean Water Act wetlands are jurisdictional features that support all three wetland parameters (i.e., hydrophytic vegetation, hydric soils, and wetland hydrology).

^{2,3} Includes Clean Water Act wetlands and Riparian habitat

⁴ California Coastal Commission Wetlands are defined by one or two wetland parameters per California Coastal Commission definition. In the project Biological Study Area, these consist of Clean Water Act Wetlands and Riparian habitat primarily consisting of patches of arroyo willow and non-native *Myoporum*

⁵ California Coastal Commission wetland buffer is defined as undeveloped uplands surrounding wetlands.

Table 10: Temporary Impacts to Jurisdictional Areas (in acres)

Jurisdictional Area	City	County	Total
U.S. Army Corps of Engineers Clean Water Act Wetlands ¹	0.004	0.193	0.197
Regional Water Quality Control Board Jurisdiction ²	0.122	0.368	0.490
California Department of Fish and Wildlife Jurisdiction ³	0.122	0.368	0.490
California Coastal Commission Wetlands ⁴	0.122	0.368	0.490
California Coastal Commission Wetlands Buffer ⁵	0.112	0.091	0.203

¹ Clean Water Act wetlands are jurisdictional features that support all three wetland parameters (i.e., hydrophytic vegetation, hydric soils, and wetland hydrology).

^{2,3} Includes Clean Water Act wetlands and Riparian habitat

⁴ California Coastal Commission Wetlands are defined by one or two wetland parameters per California Coastal Commission definition. In the project Biological Study Area, these consist of Clean Water Act Wetlands and Riparian habitat primarily consisting of patches of arroyo willow and non-native *Myoporum*

⁵ California Coastal Commission wetland buffer is defined as undeveloped uplands surrounding wetlands.

Avoidance, Minimization, and/or Mitigation Measures

In addition to the measures listed above in Section 2.3.1, the following measures would be implemented to mitigate potential impacts to Wetlands and Other Waters:

The following measures have been updated and revised since the draft environmental document was circulated.

BIO-3: Mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

BIO-4: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional off-site mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

BIO-5: Permanent impacts to California Coastal Commission wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101. Therefore, the wetlands are not natural, and a 3:1 mitigation ratio is appropriate. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the Transportation Wetland Corridor Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

BIO-6: Encroachment into California Coastal Commission wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.

BIO-7: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan, which will be included in the final Mitigation Monitoring Plan prepared by a Caltrans biologist. The plan will include all measures for coastal wetlands in the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities,

monitoring schedules, and reporting to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.

2.3.3 Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife have 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 provided varying levels of regulatory protection. This section of the document discusses all other special-status plant species, including the California Department of Fish and Wildlife species of special concern, U.S. Fish and Wildlife Service candidate species, and California Native Plant Society (CNPS) rare and endangered plants. There are no regulations that would pertain to special-status plant species within the Biological Study Area.

Affected Environment

The following paragraph has been updated and revised since the draft environmental document was circulated.

Focused surveys for rare plants within the Biological Study Area were conducted in March 2014 and May 2017. Additional floristic surveys were conducted in April, May, and June 2019 to determine the presence or absence of special-status plant species within the proposed impact area. No special-status plant species were observed within the Biological Study Area, and none are expected to be present. The focused plant surveys conducted in 2019 also confirmed that the existing conditions within the Biological Study Area have not changed since May 2017.

Environmental Consequences

The following paragraph has been updated and revised since the draft environmental document was circulated.

This section discusses the environmental consequences of the alternatives for plant species.

No special-status plant species have been observed in the project area during past botanical surveys, and during floristic surveys conducted in 2019, as documented in the Natural Environment Study Addendum (2019). As a result, adverse impacts to these species and habitat as a result of the project would not occur. Updated floristic surveys will be conducted in 2020 during the

appropriate blooming period for special-status plants species with potential to be in the project area to confirm presence or absence of special-status plant species.

With implementation of the avoidance, minimization, and mitigation measures BIO-8 through BIO-11 provided below, impacts on special-status plant species would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

If special-status plants are found during additional surveys, the following measures would be implemented:

- **BIO-8:** If any special-status plant species are observed during surveys, high visibility Environmentally Sensitive Area protective fencing would be installed around the special-status plants to prevent construction staff or equipment from entering the Environmentally Sensitive Area. The Environmentally Sensitive Area fencing would include a minimum buffer radius to be determined by a qualified biologist.
- **BIO-9:** If special-status plant species cannot be avoided, impacts to special-status plant species will be mitigated by implementing the following measures, (a) replace species within the project right of way through installation of plantings/seed material; and/or (b) retain topsoil and duff material from the project site, or mitigation bank within the known geographic range of the species, for redistribution on the site following construction. A minimum replacement ratio of 2:1 shall be provided. Planting materials and methods, short- and long-term maintenance requirements, success criteria, and monitoring and reporting methodology shall be implemented so that within five years, perennial species replacement plantings shall have a 75 percent survivability goal. For annual species, seeding of the targeted special-status species shall achieve 15 percent relative cover within five years. The percent cover shall be determined using a recognized methodology, selected by the project biologist in coordination with the appropriate resource agencies; however, the Daubenmire or point intercept methods as described by Sampling Vegetation Attributes (Natural Resources Conservation Service 1996) are recommended. Compensatory mitigation plantings shall be monitored quarterly. Any required maintenance shall also be conducted quarterly. Maintenance activities will include weeding, debris removal, replanting (if necessary), repair of any vandalism, fertilizing, and/or pest control. Maintenance activities will be dictated by the results of the quarterly monitoring effort. Quarterly reports and annual monitoring reports shall be submitted to Caltrans and the affected regulatory agencies. The annual monitoring report submitted at year 5 shall serve as a final completion report if the mitigation is successful.
- **BIO-10:** If federally listed plant species are determined to occur within the Biological Study Area and cannot be avoided, the project will obtain

incidental take authorization from the U.S. Fish and Wildlife Service through a Federal Endangered Species Act Section 7 Biological Opinion and Incidental Take Statement.

- **BIO-11:** If plant species listed by the state as endangered or threatened are found to occur within the Biological Study Area and cannot be avoided, the project must obtain incidental take authorization from the California Department of Fish and Wildlife through a California Endangered Species Act Section 2081 Incidental Take Permit.

2.3.4 Animal Species

This section also includes information on wildlife corridors and habitat connectivity. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation is the division of sensitive habitat, which may reduce its biological value.

Regulatory Setting

California Fish and Game Code

California Fish and Game Code Section 3503 includes provisions to protect the nests and eggs of birds. Sections 3511, 4700, 5050, and 5515 include provisions to protect Fully Protected species. The California Department of Fish and Wildlife is unable to authorize incidental take of Fully Protected species when activities are proposed in areas inhabited by those species. Any take of nesting birds and Fully Protected species must be avoided. Senate Bill 857 amended the California Fish and Game Code adding Article 3.5 (commencing with Section 156) to Chapter 1 of Division 1 of, the Streets and Highway Code, relating to fish passage. Specific provisions require that Caltrans locate, assess and remediate barriers to fish passage, specifically for anadromous naturally spawning salmon and steelhead populations.

Affected Environment

A biological survey and habitat assessment for sensitive species were conducted in the Biological Study Area by qualified biologists on March 28, 2014. The entire Biological Study Area was visually surveyed on foot except for a small landscaped area with ornamental vegetation where aerial imagery was used. All animal species within the Biological Study Area were inventoried and identified where feasible to verify the presence or absence of protected species and/or their habitat.

Although there is suitable habitat for 10 special-status species in the project area, none were observed during field surveys in 2014 and 2017. However, the following species have the potential to be in the Area of Potential Impact: wandering (saltmarsh) skipper (*Panoquina errans*), silvery legless lizard (*Anniella pulchra*), western pond turtle (*Emys marmorata*), Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), great blue heron (*Ardea herodias*), snowy egret (*Egretta thula*), white-tailed kite (*Elanus*

leucurus), loggerhead shrike (*Lanius ludovicianus*), and yellow warbler (*Setophaga petechia*).

Wandering (Saltmarsh) Skipper

The wandering (saltmarsh) skipper is listed as S2 by the California Department of Fish and Wildlife; S2 species are considered imperiled in the state. The wandering (saltmarsh) skipper is a small light-brown butterfly that is found along the coast and inhabits ocean bluffs, and open spaces near the ocean. The flight season extends from March to November and peaks during the summer (June to September). The flight season is when the females will lay eggs at the base of the larval host plants. This species' range extends along the California coast from the cape region of Baja California to Santa Barbara County. This species requires moist saltgrass for larval development. No wandering (saltmarsh) skippers were observed during field surveys conducted on March 21, 2014, but they have been observed in the Carpinteria Salt Marsh Reserve, southwest of the Biological Study Area so there is potential for this species to be present.

Silvery Legless Lizard

The silvery legless lizard is listed as a Species of Special Concern by the California Department of Fish and Wildlife. The silvery legless lizard is found in loose, sandy soils or leaf litter, with plant cover typically in sand dunes along the coast. No silvery legless lizards were observed during field surveys.

Western Pond Turtle

The western pond turtle is listed as a Species of Special Concern by the California Department of Fish and Wildlife. The western pond turtle is found in slow-moving rivers, streams, lakes ponds, wetlands, reservoirs, and brackish estuarine waters. This species prefers areas that provide logs, algae, or vegetation for cover, and boulders for basking. No western pond turtles were observed during field surveys; however, there are areas of ponded water and limited basking sites in the Biological Study Area, and there is a low potential for this species to be in the Biological Study Area.

Cooper's Hawk

The Cooper's hawk is on the California Department of Fish and Wildlife Watch List. This species is found in deciduous and mixed forests and open woodland habitats such as riparian woodlands and semiarid woodlands of the southwest. They also frequent agricultural fields and urban areas. Once considered to be rare to uncommon breeders along the south coast, Cooper's hawks are much more numerous and ubiquitous in most areas. The species has adapted to foraging and nesting in residential areas and in small stands of trees (like those along creeks and in parks), in otherwise urban settings. Although this species has potential to forage and nest in the Biological Study Area, the Cooper's hawk was not observed during field surveys.

Sharp-Shinned Hawk

The sharp-shinned hawk is on the California Department of Fish and Wildlife Watch List. This species is an uncommon permanent resident and breeder in mid-elevation habitats. It breeds in ponderosa pine, black oak, riparian deciduous, mixed conifer, and Jeffrey pine habitats and prefers, but is not restricted to, riparian habitats. This species is found on north-facing slopes and nests usually within 275 feet of water. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage, it is not expected to nest in the Biological Study Area, and the sharp-shinned hawk was not observed during field surveys.

Great Blue Heron

The great blue heron is listed as an imperiled species, with a ranking of S4, by the California Department of Fish and Wildlife; S4 species are considered uncommon, but not rare in the state. This species nests colonially in tall trees, cliff sides, and sequestered spots on marshes. This species forages in marshes, lake margins, tide flats, rivers, streams, and wet meadows. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage in the Biological Study Area, it is not expected to nest in the Biological Study Area; the great blue heron was observed during field surveys.

Snowy Egret

The snowy egret is listed as an imperiled species, with a ranking of S4, by the California Department of Fish and Wildlife. This species nests colonially in tall trees, cliff sides, and sequestered spots on marshes. This species forages in marshes, swamps, meadows, seeps, riparian forests, riparian woodlands, and wetlands. There is no suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat. Although this species has a high potential to forage in the Biological Study Area, it is not expected to nest in the Biological Study Area, and the snowy egret was not observed during field surveys.

White-Tailed Kite

This species is listed as Fully Protected by the California Department of Fish and Wildlife. The white-tailed kite is found in low-elevation grassland, wetland, oak woodland, low shrub, open woodlands, or savannah habitats. Riparian areas adjacent to open space areas are typically used for nesting, where kites prefer dense, broad-leaved deciduous trees for nesting and night roosting. In California, kites are known to be reliant on California voles (*Microtus californicus*) as a prey source, and habitat quality largely depends on abundance and availability of California voles. Lightly grazed or ungrazed fields generally support larger prey populations as well as alfalfa, hay, and irrigated pasture agricultural areas. Wetlands or marshes where California voles tend to be abundant are also important foraging habitat. There is no

suitable nesting habitat in the Biological Study Area; however, there is suitable foraging habitat in the neighboring salt marsh. This species has very low potential to forage in the Biological Study Area and is not expected to nest in the Biological Study Area. The white-tailed kite was not observed during field surveys.

Loggerhead Shrike

The loggerhead shrike is listed as a State Species of Concern by the California Department of Fish and Wildlife. This species is found in semi-open country with lookout posts, such as wires, trees, and scrub. This species builds nests in thorny vegetation in semi-open terrain, from large clearings in wooded regions to open grassland or desert with a few scattered trees or large shrubs. There is suitable and foraging nesting habitat in the Biological Study Area. This species was observed nesting in Carpinteria Salt Marsh in 2004 (Lehman, P.E., 2018). Although the loggerhead shrike was not observed during field surveys, this species has a high potential to forage and nest in the Biological Study Area.

Yellow Warbler

The yellow warbler is listed as a Species of Special Concern by the California Department of Fish and Wildlife. This species is found in riparian forest, riparian scrub, and riparian woodland habitats close to water. This species is frequently found nesting and foraging in willow shrubs and thickets, and can also be found in cottonwoods, sycamores, ash, and alders. The yellow warbler was not observed during field surveys; however, there is riparian vegetation including arroyo willow scrub in the Biological Study Area, and there is potential for this species to nest and forage in the Biological Study Area.

Habitat Connectivity

A migration or wildlife corridor is an area of habitat that connects two or more patches of habitat that would otherwise be isolated from each other. Wildlife corridors are typically adjacent to urban areas. A functional wildlife corridor allows for ease of movement between habitat patches. Corridors are important in preventing habitat fragmentation. Habitat fragmentation is typically caused by human development and can lead to a decrease in biodiversity and ecosystem functionality.

The land surrounding the Biological Study Area is mostly developed, except for the Carpinteria Salt Marsh Reserve to the south. According to the California Department of Fish and Wildlife Biogeographic Information and Observation System, there are no essential wildlife connectivity areas or natural landscape blocks in the Biological Study Area. The Biological Study Area is not likely to be used as a migration or travel corridor but may be used for local wildlife movement and foraging in the drainage ditch. The Union Pacific Railroad corridor, which is between the Carpinteria Salt Marsh

Reserve and the Biological Study Area, likely acts as an additional barrier to local migration.

Environmental Consequences

The Cooper's hawk (*Accipiter cooperii*) (on the California Department of Fish and Wildlife Watch List), sharp-shinned hawk (*Accipiter striatus*) (on the California Department of Fish and Wildlife Watch List), great blue heron (*Ardea herodias*) (considered imperiled in the state by the California Department of Fish and Wildlife), snowy egret (*Egretta thula*) (considered imperiled in the state by the California Department of Fish and Wildlife), white-tailed kite (*Elanus leucurus*) (a Fully Protected species), loggerhead shrike (*Lanius ludovicianus*) (listed as a Species of Special Concern by the California Department of Fish and Wildlife), yellow warbler (*Setophaga petechia*) (listed as a Species of Special Concern by the California Department of Fish and Wildlife), wandering saltmarsh skipper (*Panoquina errans*) (considered imperiled in the state by the California Department of Fish and Wildlife), silvery legless lizard (*Anniella pulchra*) (listed as a Species of Special Concern by the California Department of Fish and Wildlife), and western pond turtle (*Emys marmorata*) (listed as Species of Special Concern by the California Department of Fish and Wildlife) have potential to be in the Biological Study Area.

The loggerhead shrike and yellow-warbler could be directly impacted if they were nesting in the Area of Potential Impact during construction. The wandering saltmarsh skipper, silvery legless lizard, and western pond turtle could be directly impacted by construction activities if they were to be in the Area of Potential Impact during construction. In addition, special-status animal species could be indirectly impacted by temporary loss of habitat resulting from vegetation removal and re-contouring of the drainage ditch. However, with implementation of avoidance and minimization measures BIO-12 through BIO-16 discussed below, impacts on special-status animal species would be less than significant.

The Biological Study Area is not likely to be used as a wildlife migration or travel corridor. The Union Pacific Railroad corridor, which is between the Carpinteria Salt Marsh Reserve and the Biological Study Area, is expected to create an additional barrier to local migration. Therefore, the project is not expected to interfere with the movement of any native resident or migratory species.

Avoidance, Minimization, and/or Mitigation Measures

To avoid, minimize, and mitigate impacts on special-status animals, the following measures would be implemented:

BIO-12: The wandering (saltmarsh) skipper was not observed during surveys of the Biological Study Area. Focused preconstruction surveys for this species will be conducted by a qualified biologist during the appropriate time of year

(March through November) in the year prior to construction. If the species is present at this time, avoidance measures will be included with the project, which could include a work window in potential habitat areas to prevent impacts to this species.

BIO-13: A qualified biologist will examine the Area of Potential Impact for western pond turtles and silvery legless lizards no more than 24 hours before project activities begin and during any initial vegetation, woody debris, or tree removal or any other initial ground-disturbing activities. If either of these species is observed at any time before or during project activities, work activities with the potential to harm the species will cease. The individual will be allowed to leave the area of its own volition, if possible, or it will be relocated by a qualified biologist, in compliance with applicable project permit requirements.

BIO-14: If trimming, or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys will be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys will be repeated if trimming or removal activities are suspended for five days or more.

BIO-15: If an active bird nest is found in a tree proposed to be removed, Caltrans will coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The nest area will be avoided until the nest is vacated and juveniles have fledged.

BIO-16: If a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite is observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.

2.3.5 Threatened and Endangered Species

Regulatory Setting

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) provides legal protection for plants and animals that are in danger of extinction and classified as either threatened or endangered. Federal Endangered Species Act Section 7 requires federal agencies to make a finding on all federal actions as to the potential to jeopardize the continued existence of any listed species potentially affected by the action, including the approval by an agency of a public or private action, such as Federal Highway Administration funding or the issuance of a permit by the U.S. Army Corps of Engineers.

Critical Habitat is defined in Federal Endangered Species Act Section 3 as:

(i) The specific areas within the geographic area occupied by a species at the time it is listed in accordance with the Act, on which are found those physical or biological features that are:

(I) essential to the conservation of the species, and

(II) that may require special management considerations or protection; and

(ii) specific areas outside the geographic area occupied by a species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

Federal Endangered Species Act Section 7 requires that federal agencies shall, in consultation with the U.S. Fish and Wildlife Service and National Marine Fisheries Service, insure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of Critical Habitat. Per Federal Endangered Species Act Section 9, it is unlawful to “remove and reduce to possession” federally listed plant species from areas under federal jurisdiction. Federal Endangered Species Act Section 9 also protects federally listed fish and wildlife species from unlawful “take.” “Take” is defined by Federal Endangered Species Act as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.”

The documentation submitted to the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service analyzing impacts to federally listed species and Critical Habitat is typically a Biological Assessment. Once the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service review a Biological Assessment for a project, they may issue a federal Biological Opinion and Incidental Take Statement under Federal Endangered Species Act Section 7 that includes provisions for legal take, provided that specific mitigation measures are employed for construction.

California Endangered Species Act

California has a parallel mandate to the Federal Endangered Species Act, which is embodied in the California Endangered Species Act of 1984 and the Native Plant Protection Act of 1977. The California Endangered Species Act (CESA) ensures legal protection for plants listed as rare or endangered, and wildlife listed as threatened or endangered. The California Department of Fish and Wildlife regulates activities that may result in the “take” of such species. Take is defined as hunting, pursuing, catching, capturing, or killing, or attempting to hunt, pursue, catch, capture, or kill listed species. Unlike Federal Endangered Species Act, this definition does not encompass harm,

harassment, or habitat modification, but rather includes only acts leading to the death of a listed species.

Take of state-listed species requires a California Fish and Game Code Section 2081 Incidental Take Permit from the California Department of Fish and Wildlife. This process requires submittal of a permit application package and is like the Federal Endangered Species Act consultation process, except that the California Department of Fish and Wildlife is the regulatory and decision-making agency. As no state listed species are anticipated to be subjected to take for this proposed project, a Section 2081 Incidental Take Permit from the California Department of Fish and Wildlife will not be required.

Affected Environment

There is potential for three federal- or state-listed plant species to be in the Biological Study Area, including the federally and state endangered marsh sandwort (*Arenaria paludicola*), federally and state endangered salt marsh bird's beak (*Chloroyron maritimum* ssp. *maritimum*), and the federally endangered and state threatened Gambel's watercress (*Nasturtium gambelii*). No federally listed plant species were observed during focused botanical surveys of the Biological Study Area.

A biological survey and habitat assessment for two federally listed wildlife species—California red-legged frog and tidewater goby—were conducted in the Biological Study Area by qualified biologists on March 28, 2014. Although these species are known to occur in the region, surveys have determined that potentially suitable habitat is either lacking or not present within the Biological Study Area. A summary of the survey results for each species is provided below.

California Red-Legged Frog

There are no California Natural Diversity Database records of the California red-legged frog in the Carpinteria Salt Marsh. The nearest record of this species is from 2005 in the foothills of Carpinteria, about 2 miles northeast of the Biological Study Area. In addition, this area is outside of California red-legged frog critical habitat and outside of “core areas” in the U.S. Fish and Wildlife Service recovery plan.

Multiple surveys for this species conducted nearby as part of the U.S. 101: Carpinteria to Santa Barbara project, including U.S. Fish and Wildlife Service protocol surveys, were negative. This species was not observed during project-level surveys. There is a permanent water source with emergent vegetation in the Biological Study Area; however, the habitat in the Biological Study Area for this species is marginal. In addition, there is no direct connectivity to areas of known populations, and the freeway and other urban development create physical barriers to dispersal.

Water quality effects from the urban runoff running from the culverts beneath the freeway may restrict this species from inhabiting the drainage ditch. In addition, the saltwater in the Carpinteria Salt Marsh, some of which flows into portions of the project area during high tide, could result in a salinity too high for this species, and would be restrictive.

Based on this, and the results of recent surveys, this species is not expected to be in the Biological Study Area.

Tidewater Goby

The tidewater goby was not observed during project-level surveys. There is shallow, slow-moving water with emergent vegetation in the Biological Study Area; however, the habitat for this species is marginal. All records of this species in the Carpinteria Salt Marsh are historical, with the last record being in 1923.

According to personal communication with Dr. Kevin Lafferty in January 2015, there are no tidewater gobies in the Carpinteria Salt Marsh at this time. Dr. Lafferty conducts tidewater goby surveys for the U.S. Fish and Wildlife Service in Santa Barbara and is considered an expert on this species. According to the Recovery Plan for this species, there is available habitat in Carpinteria Salt Marsh. However, tidewater gobies were last collected here in 1923, and were not found in 1995 or 2003 during targeted surveys conducted by Dr. Lafferty.

In addition, according to the State Water Resources Board, the Carpinteria Salt Marsh is affected by high pollutant levels from agricultural land uses, urban/storm water, and sedimentation/siltation, which lowers the potential for this area to support the tidewater goby. Based on this, and the results of recent surveys and research, this species is not expected to be in the Biological Study Area.

Environmental Consequences

As potential suitable habitats are either lacking or not present within the Biological Study Area, the California red-legged frog and tidewater goby are not anticipated to be impacted by the project.

The Federal Endangered Species Act Section 7 effect determination is that the project would have no effect on federally listed plant or animal species.

Avoidance, Minimization, and/or Mitigation Measures

There would be no impact on threatened or endangered species; therefore, no avoidance, minimization, or mitigation measures are required.

2.3.6 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. 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.”

Federal Highway Administration guidance issued August 10, 1999 directs the use of the State’s invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a project.

Affected Environment

There are several species growing in the Biological Study Area that are listed by the Invasive Species Council of California as invasive to California, including giant reed, onion weed (*Asphodelis fistulosus*), sweet fennel (*Foeniculum vulgare*), and castor bean (*Ricinus communis*).

Environmental Consequences

Several species of invasive plants are found in the Biological Study Area; however, avoidance and minimization measures WQ-1 provided in Section 2.2.2, and BIO-1 provided in Section 2.3.1 would be implemented to avoid the spread of invasive plants and noxious weeds. The existing vegetation would be preserved to the extent feasible and Best Management Practices, such as identification of existing invasive species, avoidance of invasive species in erosion control, staff training, and equipment cleaning would be implemented in accordance with Executive Order 13112. Therefore, the introduction or spread of invasive species is not anticipated.

Avoidance, Minimization, and/or Mitigation Measures

None required.

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

Chapter 3 **CEQA Evaluation**

3.1 Determining Significance under CEQA

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (known as CEQA) and the National Environmental Policy Act (known as NEPA). The Federal Highway Administration's responsibility for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016 and executed by the Federal Highway Administration and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the main differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, will be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (the project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental document.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Each and every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CEQA Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (Best Management Practices) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 to provide you with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

3.2.1 Aesthetics

CEQA Significance Determinations for Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

- a) Have a substantial adverse effect on a scenic vista?

The following paragraph has been updated and revised since the draft environmental document was circulated.

Less Than Significant Impact

The Pacific Ocean and adjacent Carpinteria Salt Marsh Reserve are considered scenic resources that would be visible from the bike path. Mitigation Measure VIS-4 includes “Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible.” As discussed in Section 2.1.4, Visual Aesthetics of this Initial Study/Mitigated

Negative Declaration, the project would result in a less than significant impact with mitigation.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact

This area is eligible as a state scenic highway, but has not officially been designated. As discussed in Section 2.1.4, Visual Aesthetics of this Initial Study/Mitigated Negative Declaration, the project would result in a less than significant impact with mitigation.

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

No Impact

The project area is located within an urban setting. It would not conflict with applicable zoning or any regulations governing scenic quality.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact

Wall-mounted lights may be installed approximately 2.5 to 3 feet above the bike path surface. However, the lights would be low level and low to the ground.

3.2.2 Agriculture and Forest Resources

CEQA Significance Determinations for 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 Department 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? **No Impact**
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? **No Impact**
- 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))? **No Impact**
- d) Result in the loss of forest land or conversion of forest land to non-forest use? **No Impact**
- 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? **No Impact**

The project would have no impacts for questions a-e. As discussed in the beginning of Chapter 2, the project limits do not include any nearby agriculture or forest resources.

3.2.3 Air Quality

CEQA Significance Determinations for Air Quality

Where available, the significance criteria established by the applicable air quality management district 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?

No Impact

Although the project is in an area designated as a nonattainment area with respect to state ozone and particulate matter (PM10) ambient air standards, the project is included in the 2040 Regional Transportation Plan and Sustainable Communities Strategy. The project is in an area that is in attainment with federal air quality standards and would not obstruct implementation of the Clean Air Plan.

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

Less than Significant

As discussed in Section 2.2.4, Air Quality of this Initial Study/Mitigated Negative Declaration, Caltrans Standard Specifications, Section 14-9, measure AQ-1 will be followed during construction of this project.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant

As discussed above and in Section 2.2.4, Air Quality of this Initial Study/Mitigated Negative Declaration, Caltrans Standard Specifications, Section 14-9, measure AQ-1 would be followed during construction of the project to minimize pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant

Same reasoning as above.

3.2.4 Biological Resources

CEQA Significance Determinations for 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 Wildlife or U.S. Fish and Wildlife Service?

The following paragraph has been updated and revised since the draft environmental document was circulated.

Less than Significant with Mitigation

Special-status plant species have not been found and are not anticipated. However, updated floristic surveys will occur in 2020 to confirm presence or absence. As discussed in Section 2.3, Biological Environment, mitigation measures BIO-8 through BIO-11 would be added to the project if found. As discussed in Section 2.3.4, there is potential for 10 special-status wildlife species to be in the Biological Study Area. With implementation of mitigation measures BIO-12 through BIO-16, impacts on special-status species would be less than significant.

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 Wildlife or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation

With implementation of avoidance, minimization, and mitigation measures, impacts on wetlands and other waters of the United States and State would be less than significant.

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

Less than Significant with Mitigation

With implementation of the avoidance, minimization, and mitigation measures BIO-3 through BIO-6, impacts on wetlands and other waters of the United States and State would be less than significant.

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?

No Impact

No fish migration or wildlife corridors occur within the Biological Study Area.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **No Impact**

The project would not conflict with any applicable local policies or ordinances.

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? **No Impact**

No Habitat Conservation Plan is in effect for this area.

3.2.5 Cultural Resources

CEQA Significance Determinations for Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? **No Impact**

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? **No Impact**

c) Disturb any human remains, including those interred outside of dedicated cemeteries? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impacts to cultural resources.

3.2.6 Energy

CEQA Significance Determinations for Energy

Would the project:

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? **No Impact**
- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to energy.

3.2.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils

Would the project:

- a) Directly or indirectly cause 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? **No Impact**
 - ii) Strong seismic ground shaking? **No Impact**
 - iii) Seismic-related ground failure, including liquefaction? **No Impact**
 - iv) Landslides? **No Impact**
- b) Result in substantial soil erosion or the loss of topsoil? **No Impact**
- 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? **No Impact**
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? **No Impact**
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? **No Impact**

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **No Impact**

As discussed at the beginning of Chapter 2, constructing the bike path project in this vicinity would result in no impact to geologic resources.

3.2.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant

As discussed in Section 3.3, Climate Change - Greenhouse Gas Emissions, of this Initial Study/Mitigated Negative Declaration, the project would result in a less than significant impact.

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

Less than Significant

Refer to Section 3.3.

3.2.9 Hazards and Hazardous Materials

CEQA Significance Determinations for 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?

Less than Significant

As discussed in Section 2.2.3, Hazardous Waste and Materials, of this Initial study/Mitigated Negative Declaration, the project would result in a less than significant impact.

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? **Less than Significant**

Please refer to response in a).

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **No Impact**

Refer to Section 2.2.3.

d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment? **No Impact**

Refer to Section 2.2.3.

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 or excessive noise for people residing or working in the project area? **No Impact**

Not applicable to the proposed project.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant

Refer to beginning of Chapter 2.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact

Refer to beginning of Chapter 2.

3.2.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant with Mitigation

As discussed in Section 2.2.1 Hydrology and Floodplain and Section 2.2.2 Water Quality and Storm Water Runoff of this Initial Study/Negative Declaration, the project would result in a less than significant impact with mitigation.

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

Less than Significant

Refer to Section 2.2.1.

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

i) Result in substantial erosion or siltation on- or off-site;

Less than Significant with Mitigation

Refer to Section 2.2.1.

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

Less than Significant with Mitigation

Refer to Section 2.2.1

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

Less than Significant with Mitigation

Refer to Section 2.2.1.

iv) Impede or redirect flood flows?

Less than Significant with Mitigation

Refer to Section 2.2.1.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant with Mitigation

Refer to Section 2.2.1.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? **No Impact**

Refer to Section 2.2.1.

3.2.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning

Would the project:

a) Physically divide an established community? **No Impact**

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to land use and planning.

3.2.12 Mineral Resources

CEQA Significance Determinations for 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? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to mineral resources.

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? **No Impact**

Not applicable to this project.

3.2.13 Noise

CEQA Significance Determinations for Noise

Would the project result in?

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

Less than Significant

As discussed in Section 2.2.5, Noise and Vibration, of this Initial Study/Mitigated Negative Declaration, Caltrans standards will be followed during construction of the project. In addition, measures would be implemented to minimize construction noise at sensitive receptors, to the extent feasible.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant

Refer to Section 2.2.5.

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

Less than Significant

Refer to Section 2.2.5.

3.2.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Would the project:

a) Induce substantial unplanned 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)? **No Impact**

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to population and housing.

3.2.15 Public Services

CEQA Significance Determinations for 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? **No Impact**

As discussed at the beginning of Chapter 2, the bike path project would result in no impact to any public services.

- Police protection? **No impact**

Same reasoning as above.

- Schools? **No Impact**

Same reasoning as above.

- Parks? **No Impact**

Same reasoning as above.

- Other public facilities? **No Impact**

Same reasoning as above.

3.2.16 Recreation

CEQA Significance Determinations for 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? **No Impact**

As discussed at the beginning of Chapter 2, the project would result in no impact to recreation.

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? **No Impact**

The project itself serves dual purposes as both a commuter and recreational trail. No additional facilities are planned as part of this project.

3.2.17 Transportation

CEQA Significance Determinations for Transportation

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact

The project would construct a missing link needed for local bicycle facilities. It would not conflict with other planned transportation infrastructure.

b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant

The bike path is consistent with local planning documents and fulfills the need for bicycles in this segment of U.S. 101.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant

The project is being designed with safety in mind for bicyclists, pedestrians, and automobiles.

d) Result in inadequate emergency access?

Less than Significant

Construction of the bike path will not interfere with emergency access.

3.2.18 Tribal Cultural Resources

CEQA Significance Determinations for 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

No Impact

As discussed at the beginning of Chapter 2, the project would result in no impact to tribal and cultural resources.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. **No Impact**

Same reasoning as a).

3.2.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:

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

Less Than Significant with Mitigation

As discussed in Section 2.1.2, Utilities and Emergency Systems of this Initial Study/Mitigated Negative Declaration, the project would result in a less than significant impact with mitigation.

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

Less Than Significant

Except for water needed for planting native and drought-tolerant vegetation, this project does not require water supplies.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **No Impact**

Refer to Section 2.1.2.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact

See above.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? **No Impact**

This statement is not applicable.

3.2.20 Wildfire

CEQA Significance Determinations for Wildfire

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? **No Impact**

As discussed at the beginning of Chapter 2 and under the Climate Change discussion, the project would result in no impact to wildfire.

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

No Impact

Same reasoning as above.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? **No Impact**

Same reasoning as above.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? **No Impact**

Same reasoning as above.

3.2.21 Mandatory Findings of Significance

CEQA Significance Determinations for Mandatory Findings of Significance

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation

Construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. Construction of the bicycle path and retaining structures would result in temporary and permanent impacts on riparian habitat and wetlands regulated by the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, California Department of Fish and Wildlife, and the California Coastal Commission. However, with implementation of the avoidance, minimization, and mitigation measures BIO-1 through BIO-7, impacts on riparian habitat and wetlands would be less than significant. Therefore, the project would not degrade the quality of the environment or substantially reduce the habitat of a fish or wildlife species.

Special-status plant species were not observed during botanical surveys and are not expected to be in the Biological Study Area. Special-status animal species could be directly impacted by construction activities if they were to be in the Biological Study Area during construction. In addition, special-status animal species could be indirectly impacted by loss of habitat resulting from vegetation removal and re-contouring of the drainage ditch. Threatened or endangered plants could be directly impacted if they were to be trampled during construction and could be indirectly impacted from dust and/or pesticide use. However, with implementation of avoidance, minimization, and mitigation measures BIO-8 through BIO-16, impacts on special-status plant and animal species would be less than significant. Therefore, the project would not cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

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.)

Less Than Significant Impact with Mitigation

The project would have potential impacts on the coastal zone, utilities, traffic and transportation/pedestrian and bicycle facilities, visual/aesthetics, hydrology and floodplain, water quality and storm water runoff, hazardous waste materials, air quality, noise and vibration, and the biological environment. Therefore, the project could contribute to cumulative impacts on these resources, most likely on visual resources. The new fencing associated with this project would contribute to cumulative visual impacts in the U.S. 101 corridor and would contribute to cumulative impacts related to increased urban character because it would result in the loss of vegetation and the introduction of minor hardscaping features into a rural coastal area. However, the project would be consistent with the adjacent transportation corridor and industrial uses located on both ends of the project area.

The geographic boundary for cumulative impacts is the Santa Barbara County Association of Governments region. The Santa Barbara County Association of Governments 2040 Regional Transportation Plan/Sustainable Communities Strategy identifies other current and reasonably foreseeable transportation projects in the region. The project is part of a series of independent transportation improvement projects that are proposed along the U.S. 101 corridor in the county to alleviate traffic congestion and improve local and regional mobility within the nearby community. This includes the U.S. 101: Carpinteria to Santa Barbara project, which is proposed to add one high occupancy vehicle lane in each direction of U.S. 101 between Carpinteria and the City of Santa Barbara. The U.S. 101: Carpinteria to Santa Barbara project would also include repaving portions of U.S. 101 and upgrading the highway to meet current standards. The overall visual impact of the US 101: Carpinteria to Santa Barbara project would occur due to the increased urban character as a result of the added highway lanes, reduced landscaping, and proposed soundwalls at several locations (California Department of Transportation, 2014). However, new landscaping proposed for the U.S. 101: Carpinteria to Santa Barbara project, along with aesthetic treatment to walls, would help offset the urban appearance. The visual change related to the increase in scale and additional hardscape would be unavoidable and noticeable, and viewer sensitivity and response to change is expected to be high (California Department of Transportation, 2014). The U.S. 101: Carpinteria to Santa Barbara project would likely be constructed concurrently with this project.

There are several other major projects planned or under construction along the U.S. 101 corridor between the City of Goleta and south into Ventura County that would increase the scale of visual elements and increase the urban character within the U.S. 101 corridor. Due to the inherent alteration in scale, increase of hard surface, and loss of vegetative character of the other

proposed projects, there would be cumulative visual impacts. However, this project, and other projects along the corridor, would individually minimize or mitigate visual impacts to lessen the visual change to the corridor. Therefore, the cumulative visual impacts of this project, combined with the other transportation improvement projects proposed along U.S. 101, would not be cumulatively considerable. With the implementation of mitigation measures, impacts would be less than significant.

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

Less than Significant Impact with Mitigation

The Initial Study analysis shows that the project would not have environmental effects causing substantial adverse effects on human beings, directly or indirectly. Impacts associated with aesthetics, the utility and service systems, water quality and stormwater runoff, and the biological environment would all be reduced with implementation of mitigation measures mentioned in those corresponding sections, and in Appendix C. With implementation of these mitigation measures, impacts would be less than significant.

3.3 Climate Change

Environmental Setting

The project is in Santa Barbara County on southbound U.S. 101 between Estero Street near the Carpinteria Avenue off-ramp in the city of Carpinteria (Carpinteria) and Sand Point Road in the county. The project consists of constructing a bike path, which is consistent with the goals established for reducing greenhouse gas emissions. Major urbanized areas provide an excellent environment for bicycling and walking” (Santa Barbara County Association of Governments, 2013).

Project Analysis

Greenhouse gas emissions from transportation projects can be divided into those produced during operation of the State Highway System and those produced during construction. The primary greenhouse gases produced by the transportation sector are carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. Carbon dioxide emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of methane and nitrous oxide are emitted during fuel combustion. In addition, a small amount of hydrofluorocarbons emissions is included in the transportation sector.

Operational Emissions

The purpose of the proposed project is to improve bicycle and pedestrian travel in the project area; close a gap in the California Coastal Trail consistent

with City, County, and statewide plans and policies; and enhance and improve coastal access for bicycles and pedestrians consistent with local coastal plans and policies. The project will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project would not increase the number of travel lanes on U.S. 101, no increase in vehicle miles traveled would occur as result of project implementation. Therefore, this document focuses on greenhouse gas emissions during the construction period.

Construction Emissions

Construction greenhouse gas emissions would result from material processing, on-site construction equipment, and 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.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Construction-generated greenhouse gas emissions were quantified based on project-specific construction data provided for the project, using the California Emissions Estimator Model, version 2016.3.2. Greenhouse gas emissions would total approximately 135 metric tons of carbon dioxide equivalents over the anticipated construction period of 7 to 8 months. All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all California Air Resources Board emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations that reduce construction vehicle emissions, such as equipment idling restrictions and properly tuned and maintained engines, also help reduce greenhouse gas emissions. Construction traffic control measures and a construction staging plan would help minimize construction-related traffic delays and idling.

CEQA Conclusion

While the project will result in greenhouse gas emissions during construction, it is anticipated that the project would not result in any increase in operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions

of greenhouse gases. With the implementation of construction greenhouse gas-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce greenhouse gas emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 greenhouse gas emissions targets. Former Governor Edmund G. Brown promoted greenhouse gas reduction goals that involved (1) reducing today’s petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

Figure 3-1 Governor’s Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals



The transportation sector is integral to the people and economy of California. To achieve greenhouse gas emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. Greenhouse gas emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. A key state goal for reducing greenhouse gas emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (data from: <https://www.climatechange.ca.gov/>).

In addition, Senate Bill 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the California Air Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in Assembly Bill 32. Executive Order B-30-15, issued in April 2015, and Senate Bill 32 (2016), set an interim target to cut greenhouse gas emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (known as CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with carbon dioxide reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

Senate Bill 391 (Liu 2009) requires the California Transportation Plan to meet California's climate change goals under Assembly Bill 32. Accordingly, the California Transportation Plan 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. While Metropolitan Planning Organizations have primary responsibility for identifying land use patterns to help reduce greenhouse gas emissions, the California

Transportation Plan 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce greenhouse gas emissions, among other goals. Specific performance targets in the plan that will help to reduce greenhouse gas emissions include the following:

- Increasing percentage of non-auto mode share
- Reducing vehicle miles traveled per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) greenhouse gas emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce greenhouse gas reduction emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy; contribute to the State's greenhouse gas reduction targets and advance transportation-related greenhouse gas emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

Caltrans Policy Directives and Other Initiatives

The Caltrans Director's Policy 30 Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities. Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

Project-Level Greenhouse Gas Reduction Strategies

The following measures will also be implemented in the project to minimize and reduce greenhouse gas emissions and potential climate change impacts from the project.

GHG-1: To improve energy efficiency, any necessary lighting would incorporate the use of LED lighting within the project limits.

GHG-2: To improve water efficiency, vegetation would be replaced with native and drought tolerant plants. Low-flow drip irrigation will be utilized during the plant establishment period.

GHG-3: The project is a Complete Streets project.

GHG-4: The project would Incorporate native plants and vegetation, which includes replacing more vegetation than was removed to the project design to increase carbon sequestration.

GHG-5: The project would Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.

GHG-6: During project construction idling would be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment per Caltrans standard specifications.

GHG-7: The project will reduce construction waste and maximize the use of recycled materials by potentially recycling concrete and metal beam guard railing for repair and maintenance in other areas. This would reduce consumption of raw materials, reduce landfill waste, and encourage cost savings.

GHG-8: Improved fuel efficiency would be encouraged for construction equipment by using the following methods: 1.) Maintain equipment in proper tune and working condition; 2.) Right size equipment for the job; 3.) Use equipment with new technologies.

GHG-9: Maximize use of recycled materials (e.g., tire rubber).

GHG-10: The project would attempt to balance earthwork by balancing cut and fill quantities to the maximum extent feasible.

GHG-11: Alternative fuels such as renewable diesel should be used for construction equipment.

GHG-12: Schedule truck trips outside of peak morning and evening commute hours.

GHG 13: Reduce need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.

Adaptation

Reducing greenhouse gas emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer

periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under the National Environmental Protection Act, known as “NEPA” assignment, Caltrans is obligated to comply with all applicable federal environmental laws and Federal Highway Administration NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S. Code Chapter 56A § 2921 et seq). The Fourth National Climate Assessment (data from: <https://nca2018.globalchange.gov/>), published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.” Chapter 12, “Transportation,” presents a key discussion of vulnerability assessments. It notes that “asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime.”

The U.S. Department of Transportation Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of the Department of Transportation in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions (data from https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm).”

Federal Highway Administration order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established Federal Highway Administration policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems (data from <https://www.fhwa.dot.gov/legisregs/directives/orders/5520.cfm>).

Federal Highway Administration has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (data from <https://www.fhwa.dot.gov/environment/sustainability/resilience>).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. The 2018 California's Fourth Climate Change Assessment (data from: <http://www.climateassessment.ca.gov/>) is the state's latest effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience". Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

Executive Order S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

Executive Order S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* in 2010, with instructions for how state agencies could incorporate “sea-level rise projections into planning and decision making for projects in California” in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the State of California Sea-Level Rise Guidance Update in 2018 (data from: <http://www.opc.ca.gov/updating-californias-sea-level-rise-guidance/>).

Executive Order B 30 15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This order recognizes that effects of climate change other than sea-level rise also threaten California’s infrastructure. At the direction of Executive Order B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach (data from: <http://resources.ca.gov/climate/safeguarding/state-policies-and-programs/>). Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

Assembly Bill 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California* (<http://resources.ca.gov/climate/climate-safe-infrastructure-working-group-2/>). The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Project-Level Adaptation Strategies

Sea-Level Rise

The project lies within the Santa Barbara County coastal zone and falls within two local coastal program areas, the County's Coastal Land Use Program and the City's General Plan and Local Coastal Program (County of Santa Barbara, 2014) (City of Carpinteria, 2003). The County adopted a separate coastal land use program in 1982 (amended in March 2019) and the City adopted a local coastal program in combination with their general plan (amended in November 2015). Both local coastal programs were certified by the California Coastal Commission per the California Coastal Act of 1976 §§ 30108.6, 30500. Local Coastal Program Resolution No. 18-174 allows new development, along with a list of specific public projects, including this project, to encroach into wetlands or within the 100-foot wetland buffer strip. The City's Local Coastal Program amendment also led to policy revisions of the Land Use Plan and Implementation Plan to allow for development of various improvements along the U.S. 101 corridor and the related transportation network in the City. The project would enhance and improve coastal access for bicyclists and pedestrians, which is consistent with local coastal policies and plans. As previously stated, this bike path project serves as a balancing

project for the U.S. 101 Widening: Carpinteria to Santa Barbara project (formerly known as the South Coast 101 HOV Lanes project).

The State of California 2018 Sea-Level Rise Guidance Document (Guidance) provides probabilistic projections for the height of sea-level rise along the California Coast using improved data from the Ocean Protection Council. The guidance document outlines a five-step approach for evaluating the risks associated with sea-level rise at a given location.

The first step is identifying the nearest tide gauge. The Santa Barbara tide gauge is the nearest to the project area. The second and third steps involve estimating the projection year that should be used in the analysis, which would be year 2060 for the project assuming a 40-year design life (based on the 40-year design life of the concrete pavement that would be used for the bike path) and a construction year of 2020. The fourth and fifth steps involve assigning the risk and tolerance for the site. Caltrans' adopted policies are to use the high emissions scenario and a 1-in-200 chance (0.5 percent probability). At the Santa Barbara tide gauge, the most likely (66 percent probability) range of Sea-Level Rise under a high-emissions scenario (RCP 8.5, "business-as-usual") in 2060 is projected to be between 0.6 and 1.3 feet compared to sea level in baseline year 2000. The 1-in-200 chance Sea Level Rise is 2.5 feet, while under the most extreme scenario (no probability calculated), sea-level rise would reach 3.6 feet in 2060. The projected most likely annual rate of Sea Level Rise for Santa Barbara is between 0.13 inch (3.3 millimeters) and 0.32 inch (8.2 millimeters) per year.

The project would be vulnerable to the effects of sea-level rise including inundation, wave impacts, and coastal flooding. The bike path would be profiled at approximately the same elevation as the southbound lanes of U.S. 101. Visualization of sea-level rise in the Cal-Adapt tool suggests potential maximum inundation depth of up to about 1.5 inches in the project area during a 100-year storm with 1.6 feet (0.5 meter) of sea-level rise in 2060 (the most extreme case of H++) (see Figure 3-2). However, the Guidance indicates that the probability of sea-level rise reaching even 1 foot in 2060 under a high-emissions scenario is just 1.3 percent.

Sea-level rise will narrow beaches and drown marshes or turn them to mudflats with a loss of their ecosystem services including carbon sequestration (Langridge 2018). However, the proposed project would not conflict with wetland setbacks identified in several coastal policies (see Section 2.1.1, Coastal Zone). The project will comply with the mitigation requirements outlined in both the County's and City's amended local coastal plans. Applicable measures to minimize wetland impacts have been incorporated into topics in Section 2.3, Biological Environment.

Figure 3-2 Cal-Adapt Sea Level Rise—Water Depth During Likely 100-Year Storm (2040 worst-case emissions scenario)



The project design includes several features that would increase its adaptability to sea level rise including saltwater resistant concrete mixes; increased concrete cover over reinforcing steel; or epoxy coated steel. The wall laggings (between the piles) would be wood, which is a common building material used in and near the marine environment. In addition, concrete pavement would be used instead of asphalt concrete, which is more weather-resistant. Finally, the project would include open railing (ST-70/ST-75) on the freeway side of the bike path that allows water to flow through the railings instead of blocking the flow path.

Floodplain

The project area lies in a Federal Emergency Management Agency Zone “A.E.” floodplain, a special flood hazard area subject to inundation by the 1 percent (100-year) annual flood. Constructing the bike path will create new impervious surfaces for stormwater runoff. The sheet flow would drain into the adjacent ditch and existing storm drain system. Project-related excavation would increase the width of some segments of the ditch, enhancing its capacity; the project will be designed to ensure the ditch provides enough capacity to accommodate additional drainage flow. Low-impact development features will be incorporated in project design to encourage surface water infiltration. See Section 2.2.1, Hydrology and Floodplain, for a detailed discussion.

Temperature

California’s Fourth Climate Change Assessment Central Coast Summary Report notes that maximum and minimum temperatures in this region are expected to increase through the next century. In Santa Barbara County, under the Representative Concentration Pathway 8.5 scenario, temperatures are projected to increase from the historical (1961–1990) average maximum of 68.6 degrees Fahrenheit to 71 degrees Fahrenheit by 2039, and to 75 degrees Fahrenheit by 2100. Maximum average annual temperature in the County is projected to reach 87.5 degrees Fahrenheit (Langridge 2018). Minimum temperatures could rise from historical average of 43 degrees Fahrenheit to 45.3 degrees Fahrenheit by 2039- and 50.2-degrees Fahrenheit by 2099 (data from <https://www.climateassessment.ca.gov/>). The projected range of temperature change is well within the temperature tolerances of pavement materials likely to be used for the bike lane.

Wildfire

The project area lies between a coastal marsh, railroad tracks, U.S. 101, and a built-up urban area. It is outside any CalFire very high fire hazard severity zone.

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis required, potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements.

This chapter summarizes the results of Caltrans efforts to identify, address, and resolve project-related issues through early and continuing coordination.

The following paragraph has been and revised since the draft environmental document was circulated.

Agency consultation for this project has been accomplished through a variety of formal and informal methods, including Project Development Team meetings, interagency coordination meetings, and the like. On the day the Initial Study with proposed Mitigated Negative Declaration was released, a public notice appeared in the *Santa Barbara News-Press*. The public notice included an opportunity for a public hearing and dates of the public comment period (December 6, 2019 to January 6, 2020). No requests were received.

In addition to the public notice appearing in the *Santa Barbara News-Press*, Notice of Availability letters were sent to those agencies and groups listed in Chapter 6. The Notice of Availability letters and public notice included a link to the environmental document posted online as well as locations where the document could be found. Comments received during the public comment period are contained in Appendix D.

- The Native American Heritage Commission was contacted for a review of the Sacred Lands file and a list of Native American groups in September 2015 and August 2017. The Native American Heritage Commission stated there are no sacred lands in their file and provided a list of 16 Native American contacts in 2015, and a list of six Native American contacts in 2017. A letter was sent to the Native American contacts listed below. Only Patrick Tumamait responded and requested to speak with the lead agency.
 - Julie Lynn Tumamait-Stennslie, Barbareno/Ventureno Band of Mission Indians
 - Patrick Tumamait, Barbareno/Ventureno Band of Mission Indians
 - Kenneth Kahn, Tribal Chairman – Santa Ynez Band of Chumash Indians

- Eleanor Arrellanes, Barbareno/Ventureno Band of Mission Indians
- Raudel Joe Banuelos, Jr., Barbareno/Ventureno Band of Mission Indians
- Mia Lopez, Chairperson – Coastal Band of the Chumash Nation
- A letter was sent to the following five Native American contacts in October 2017, in accordance with Assembly Bill 52. No responses were received.
 - Eleanor Arrellanes, Barbareno/Ventureno Band of Mission Indians
 - Julie Lynn Tumamait-Stenslie, Barbareno/Ventureno Band of Mission Indians
 - Kenneth Kahn, Tribal Chairman – Santa Ynez Band of Chumash Indians
 - Mia Lopez, Chairperson – Coastal Band of the Chumash Nation
 - Patrick Tumamait, Barbareno/Ventureno Band of Mission Indians
- Letters were sent to the Carpinteria Valley Historical Society and Museum, Santa Barbara Trust for Historic Preservation Presidio Research Center, Santa Barbara County Historic Landmarks Advisory Commission (Commission), Santa Barbara County Genealogical Society, and Carpinteria Branch Library on Carpinteria Avenue in September 2017. Only the Commission responded via email on October 2, 2017 requesting additional information regarding historic resources in the vicinity of the project and requesting written reports of historic resources.
- A meeting was held with the Santa Claus Lane Business Association on October 1, 2018. Details related to the project were presented, and the group provided comments related to project design.
- A meeting was held with the Santa Barbara BIKE (Bike Coalition) in Carpinteria on November 8, 2018. Details related to the project were presented; the group asked questions related to project design and timing.

Chapter 5 **List of Preparers**

This document was prepared by the following Caltrans Central Region staff:

Yvonne Hoffmann, Associate Environmental Planner. B.S., Natural Resource Planning, Humboldt State University; 19 years of environmental planning experience and 13 years of city planning experience. Contribution: Oversight of Initial Study/Mitigated Negative Declaration.

Robert Carr, Associate Landscape Architect. B.S., Landscape Architecture, California Polytechnic State University, San Luis Obispo; 29 years of experience preparing Visual Impact Assessments. Contribution: Oversight of Visual Impact Assessment.

Damon Haydu, Associate Environmental Planner (Archaeology). M.A., Cultural Resource Management, Sonoma State University; B.A., Anthropology, University of California at Santa Cruz; more than 20 years of experience in California and Great Basin archaeology. Contribution: Professionally Qualified Staff-Principal Investigator, Prehistoric and Historical Archaeology.

Joel Kloth, Engineering Geologist. B.S., Geology, California Lutheran University; more than 30 years of experience in petroleum geology, geotechnical geology, and environmental engineering/geology-hazardous waste. Contribution: Oversight of Initial Site Assessment and Hazard Waste memorandum.

Isaac Leyva, Engineering Geologist. B.S., Geology; 29 years of experience in petroleum geology, environmental geology, geotechnical engineering. Contribution: Oversight of Water Quality Report.

Morgan Robertson, Associate Environmental Planner (Natural Sciences). M.S., Wildlife Biology, University of Alaska, Fairbanks; B.S., Biology, University of California, Davis; more than 20 years of biology experience. Contribution: Oversight of Natural Environment Study.

Raymond Gomez, Transportation Engineer (Civil). B.S. Civil Engineering – Environmental Emphasis, Carroll College, Helena, Montana; less than 1 year of experience in air quality and traffic noise modeling. Contribution: Oversight of Air and Noise Technical Studies.

This document was prepared by the following GPA Consulting staff:

Catrina Gomez, Senior Environmental Planner. M.S., Environmental Science and Management, Bren School of Environmental Science and Management, University of California at Santa Barbara; 15 years of environmental planning experience. Contribution: Quality Assurance Quality Control Reviewer.

Laura Comstock, AICP, Senior Environmental Planner. Master of Urban and Regional Planning, University of Hawaii at Manoa; 7 years of environmental planning experience. Contribution: Technical Reviewer.

Allie Acuña, Associate Environmental Planner. B.S., Environmental Science and Management, University of California, Davis; 3 years of environmental planning experience. Contribution: Preparer of the Initial Study with Mitigated Negative Declaration.

Nicole Ackerman, Environmental Planner. B.S., Environmental Studies, California State University, Sacramento; 1 year of environmental planning experience. Contribution: Preparer of the Initial Study with Mitigated Negative Declaration.

Jennifer Johnson, Senior Biologist. B.S., Marine Biology, California State University, Long Beach; 10 years of biology experience. Contribution: Preparer of the Initial Study with Mitigated Negative Declaration.

Martin Rose, Senior GIS Analyst. BCE, MCP Georgia Institute of Technology; 20 years of GIS experience. Contribution: Spatial data analysis and mapping.

Chapter 6 **Distribution List**

The following is the distribution list for the Santa Claus Lane Class I Bike Path project.

- County of Santa Barbara, Planning and Development, 123 East Anapamu Street, Santa Barbara, CA 93101
- Governor's Office of Planning and Research, State Clearinghouse, 1400 Tenth Street/P.O. Box 3044, Sacramento, CA 95812
- County of Santa Barbara, Office of Public Works, 105 East Anapamu Street, #301, Santa Barbara, CA 93101
- State Water Resources Control Board, P.O. Box 100, Sacramento, CA 95812
- California Department of Fish and Wildlife, Attention: Sarah Raines, South Coast Region, P.O. Box 279, Newbury Park, CA 91319
- Santa Barbara County Air Pollution Control District, Attention: Aeron Arlin Genet, 260 North San Antonio Road - Suite A, Santa Barbara, CA 93110
- Santa Barbara County Flood Control Agency, 123 East Anapamu Street, Santa Barbara, CA 93101
- Carpinteria Valley Chamber of Commerce, 1056-B Eugenia Place, Carpinteria, CA 93013
- U.S. Fish and Wildlife Service, Ventura Fish and Wildlife Office, 2493 Portola Road - Suite B, Ventura, CA 93003
- Hall of Records, County Clerk-Recorder, P.O. Box 159, Santa Barbara, CA 93102
- Santa Barbara County Association of Governments, Attention: Fred Luna, 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110
- Water Quality Control Board, Central Coast Region, Attention: Jon Rohrbough, P.E., 895 Aerovista Place, Suite 101, San Luis Obispo, CA 93401
- U.S. Army Corps of Engineers - Los Angeles District, 925 Wilshire Boulevard, Los Angeles, CA 90017
- Mayor Wade Nomura, City of Carpinteria, 5775 Carpinteria Avenue, Carpinteria, CA 93013,
- Agricultural Commissioner's Office, Santa Barbara Office, 263 Camino del Remedio, Santa Barbara, CA 93110
- Supervisor Das Williams, 105 East Anapamu Street - 4th Floor, Santa Barbara, CA 93101
- Department of Conservation, 801 K Street, MS 24-01, Sacramento, CA 95814
- California Highway Patrol, 6465 Calle Real, Goleta, CA 93117

- California Air Resources Board, 1001 I Street, P.O. Box 2815, Sacramento, CA 95812
- California Coastal Commission, Central Coast Region, 89 South California Street, #200, Ventura, CA 93001
- Santa Barbara Bicycle Coalition, P.O. Box 92047, Santa Barbara, CA 93190
- Steve Kent, 1201 High Ridge Lane, Santa Barbara, CA 93103
- Carpinteria City Library, 5141 Carpinteria Avenue, Carpinteria, CA 93013
- Eastside Branch Library, 1102 East Montecito Street, Santa Barbara, CA 93103
- City of Carpinteria, Community Development Department, 5775 Carpinteria Avenue, Carpinteria, CA 93013
- U.S. Army Corps of Engineers, North Coast Branch, Regulatory Division; Los Angeles District, Attention: Crystal L. M. Huerta/Antal Szijj, 2151 Alessandro Drive, Suite 110, Ventura, CA 93001
- Summerland Citizens Association, P.O. Box 508, Summerland, CA 93067
- City of Carpinteria, Attention: Dave Durflinger, 5775 Carpinteria Avenue, Carpinteria, CA 93013

Appendix A Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

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NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in blue ink, appearing to read 'Toks Omishakin'.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix B Avoidance, Minimization and/or Mitigation Summary

To ensure that all the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record that follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in the Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. Because the following Environmental Commitments Record is a draft, some fields have not been completed; they will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in this Environmental Commitments Record.

Environmental Commitments Record

The following table has been revised in response to comments received during the public review period.

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
<p>AQ-1: The construction contractor shall comply with Caltrans' Standard Specifications (2018) including, but not limited to, the following:</p> <ul style="list-style-type: none"> • Section 14-9 specifically requires compliance with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. • Sections 7-1.04, 10-5, and 18-1.03 are directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18. • Section 13-4.03F includes specifications for minimizing dust associated with street sweeping. • Section 13-7.03C is directed at controlling dust at construction site entrances and the tracking of soil and sediment onto public roads. 	<p>Caltrans Environmental Construction Liaison/Resident Engineer</p>	<p>Construction</p>
<p>N-1: Project construction shall comply with Caltrans' Standard Specifications, Section 14-8.02. Per Section 14-8.02 Noise Control, construction noise shall not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.</p> <p>Construction noise at residential areas would be minimized during evening, nighttime, weekend, and holiday periods to the extent feasible. The contractor shall implement appropriate noise abatement measures, including but not limited to, changing the location</p>	<p>Caltrans Environmental Construction Liaison/Resident Engineer</p>	<p>Construction</p>

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
<p>of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control technologies.</p> <p>In case of construction noise complaints by the public, the construction manager shall be notified and the specific noise producing activity may be changed, altered, or temporarily suspended, if necessary.</p>		
<p>WQ-1: Work areas would be reduced to the maximum extent feasible, and staging areas would be in the upland area, outside of the drainage.</p>	<p>Caltrans Environmental Construction Liaison/Resident Engineer</p>	<p>Construction</p>
<p>WQ-2: Best Management Practices, such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.</p>	<p>Caltrans Environmental Construction Liaison/Resident Engineer</p>	<p>Construction</p>
<p>WQ-3: Appropriate hazardous material Best Management Practices would be implemented to reduce the potential for chemical spills or contaminant releases into the creek, including any non-stormwater discharge.</p>	<p>Caltrans Environmental Construction Liaison/Resident Engineer</p>	<p>Construction</p>
<p>WQ-4: All equipment refueling, and maintenance would be conducted in the upland staging area outside of the drainage. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be</p>	<p>Caltrans Environmental Construction Liaison/Resident Engineer</p>	<p>Construction</p>

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
placed under all equipment that is parked and not in operation.		
WQ-5: Erosion control would be conducted using seed mixes with non-invasive species.	Caltrans Environmental Construction Liaison/Resident Engineer	Construction
BIO-1: Vegetation removed from the Biological Study Area will be treated and disposed of in a manner that would prevent the spread of invasive species on-site or off-site.	Caltrans Resident Engineer/Qualified Biologist	Construction
BIO-2: To mitigate for temporary impacts, restoration plantings will be completed on-site and in-kind, using native species.	Caltrans Biologist	Construction/Post-Construction
<ul style="list-style-type: none"> BIO-3: Mitigation for loss and disturbance of U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction. 	Caltrans Biologist	Regulatory Permitting
BIO-4: Compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and/or off-site replacement. Mitigation for permanent impacts to wetland, riparian, and non-vegetated streambank is expected to be completed on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional off-site mitigation for permanent impacts is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the	Caltrans Biologist	Regulatory Permitting

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
<p>project area. Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.</p>		
<p>BIO-5: Permanent impacts to California Coastal Commission (CCC) wetlands will be mitigated at a 3:1 ratio, and temporary impacts will be mitigated at a 1:1 ratio. The existing drainage ditch within the Biological Study Area is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101. Therefore, the wetlands are not natural and a 3:1 mitigation ratio is appropriate. Compensatory mitigation for impacts to California Coastal Commission wetlands will be consistent with all measures in the Transportation Corridor Wetland Overlay District (TWCOD) for the City (2014) and the Transportation Corridor Wetland Overlay District (TCWOD) for the County (2019). Wetland delineation verification will be conducted at the same time as floristic surveys for special-status plant species prior to construction.</p>	<p>Caltrans Biologist</p>	<p>Construction/Post-Construction</p>
<p>BIO-6: Encroachment into Coastal Commission wetland buffers will be mitigated by enhancing all portions of the remaining buffer area through invasive species removal, native vegetation screening, native species planting, and water quality improvements. Mitigation for wetland buffers will be consistent with the Transportation Corridor Wetland Overlay District for the City (2014) and the Transportation Corridor Wetland Overlay for the County (2019).</p>	<p>Caltrans Biologist</p>	<p>Construction/Post-Construction</p>
<p>BIO-7: Mitigation plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan to be included in the final Mitigation Monitoring Plan (MMP) prepared by a Caltrans biologist.</p>	<p>Caltrans Biologist</p>	<p>Design/Pre-Construction</p>

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
<p>The plan will include all measures for coastal wetlands in the Transportation Corridor Wetland Overlay District for the City of Carpinteria (2014) and the Transportation Corridor Wetland Overlay District for the County (2019). The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities, monitoring schedules, and reporting to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.</p>		
<p>BIO-8: If any special-status plant species are observed during the surveys, high visibility Environmentally Sensitive Area (ESA) protective fencing would be installed around the special-status plants to prevent construction staff or equipment from entering the designated area. Environmentally Sensitive Area fencing would include a minimum buffer radius to be determined by a qualified biologist.</p>	<p>Caltrans Biologist/Qualified Biologist</p>	<p>Pre-Construction/Construction</p>
<p>BIO-9: If special-status plant species cannot be avoided, impacts to special-status plant species will be mitigated by implementing the following measures, (a) replace species within the project right of way through installation of plantings/seed material; and/or (b) retain topsoil and duff material from the project site, or mitigation bank within the known geographic range of the species, for redistribution on</p>	<p>Caltrans Biologist/Qualified Biologist</p>	<p>Construction/Post-Construction</p>

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
<p>the site following construction. A minimum replacement ratio of 2:1 shall be provided. Planting materials and methods, short- and long-term maintenance requirements, success criteria, and monitoring and reporting methodology shall be implemented so that within five years, perennial species replacement plantings shall have a 75 percent survivability goal. For annual species, seeding of the targeted special-status species shall achieve 15 percent relative cover within five years. The percent cover shall be determined using a recognized methodology, selected by the project biologist in coordination with the appropriate resource agencies; however, the Daubenmire or point intercept methods as described by Sampling Vegetation Attributes (Natural Resources Conservation Service 1996) are recommended. Compensatory mitigation plantings shall be monitored quarterly. Any required maintenance shall also be conducted quarterly. Maintenance activities will include weeding, debris removal, replanting (if necessary), repair of any vandalism, fertilizing, and/or pest control. Maintenance activities will be dictated by the results of the quarterly monitoring effort. Quarterly reports and annual monitoring reports shall be submitted to Caltrans and the affected regulatory agencies. The annual monitoring report submitted at Year 5 shall serve as a final completion report if the mitigation is successful.</p>		
<p>BIO-10: If federally listed plant species are determined to occur within the Biological Study Area and cannot be avoided, the project will obtain incidental take authorization from the U.S. Fish and Wildlife Service through a Federal Endangered Species Act</p>	<p>Caltrans Biologist</p>	<p>Regulatory Permitting</p>

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
Section 7 Biological Opinion and Incidental Take Statement.		
BIO-11: If plant species listed by the state as endangered or threatened are found to occur within the Biological Study Area and cannot be avoided, the project must obtain incidental take authorization from the California Department of Fish and Wildlife through a California Endangered Species Act Section 2081 Incidental Take Permit.	Caltrans Biologist	Regulatory Permitting
BIO-12: The wandering (saltmarsh) skipper was not observed during surveys of the Biological Study Area. Focused preconstruction surveys for this species will be conducted by a qualified biologist during the appropriate time of year (March through November) in the year prior to construction. If the species is present at this time, avoidance measures will be included with the project, which could include a work window in potential habitat areas to prevent impacts to this species.	Caltrans Biologist/Qualified Biologist	Pre-Construction
BIO-13: A qualified biologist will examine the Area of Potential Impacts (API) for western pond turtles and silvery legless lizards no more than 24 hours before project activities begin and during any initial vegetation, woody debris, or tree removal or any other initial ground-disturbing activities. If either of these species is observed at any time before or during project activities, work activities with the potential to harm the species will cease. The individual will be allowed to leave the area of its own volition, if possible, or it will be relocated by a qualified biologist, in compliance with applicable project permit requirements.	Caltrans Biologist/Qualified Biologist	Pre-Construction/Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
<p>BIO-14: If trimming, or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys will be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys will be repeated if trimming or removal activities are suspended for five days or more.</p>	<p>Caltrans Biologist/Qualified Biologist</p>	<p>Pre-Construction/Construction</p>
<p>BIO-15: If an active bird nest is found in a tree proposed to be removed, Caltrans will coordinate with CDFW to determine an appropriate buffer based on the habits and needs of the species. The nest area will be avoided until the nest is vacated and juveniles have fledged.</p>	<p>Caltrans Biologist</p>	<p>Pre-Construction/Construction</p>
<p>BIO-16: If a sharp-shinned hawk, great blue heron, snowy egret, or white-tailed kite are observed foraging within the construction zone, it will be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.</p>	<p>Caltrans Biologist</p>	<p>Construction</p>
<p>VIS-1: Staging areas would be located away from the public view where feasible. These areas would be fenced to reduce visibility, and would be kept clean and orderly. Soil and debris piles would be covered when not in active use.</p>	<p>Caltrans Resident Engineer/Contractor</p>	<p>Construction</p>
<p>VIS-2: Vegetation removal would be minimized to the extent feasible. Vegetated areas temporarily disturbed by the project would be restored following project construction using a context sensitive design that is visually compatible with the surrounding landscape and consistent with existing policy regarding wetlands protection and buffers.</p>	<p>Caltrans Resident Engineer/Contractor</p>	<p>Construction/Post-Construction</p>

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
<p>VIS-3: Impacts to native oak trees with a greater than six inches diameter at breast height would be offset by planting at a 3:1 replacement ratio for each oak tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). All oak tree plantings will be monitored to ensure successful revegetation at six months, and then one per year for three years following the plantings. All replacement plantings will be detailed in Caltrans' Landscape Planting Plans, to be developed during final design of the project.</p>	<p>Caltrans Biologist</p>	<p>Construction/Post-Construction</p>
<p>VIS-4: Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the Highway 101 corridor and the proposed bike path to the extent feasible.</p>	<p>Caltrans Resident Engineer</p>	<p>Design</p>
<p>VIS-5: Barriers, fencing, and other hardscape elements would be designed using materials and aesthetic treatments that are compatible with the surrounding landscape features.</p>	<p>Caltrans Resident Engineer</p>	<p>Design</p>
<p>VIS-6: Signage would be designed and located to minimize impacts on views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.</p>	<p>Caltrans Resident Engineer</p>	<p>Design/Construction</p>
<p>UT-1: Coordination between Caltrans and service providers would strive to ensure that utilities and services are not disrupted. Pre-construction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the project would be relocated, avoided, or protected in place.</p>	<p>Caltrans Resident Engineer/Utility Service Providers</p>	<p>Pre-Construction/Construction</p>

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
GHG-1: To improve energy efficiency, any necessary lighting will incorporate the use of LED lighting within the project limits.	Caltrans Resident Engineer	Design/Construction
GHG-2: To improve water efficiency, vegetation will be replaced with native and drought tolerant plants. Low-flow drip irrigation will be utilized during the plant establishment period.	Caltrans Resident Engineer	Design/Construction
GHG-3: The project is a Complete Streets project.	Caltrans Resident Engineer	Design
GHG-4: The project will Incorporate native plants and vegetation, which includes replacing more vegetation than was removed to the project design to increase carbon sequestration.	Caltrans Resident Engineer	Design/Construction
GHG-5: The project will Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.	Caltrans Resident Engineer	Design/Construction
GHG-6: During project construction idling will be limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment per Caltrans standard specs.	Caltrans Resident Engineer/Contractor	Construction
GHG-7: The project will reduce construction waste and maximize the use of recycled materials by potentially recycling concrete and metal beam guard railing for repair and maintenance in other areas. This would reduce consumption of raw materials, reduce landfill waste, and encourage cost savings.	Caltrans Resident Engineer/Contractor	Construction
GHG-8: Improved fuel efficiency will be encouraged for construction equipment by using the following methods: 1.) Maintain equipment in proper tune and working condition; 2.) Right size equipment for the job;	Caltrans Resident Engineer/Contractor	Construction

Task and Brief Description	Responsible Branch/Staff	Timing/Phase
3.) Use equipment with new technologies.		
GHG-9: Maximize use of recycled materials (e.g., tire rubber).	Caltrans Resident Engineer/Contractor	Construction
GHG-10: The project will attempt to balance Earthwork by balancing cut and fill quantities to the maximum extent feasible.	Caltrans Resident Engineer/Contractor	Construction
GHG-11: Alternative fuels such as renewable diesel should be used for construction equipment.	Caltrans Resident Engineer/Contractor	Construction
GHG-12: Schedule truck trips outside of peak morning and evening commute hours.	Caltrans Resident Engineer/Contractor	Construction
GHG 13: Reduce need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.	Caltrans Resident Engineer	Design/Construction

Appendix C List of Technical Studies

Construction Air Quality Report Technical Memorandum

Climate Change/Greenhouse Gas Emissions Evaluation

Construction Noise and Groundborne Vibration Technical Memorandum

Water Quality Memorandum

Natural Environment Study

Location Hydraulic Study

Historical Property Survey Report

- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment
- Preliminary Site Investigation (Geophysical Survey)

Scenic Resource Evaluation/Visual Assessment

Initial Paleontology Study

Note: Most of the studies listed above are based on Technical Studies prepared for the South Coast 101 HOV Lanes project.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to the following email address: d5.public.info@dot.ca.gov Please indicate the project name and project identifying code (under the project name on the cover of this document) and specify the technical report or document you would like a copy of. Provide your name and email address or U.S. postal service mailing address (street address, city, state and zip code)

Appendix D Public Comments and Responses

This appendix has been added since the draft environmental document was circulated.

In accordance with CEQA, the Initial Study/Proposed Mitigated Negative Declaration was made available for a 30-day public review period, which started on December 6, 2019 and ended on January 6, 2020. The County of Santa Barbara informally requested an extension of the January 6, 2020 deadline, and their comment letter was received and accepted on January 9, 2020.

Copies of the document and technical studies were available for review at the Caltrans District Midway Office at 2885 South Higuera Street, San Luis Obispo, CA; the Carpinteria City Library at 5141 Carpinteria Avenue, Carpinteria, CA; and the Santa Barbara County Association of Governments (SBCAG) Office at 261 North San Antonio Road, Suite B, Santa Barbara, CA. The document could also be accessed electronically and downloaded on the Caltrans website: <http://dot.ca.gov/caltrans-near-me/district-5>.

A public hearing was not mandatory for this project since the level of CEQA documentation was an Initial Study/Proposed Mitigated Negative Declaration and the project was not anticipated to be controversial. A public notice appeared in the *Santa Barbara News-Press* on December 6, 2019 (see page after next). The notice included an opportunity for requesting a hearing. No requests were made.

A total of 10 comment letters were received, including seven letters from members of the public or organizations and three regulatory agency letters. Below is a list of the comment letters received, name of agency/commenter, type of correspondence (such as letter or email), and date received.

- Letter A – California State Clearinghouse, letter received January 7, 2020
- Letter B – Brian Ehler, email received December 6, 2019
- Letter C – John and Sue Lewis, email received December 9, 2019.
- Letter D – Art Willner, email received December 13, 2019
- Letter E – Glenda and Louis Christensen, email received December 13, 2019
- Letter F – Paul Popnoe, email received December 18, 2019
- Letter G – Polly Bates, email received December 30, 2019

- Letter H – California Coastal Commission, email received January 02, 2020
- Letter I – California Department of Fish and Wildlife, letter received January 06, 2020
- Letter J – California Native Plant Society, letter received January 06, 2020
- Letter K – County of Santa Barbara, letter received January 09, 2020

This appendix includes a copy of each comment letter received, retyped for readability. A Caltrans response follows each comment presented.



PUBLIC NOTICE



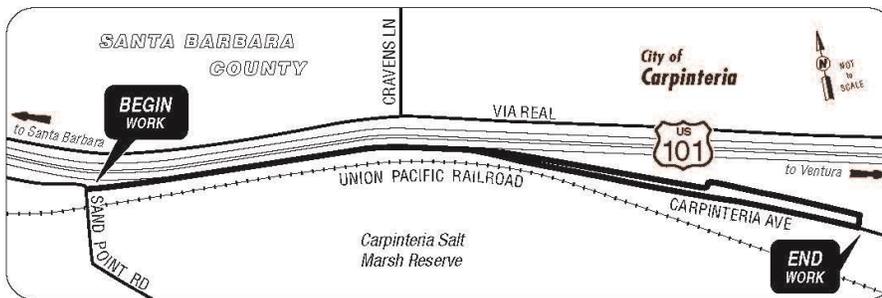
Notice of Intent to Adopt a Mitigated Negative Declaration And Opportunity for an Open Forum Public Hearing

(Study Results Available)

*Do you want a public hearing on changes proposed for the Santa Claus Lane
Bike Path Project on U.S. 101 in Santa Barbara County?*

PUBLIC COMMENT PERIOD

Comments will be accepted from December 6, 2019 to January 6, 2020.
If there are no major comments or requests for a public hearing, Caltrans will proceed with the project's design.



WHAT IS BEING PLANNED?

Caltrans proposes to construct a Class I Bike Path adjacent to the southbound lanes of U.S. 101 between Estero Street in the City of Carpinteria and Sand Point Road in the County of Santa Barbara. The project is proposed to enhance and improve coastal access for bicycles and pedestrians consistent with local coastal policies and plans.

WHY THIS PUBLIC NOTICE?

Caltrans has studied the effects this project may have on the environment. Our studies show that the proposed project will not significantly affect the quality of the environment. This public notice is to inform you of the preparation of the Initial Study with Proposed Mitigated Negative Declaration and of its availability for public review and comment.

WHAT'S AVAILABLE?

- The Initial Study with Proposed Mitigated Negative Declaration will be available for review at the following locations:
- Caltrans District 5 Midway Office at 2885 South Higuera Street in San Luis Obispo (Monday-Friday, 8:00 a.m. to 5:00 p.m.)
 - Carpinteria City Library at 5141 Carpinteria Avenue, Carpinteria, CA (Monday and Wednesday, 10:00 a.m. to 7:00 p.m.; Tuesday, Thursday, and Friday 10:00 a.m. to 5:30 p.m.; Saturday 10:00 a.m. to 5:00 p.m.)
 - Santa Barbara County Association of Governments (SBCAG) Office at 260 N. San Antonio Rd B in Santa Barbara
 - This document can also be downloaded at the following website:
<https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects>

WHERE DO YOU COME IN?

Do you have any comments about processing the project with an Initial Study with Proposed Mitigated Negative Declaration? Do you disagree with the findings of our study as set forth in the Initial Study with Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? Would you like a public hearing? Please submit your comments or request for a public hearing no later than January 6, 2020 by U.S. mail to: Caltrans, Attn: Jason Wilkinson, Environmental Branch Chief, 50 Higuera Street, San Luis Obispo, CA 93401 or by email at: Jason.wilkinson@dot.ca.gov. If there are no major comments, Caltrans will proceed with the project's design.

CONTACT

For more information or to request a hard copy of the Initial Study with Proposed Mitigated Negative Declaration, please contact Caltrans, Attn: Jason Wilkinson, Environmental Branch Chief at (805) 542-4663 or by email at: Jason.wilkinson@dot.ca.gov. For information on other State highway projects, please contact the Caltrans District 5 Public Affairs Office at (805) 549-3318 or visit the Caltrans District 5 website at <https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects>.

SPECIAL ACCOMMODATIONS

Under the Americans with Disabilities Act of 1990, individuals who require accommodation (American Sign Language, interpreter, accessible seating, documents in alternative formats, etc.) are requested to contact the Caltrans District 5 Public Affairs Office by email: publicaffairsdistrict05@dot.ca.gov or by phone at (805) 568-0858. Telecommunication Devices for the Deaf (TDD) users may call 1-800-735-2929 or contact the California Relay Service TTY voice line by dialing 711.

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Comment Letter A: California State Clearinghouse

January 7, 2020

Jason Wilkinson
Caltrans, District 5 – San Luis Obispo/Santa Barbara
50 Higuera Street
San Luis Obispo, CA 93401

Subject: Santa Claus Lane Bike Path -- SCH#: 2019129023

Dear Jason Wilkinson:

The State Clearinghouse submitted the above named MND to selected state agencies for review. The review period closed on 1/6/2020, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: <https://ceqanet.opr.ca.gov/2019129023/2> for full details about your project.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan, Director
California State Clearinghouse

Responses to Comment Letter A: California State Clearinghouse

Response: Thank you for your letter noting that the public comment period has been completed in accordance with CEQA.

Comment Letter B: Brian Ehler

From: behler4193@aol.com <behler4193@aol.com>
Sent: Friday, December 6, 2019 1:31 PM
To: Wilkinson, Jason J@DOT jason.wilkinson@dot.ca.gov

Subject: Carpinteria/ Santa Claus Lane bike path proposal

Dear Caltrans:

I am opposed to any development, including a proposed bike lane, along the Carpinteria Salt Marsh in Carpinteria...the Salt Marsh is not a playground.

As an avid bicyclist, I've enjoyed rides from the foothills to the beach, there are bike lanes along Via Real to Summerland and as I live close to the area, I see the riders every day.

I have a wonderful view of the marsh that I don't want spoiled by an outside agency (CALTRANS) adding an unnecessary thoroughfare that would present numerous problems of too many bikes, pedestrians and dogs...although dogs may be prohibited in the final plan, people will ignore this and walk their dogs anyway adding dog waste, a biohazard, to the area!

Please see three attached photos (below).

Sincerely

Brian Ehler
1210 Franciscan Ct #6
Carpinteria, CA 93016
805 684 7707

Responses to Comment Letter B: Brian Ehler

Comment B-1: I am opposed to any development, including a proposed bike lane, along the Carpinteria Salt Marsh in Carpinteria...the Salt Marsh is not a playground

Response: Thank you for your comments on the environmental document. Your opposition to the project location along the Carpinteria Salt Marsh has been noted.

As described in Section 1.1 (Introduction), Section 2.2.1 (Coastal Zone), and 2.3.2 (Wetlands and Other Waters) of the Initial Study/Mitigated Negative Declaration, the County of Santa Barbara and the City of Carpinteria amended their respective Local Coastal Programs (LCP) through the California Coastal Commission (CCC) based on policy conflicts resulting from the proposed transportation projects along the U.S. 101 corridor. During this

process, the California Coastal Commission identified the Santa Claus Lane bicycle path as a balancing provision to offset impacts to coastal wetland by providing a public benefit specifically related to coastal access and would complete a segment of the California Coastal Trail so that bicyclists can travel throughout the region.

The project is consistent with a variety of state and local plans and policies, which are discussed in Section 1.1 (Introduction) of the Initial Study/Proposed Mitigated Negative Declaration. Specifically, the County of Santa Barbara's Coastal Land Use Plan, Resolution No. 18-174, and Ordinance No. 5050 and 5053 allow for the development of specific public transportation improvement projects (including the proposed project) along or near the U.S. 101 to encroach into wetlands or within the 100-foot wetland buffer strip.

Comment B-2: As an avid bicyclist, I've enjoyed rides from the foothills to the beach...there are bike lanes along Via Real to Summerland and as I live close to this area, I see riders every day.

Response: This comment has been noted.

Comment B-3: I have a wonderful view of the marsh that I don't want spoiled by an outside agency (CALTRANS) adding an unnecessary thoroughfare that would present numerous problems of too many bikes, pedestrians, and dogs.

Response: As stated above, the proposed bike path is a balancing provision required by the California Coastal Commission for the U.S. 101: Carpinteria to Santa Barbara project.

As discussed in Section 2.1.4 (Visual/Aesthetics), the project's visual changes would occur with removal of existing vegetation and installation of fencing and barriers along the proposed bike path. Measures VIS-1 through VIS-6 would be implemented to avoid, minimize, and mitigate to a level below significance. Specifically, the project would minimize vegetation removal to the extent feasible (Measure VIS-2); design barriers and fencing to maximize views of the Carpinteria Salt Marsh Reserve and the Pacific Ocean from U.S. 101 and the proposed bike path to the extent feasible (Measure VIS-4); and selecting materials and aesthetic treatments for the barriers, fencing, and hardscape elements which are compatible with surrounding landscape features (VIS-5).

Comment B-4: Although dogs may be prohibited in the final plan, people will ignore this and walk their dogs anyway adding dog waste, a biohazard, to the area!

Response: The bike path is intended for the exclusive use of bicyclists and pedestrians. Use of the path by dogs would not be expressly prohibited. However, dog owners must comply with applicable federal, state, and local ordinances, including Santa Barbara County Ordinance Number 4948, which requires pet owners to clean up after their pets on public property, the

sidewalk, or parkway of any street. Appropriate signage and dog waste stations will be installed on the trail.

Comment B-5: Attached photos.



Response: Attached photos have been noted.

Comment Letter C: John and Sue Lewis

From: Jon Lewis <johlewis.usa@gmail.com>
Sent: Friday, December 6, 2019 8:09 PM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Santa Claus Lane Bike Path

Hi Jason, my wife and I live in Carpinteria and bike or run this route on average once a week, either along Via Real, or on the informal single-track path adjacent to the ocean side of the tracks. The project looks great and while we could suggest aesthetic improvements such as a landscaped median between the southbound 101 lane and the bike path, we're realistic about costs and we know that even this plan is probably getting resistance from folks who would rather use the money to fix highways. So, we'll take it as proposed and we are excited to see this project finally moving forward.

One small recommendation we have from many observations of the area. We suggest installing a stop sign on Santa Claus Lane at the Sand Point Rd intersection, which is just before the entry onto the Southbound 101 on ramp. In the current configuration, without a stop sign, cars use Santa Claus Lane as a frontage road to avoid traffic on the 101. Once they get past the main commercial/retail buildings along Santa Claus Lane, they accelerate quickly to enter the freeway on-ramp at this intersection. Cyclists who are traveling northbound have to cross this traffic that is moving 50-60 miles an hour if they are getting on southbound 101 there. Forcing them to stop, and trimming back the brush at that intersection so they can see traffic from Sand Point Rd would be a big safety improvement and an additional disincentive to use Santa Claus Lane as a speedway around 101 S traffic.

Thanks to everyone at Caltrans (and City of Carpinteria and all the contractors) who worked hard on this project plan and have a great Holiday Season.

/s/ Jon & Sue Lewis, 764 Oak Ave, Carpinteria CA 93013

Responses to Comment Letter C: John and Sue Lewis

Comment C-1: Hi Jason, my wife and I live in Carpinteria and bike or run this route on average once a week, either along Via Real, or on the informal single-track path adjacent to the ocean side of the tracks. The project looks great and while we could suggest aesthetic improvements such as a landscaped median between the southbound 101 lane and the bike path, we're realistic about costs and we know that even this plan is probably getting resistance from folks who would rather use the money to fix highways.

Response: Thank you for your comments and suggestions for aesthetic improvements for the project.

A landscaped median between the southbound lane of U.S. 101 and the proposed bike path is not feasible due to physical constraints and because it would visually obstruct views of the Carpinteria Salt Marsh Reserve and Pacific Ocean.

As discussed in Section 2.1.3 (Traffic and Transportation/Pedestrian and Bicycle Facilities), the project would protect users of the bike path from traffic on U.S. 101 by installing a bridge railing (Type ST-70 or similar) between the southbound lanes of the highway and the northern boundary of the bike path. The open-style barrier is preferred by the California Coastal Commission because it is less visually intrusive and protects views of the coastline.

As discussed in Section 2.1.4 (Visual/Aesthetics), the project's visual changes would occur with removal of existing vegetation and installation of fencing and barriers along the proposed bike path. Measures VIS-1 through VIS-6 would be implemented to avoid, minimize, and mitigate to a level below significance. Specifically, the project would minimize vegetation removal to the extent feasible (Measure VIS-2); design barriers and fencing to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible (Measure VIS-4); and using materials and aesthetic treatments for barriers, fencing, and hardscape elements that are compatible with the surrounding landscape features (VIS-5).

Comment C-2: So, we'll take it as proposed and we are excited to see this project finally moving forward.

Response: Your support of the project is noted.

Comment C-3: We suggest installing a stop sign on Santa Claus Lane at the Sand Point Rd intersection, which is just before the entry onto the Southbound 101 onramp. In the current configuration, without a stop sign, cars use Santa Claus Lane as a frontage road to avoid traffic on the 101. Once they get past the main commercial/retail buildings along Santa Claus Lane, they accelerate quickly to enter the freeway onramp at this intersection. Cyclists who are traveling northbound have to cross this traffic that is moving 50-60 miles an hour if they are getting on South 101 there. Forcing them to stop and trimming back the brush at that intersection so they can see traffic from Sand Point Rd would be a big safety improvement and an additional disincentive to use Santa Claus Lane as a speedway around 101 S traffic.

Response: Your concerns regarding cyclist safety are noted.

The western terminus of the proposed bike path ends just before Sand Point Road. The intersection of Sand Point Road and Santa Claus Lane is outside the project area and purview of this project.

Santa Barbara County is proposing to construct a separate project known as the Santa Claus Lane Beach Access and Streetscape Improvements project, which will include improvements to reduce traffic hazards and improve safety for motorists, bicyclists, and pedestrians along Santa Claus Lane. The project would decrease vehicle speeds along the roadway by installing curb extensions and a new roundabout at the intersection of Santa Claus Lane, Spindriff Lane/Sand Point Road, and the U.S. 101 southbound on-ramp. In addition, the project proposes a separated Class I bikeway/multi-use path on the north side of Santa Claus Lane that would provide a protected path for bicyclists and pedestrians and reduce conflict with vehicles.

Information on this project can be found on the County's website at: <http://www.countyofsb.org/plndev/projects/santaclauslane.sbc>.

Comment Letter D: Art Willner

From: Art Willner <artwillner@cox.net>
Sent: Thursday, December 12, 2019 10:49 PM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Carpinteria Bicycle Path Project

Hello,

I'm writing regarding the US Highway 101 Santa Claus Lane Project.

I'm concerned about how public funds are being considered for this project, particularly in light of the bicycle path constructed a few years ago along the Rincon Highway section of Highway 101 that connects Santa Barbara and Ventura Counties. That path gets very little use – I rarely see anyone on it, and the fence or guard obscures one of the truly beautiful views of the Pacific Ocean. The cost benefit of that projects seems very poorly lopsided.

I am not opposed to bike paths but am concerned about the value and benefit. In fact, the idea of this project holds the promise of relieving bike traffic on Via Real which is often abused by bicyclists riding two or three deep, and over the bike lane line, to the danger and consternation of Carpinteria citizens who frequent that road, such as myself. Despite the anticipated benefit, I do wonder if the cost of this new project is a prudent and needed project, again, citing the Rincon Highway one which is disturbing every time I travel there, and rarely see any bicycles on the path. Is this the best of public funds?

Sincerely,

Art Willner
artwillner@cox.net
(805) 680-4340

Responses to Comment Letter D: Art Willner

Comment D-1: I'm concerned about how public funds are being considered for this project, particularly in light of the bicycle path constructed a few years ago along the Rincon Highway section of Highway 101 that connects Santa Barbara and Ventura Counties.

Response: Thank you for your comments on this environmental document. Your concern regarding the use of public funds for this project is noted.

As described in Section 1.1 (Introduction), Section 2.2.1 (Coastal Zone), the County of Santa Barbara and the City of Carpinteria amended their respective Local Coastal Programs through the California Coastal Commission based on policy conflicts resulting from the proposed implementation of multiple transportation projects along the U.S. 101 corridor. During this process, the California Coastal Commission identified the Santa Claus Lane bicycle path as a balancing provision to offset impacts to coastal wetlands by providing a public benefit specifically related to coastal access.

In addition, as described in Section 2.2.1 (Coastal Zone), the project is a Compete Streets project and will complete a segment of the California Coastal Trail that would be consistent with local circulation plans.

Comment D-2: That path gets very little use – I rarely see anyone on it, and the fence or guard obscures one of the truly beautiful views of the Pacific Ocean. The cost benefit of that projects seems very poorly lopsided.

Response: Your concern regarding visual impacts has been noted.

This project would complete a segment of the California Coastal Trail so that bicyclists can travel throughout the region, consistent with the circulation and bikeway systems outlined in the Santa Barbara County Comprehensive Plan, City of Carpinteria General Plan, the statewide California Coastal Trail Map, and the Plan for Improved Agency Partnering.

The project was designed to minimize visual impacts to coastal views. Please see the response to Comment C-1, which discusses the guardrail design and visual impacts to coastal views.

Comment D-3: I am not opposed to bike paths but am concerned about the value and benefit. In fact, the idea of this project holds the promise of relieving bike traffic on Via Real which is often abused by bicyclists riding two or three deep, and over the bike lane line, to the danger and consternation of Carpinteria citizens who frequent that road, such as myself.

Response: As stated in Section 1.2.2 (Need) of the Initial Study/Mitigated Negative Declaration, the project is needed because there is no continuous, direct route along the coast. Currently, between Santa Claus Lane and

Carpinteria Avenue, bicycle traffic is diverted inland via Padaro Lane, Via Real, and Santa Ynez Ave. This diversion also creates a gap in the California Coastal Trail. Finally, some portions of the existing route are not wide enough to accommodate standard bicycle lanes, and bicyclists must compete with vehicular traffic for space along the route.

As stated in Section 1.2.1 (Purpose), the purpose of the project is to enhance and improve coastal access for bicycles and pedestrians and complete a segment of the California Coastal Trail consistent with local coastal policies and plans.

Comment D-4: Despite the anticipated benefit, I do wonder if the cost of this new project is a prudent and needed project, again, citing the Rincon Highway one which is disturbing every time I travel there, and rarely see any bicycles on the path. Is this the best of public funds?

Response: Your concern regarding the use of public funds for this project is noted. Please see the response to comment Response D-1, above.

Comment Letter E: Glenda and Louis Christensen

From: gmc.handsent@earthlink.net <gmc.handsent@earthlink.net>
Sent: Friday, December 13, 2019 11:22 AM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: 101 Highway Santa Claus bike Lane, Carpinteria CA

Mr. Wilkinson,

Yes!!! for the bike path planned to run from Highway 101 between Estero street and Sand Point Road. The Santa Claus area has been more isolated from walking and biking for years and this will help the stores and restaurants I feel. The more people can get around on bikes the better for us all.

Thank you,

Glenda & Louis Christensen
4455 J Carpinteria Ave.
Carpinteria

Responses to Comment Letter E: Glenda and Louis Christensen

Comment E-1: Yes!!! for the bike path planned to run from Highway 101 between Estero street and Sand Point Road. The Santa Claus area has been more isolated from walking and biking for years and this will help the stores and restaurants I feel. The more people can get around on bikes the better for us all.

Response: Thank you for your comment. Your support of the project is noted.

Comment Letter F: Paul Popnoe

From: Paul Popnoe <paulpkp@gmail.com>
Sent: December 18, 2019 9:32:51 AM PST
To: jason.wilkinson@dot.ca.gov
Subject: Public Comment

Regarding the proposed bike path at Santa Claus lane in Carpinteria, please get on with it, we have waited for a bike path and SB county is sorely lacking in bike infrastructure

Paul Popnoe

Responses to Comment Letter F: Paul Popnoe

Comment F-1: Regarding the proposed bike path at Santa Claus lane in Carpinteria, please get on with it, we have waited for a bike path and SB county is sorely lacking in bike infrastructure

Response: Thank you for your comment. Your support of the project is noted.

Comment Letter G: Polly Bates

From: Polly Bates <pollybates702@gmail.com>
Sent: Monday December 30, 2019 5:10 PM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Santa Claus bike path

Hello,

I was wondering if people will be able to walk this path too? Or will it just be for cyclists? I would love a way to walk from Carp to Santa Claus Lane.

Thanks,

Polly Bates

Responses to Comment Letter G: Polly Bates

Comment F-1: I was wondering if people will be able to walk this path too? Or will it just be for cyclists? I would love a way to walk from Carp to Santa Claus Lane.

Response: Thank you for your comment. As discussed in Section 1.3 of the Initial Study/Mitigated Negative Declaration, the project would construct a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in Santa Barbara County.

Comment Letter H: California Coastal Commission

From: Kubran, Michelle@Coastal <Michelle.Kubran@coastal.ca.gov>
Sent: Thursday, January 2, 2020 11:54 AM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Santa Claus Bike Path

Hi Jason,

I reviewed the Initial Study with Proposed Mitigated Negative Declaration for the Santa Claus Lane Bike Path Project, and I was wondering if Caltrans knew where the mitigation for the wetland impacts was going to be, and if so, if that could be included in the environmental document and permit for the project?

Thanks,

Michelle Kubran, Coastal Program Analyst
California Coastal Commission, South Central Coast Division
89 S. California Street, Suite 200, Ventura, CA 93001
Michelle.Kubran@coastal.ca.gov (805) 585-1800

Responses to Comment Letter H: California Coastal Commission

Comment G-1: I reviewed the Initial Study with Proposed Mitigated Negative Declaration for the Santa Claus Lane Bike Path Project, and I was wondering if Caltrans knew where the mitigation for the wetland impacts was going to be, and if so, if that could be included in the environmental document and permit for the project?

Response: Thank you for your comment.

As indicated in Measure BIO-5, mitigation for wetland impacts will be detailed in the Mitigation and Monitoring Plan (MMP) prepared by the Caltrans biologist once full construction plans are prepared and will be finalized through the permit review process with regulatory agencies, including the California Coastal Commission. As indicated in BIO-4, mitigation for wetland impacts will occur on-site. However, if on-site mitigation is not feasible for all permanent impacts due to constraints such as area, then additional off-site mitigation is proposed at the Carpinteria Salt Marsh Reserve located immediately adjacent to the project area.

Comment Letter I: California Department of Fish and Wildlife

January 6, 2020
Mr. Jason Wilkinson
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Jason.Wilkinson@dot.ca.gov

Subject: Mitigated Negative Declaration for the California Department of Transportation Santa Claus Lane Class I Bike Path Project, City of Carpinteria, Santa Barbara County

Dear Mr. Wilkinson:

The California Department of Fish and Wildlife (CDFW) has reviewed the above-referenced Mitigated Negative Declaration (MND) for the California Department of Transportation Santa Claus Lane Class I Bike Path (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role:

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the state [Fish and Game Code, § 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect state fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Public Resources Code, § 21609; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & Game Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & Game Code, § 2050 et seq.), or state-listed rare plant

pursuant to the Native Plant Protection Act (NPPA; Fish & Game Code, § 1900 et seq.), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

Project Description and Summary

Objective: The California Department of Transportation (Caltrans) proposes to construct a Class I bike path for the exclusive use of bicyclists and pedestrians between Estero Street in Carpinteria and Sand Point Road in Santa Barbara County; the bike path would be approximately 0.8-mile in length and would ultimately be part of the California Coastal Trail. The California Coastal Trail is a network of public trails along the 1,200-mile California coastline.

Location: Adjacent to Route U.S. 101 (southbound), in the City of Carpinteria and in Santa Barbara County.

Comments and Recommendations:

CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying, avoiding and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Additional comments or other suggestions may also be included to improve the document.

Project Description and Related Impact Shortcoming

Comment #1: Impacts to Sensitive Plant Communities

Issue: Mitigation Measure BIO-2 indicates mitigation for loss and disturbance of (...) California Department of Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 to ensure no net loss of wetlands or associated riparian habitat.

Specific Impact: CDFW considers plant communities, alliances, and associations with a statewide ranking of S1, S2, S3 and S4 as sensitive and declining at the local and regional level (Sawyer et al. 2008). An S3 ranking indicated there are 21-80 occurrences of this community in existence in California, S2 has 6-20 occurrences, and S1 has less than 6 occurrences. The Project may have direct or indirect effects to these sensitive species.

Why impact would occur: Project implementation includes grading, vegetation clearing for construction, road maintenance, and other activities that may result in direct mortality, population declines, or local extirpation of sensitive plant species.

Evidence impact would be significant: Impacts to special status plant species should be considered significant under CEQA unless they are clearly

mitigated below a level of significance. Inadequate avoidance, minimization, and mitigation measures for impacts to these sensitive plant species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative 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 by CDFW or USFWS.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW recommends conducting focused surveys for sensitive/rare plants on-site and disclosing the results in the Mitigated Negative Declaration. Based on the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2018)

(<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959>), a qualified biologist should “conduct surveys in the field at the time of year when species are both evident and identifiable. Usually this is done during flowering or fruiting.” The final CEQA documentation should provide a thorough discussion on the presence/absence of sensitive plants on-site and identify measures to protect sensitive plant communities from project-related direct and indirect impacts.

Mitigation Measure #2: In 2007, the State Legislature required CDFW to develop and maintain a vegetation mapping standard for the state (Fish and Game Code, Section 1940). This standard complies with the National Vegetation Classification System, which utilizes alliance and association-based classification of unique vegetation stands. CDFW utilizes vegetation descriptions found in the Manual of California Vegetation (MCV), found online at <http://vegetation.cnps.org/>. To determine the rarity ranking of vegetation communities on the Project site, the MCV alliance/association community names should be provided as CDFW only tracks rare natural communities using this classification system.

Mitigation Measure #3: CDFW recommends avoiding any sensitive natural communities found on the Project. If avoidance is not feasible, mitigating at a ratio of no less than 5:1 for impacts to S3 ranked communities and 7:1 for S2 communities should be implemented. This ratio is for the acreage and the individual plants that comprise each unique community. All revegetation/restoration areas that will serve as mitigation should include preparation of a restoration plan, to be approved by USFWS and CDFW prior to any ground disturbance. The restoration plan should include restoration and monitoring methods; annual success criteria; contingency actions should success criteria not be met; long-term management and maintenance goals; and, a funding mechanism to assure for in perpetuity management and reporting. Areas proposed as mitigation should have a recorded conservation easement and be dedicated to an entity which has been approved to hold/manage lands (Assembly Bill 1094; Government Code § 65965-65968).

Comment #2: Impacts to Streams & Associated Watershed Functions

Issue: Construction of the Project, as proposed, will likely impact stream associated habitats (e.g. wetland, riparian, and/or salt marsh habitat).

Specific impacts: The Project may result in the loss of streams and associated watershed function and biological diversity. Grading and construction activities will likely alter the topography, and thus the hydrology, of the Project site.

Why impacts would occur: Ground disturbing activities from grading and filing, water diversions and dewatering would physically remove or otherwise alter existing streams or their function and associated riparian habitat on the Project site. Downstream streams and associated biological resources beyond the Project development footprint may also be impacted by Project related releases of sediment and altered watershed effects resulting from Project activities.

Evidence impacts would be significant: The Project may substantially adversely affect the existing stream pattern of the Project site through the alteration or diversion of a stream, which absent specific mitigation, could result in substantial erosion or siltation on site or off site of the Project.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: The Project may result in the alteration of streams. For any such activities, the Project applicant (or “entity”) must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. A notification packaged for a LSA may be obtained by accessing CDFW’s web site at www.wildlife.ca/habcon/1600.

CDFW’s issuance of an LSA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document of the Lead Agency for the Project. However, the DEIR does not meet CDFW’s standard at this time. To minimize additional requirements by CDFW pursuant to section 1600 et seq. and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

Mitigation Measure #2: Any LSA permit issued for the Project by CDFW may include additional measures protective of streams on and downstream of the Project. The LSA may include further erosion and pollution control measures. To compensate for any on-site and off-site impacts to riparian resources,

additional mitigation conditioned in any LSA may include the following: avoidance of resources, on-site or off-site creation, enhancement or restoration, and/or protection and management of mitigation lands in perpetuity.

Filing Fees:

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & Game Code, § 711.4; Pub. Resources Code, § 21089).

Conclusion:

We appreciate the opportunity to comment on the Project to assist Caltrans in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that Caltrans has to our comments and to receive notification of any forthcoming hearing date(s) for the Project [CEQA Guidelines; § 15073(e)].

If you have any questions or comments regarding this letter, please contact Baron Barrera, Environmental Scientist, at Baron.Barrera@wildlife.ca.gov or (562) 431-8053.

Sincerely,

Erinn Wilson
Environmental Program Manager I

Cc: CDFW

Steve Gibson – Los Alamitos

Scott Morgan (State Clearinghouse)

References:

California Department of Fish and Wildlife [CDFW]. March 20, 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see <https://www.wildlife.ca.gov/Conservation/Plants>).

National Research Council. 1995. Science and the Endangered Species Act. Washington, DC: The National Academies Press. <http://doi.org/10.17226/4978>.

Sawyer, J.O., Keeler Wolf, T., and Evens J.M. 2008. A manual of California Vegetation, 2nd ed. ISBN 9780 943460 49 9.

Responses to Comment Letter I: California Department of Fish and Wildlife

Comment I-1: Issue: Mitigation Measure BIO-2 indicates mitigation for loss and disturbance of (...) California Department of Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 to ensure no net loss of wetlands or associated riparian habitat.

Specific Impact: CDFW considers plant communities, alliances, and associations with a statewide ranking of S1, S2, S3 and S4 as sensitive and declining at the local and regional level (Sawyer et al. 2008). An S3 ranking indicated there are 21-80 occurrences of this community in existence in California, S2 has 6-20 occurrences, and S1 has less than 6 occurrences. The Project may have direct or indirect effects to these sensitive species.

Why impact would occur: Project implementation includes grading, vegetation clearing for construction, road maintenance, and other activities that may result in direct mortality, population declines, or local extirpation of sensitive plant species.

Evidence impact would be significant: Impacts to special status plant species should be considered significant under CEQA unless they are clearly mitigated below a level of significance. Inadequate avoidance, minimization, and mitigation measures for impacts to these sensitive plant species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative 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 by CDFW or USFWS.

Response: Thank you for your comments on the environmental document. Construction of the bicycle path and retaining structures would result in temporary and permanent impacts on pickleweed mats (*Sarcocornia pacifica Herbaceous Alliance*) (S3 ranking), giant wild rye grassland (*Leymus condensatus Herbaceous Alliance*) (S3 ranking), and California bulrush marsh – goldenrod (*Schoenoplectus Herbaceous Alliance*) (S3 ranking). This information has been added to the final environmental document. The pickleweed mats and California bulrush marsh – goldenrod communities are within the Clean Water Act Wetlands, and the giant wild rye grassland community is part of the riparian community. These areas are within the U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, and California Coastal Commission jurisdictional areas that will be mitigated at a minimum ratio of 1:1 for temporary impacts and at a 3:1 ratio for permanent impacts.

Focused surveys for rare plants within the Biological Study Area were conducted in March 2014 and May 2017. Additional floristic surveys were also conducted in April, May, and June 2019 to assess the presence or absence of special-status plant species within the project area. Special-status plant

species were not observed within the Biological Study Area; therefore, impacts on special-status plant species are not anticipated. The results of the 2019 floristic surveys have been added to the final environmental document. Updated floristic surveys would be conducted in 2020 during the appropriate blooming period for special-status plant species with potential to be in the Biological Study Area.

Comment I-2: Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW recommends conducting focused surveys for sensitive/rare plants on-site and disclosing the results in the Mitigated Negative Declaration. Based on the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2018), a qualified biologist should “conduct surveys in the field at the time of year when species are both evident and identifiable. Usually this is done during flowering or fruiting.” The final CEQA documentation should provide a thorough discussion on the presence/absence of sensitive plants on-site and identify measures to protect sensitive plant communities from project-related direct and indirect impacts.

Response: Focused surveys for rare plants within the Biological Study Area were conducted in March 2014 and May 2017. Additional floristic surveys were also conducted in April, May, and June 2019 to assess the presence or absence of special-status plant species within the project area. Focused surveys were conducted in accordance with California Department of Fish and Wildlife’s Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. No special-status plant species were observed within the Biological Study Area, and none are expected to be present. The results of the 2019 floristic surveys have been added to the final environmental document. Because special-status plants are not expected to be within the Biological Study Area, impacts on special-status plants are not anticipated and no avoidance, minimization, or mitigation measures are proposed.

Comment I-3: Mitigation Measure #2: In 2007, the State Legislature required CDFW to develop and maintain a vegetation mapping standard for the state (Fish and Game Code, Section 1940). This standard complies with the National Vegetation Classification System, which utilizes alliance and association-based classification of unique vegetation stands. CDFW utilizes vegetation descriptions found in the Manual of California Vegetation (MCV), found online at <http://vegetation.cnps.org/>. To determine the rarity ranking of vegetation communities on the Project site, the MCV alliance/association community names should be provided as CDFW only tracks rare natural communities using this classification system.

Response: Vegetation communities identified in the Biological Study Area were classified following the Manual of California Vegetation. The common

names for the alliances and associations were used in the draft environmental document; the scientific names have been added in parentheses to the final environmental document in the Affected Environment in Section 2.3.1 for clarity.

Comment I-4: Mitigation Measure #3: CDFW recommends avoiding any sensitive natural communities found on the Project. If avoidance is not feasible, mitigating at a ratio of no less than 5:1 for impacts to S3 ranked communities and 7:1 for S2 communities should be implemented. This ratio is for the acreage and the individual plants that comprise each unique community. All revegetation/restoration areas that will serve as mitigation should include preparation of a restoration plan, to be approved by USFWS and CDFW prior to any ground disturbance. The restoration plan should include restoration and monitoring methods; annual success criteria; contingency actions should success criteria not be met; long-term management and maintenance goals; and, a funding mechanism to assure for in perpetuity management and reporting. Areas proposed as mitigation should have a recorded conservation easement and be dedicated to an entity which has been approved to hold/manage lands (Assembly Bill 1094; Government Code 65965-65968).

Response: Construction of the bicycle path and retaining structures would result in approximately 0.12 acre of temporary impacts and 0.003 acre of permanent impacts on pickleweed mats (*Sarcocornia pacifica Herbaceous Alliance*) (S3 ranking), approximately 0.0023 acre of temporary impacts and approximately 0.00007 acre of permanent impacts on giant wild rye grassland (*Leymus condensatus Herbaceous Alliance*)(S3 ranking), and approximately 0.021 acre of temporary impacts and approximately 0.0169 acre of permanent impacts on California bulrush marsh – goldenrod (*Schoenoplectus Herbaceous Alliance*)(S3 ranking). This information has been added to the final environmental document. The pickleweed mats and California bulrush marsh – goldenrod communities are within the Clean Water Act Wetlands, and the giant wild rye grassland community is part of the riparian community. These areas are within the U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, and California Coastal Commission jurisdictional areas that will be mitigated at a minimum ratio of 1:1 for temporary impacts and at a 3:1 ratio for permanent impacts. Because these areas are already being mitigated for, additional mitigation for these same areas is not proposed.

As mentioned in BIO-3 (BIO-4 in final environmental document), compensatory mitigation for impacts will include in-kind on-site or off-site replacement. Mitigation would be negotiated with the regulatory agencies during the permitting process.

As mentioned in BIO-5 ((BIO-7 in final environmental document), mitigation plantings will be detailed in Caltrans' Landscape Architecture Landscape

Planting Plan, which will be included in the final Mitigation Monitoring Plan. The plan will include requirements for impact summaries for each jurisdiction, mitigation ratios, planting plans, grading plans, success criteria, maintenance activities, monitoring schedules, and reporting to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation Monitoring Plan will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The Mitigation Monitoring Plan will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies.

Comment I-5: Issue: Construction of the Project, as proposed, will likely impact stream associated habitats (e.g. wetland, riparian, and/or salt marsh habitat).

Specific impacts: The Project may result in the loss of streams and associated watershed function and biological diversity. Grading and construction activities will likely alter the topography, and thus the hydrology, of the Project site.

Why impacts would occur: Ground disturbing activities from grading and filing, water diversions and dewatering would physically remove or otherwise alter existing streams or their function and associated riparian habitat on the Project site. Downstream streams and associated biological resources beyond the Project development footprint may also be impacted by Project related releases of sediment and altered watershed effects resulting from Project activities.

Evidence impacts would be significant: The Project may substantially adversely affect the existing stream pattern of the Project site through the alteration or diversion of a stream, which absent specific mitigation, could result in substantial erosion or siltation on site or off site of the Project.

Response: As mentioned in Section 2.3.2 (Environmental Consequences) of the Initial Study/Mitigated Negative Declaration, construction of the bike path along the shoulder of southbound U.S. 101 would encroach into a portion of the existing drainage ditch that runs parallel to the highway. However, the project has been designed to minimize impacts on the drainage ditch to the extent feasible and permanent alterations to the drainage ditch would be minimal. Construction activities, including de-watering/diversion, grading, equipment access, culvert extensions, fill, and construction of the bike path and retaining structures would result in impacts to wetlands. However, as mentioned in Section 2.3.2 of the Initial Study/Mitigated Negative Declaration, Mitigation Measures WQ-1 through WQ-5 would be implemented to reduce impacts on the drainage ditch.

Mitigation Measure BIO-2 (BIO-3 in the final environmental document) has been revised to state that mitigation for loss and disturbance of U.S. Army

Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat.

As mentioned in BIO-3 (BIO-4 in final environmental document), compensatory mitigation for impacts to jurisdictional resources will include in-kind on-site and off-site replacement. Mitigation would be negotiated with the regulatory agencies during the permitting phase of the project.

Comment I-6: Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: The Project may result in the alteration of streams. For any such activities, the Project applicant (or “entity”) must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. A notification packaged for an LSA may be obtained by accessing CDFW’s web site at www.wildlife.ca/habcon/1600.

Response: The project is expected to require a Section 1602 Streambed Alteration Agreement as noted in Table 1: Permit and Approvals Needed. This will be a requirement of the project, rather than a mitigation measure. A Streambed Alteration Notification package would be submitted to California Department of Fish and Wildlife following environmental document approval and completion of 60 percent design plans.

Comment I-7: CDFW’s issuance of a Lake and Streambed Alteration Agreement (LSA) for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document of the Lead Agency for the Project. However, the draft environmental document does not meet CDFW’s standard at this time. To minimize additional requirements by CDFW pursuant to section 1600 et seq. and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

Response: Additional language has been added to the final environmental document regarding the specific sensitive (S3 ranked) natural communities that would be impacted within the wetland and riparian habitat impact areas.

In addition, Mitigation Measure BIO-2 (BIO-3 in the final environmental document) has been revised to state that mitigation for loss and disturbance of U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife jurisdictional areas will be mitigated

at a minimum ratio of 1:1 for temporary impacts and 3:1 for permanent impacts to ensure no net loss of wetlands or associated riparian habitat.

A Streambed Alteration Notification package describing the specific impacts on California Department of Fish and Wildlife jurisdictional areas would be submitted to California Department of Fish and Wildlife following final environmental document approval and completion of 60 percent design plans.

Comment I-8: Mitigation Measure #2: Any LSA permit issued for the Project by CDFW may include additional measures protective of streams on and downstream of the Project. The LSA may include further erosion and pollution control measures. To compensate for any on-site and off-site impacts to riparian resources, additional mitigation conditioned in any LSA may include the following: avoidance of resources, on-site or off-site creation, enhancement or restoration, and/or protection and management of mitigation lands in perpetuity.

Response: Any additional measures included in the final Lake and Stream Alteration Agreement (LSA) would be agreed upon during the permitting process and implemented as part of the project.

Comment I-9: The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final.

Response: Filing fees will be paid when final environmental document is approved, and the Notice of Determination is filed.

Comment I-10: We appreciate the opportunity to comment on the Project to assist Caltrans in adequately analyzing and minimizing/mitigating impacts to biological resources. CDFW requests an opportunity to review and comment on any response that Caltrans has to our comments and to receive notification of any forthcoming hearing date(s) for the Project.

Response: This comment has been noted.

Comment Letter J: California Native Plant Society

From: Andrea Adams-Morden <carp_parks@yahoo.com>
Sent: Monday, January 6, 2020 3:02 PM
To: Wilkinson, Jason J@DOT <jason.wilkinson@dot.ca.gov>
Subject: Santa Claus Bike Path Project on US 101 in Santa Barbara County

Hello,

I am on the Board of the Channel Islands Chapter of the California Native Plant Society. I am on the Conservation Committee and was chosen to contact you. I also am the steward of the natural areas of Carpinteria.

We think your project will be appreciated by many. We will enjoy using it. We have a few concerns about the construction.

Concerns:

1. We are concerned that native plant materials from this site that will be destroyed or damaged by the project will be salvage for the landscaping that you plan to do after the bike path is done. Botanists feel that it is very important to preserve the local genotypes of local areas. You could possibly create a partnership with the local high school to salvage and maintain these plants until the time for planting. It would save Caltrans the cost of plants and maintain our local environment. (There is *Juncus textilis* and *Vitis californica* at the Santa Claus end of the project that are uncommon in Carpinteria. The *Juncus* is used by Native Americans for basketry so it is important to preserve as many stands as possible. The *Vitis* would be nice on any fencing you are going to put in.)
2. We would like all plantings in your landscape to be plants representing our local genotype.
3. We would like to know what your landscaping plans are. It said they would be developed later. Plants should represent the plants of the marsh not just "plants of California". It needs to be an extension of the habitat.
4. The plans described leaving weeds insitu. Why not just remove them so they won't impact your landscaping?
5. Your plan said you would be putting in non-native plants to prevent erosion. Why not put in plants from the site that are native to solve this problem instead of planting new weeds?
6. *Helianthus annuus* grows in this area every year but not in other areas, and it would be sad to lose this beautiful annual. It was not mentioned in the survey.

7. *Delaria ornata* (an invasive weed) is growing in this area and needs careful removal to prevent its spread. It was not mentioned in the survey.
8. We will be monitoring the project to be sure the restoration of the area is successful.

Thank you,

Andrea Adams-Morden
805-684-8077

Responses to Comment Letter J: California Native Plant Society

Comment J-1: We are concerned that native plant materials from this site that will be destroyed or damaged by the project will be salvage for the landscaping that you plan to do after the bike path is done. Botanists feel that it is very important to preserve the local genotypes of local areas. You could possibly create a partnership with the local high school to salvage and maintain these plants until the time for planting. It would save Caltrans the cost of plants and maintain our local environment. (There is *Juncus textilis* and *Vitis californica* at the Santa Claus end of the project that are uncommon in Carpinteria. The *Juncus* is used by Native Americans for basketry so it is important to preserve as many stands as possible. The *Vitis* would be nice on any fencing you are going to put in.)

Response: Thank you for your comment. As described in Section 2.3.6 (Environmental Consequences) of the Initial Study/Mitigated Negative Declaration, existing vegetation within the project area would be preserved to the extent feasible. As mentioned in BIO-5 (BIO-7 in the final environmental document), the Landscaping Planting Plan will be developed during final design as part of the Mitigation Monitoring Plan and will be finalized during the permit review process with regulatory agencies. Salvaging native plants from the site to be used as future landscaping would be taken into consideration during development of the Landscaping Planting Plan.

Comment J-2: We would like all plantings in your landscape to be plants representing our local genotype.

Response: Thank you for your comment. As mentioned in BIO-5 (BIO-7 in final environmental document), the Landscaping Planting Plan will be developed during final design as part of the Mitigation Monitoring Plan and will be finalized during the permit review process with regulatory agencies. In accordance with the City of Carpinteria Local Coastal Plan Amendment and the Transportation Corridor Wetland Overlay Zone, seeds and propagules will come from local native stock. This will be stated in the Landscaping Planting Plan.

Comment J-3: We would like to know what your landscaping plans are. It said they would be developed later. Plants should represent the plants of the marsh not just “plants of California”. It needs to be an extension of the habitat.

Response: As mentioned in BIO-5 (BIO-7 in final environmental document), the Landscaping Planting Plan will be developed during final design as part of the Mitigation Monitoring Plan. Using plants that are representative of the marsh will be taken into consideration during development of the Landscaping Planting Plan.

Comment J-4: The plans describe leaving weeds insitu. Why not just remove them so they won't impact your landscaping?

Response: As mentioned in BIO-6, invasive species would be removed from the California Coastal Commission wetlands buffer area as mitigation for encroachment into the California Coastal Commission wetlands buffer; however, as mentioned in Section 2.3.6 (Environmental Consequences) of the Initial Study/Mitigated Negative Declaration, existing vegetation that does not consist of invasive species would be preserved to the extent feasible.

Comment J-5: Your plan said you would be putting in non-invasive plants to prevent erosion. Why not put in plants from the site that are native to solve this problem instead of planting new weeds?

Response: As mentioned in BIO-6, invasive species would be removed from the California Coastal Commission wetlands buffer area as mitigation for encroachment into the California Coastal Commission wetlands buffer; however, as mentioned in Section 2.3.6 (Environmental Consequences) of the Initial Study/Mitigated Negative Declaration, existing vegetation that does not consist of invasive species would be preserved to the extent feasible. Installation of native plants from the site would be taken into consideration during development of the Landscaping Planting Plan.

Comment J-6: Helianthus annuus grows in this area every year but not in other areas, and it would be sad to lose this beautiful annual. It was not mentioned in the survey.

Response: This species was not observed in the Biological Study Area during the biological surveys conducted in March 2014, May 2017, April 2019, May 2019, and June 2019. As mentioned in BIO-5 (BIO-7 in final environmental document), the Landscaping Planting Plan will be developed during final design as part of the Mitigation Monitoring Plan. Using plants that are representative of the marsh will be taken into consideration during development of the Landscaping Planting Plan.

Comment J-7: Deleria odorata (an invasive weed) is growing in this area and needs careful removal to prevent its spread. It was not mentioned in the survey.

Response: This species was observed in the Biological Study Area during the biological surveys and is listed in the species observed list in the Natural Environment Study completed for the project. As mentioned in BIO-6, invasive species would be removed from the California Coastal Commission wetlands buffer area as mitigation for encroachment into the California Coastal Commission wetlands buffer. WQ-1 provided in Section 2.2.2, and BIO-1 provided in Section 2.3.1 of the Initial Study/Mitigated Negative Declaration would be implemented to avoid the spread of invasive plants and noxious weeds.

Comment J-8: We will be monitoring the project to be sure the restoration of the area is successful.

Response: This comment has been noted.

Comment Letter K: Santa Barbara County Planning and Development

January 9, 2020
Caltrans District 5
Attn: Jason Wilkinson
50 Higuera Street
San Luis Obispo, CA 93401

RE: Santa Claus Lane Bike Path Project Draft MND

Dear Mr. Wilkinson:

Santa Barbara County Planning & Development is in receipt of the Draft Mitigated Negative Declaration for the Santa Claus Lane Bike Path project. We appreciate the opportunity to provide comments on the CEQA document, since we will be relying on the document as a Responsible Agency with permit authority over the project.

We offer the following comments for your consideration:

- Mitigation N-1 would require that construction noise not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m. Please be advised that, in accordance with the County's Environmental Thresholds and Guidelines Manual, when construction activity with the potential to result in construction-related noise in excess of the County's adopted 65 dB threshold is proposed within 1,600 feet of a sensitive noise receptor, mitigation to reduce that impact to a less than significant level includes limiting construction to between the hours of 8am and 5pm, Monday through Friday. The analysis indicates that the nearest sensitive receptor to the project site is approximately 75 feet away. At this distance, the sound level from construction per the terms of Mitigation N-1 would remain above 80 dBA, which exceeds the County's Noise Element threshold of 65 dB. It is unclear whether the mitigation proposed in the Draft MND would

be consistent with the County's CEQA thresholds and standard noise condition. Further, there does not appear to be a clear reason why construction would have to occur at night.

- The Draft MND (p. 47) indicates that a biological survey was conducted on March 28, 2014 to inform the environmental analysis. This survey is nearly 6 years old, was conducted during a record drought, and is likely out of date. Page 53 of the Draft MND indicates that an updated assessment of field conditions and jurisdictional boundaries was conducted in May 2017. Again, this survey is nearly three years old and may be out of date. Given the nature of biological resources, biological surveys more than two years old are generally considered out of date. Updated surveys should be conducted to confirm the nature and extent of resources present and verify the extent of the delineated wetlands.
- Mitigation BIO-6 indicates that permanent impacts to Coastal Commission wetlands will be mitigated at a 3:1 ratio and temporary impacts will be mitigated at a ratio of 1:1, and that mitigation will be consistent with all measures in the Transportation Corridor Wetland Overlay District. Please be advised that the TCWO District requires that mitigation occur at a 4:1 ratio for impacts to natural wetlands, including the salt marsh, wetlands associated with creeks, and other high-functioning wetlands. The 3:1 ratio is limited to created wetlands. Thus, depending on the type of wetlands impacted, mitigation ratios may need to be adjusted.
- Page 59 of the Draft MND indicates that updated floristic surveys will be conducted in 2019 prior to approval of the final environmental document due to the potential for special-status species to become established. Have these surveys been conducted? If so, the information gathered from these updated surveys should be incorporated into the CEQA analysis. If new impacts are identified, recirculation of the MND may be required. Further, in light of the potential for these species to become established between the completion of the environmental document and actual construction of the project, mitigation requiring pre-construction surveys within one month (or another appropriate period of time prior to construction as determined by a biologist based on appropriately-timed surveys to coincide with flowering periods) to confirm presence or absence. If the preconstruction surveys identify any species present, then Mitigation BIO-8, BIO-9, BIO-10, and BIO-11 should be implemented.
- Mitigation BIO-12 required preconstruction surveys for the wandering skipper "the year" prior to construction. This time frame should be further clarified and a shorter period should be considered closer to the commencement of construction. As a reference, preconstruction surveys for nesting birds are typically completed within two weeks of the initiation of construction.

- On page 72, the Draft MND indicates that no scenic vistas exists within or near the project limits. However, views across the salt marsh of the coastline could qualify as a scenic vista, and Section 2.1.4 of the MND identifies the important visual resources present in the project vicinity. While the impact of the project may not be significant, it should still be recognized. Alternatively, the MND should provide evidence to support the conclusion that no scenic vista exists.
- In the discussion of Project-Level Adaptation Strategies (Page 97), the MND references an assumed 40-year design life. For planning projects in the County, we typically use a 75-year design life. Please adjust accordingly or provide a basis for the selected 40-year period. In addition, on Page 97, the MND references Table 3-1. However, that table was not included in the document.

Thank you again for the opportunity to comment on the Draft MND. I would be happy to speak with you further if you would like to discuss these comments or have any questions.

Sincerely,

Alex Tuttle
Supervising Planner
Planning & Development

Cc: Whitney Wilkinson, P&D; Fred Luna, SBCAG; & Yvonne Hoffmann, Caltrans

Responses to Comment Letter K: Santa Barbara County Planning and Development

Comment K-1: Mitigation N-1 would require that construction noise not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m. Please be advised that, in accordance with the County's Environmental Thresholds and Guidelines Manual, when construction activity with the potential to result in construction-related noise in excess of the County's adopted 65 dB threshold is proposed within 1,600 feet of a sensitive noise receptor, mitigation to reduce that impact to a less than significant level includes limiting the construction to between the hours of 8am and 5pm, Monday through Friday. The analysis indicates that the nearest sensitive receptor to the project site is approximately 75 feet away. At this distance, the sound level from construction per the terms of Mitigation N-1 would remain above 80 dBA, which exceeds the County's Noise Element threshold of 65 dB. It is unclear whether the mitigation proposed in the Draft MND would be consistent with the County's CEQA thresholds and standard noise condition. Further, there does not appear to be a clear reason why construction would have to occur at night.

Response: The text has been updated to clarify that most construction activities would occur during the day. Some nighttime construction activities may be required, but would be limited to paving of the bike path along the southbound shoulder of U.S. 101 up to the Carpinteria offramp. In addition, minimization measure N-1 has been updated to include measures identified in the Noise Technical Memorandum prepared for the project to reduce temporary construction noise at sensitive receptors.

Comment K-2: The Draft MND (p. 47) indicates that a biological survey was conducted on March 28, 2014 to inform the environmental analysis. This survey is nearly 6 years old, was conducted during a record drought, and is likely out of date. Page 53 of the Draft MND indicates that an updated assessment of field conditions and jurisdictional boundaries was conducted in May 2017. Again, this survey is nearly three years old and may be out of date. Given the nature of biological resources, biological surveys more than two years old are generally considered out of date. Updated surveys should be conducted to confirm the nature and extent of resources present and verify the extend of the delineated wetlands.

Response: Additional floristic surveys were conducted in April, May, and June 2019 to determine the presence or absence of special-status plant species within the project area. No special-status plant species were observed within the Biological Study Area, and none are expected to be present. The focused plant surveys conducted in 2019 also confirmed that the existing conditions within the Biological Study Area have not changed since the May 2017 surveys were conducted; the entire Biological Study Area was walked, and it was visually determined that the extent of wetlands within the proposed project area had not changed. The results of the 2019 floristic surveys have been added to the final environmental document.

Comment K-3: Mitigation BIO-6 indicates that permanent impacts to Coastal Commission wetlands will be mitigated at a 3:1 ratio and temporary impacts will be mitigated as a ratio of 1:1, and that mitigation will be consistent with all measures in the Transportation Corridor Wetland Overlay District. Please be advised that the TCWO District requires that mitigation occur at a 4:1 ratio for impacts to natural wetlands, including salt marsh, wetlands associated with creek, and other high-functioning wetlands. The 3:1 ratio is limited to created wetlands. Thus, depending on the type of wetlands impacted, mitigation ratios may need to be adjusted.

Response: As mentioned in Section 2.2.2 (Affected Environment) of the Initial Study/Mitigated Negative Declaration, the existing drainage ditch is manmade and conveys surface flow as well as runoff from culverts from the north side of U.S. 101. Therefore, the wetlands are not natural, and a 3:1 mitigation ratio is appropriate.

Comment K-4: Page 59 of the Draft MND indicates that updated floristic surveys will be conducted in 2019 prior to approval of the final environmental document due to the potential for special-status plant species to become established. Have these surveys been conducted? If so, the information gathered from these updated surveys should be incorporated into the CEQA analysis. If new impacts are identified, recirculation of the MND may be required. Further, in light of the potential for these species to become established between the completion of the environmental document and actual construction of the project, mitigation requiring pre-construction surveys within one month (or other appropriate period of time prior to construction as determined by a biologist based on appropriately-timed surveys to coincide with flowering periods) to confirm presence or absence. If the preconstruction surveys identify any species present, then Mitigation BIO-8, BIO-9, BIO-10, and BIO-11 should be implemented.

Response: Additional floristic surveys were conducted in April, May, and June 2019 to determine the presence or absence of special-status plant species within the proposed impact area. No special-status plant species were observed within the Biological Study Area, and none are expected to be present. The results of the 2019 floristic surveys have been added to the final environmental document. To ensure botanical surveys are not considered outdated during the Coastal Development Permit process, floristic surveys will be conducted in 2020 during the appropriate blooming period for special-status plants species with potential to be in the project area to confirm presence or absence of special-status plant species. The surveys will also include wetland delineation verification.

Comment K-5: Mitigation BIO-12 required pre-construction surveys for the wandering skipper “the year” prior to construction. This time frame should be further clarified, and a shorter period should be considered closer to the commencement of construction. As a reference, pre-construction surveys for nesting birds are typically completed within two weeks of the initiation of construction.

Response: Mitigation BIO-12 has been revised to state that surveys would be conducted in March to November prior to construction.

Comment K-6: On page 72, the Draft MND indicates that no scenic vistas exist within or near the project limits. However, views across the salt marsh of the coastline could qualify as a scenic vista, and Section 2.1.4 of the MND identifies the important visual resources present in the project vicinity. While the impact of the project may not be significant, it should still be recognized. Alternatively, the MND should provide evidence to support the conclusion that no scenic vista exists.

Response: Per the Visual Impact Assessment that was prepared for the project, “The Pacific Ocean and adjacent Carpinteria Salt Marsh Reserve are

scenic resources that would be visible from the bike path.” This information has been added to Section 2.1.4 of the final environmental document. In addition, Section 3.2.1 of the final environmental document was revised to mention VIS-4 (provided in Section 2.1.4 of the Initial Study/Mitigated Negative Declaration): “Barriers and fencing would be designed to maximize views of the Carpinteria Salt Marsh Reserve and Pacific Ocean from the U.S. 101 corridor and the proposed bike path to the extent feasible” and states that as discussed in Section 2.1.4, the project would result in a less than significant impact with mitigation.

Comment K-7: In the discussion of Project-Level Adaptation Strategies (Page 97), the MND references an assumed 40-year design life. For planning purposes in the County, we typically use a 75-year design life. Please adjust accordingly or provide a basis for the selected 40-year period. In addition, on Page 97, the MND references Table 3-1. However, that table was not included in the document.

Response: The Initial Study/Mitigated Negative Declaration has been updated to clarify that the project design life used in the sea-level rise analysis was based on the 40-year design life of the concrete pavement that would be used for the bike path. Reference to Table 3-1 has been removed from the document.