

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Las Positas and Modoc Roads Class I Construction Project

Resolution

ATP-P-1819-01B

(will be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Las Positas and Modoc Roads Class I Construction Project*, effective on, October 17, 2018 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *City of Santa Barbara*, and the Implementing Agency, *City of Santa Barbara*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 17, 2018 meeting the Commission approved the Active Transportation Program, and included in this program of projects the *Las Positas and Modoc Roads Class I Construction Project*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- ☒ Resolution G-17-29, "Adoption of Program of Projects for the Active Transportation Program", dated October 18, 2017
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Active Transportation Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The City of Santa Barbara agrees to secure funds for any additional costs of the project.
- 4.6 The City of Santa Barbara agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The City of Santa Barbara agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Should there be insufficient funds to honor the state funding commitments, the City of Santa Barbara shall not be held responsible for the commitment in the 4.5 General Provision.

Attachments:

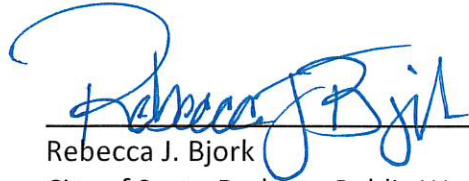
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Las Positas and Modoc Roads Class I Construction Project

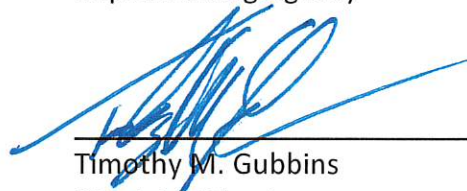
Resolution ATP-P-1819-01B
(will be completed by CTC)



Rebecca J. Bjork Date 8/22/18
City of Santa Barbara, Public Works Director
Project Applicant



Rebecca J. Bjork Date 8/22/18
City of Santa Barbara, Public Works Director
Implementing Agency



Timothy M. Gubbins Date 8/31/18
District 5 Director
California State Department of Transportation



For: Laurie Berman Date 9/13/18
Director
California State Department of Transportation



Susan Bransen Date 1/11/19
Executive Director
California Transportation Commission

Amendment (Existing Project) No					Date:	9/13/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
05			2601			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB				City of Santa Barbara		
				MPO	Element	
				SBCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Ashleigh Shue		805-897-2507		ashue@santabarbara.ca.gov		
Project Title						
Las Positas and Modoc Roads Class I Construction						
Location (Project Limits), Description (Scope of Work)						
The Project will construct 2.6 miles of Class I (multiuse) path along Las Positas and Modoc Roads for bicyclists, runners, and pedestrians of all ages and abilities. The Project begins on Modoc Road at the western City limits (Calle de los Amigos) and continues east for approximately one mile toward the intersection of Modoc and Las Positas Roads, then continues south for approximately 1.6 miles along Las Positas Road to Cliff Drive and Hendry's Beach. The Project provides key connections to local and regional destinations, schools (La Cumbre Junior High, SBCC, UCSB), parks, and the beach.						
Component		Implementing Agency				
PA&ED		City of Santa Barbara				
PS&E		City of Santa Barbara				
Right of Way		City of Santa Barbara				
Construction		City of Santa Barbara				
Legislative Districts						
Assembly:	37	Senate:	19	Congressional:	24	
Project Benefits						
Modoc and Las Positas Roads are high speed arterial roads (45 mph & 55mph speed limits, respectively). While these roads have shoulders/bike lanes, not all cyclists feel comfortable using them. Several years ago, there was a fatal pedestrian collision on the shoulder of Las Positas Road, & numerous cyclist-involved collisions have been reported. Due to the topography in the area, the Project is the only opportunity for high quality parallel routes for pedestrians/cyclists. (continued on p. 2)						
Purpose and Need						
The Project will improve safety for pedestrians and bicyclists by providing a separated pathway away from these high-speed arterials. The project also closes a 2.6 mile gap in the Pacific Coastal Bike Route, which will improve walking/biking to schools, parks, and transit facilities. The path will also connect neighborhoods that have never before had non-vehicular access to these destinations.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Bicycle lane-miles			Miles	2.6
Local streets and roads		Sidewalk			Feet	350
Local streets and roads		Local road operational improvements			each	1
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Yes	
Inc. Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
Project Milestone					Existing	Proposed
Project Study Report Approved					08/20/14	
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document					Document Type	ND/CE
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						04/01/19
Begin Right of Way Phase						01/18/18
End Right of Way Phase (Right of Way Certification Milestone)						03/01/19
Begin Construction Phase (Contract Award Milestone)						09/24/19
End Construction Phase (Construction Contract Acceptance Milestone)						04/30/21
Begin Closeout Phase						05/01/21
End Closeout Phase (Closeout Report)						10/01/21

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 10/2/18

Additional Information

The Las Positas and Modoc Roads Class I Construction project proposes to provide 350 feet of new sidewalk and 2.6 miles of new Class 1 (multiuse) path, along Las Positas and Modoc Roads, for bicyclists, runners, and pedestrians of all ages and abilities.

The project will improve safety for pedestrians and bicyclists by providing a separated pathway away from existing high-speed arterial roads. This pathway will provide access and improve walking/biking to different destinations along the path. Closing a current gap in the existing Pacific Coastal Bike Route, the path will provide a connection from neighborhoods that have never before had non-vehicular access, to key local and regional destinations, including schools, parks, and the beach.

The pre-project count (a.k.a. current count) for pedestrians and bicycles was measured on April 3, 2013, at three locations along the project's proposed corridors. The result of the count was 40 pedestrians per day and 200 bicycles per day, which represents total usage along the corridors. Once the project is built (i.e. post-project), the City estimates the total usage along the corridors to increase to 180 pedestrians per day and 925 bicycles per day. This would result in an increase of 140 pedestrians per day and 725 bicycles per day.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 9/13/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB				2601	
Project Title: Las Positas and Modoc Roads Class I Construction						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									City of Santa Barbara
PS&E									City of Santa Barbara
R/W SUP (CT)									City of Santa Barbara
CON SUP (CT)									City of Santa Barbara
R/W									City of Santa Barbara
CON									City of Santa Barbara
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)	400							400	
PS&E	1,150							1,150	
R/W SUP (CT)									
CON SUP (CT)									
R/W	500							500	
CON			15,056					500	
TOTAL	2,050		15,056					17,106	

Fund No. 1:	ATP Cycle 1								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	354							354	
PS&E	1,018							1,018	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,372							1,372	

Fund No. 2:	City Discretionary Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Santa Barbara
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	46							46	
PS&E	132							132	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	178							178	

Fund No. 3:	ATP Cycle 3 Augmentation (2017)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	500							500	
CON			15,056					15,056	
TOTAL	500		15,056					15,556	

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 9/13/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB				2601	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

--

Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

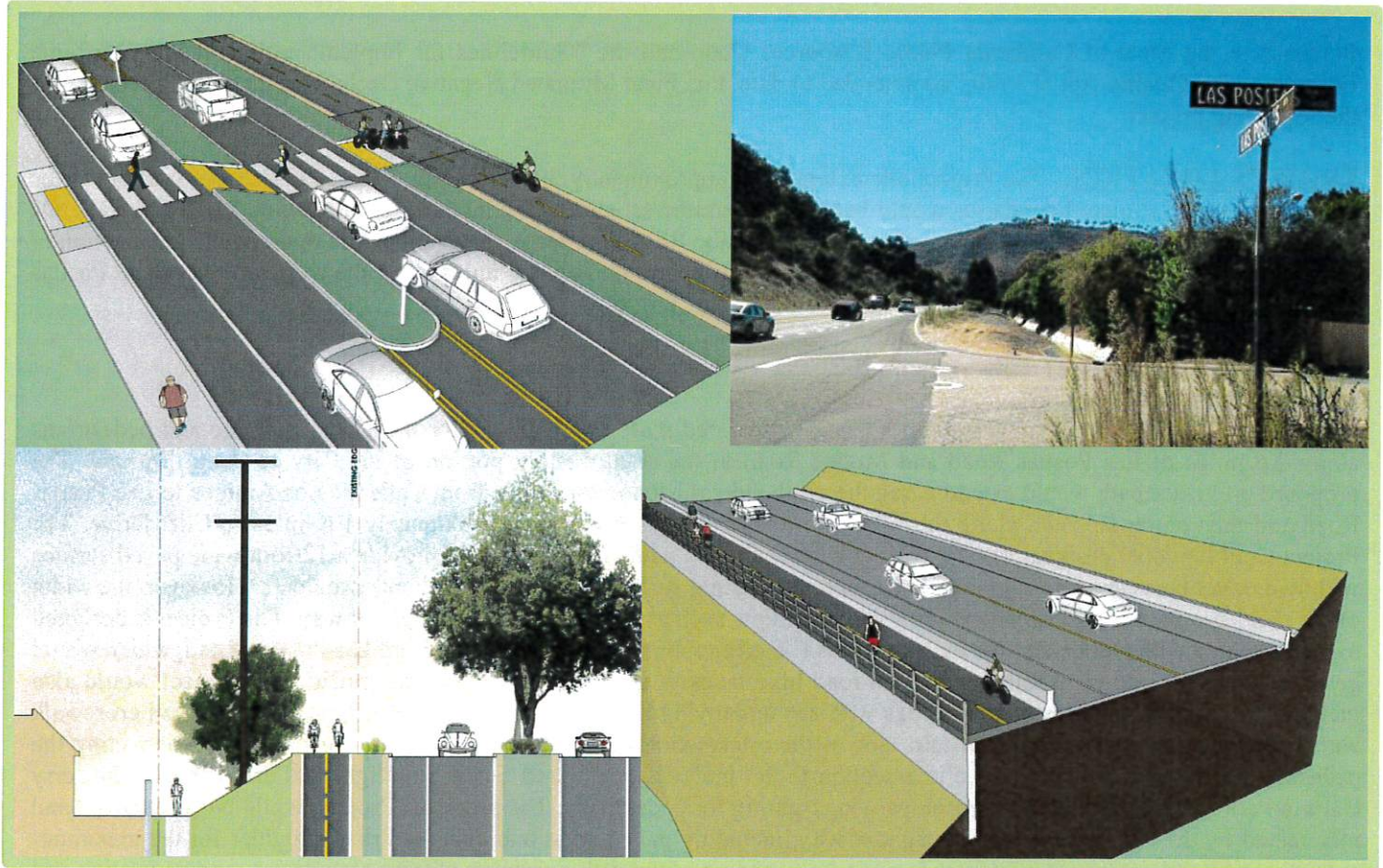
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION
FINAL INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION
PROJECT: LAS POSITAS MULTI-USE PATH PROJECT



Application Number: MST 2014-00055

November 22, 2016 January 30, 2017



Prepared By:



Amec Foster Wheeler Environment & Infrastructure Inc.
104 West Anapamu Street, Suite 204A
Santa Barbara, CA 93101
November 2016 January 2017



**CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
FINAL MITIGATED NEGATIVE DECLARATION – MST2014-00055
January 30, 2017**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date, this Final Mitigated Negative Declaration has been prepared for the following project:

PROJECT LOCATION: The Project site extends for approximately 2.6 miles along the southwestern portion of the City. The general Project boundaries would begin at the southwest side of the intersection of Modoc Road and Calle De Los Amigos, extend southeast on the southern side of Modoc Road for approximately one mile towards the intersection of Modoc Road and Las Positas Road, and then veer south for approximately 1.6 miles along the western side of Las Positas Road, ending at the intersection of Las Positas Road and Cliff Drive.

PROJECT PROPONENT: City of Santa Barbara

PROJECT DESCRIPTION: Construct a Class I separated multi-use pathway for bicyclists, runners, and pedestrians along 2.6 miles of Las Positas Road and Modoc Road in the southwestern portion of the City of Santa Barbara. The proposed multi-use path would extend along the south side of Modoc for 1 mile from Calle De Los Amigos to Las Positas Road and then continue south along the west side of Las Positas Road for approximately 1.6 miles to Cliff Drive. The Project would involve designation of a 16-foot wide multi-use path. The path would provide a 12-foot wide paved surface with two travel lanes and two 2-foot wide unimproved natural surface (but code compliant) shoulders. However, the width of the multi-use path would vary depending on constraints such as slope and available right of way. The Project is designed to be integrated with and tie into the existing Class II facilities along both Modoc Road and Las Positas Road, which would be maintained as roadway shoulders and on-road bike lanes to serve higher speed bike traffic. The Project would also include two mid-block pedestrian crossings with accompanying lighting along Modoc Road, a new pedestrian crosswalk with lighting across the southbound turn lane at the intersection of Modoc Road and Las Positas Road connecting the pedestrian island in the center of the intersection to the multi-use path, and a new stop light and crosswalk at the Jerry Harwin Parkway intersection with accompanying lighting for pedestrians. The proposed Project would be constructed and maintained by the City within existing right of way, including paved areas and disturbed road shoulder for the maximum extent possible. Maintenance may include periodic sweeping of the path, servicing of trash receptacles, and vegetation and pest management. All temporarily disturbed areas will be re-graded to approximate their pre-existing condition and re-vegetated with native plant species, as directed by a qualified restoration specialist and identified in the landscape design and restoration plan for the Project.

IDENTIFIED MITIGATION: The Final MND identifies potentially significant environmental impacts related to Visual Resources, Biological Resources, Geology and Soils, Noise, and Water Quality and Hydrology. The Final MND includes mitigation measures to reduce these impacts to a less than significant level. Mitigation measures to further reduce adverse but less than significant impacts related to visual resources have also been identified in the MND.

MITIGATED NEGATIVE DECLARATION FINDING:

Based on the attached Initial Study prepared for the proposed project and the mitigation measures identified, it has been determined that the proposed project will not have a significant effect on the environment.


Environmental Analyst

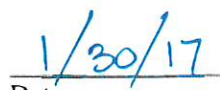

Date

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CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION
INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION
PROJECT: LAS POSITAS MULTI-USE PATH PROJECT

Application Number: MST 2014-00055

~~November 22, 2016~~ January 30, 2017

Introduction

This Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the State CEQA Guidelines as revised. Section 15063(c) of the State CEQA Guidelines indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Santa Barbara) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration (ND);
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
3. Assist the preparation of an EIR, if one is required, by:
 - Focusing the EIR on the effects determined to be significant;
 - Identifying the effects determined not to be significant;
 - Explaining the reasons why potentially significant effects would not be significant; and
 - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a ND that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

This Initial Study has been completed for the project described below because the project is subject to environmental review under CEQA, and was determined not to be exempt from the requirement for the preparation of an environmental review document.

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Project Title

Las Positas Road Multi-Use Path Project (Project)

Lead Agency

Planning Division, City of Santa Barbara

P.O. Box 1990

Santa Barbara, CA 93102

Staff Contact and Phone Number: Steve Greer, Project Planner/Environmental Analyst (805) 564-5470 ext. 4558

Applicant/Property Owner

Applicant: City of Santa Barbara

Applicant Representatives: Brian Hannegan

RRM Design

Owner: City of Santa Barbara

Project Location

The Project site extends for approximately 2.6 miles along the southwestern portion of the City. The general Project boundaries would begin at the southwest side of the intersection of Modoc Road and Calle De Los Amigos, extend southeast on the southern side of Modoc Road for approximately one mile towards the intersection of Modoc Road and Las Positas Road, and then veer south for approximately 1.6 miles along the western side of Las Positas Road, ending at the intersection of Las Positas Road and Cliff Drive.

Property Characteristics

The Project site is located along side and within existing roadways and the right-of-way (ROW) of Modoc Road and Las Positas Road. Modoc Road and Las Positas Road are two lane roads with left turn channelization at intersections that carry approximately 6,490 to 17,620 average daily vehicle trips at posted speeds of 35 to 55 miles per hour (mph). Pedestrian pathways or sidewalks are lacking along much of the Project reach along these roadways; however, Class II bike lanes exist along Modoc Road and required road shoulders are located on Las Positas Road, which are intended for upgrading to Class II bike lanes under the next programmed slurry seal (refer to Table 1 and Section 11, *Transportation* for additional details). The east-west Modoc Road segment of the Project is generally located on level or gently sloping terrain. The north-south Las Positas Road portion of the Project gradually descends a broad coastal valley closely paralleling the existing roadway and Las Positas and Arroyo Burro Creeks. The gently sloping valley supports several residential neighborhoods, as well as three parks and open space areas on neighboring properties.

Table 1. Existing Characteristics of Project Area Roadways

Street Name	Approximate Road Width	General Characteristics	Bike Facilities	Pedestrian Facilities
Modoc Road	Approximately 55' of paved width; intermittent curbs	Two lane road with turn lanes at intersections; limited areas developed with curbs	7'-wide painted Class II bike lanes along each travel lane	Generally lacking sidewalks; intermittent near existing neighborhoods

Street Name	Approximate Road Width	General Characteristics	Bike Facilities	Pedestrian Facilities
Las Positas Road	Up to 80' wide at major intersections; 38' wide along narrow segments	Two lane road with turn channelization at intersections; limited areas developed with curbs	<u>Five- to Eight-foot road shoulder.</u> 72'-wide-painted Class-II bike lanes along each travel lane	Sidewalks generally absent; limited natural surface walkways. <u>There is limited sidewalk to east side of Las Positas between Meadows Lane and Modoc Road.</u>

Existing public transportation in the Project vicinity is served by two bus lines operated by the Santa Barbara Metropolitan Transit District (MTD), Route 5 and Route 2540. There are six bus stops along the 2.6-mile long Project reach, as discussed within Section 11, *Transportation/Circulation*.

A majority of the proposed Project would be located within or immediately adjacent to developed roadways and heavily disturbed adjacent areas within the existing ROW. However, the proposed Project would be developed in close proximity to existing recreational areas, such as Veronica Meadows, Elings Park, Douglas Family Preserve, and Arroyo Burro Beach and Park.

Assessor's Parcels

The Project site is located entirely within ROW controlled by the City and runs adjacent to at least 292 parcels in the southwestern portion of the City. These parcels support the following uses: the City's municipal golf course, senior care residences, utility water company, churches and rectory, single-story retail stores, two- to four-unit residential complexes, single family residences, parks, parking lots, condominiums and community apartment complexes, and vacant lands.

Land Use Designations and Zoning

City General Plan land use designations regulate and guide the type of development that may occur within City boundaries. There is a range of land use designations and allowable development densities within and adjacent to the Project site, as follows:

- Suburban Medium Density Residential (max 12 dwelling units (du)/acre);
- Suburban Low Density Residential (max 5 du/acre);
- Hillside Low Density Residential (max 3 du/acre);
- Suburban Low Density Residential (max 3 du/acre);
- Parks/Open Space; and
- Creeks

City zoning adjacent to the Project site includes residential zones A-1 (One Family Residence Zone), E-1 (One Family Residence Zone), and E-3 (One-Family Residence Zone), which allow single family residences, and R-2 (Two Family Residence Zone), which allow two family residences (e.g., duplex). Zones include Planned Unit Development-2.5, which allows planned unit development, Parks and Recreation (PR)/Special District Zone 3 – Coastal Zone (S-D-3), which designates parks and recreation or Coastal Zone areas, and non-residential zone PR, which indicates exclusively parks and recreation. The County of Santa Barbara additionally owns Unincorporated

Urban Area land immediately west of the Project site, containing land uses and residential densities for Residential Ranchette (10 units per acre), for 1 unit per acre, and 12.3 units per acre, in addition to an Educational Facility.

Approximately 2,300 linear feet, or 0.44 miles, of the 2.6 mile path at the southernmost reaches of the Project site along Las Positas Road extend into the appealable and non-appealable jurisdiction of the California Coastal Zone (see Figure 2). This portion of the path requires a Coastal Development Permit from the Planning Commission. Since a small portion of the path is located within the appealable jurisdiction of the California Coastal Zone, the Coastal Development Permit is appealable to the California Coastal Commission. Additionally, an Environmentally Sensitive Habitat Area (ESHA) is present along Arroyo Burro Creek.

Surrounding Land Uses and Setting

The Project site is bordered by a range of land uses. Generally, Modoc Road runs adjacent to residential and commercial uses, as well as the Municipal Golf Course to the north across U.S. Highway 101 (U.S. 101), and residential uses to the south. The northern half of the Project site along Las Positas Road runs adjacent to residential uses to the west and east. The southern half of the Project site along Las Positas Road is adjacent to Elings Park to the west and east, Douglas Family Preserve to the south, and residential uses to the west.

Project Description

Project Overview

The City of Santa Barbara (City) proposes to construct a Class I separated multi-use pathway (multi-use path) for bicyclists, runners, and pedestrians along 2.6 miles of Las Positas Road and Modoc Road in the southwestern portion of the City. The purpose of the Project is to develop a safe, multi-modal, regional multi-use path for all ages and abilities connecting to the City’s Crosstown and Coastal Bike Routes, the neighborhoods adjacent to the path, schools, commercial services, and regional parks/coastal access points, including Veronica Meadows, Elings Park, Arroyo Burro Beach Park, and the Douglas Family Preserve.

Project Overview – 2.6 miles total¹	
Length on Modoc Road	0.9 mile
Length on Las Positas Road	1.5 miles
Proposed Improvements:	
1 new traffic signal	
11 street crossings	
2 mid-block pedestrian street crossings	
10 private driveway crossings	
57 retaining walls	
2,780 feet of concrete safety barriers	

The Project is located in an area of the City planned for alternative transportation improvements, creek restoration, and expanded public open space and recreation. Project was identified by the City’s Six-Year Capital Improvement Program Fiscal Year 2014-2019 and Bicycle Master Plan and Pedestrian Master Plan, as well as by the Santa Barbara County Association of Governments (SBCAG) 2040 Regional Transportation Plan and Sustainable Communities Strategy Plan and Final EIR (SBCAG 2013). The community has also expressed a strong desire for the City to move forward with the Project to improve safety and access for pedestrians and cyclist, including commuters using these modes of transportation, as well as increase recreational opportunities within the popular yet high speed corridors of Las Positas and Modoc Roads. The initial Project design and permitting stage is funded primarily by the Active Transportation Program (ATP), which is administered by the California Department of Transportation (Caltrans).

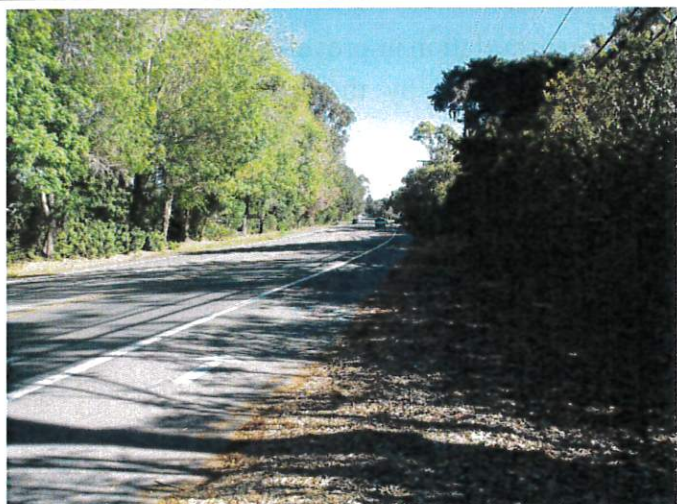
¹ Parkways may be considered as a future improvement to the Project.

Project Components

The proposed multi-use path would extend along the south side of Modoc for 1 mile from Calle De Los Amigos to Las Positas Road and then continue south along the west side of Las Positas Road for approximately 1.6 miles to Cliff Drive (see Figure 1). The proposed multi-use path would run adjacent to and connect existing neighborhoods of Hidden Valley, Campanil Heights, and Bel Air, as well as adjacent County unincorporated areas. Design of the multi-use path would comply with Chapter 1000, *Bicycle Transportation Design*, of the Caltrans Highway Design Manual for a Class I bike path and American Association of State Highway and Transportation Officials (AASHTO) design standards (see Figure 2).

The Project is designed to be integrated with and tie into the existing Class II facilities along both Modoc Road and Las Positas Road, which would be maintained as roadway shoulders and on-road bike lanes to serve higher speed bike traffic. The Project would provide off-road access adjacent to these busy roadways for recreational and commuter bike traffic while permitting higher speed and sometimes larger groups of on-road cyclists the option to continue use of Modoc Road's Class II facilities and Las Positas Road's required road shoulders that are currently maintained along the entire alignment. In addition, families, walkers, runners, and less experienced cyclists would be provided a safer option separate from adjacent higher speed traffic. The proposed Project would be constructed and maintained by the City within existing ROW, including paved areas and disturbed road shoulder for the maximum extent possible along the proposed 2.6-mile-long reach. Maintenance may include periodic sweeping of the path, servicing of trash receptacles, and vegetation and pest management, which would be conducted in conformance with the City's Integrated Pest Management Plan and would include bi-annual shoulder plant trimming and hand labor, as necessary.

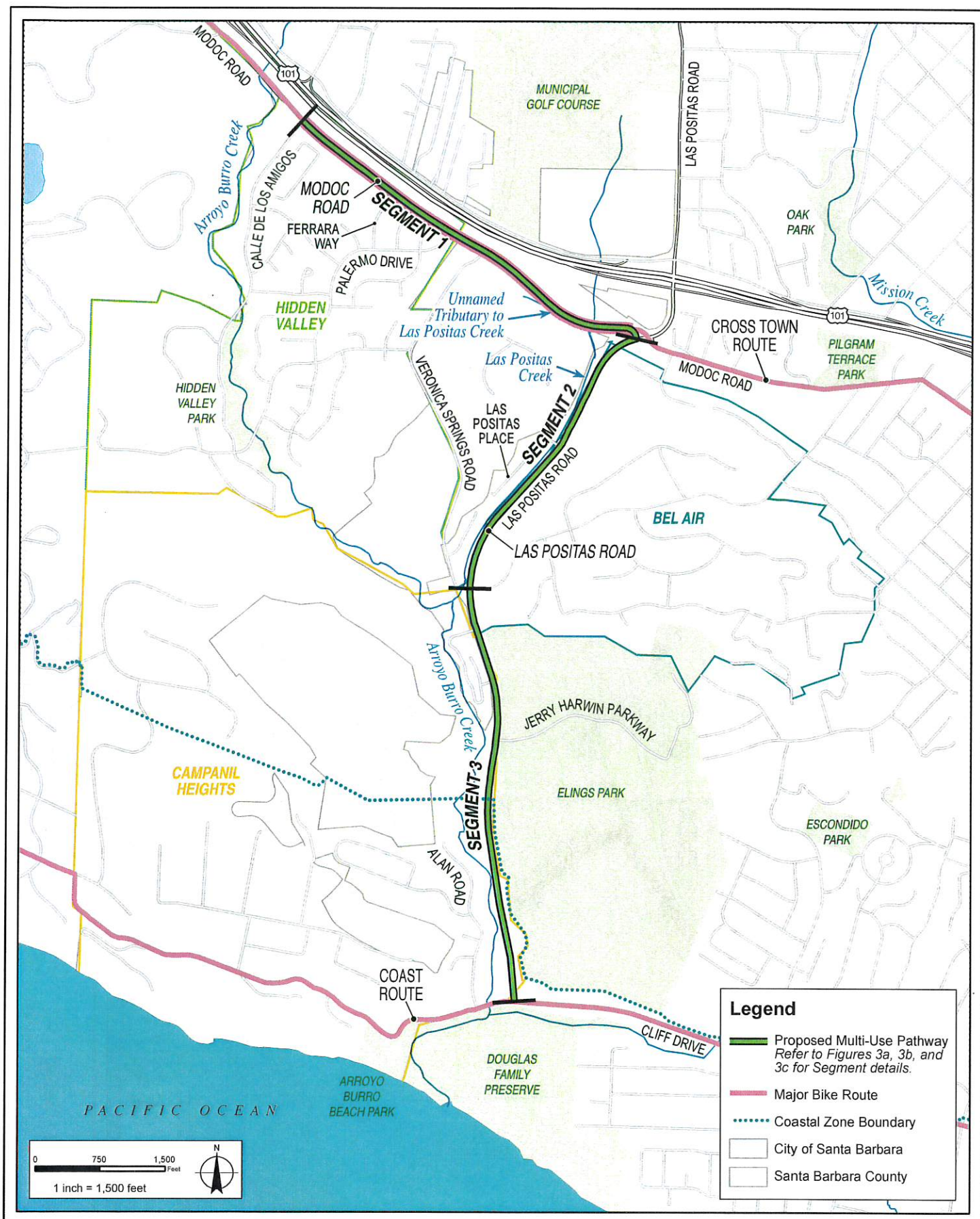
Key Project components are discussed below. A Project overview is provided then followed by detailed descriptions of each segment because Project design would vary and require somewhat different types of improvements along different segments. This approach would allow flexibility in construction phasing and timing.



The multi-use path would extend for 1 mile along the southern edge of Modoc Road from Calle De Los Amigos to Las Positas Road.



The multi-use path would extend for 1.6 miles along the western edge of Las Positas Road from Modoc Road to Cliff Drive.



FIGURE



FIGURE 1

Vicinity Map
Las Positas Road Multi-Use Path Project
Santa Barbara, California

Path Design

The Project would involve designation of a 16-foot wide multi-use path. The path would provide a 12-foot wide paved surface with two travel lanes and two 2-foot wide unimproved natural surface (but code compliant) shoulders. However, the width of the multi-use path would vary depending on constraints such as slope and available ROW. The surface of the multi-use path would be paved with an aggregate base overlain by asphalt. Portland cement concrete would be used at intersection corners and sidewalks. The multi-use path section would consist of 4-inch thick asphalt on 6-inch thick class II compacted roadbase on top of compacted native soil.

There are several segments of the path that would require decorative concrete barriers with railings between the roadway shoulder and the path edge. All safety barriers with railings proposed as part of the project would be up to 54 inches tall and a minimum of 42 inches tall. The multi-use path would be designed to avoid and protect existing habitat and land uses to the maximum extent possible, as described in more detail below.

Retaining Walls

~~Six~~Seven retaining walls are proposed to support the multi-use path, and would range from 100 to 1,400 feet long and 3 to 5 feet tall as described in more detail within the segment descriptions below. Retaining walls would be constructed with reinforced concrete and would serve to support the multi-use path in sections where it runs adjacent to sloped areas. Typical construction would include over-excavation of the slope using an excavator situated on the existing path to accommodate placement of retaining walls.

Grading and Drainage

All cut and fill required for the proposed retaining wall locations would be balanced onsite. The retaining wall on Modoc Road west of Palermo Road would involve approximately 40 cubic yards (cy) of cut. The retaining wall on Modoc Road east of Palermo Road would involve approximately 30 cy of fill. The retaining wall on Las Positas Road along Las Positas Creek would involve approximately 218 cy of cut. The retaining walls along the southern extent of Las Positas Road, including one on the west side at the existing Caltrans wall, and two on the east side south of the wall, would each include approximately 48 cy of cut. The retaining wall on Las Positas Road at Meadows Lane would include approximately 24 cy of cut.

The Project would construct approximately 196,984 square feet (sf) of new impervious area. The surface of the multi-use path would be graded to match existing grades as much as possible to minimize the extent of grading and maintain existing drainage patterns. Two existing culverts carrying storm water runoff currently outflow into the unpaved pullout area at the Las Positas Road/Modoc Road intersection and convey water from the east into a westward-oriented ephemeral storm water channel. Drainage improvements and new culverts are proposed at this location as follows: the channel would be modified to branch into two channels that flow along the north and south sides of the proposed path surface. Two new 18" culverts are planned in the southeast corner of the Las Positas Road/Modoc Road intersection to re-route the existing storm water channel under the path and prevent water collection on the path surface. To meet the City's Tier 3 Storm Water requirements, the multi-use path surface would be graded to drain to the adjacent shoulder, which would be constructed out of permeable aggregate to retain and infiltrate all runoff.

There are several existing down-drains and concrete ditches along the west side of Las Positas Road, between Las Positas Place and Veronica Springs Road, that would be maintained as concrete ditches and conveyed under the multi-use path within culverts. Some existing culverts may need to be relocated or extended, but would not be re-sized. Where Modoc Road crosses Las Positas Creek, the existing AC Dike on the south side of road forms

a weir crest and the road is overtopped during high flows. The multi-use path would be constructed in this area at or below the elevation of the existing AC Dike so flood elevations would not be changed.

In total, the Project would create two new drainage structures, relocate four drainage structures, extend or replace seven drainage structures, retain in-place two drainage structures, and either retain in-place, extend, or replace 10 additional drainage structures. Per City standards, since 180 cubic feet (cf) of storage is required per 1,000 sf of new impervious surface, the Project would include 8,700 linear feet (lf) of infiltration trenches and 2.8 cf of storage per lf would be installed along the Project alignment; 373 lf along north Las Positas Road, 5,487 lf along west Modoc Road/west Las Positas Road, 554 lf along Las Positas Road from Stonecreek Road to Richelle Lane, and 430 lf along Las Positas Road from Richelle Lane to Jerry Harwin Parkway.

Pedestrian Crossings and Lighting

The Project would include two mid-block pedestrian crossings with accompanying lighting along Modoc Road, a new pedestrian crosswalk with lighting across the southbound turn lane at the intersection of Modoc Road and Las Positas Road connecting the pedestrian island in the center of the intersection to the multi-use path, and a new stop light and crosswalk at the Jerry Harwin Parkway intersection with accompanying lighting for pedestrians.

Realignment of Roadway Features (Existing Curb, Median, Striping, etc. Realignment)

Roadway features, such as curbs, medians, and roadway striping, would need to be moved or adjusted to accommodate installation of the multi-use path along one edge of the roadway. For instance, installation of the multi-use path along the western edge of the road extending south from the Modoc Road/Las Positas Road intersection would intrude into the existing roadway by approximately 18 feet (including multi-use path, shoulders, and concrete barrier). To accommodate this part of the multi-use path, the existing concrete curb and sidewalk along the eastern edge of the road would be adjusted at most 18 feet into the adjacent ROW area, as indicated in Figure 3d, below. Similarly, the median along Las Positas Road at this location would be realigned to accommodate the realigned vehicle and Class II travel lanes within the center of the roadway.

Along the Project extent of each roadway, similar encroachment would occur in various locations that would result in necessary on-street realignment of existing roadway curbs, medians, and striping to accommodate the multi-use path. Pedestrian curb ramps and surrounding pavement at intersection corners would also be widened at major intersections (i.e. Jerry Harwin Parkway and Veronica Springs Road) to allow for accessible curb ramps with truncated domes, allowing visible and predictable crossing locations for cyclists and pedestrians to transition from the path to the roadway and back onto the path again.

Project Design Features Protecting Adjacent Habitat and Uses

The proposed Project has been designed to minimize tree and vegetation removal, encroachment into sensitive habitat, and disruption of sensitive uses to the maximum extent feasible by incorporating the following features.

- Wherever possible, the multi-use path would be constructed on existing paved roadway or on the disturbed road base on the roadway shoulders.
- Modoc Road and Las Positas Road would be restriped and shifted into the north and east sides of the roadway respectively, to create more space for the path to be constructed on existing paved roadway and disturbed areas.
- The multi-use path would be narrowed in places in order to keep as much of the path as possible within

the existing paved roadway or disturbed areas so as to protect adjacent habitat areas and vegetation.

- The proposed Project has been designed to avoid intruding into adjacent riparian habitats of Las Positas Creek and Arroyo Burro Creek.

Re-Vegetation and Planting

Areas adjacent to the multi-use path, particularly at the Modoc Road/Las Positas Road intersection and alongside the proposed retaining walls may be temporarily disturbed or excavated during construction for installation of structures, relocation of utilities, or equipment access. All temporarily disturbed areas will be re-graded to approximate their pre-existing condition and re-vegetated with native plant species, as directed by a qualified restoration specialist and identified in the landscape design and restoration plan for the Project.

Segments

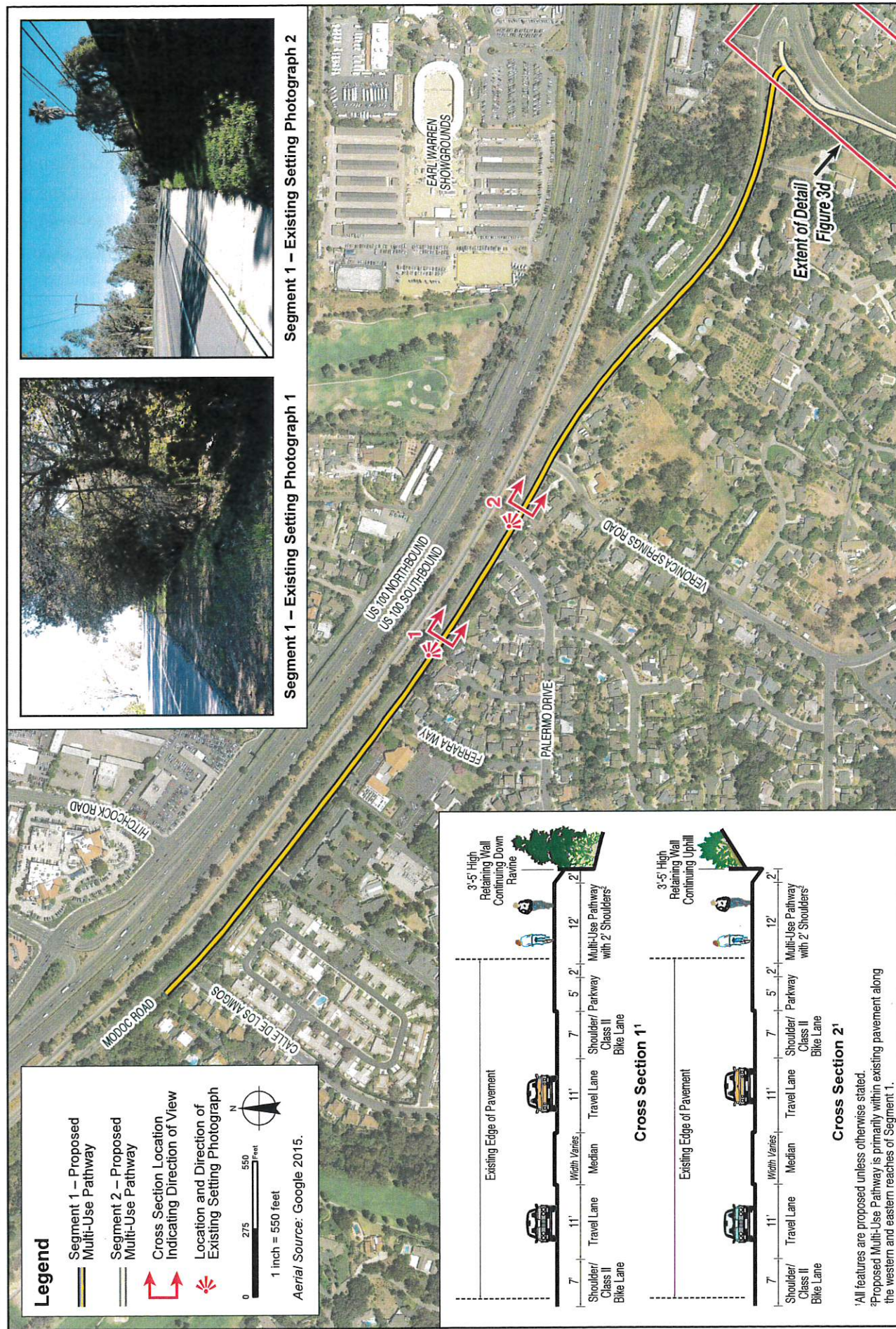
The Project is divided into three segments that have independent utility and may be constructed simultaneously or independently, as described in detail below (see Figure 2).

Segment 1 – Modoc Road to Las Positas Road Intersection

Segment 1 would extend for 1 mile southeast starting approximately 90 feet northwest of the intersection of Modoc Road and Calle De Los Amigos and would connect to the next segment at the intersection of Modoc Road and Las Positas Road (see Figure 3a). In the event that this segment is constructed first, it would also include improvement to the Modoc Road/Las Positas Road intersection. Segment 1 would be constructed along the southern edge of Modoc Road adjacent to the Vista Del Monte Retirement Community, Hidden Valley neighborhood, and other residences. In some places, up to 13 feet of the width of the path would be constructed within the existing paved roadway, and in other places, up to 21 feet of the width of the path would be constructed outside the existing paved roadway within the previously disturbed City ROW.

This segment would generally consist of a 12-foot wide paved path with two 2-foot wide unpaved shoulders. This segment would include 2 mid-block crossings, 6 stop sign controlled residential street crossings with marked crosswalks, one pedestrian crosswalk at the intersection with Las Positas Road, 10 bright green striped pedestrian crossings across private driveways, and installation of striping and green pavement markings for six intersections. The green pavement markings heighten visibility and awareness between motorists, pedestrians, and bicyclists, and designates the continuation of the bicycle path to guide bicyclists through the conflict zone. These crossings would also include warning signage or mirrors at the foot of private driveways or other intersections. Street lighting would be incorporated into the mid-block and intersection crossings so drivers are able to see approaching pedestrians/bicyclists.

This segment would include two 180 to 200 foot-long retaining walls that are 3 to 5 feet tall along the south side of Modoc Road. One retaining wall would be constructed downslope of the multi-use path between Ferrera Way and Palermo Drive, extending below-grade to support the path where it borders an unnamed tributary to Las Positas Creek. The second retaining wall would be installed between Palermo Drive and Veronica Springs Road, extending above-grade to support the existing southerly slope. Along the entirety of this segment, a 7-foot wide Class II on-road striped bike path would provide further buffering as well as act as a shoulder for the roadway.



FIGURE

Segment 1 – Modoc Road Reach
Las Positas Road Multi-Use Path Project
Santa Barbara, California

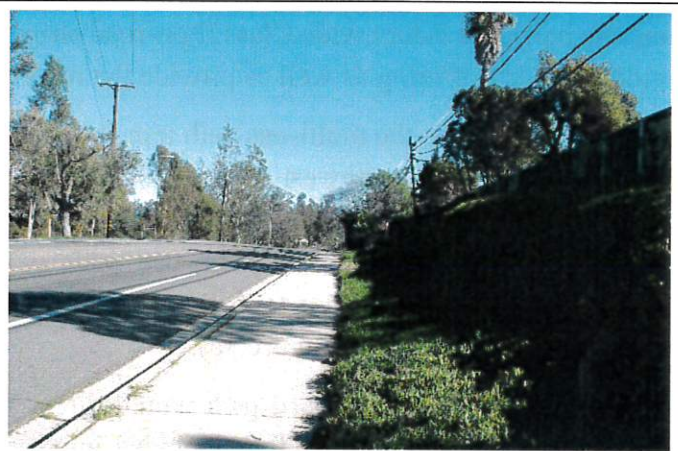
Segment 1 would include channel modifications to the existing ephemeral storm water channel to protect water quality and maintain path integrity. Segment 1 of the multi-use path would remain at grade through the existing dirt pullout and terminate at a signalized crossing on Modoc Road for the right turn-lane onto Las Positas Road.

Project construction within Segment 1 would require the relocation of a limited number of street lights and utility boxes, as well as the clearing and/or trimming of existing disturbed/landscaped vegetation, such as eucalyptus trees, palms, cypress, and ice plant mats.

Improvements within the Modoc Road/Las Positas Road intersection may be part of this segment, if Segment 1 is built first. Improvements to the intersection would focus on increasing safety and facilitating a connection between the multi-use path and the existing Crosstown Bike Route. New crosswalks would be developed within the existing median at the southeast corner of the intersection and provide crossings to the Class I bike lane and sidewalk on the north side of Modoc Road, as well as the road shoulder on the east side of Las Positas Road. The intersection signals would remain in their current position and roadway re-striping is not anticipated. Improved signalized crossings for pedestrians would be added to the intersection (see Figure 3d below).



A proposed 180-200 foot long retaining wall of 3-5 feet in height would be installed along an intermittent drainage between Ferrera Way and Palermo Drive looking south along Modoc Road.



A proposed 180-200 foot long retaining wall of 3-5 feet in height would be installed along a slope between Palermo Drive and Veronica Springs Road looking south along Modoc Road.

Segment 2 – North End of Las Positas Road at Modoc Intersection to Veronica Springs Road Intersection

Segment 2 includes improvements within the southern portion of the southwest corner of the Modoc Road/Las Positas Road intersection and construction of a 0.7-mile section of multi-use path extending from the path fork at the Modoc Road/Las Positas Road intersection south to Veronica Springs Road (see Figure 3b).



Along Segment 2, the proposed multi-use path would be constructed between and parallel to Las Positas Road and Las Positas Creek.

This segment would generally consist of a 12-foot wide paved path with 2-foot wide unpaved shoulders. This segment would include 2 stop sign controlled residential street crossings with marked crosswalks and green lane intersection conflict striping across 6 residential streets on both sides of Las Positas, including the Veronica Springs Road intersection. Along the entirety of this segment between the travel lane on Las Positas Road and the concrete barrier, a 7-foot wide Class II on-road striped bike lane would provide buffering as well as provide the required shoulder for the roadway.

Travelling southeast, the multi-use path transitions to Segment 2 from Segment 1 where the path forks within the unpaved pullout area southwest of the existing Modoc Road/Las Positas Road intersection. Within the unpaved pullout area, the southern of two existing storm water culverts currently releases flow into an ephemeral channel that runs where the proposed multi-use path would be constructed. Segment 2 would include channel modifications (described above) to the existing ephemeral storm water channel to protect water quality and maintain path integrity (see Figure 3d).

While one fork of the proposed path would direct pedestrian and bicycle traffic east to the Modoc Road/Las Positas Road intersection, the fork included in Segment 2 directs traffic south, slightly upslope, to meet and continue adjacent to Las Positas Road. The multi-use path then runs alongside Las Positas Road until the Las Positas Place intersection. A 120-foot long, 3- to 5-foot tall retaining wall would be constructed on the eastern, upslope side of Las Positas Road, 80 feet north of Meadows Lane. A 2-foot wide concrete safety barrier and safety railing would be constructed for approximately 1,160 feet to separate the multi-use path from the adjacent roadway of Las Positas Road. At the intersection at Las Positas Place, the existing stop-sign controlled intersection would be improved to include ADA curb ramps, cyclist crossing notifications, and crosswalk striping.

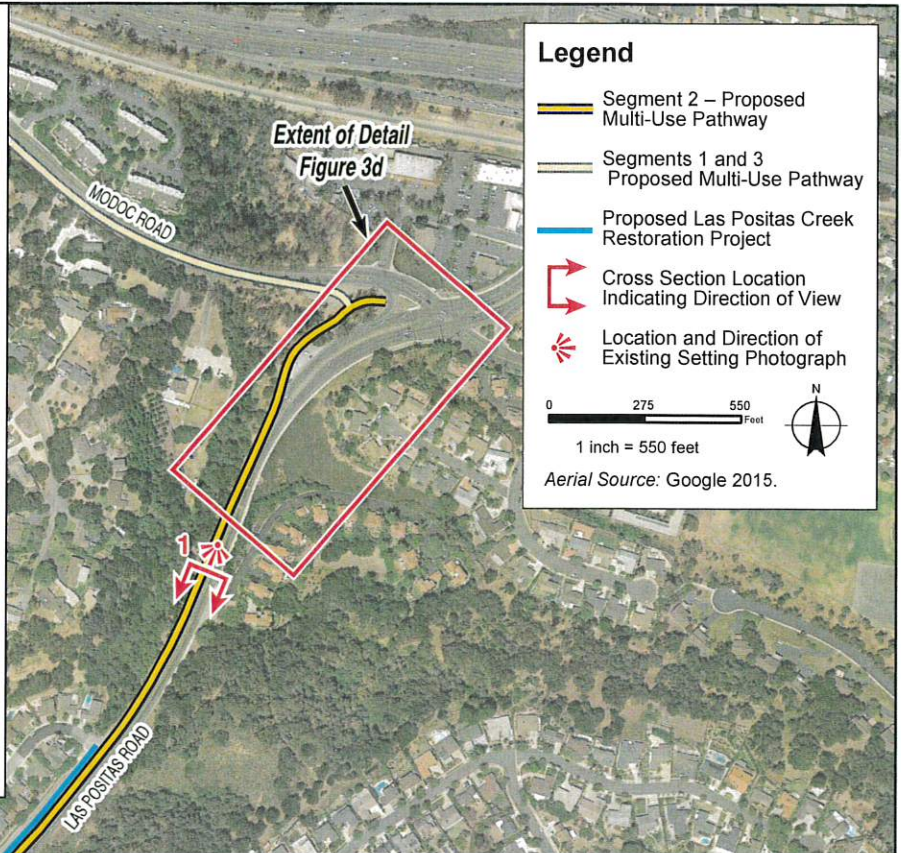
South of the intersection with Las Positas Place, the multi-use path would then descend slightly onto an existing maintenance road, and run for approximately 600 feet adjacent to the channelized portion of Las Positas Creek, following the foot of the western slope of Las Positas Road. A 1,400-foot long, 3- to 5-foot tall retaining wall would be constructed on the eastern, upslope side of the multi-use path. The wall would retain coast live oak trees (also called California live oaks) located upslope between the proposed path and Las Positas Road. Development of the multi-use path along this portion of Segment 2 would include 26 coast live oak trees removed and 22 significantly impacted along Las Positas Road in order to situate the path outside of the future Las Positas Creek Restoration Project. The Las Positas Creek Restoration Project would also change the location of the 100-year floodplain so it shifts closer to the road and away from the adjacent single family homes. The proposed multi-use path would be located outside of the newly aligned 100-year floodplain.



Segment 2 – Existing Setting Photograph 1



Segment 2 – Existing Setting Photograph 2

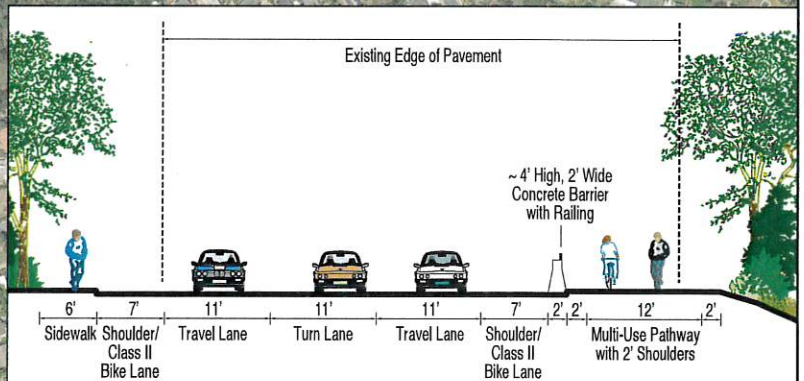
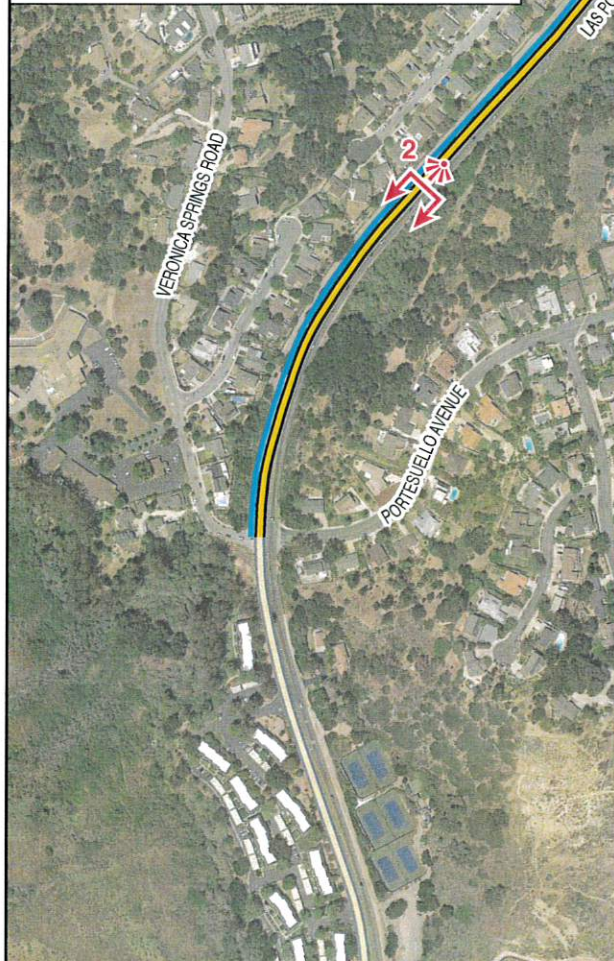


Legend

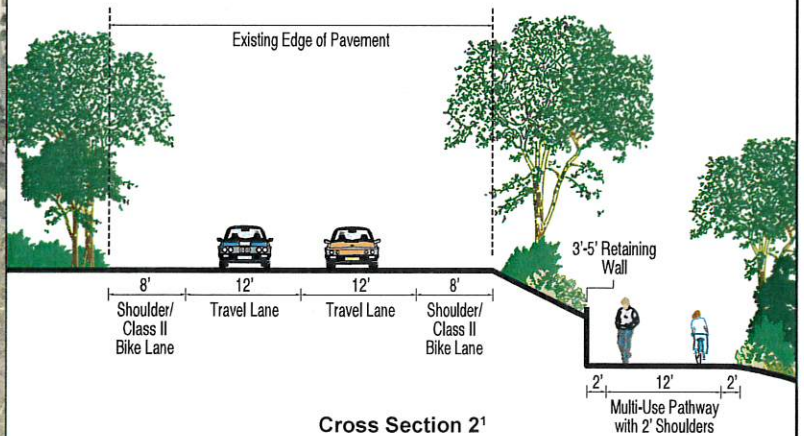
- Segment 2 – Proposed Multi-Use Pathway
- Segments 1 and 3 Proposed Multi-Use Pathway
- Proposed Las Positas Creek Restoration Project
- ↔ Cross Section Location Indicating Direction of View
- ★ Location and Direction of Existing Setting Photograph

0 275 550 Feet
1 inch = 550 feet

Aerial Source: Google 2015.



Cross Section 1'



Cross Section 2'

*All features are proposed unless otherwise stated.

The multi-use path would then veer slightly east to run alongside Las Positas Road for approximately 390 feet between the end of the concrete channelized portion of Las Positas Creek and the Veronica Springs Road intersection. This stretch of path would include a concrete safety barrier and railing 2 feet wide to separate the path from vehicular traffic on Las Positas Road.

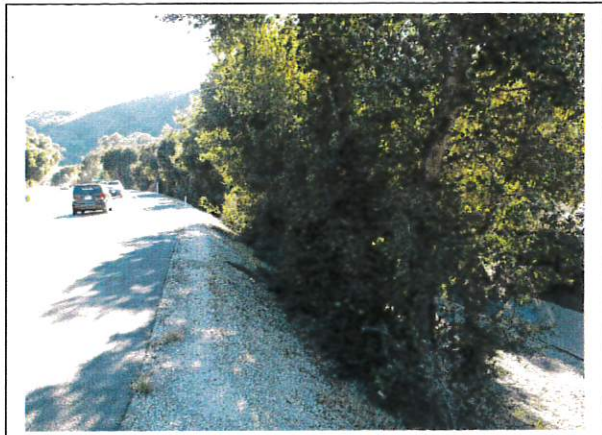
Within Segment 2, the Las Positas roadway would be shifted 5 to 7 feet east in some places to accommodate the multi-use path. This would move the existing northbound and southbound Class II bike lanes east, and move the sidewalk on the east side of the road further east into disturbed and/or landscaped areas. Roadway widening in this location would require relocation of an existing water meter, a backflow device, and a fire hydrant on the east side of the roadway.

Segment 3 – Veronica Springs Road to Cliff Drive

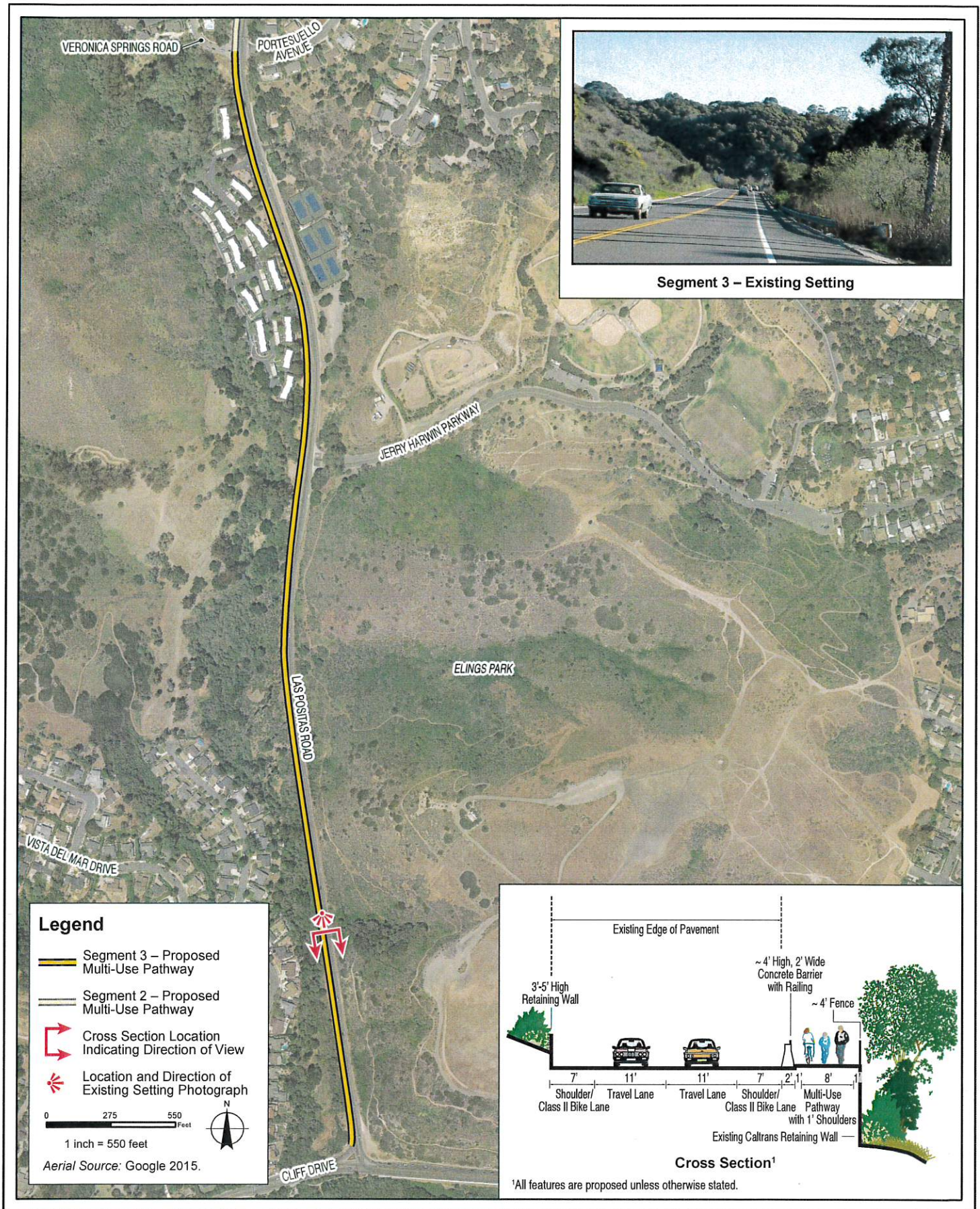
Segment 3 would extend for approximately 0.9 mile south along the west side of Las Positas Road from the Veronica Springs Road intersection to the intersection of Las Positas Road and Cliff Drive. The path would tie into the existing Class II bicycle facilities along Cliff Drive and provide connectivity to Arroyo Burro Beach County Park to the west and to the Douglas Family Reserve to the south (see Figure 2). The multi-use path would terminate at a stop sign controlled intersection at Cliff Drive (see Figure 3c). As a separate effort, this stop sign controlled intersection is proposed to be replaced with a roundabout, with construction estimated to be completed in 2017. A future crossing at Cliff Drive and Las Positas Road is being designed as part of the proposed roundabout intersection project and is not included in the design of this Project.

Segment 3 would generally consist of a 12-foot wide paved path with two 2-foot wide unpaved shoulders. This segment would include a new signalized intersection with pedestrian lighting and a crosswalk at Jerry Harwin Parkway. ~~A new bus stop would be installed at this intersection to improve public transit access to Elings Park.~~ In addition, green lane intersection conflict striping across 8 intersections crossings would also be added on both sides of Las Positas Road to increase cyclist visibility and safety. Along the entirety of this segment between the travel lane on Las Positas Road and the concrete barriers described below, a 7-foot wide Class II on-road striped bike path would provide buffering and the required shoulder for the roadway.

Segment 3 would require construction of 3 retaining walls. One retaining wall would be installed along the west side of Las Positas Road and two would be installed along the east side of Las Positas Road, south of the Jerry Harwin Parkway intersection and north of the Cliff Drive intersection. Both retaining walls along the east side of the roadway would be installed to support an easterly adjustment to the roadway alignment requiring cut into the steep, uphill slopes to Elings Park. These retaining walls would be approximately 300 feet long and 3 to 5 feet tall. The third wall would be constructed downslope/below the path where it is proposed to ascend out of coastal scrub north of the Arroyo Burro Creek floodplain and would be approximately 100-feet long and 3-5 feet tall.



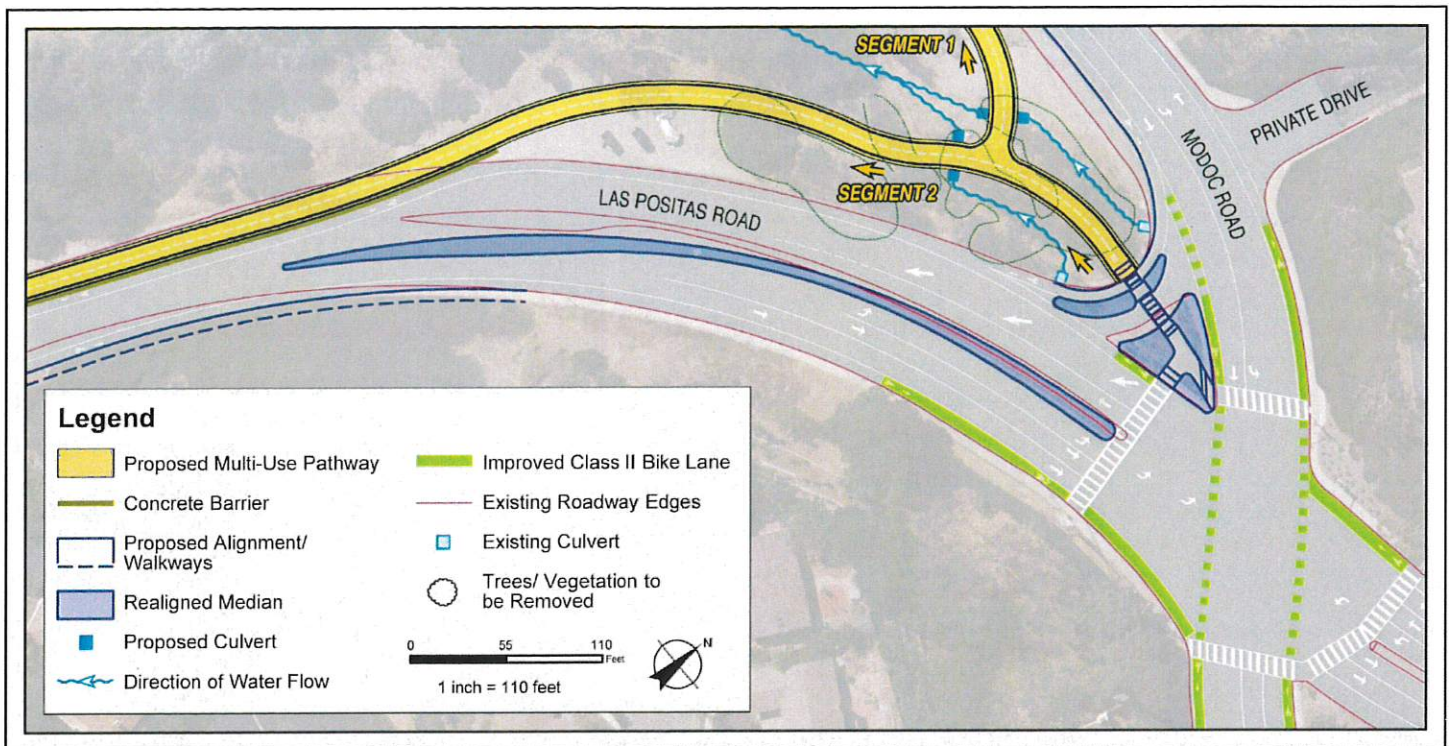
The proposed multi-use path would be developed adjacent to a line of mature oaks along Las Positas Road; planned creek restoration would require relocation of the path eastward into this line of oaks and the installation of a 100-foot long and 3-5 foot tall retaining wall, with removal of 26 coast live oak trees and significantly impacting 22.



Segment 3 – South Las Positas Road Reach
Las Positas Road Multi-Use Path Project
Santa Barbara, California

FIGURE

3c



amec foster wheeler

**Modoc Road/ Las Positas Intersection
Las Positas Road Multi-Use Path Project
Santa Barbara, California**

FIGURE

3d

At the Veronica Springs Road intersection, Las Positas Creek reaches its confluence with Arroyo Burro Creek and Arroyo Burro Creek turns to the west. The multi-use path alignment would run adjacent to Las Positas Road with the exception of a slight departure west near this creek confluence. The multi-use path would be separated from the roadway by a 2-foot wide and approximately 350-foot long concrete safety barrier and railing, ending at Stonecreek Road.

South of the Jerry Harwin intersection, the path would narrow to 10 feet (8-foot wide path with 1-foot wide paved shoulders) along 200 feet of an existing Caltrans retaining wall located 1,500 feet north of the Cliff Drive and Las Positas intersection. This existing retaining wall would be modified by adding a safety railing to accommodate the multi-use path. One half of the existing retaining wall is scheduled to be repaired by Caltrans as part of a separate maintenance project prior to Project construction. The remaining half of the existing wall would remain as is. The proposed multi-use path would be constructed between the existing wall edge and the Las Positas Road edge with a safety barrier to separate the multi-use path users from the roadway.

Heading south from the Caltrans retaining wall, the multi-use path would descend downslope to the west, away from the existing roadway into existing previously disturbed ruderal/nonnative grassland and disturbed coastal sage scrub habitat, and continue for approximately 1,100 feet before merging again with the existing roadway, north of the Arroyo Burro floodplain. A 2-foot wide and approximately 880-foot long concrete barrier with safety railing would be constructed along the eastern side of the path alongside Las Positas Road and a safety fence would be constructed on the western side of the path for its extent along the road edge and adjacent to the riparian corridor of Arroyo Burro Creek. The final 400 feet of the multi-use path cuts away from the roadway once more into an existing weedy/ruderal area at the end of Segment 3.

Related Las Positas Creek Restoration Project

Approximately 575 feet of the Project alignment between Las Positas Place and Veronica Springs Road overlaps with a major creek restoration and flood control project initiated by the City Parks and Recreation Department, Creeks Division.

The Las Positas Creek Restoration project would remove the concrete channel structure that conveys this section of Las Positas Creek and restore natural creek and hydrologic processes by enlarging the floodplain and planting riparian vegetation.

This restoration project would include creek restoration within existing flood control easements, but would extend eastward into the existing ROW of Las Positas Road. Excavation and grading would occur along the bank of Las Positas Creek adjacent to a section of the proposed multi-use path. The restoration plans include removing 30,000 sf of concrete lining from the creek channel, grading to establish shallower creek banks, planting the banks with native plant and tree species, and installing large sandstone boulders to protect the creek banks from erosion. Native trees such as alders, sycamores, and oaks would be planted to help stabilize creek banks, provide shade, and improve habitat value. Native wetland plants would also be planted to help improve water quality.



Planned restoration of Las Positas Creek and development of the proposed multi-use path would occur along an existing gravel access road and impinge into an adjacent line of mature coast live oak trees.

The Project would be coordinated with the Las Positas Creek Restoration project to ensure consistent designs, integration of the multi-use path and the restored creek environment, and minimization of construction overlap and disturbance. Due to limited available space to accommodate both creek restoration and the planned multi-use path and the required use of portions of available Las Positas Road ROW for creek restoration purposes, the proposed multi-use path would be constrained to impinge upon a line of mature coast live oak trees. The Las Positas Creek Restoration project would enlarge the floodplain through an easement and encroach into the City ROW, which would subsequently restrict the amount of ROW available to the multi-use path, pushing the Project further east into the line of oak trees. Thus, accommodating both these projects could require 26 mature coast live oak trees removed and 22 significantly impacted along this reach of approximately 575 feet.

Construction Process

Construction Activities and Timing

Construction activities for completion of the Project would include grubbing, clearing, excavation, paving, fencing, installation of signage and roadway striping, regrading, and planting. The 3 Project segments have independent utility and would be constructed independently, either concurrently or at different times, depending upon the availability and timing of funding. Each segment is anticipated to require between 6 and 9 months to complete and would be developed to operate independently of the other two. For any single phase, the majority of the grading, grubbing, and ground work would be completed between October 15th and the end of February, to avoid the nesting season of migratory and native birds. The remaining construction would occur from February through July and include paving, fencing, constructing retaining walls, reseeding, planting, installing signage, and striping the roadway and multi-use path. Assuming maximum durations and independent phasing, it is anticipated that Project construction could take up to 2 years and 3 months. Construction would require the use of heavy equipment to grade a level surface for the multi-use path, as well as to haul equipment and materials. Project

construction is anticipated to require use of the following pieces of equipment:

- Motor grader
- Landscape tractor with back box (for grading)
- Rubber tire roller (for compaction)
- Crawler excavator
- Bucket loader
- Hand tools (shovels, rakes, hand clippers)
- Dump truck
- Asphalt truck
- Concrete mixer

Staging

Construction would require key staging areas adjacent to or within the Las Positas Road and Modoc Road ROWs. Proposed staging areas make use of existing unpaved turn-outs and paved areas. Four potential staging areas have been identified in the following locations along Las Positas Road:

- South of Modoc Road on the west side of Las Positas Road in an existing unpaved pullout area (approximately 0.25 acres),
- At the southwest corner of the intersection with Las Positas Place (approximately 0.2 acres),
- At the southwest corner of the intersection with Veronica Springs (approximately 0.15 acres), and
- In the Las Positas Tennis Courts Parking Lot (approximately 0.3 acres, and would require prior Santa Barbara Parks and Recreation Department approval).

Clearing and Grubbing

The Project would require removal of vegetation, including primarily landscaping and ornamental trees, as well as deleterious materials and unsuitable soils from the Project footprint. As noted above, clearing would also include 26 native oak trees removed and 22 significantly impacted. Vegetation and organic material would be removed to a depth of approximately 6 inches in order to reach suitable native sub-base material beneath the proposed path alignment. Clearing and grubbing would extend laterally approximately one foot beyond the edge of the path in areas where cut and fill slopes are required. Additionally, some trees and shrubs overhanging the proposed path alignment may need to be pruned to allow equipment visibility and access during construction.

Utility Relocation

Along Modoc Road, there are several street lights and a limited number of utility poles that may require relocation for the proposed path. One utility box and a fire hydrant may need to be moved just south of the unpaved pullout area near the Modoc Road/Las Positas Road intersection.

Along Las Positas Road near Meadows Lane, several existing wet utilities, including backflow preventers, water meter boxes, and fire hydrants, would need to be relocated to accommodate shifting Las Positas Road to the

eastward. Additionally, south of Veronica Springs Road several utility boxes and backflow devices would need to be relocated.

General Demolition

Existing sidewalk and asphalt removed as part of the Project would be demolished and properly handled and disposed of in accordance with Chapter 7.16, Garbage and Refuse Collection and Disposal, of the City's Municipal Code. Heavy equipment would be required to demolish and remove these features. Drainage features would be protected from contamination and all debris generated by the demolition would be removed from the site.

Right-of-Way

The Project would be constructed within existing City ROW. Temporary construction easements or right-of-entry agreements may be necessary from private properties for potential construction work.

Construction Best Management Practices (BMPs)

The following soil stabilization and sediment control BMPs shall be implemented such that sediment and other pollutants are contained on the Project site:

- Construction equipment would be stored within the designated staging areas at the end of each work period. Concentrated runoff would be diverted around equipment, vehicle, and materials storage areas, and diversion of concentrated runoff would be accomplished through shallow earthen swales and straw bale reinforcement.
- The amount of construction materials stored on site would be minimized. Soil materials stock piled at the site would be covered with plastic sheeting at the end of each workday until permanently protected with rock ballast materials.
- Delivery and removal of construction materials would occur at pre-designated sites and materials would be stored in a manner that limits exposure to precipitation and controls storm-water runoff.
- The Project would adhere to measures included in the City's "Control of Runoff into Storm Drains and Watercourses" as attached to the construction contract. The discharge or creation of potential discharge, of any soil material including concrete, cement, silts, clay, sand, or any other materials to the waters of the State is prohibited.
- Pallets or secondary containment areas for chemicals, drums, or bagged materials would be provided. Should material spills occur, materials and/or contaminants would be cleaned from the Project site and recycled or disposed of to the satisfaction of the Regional Water Quality Control Board (RWQCB).
- Waste dumpsters would be covered with plastic sheeting at the end of each workday and during storm events. All sheeting shall be carefully secured to withstand weather conditions.
- On-site personnel would be trained/instructed in spill prevention practices, and provide spill containment materials near all storage areas. All contractors are responsible for familiarizing their personnel with the information contained in the Storm Water Pollution Prevention Plan (SWPPP).
- Wastes would be separated and recycled or disposed in compliance with regulations.
- Earth fill and disturbed ground surfaces would be watered as necessary to minimize wind-blown dust.

The following waste management and materials pollution control BMPs would also be implemented to minimize the potential for releases or spills of pollutants during the operation of construction equipment:

- All construction equipment would be maintained to prevent oil or fluid leaks.
- Drip pans or other secondary containment measures would be used beneath vehicles during storage.
- All equipment and vehicles would be regularly inspected for fluid leaks.
- Wastes (e.g., grease, oil or oil filters, antifreeze, cleaning solutions, batteries, and hydraulic or transmission fluid) would be placed in proper containers, stored in a designated storage areas, and ultimately recycled.
- Vehicles and equipment would be fueled and washed offsite.
- Spill prevention and control practices would be implemented throughout construction activities. Workers would be trained in techniques to reduce the chance for spills, contain and clean up spills, and properly dispose of spill materials for the potential pollutants that are relevant to each contractor or subcontractor activity. Cleanup materials shall be readily available to the employees of each contractor or subcontractor for immediate response should a spill occur on-site.

Following the completion of Project construction, materials storage areas shall be cleared of all construction-related debris.

Required Discretionary Actions:

The Project requires approval of a Coastal Development Permit (CDP) by the City Planning Commission (decision appealable to the City Council, and to the California Coastal Commission) for the 0.44 mile portion of the Project that is located in the California Coastal Zone.

The Project also requires Planning Commission adoption of the MND for the entire Project under CEQA, and Caltrans acts as the lead agency for NEPA review.

Other Public Agency Approvals Required:

The Project requires approval of grading and construction permits from the City Community Development Department, and permit for improvements in City ROW from the City Department of Public Works. The Project also requires a Section 404 permit from the U.S. Army Corps for fill placed in regulated waters of the U.S.; Water Quality Certification from the RWQCB for fill placed in Waters of the State; and a Lake and Streambed Alteration Agreement for impacts to riparian and creek habitat.

Environmental Setting

Summary of Existing Site Characteristics

Topography

The Project site is located within a broad level valley and a coastal canyon traversed by Arroyo Burro Creek and a number of its tributaries. From the intersection of Modoc Road with Calle De Los Amigos to the intersection of Modoc Road with Las Positas Road, the Project alignment extends for 1 mile west through a relatively level broad valley situated approximately 150 feet (46 meters) above mean sea level (AMSL). Elevation within the

Project site then gently descends along Las Positas Road to about 25 feet AMSL at the intersection of Las Positas Road with Cliff Drive.

Biological Resources

A Natural Environment Study Report (NES) and a Jurisdictional Wetland Delineation Report (JD) prepared for the Project identified a number of habitats that support native and non-native biological resources, including wetlands (Appendix D). A Tree Assessment and Mitigation Report identified a number of protected trees, including mature coast live oaks (Appendix D). Terrestrial habitats in the Project site include southern riparian forest, oak woodland, eucalyptus woodland, coastal sage scrub/chaparral, and ruderal (weedy) vegetation communities. Refer to the NES (Appendix D) for detailed vegetation habitat classifications. Common wildlife species that are present in the Project vicinity include migratory and nesting birds, raptors, lizards, raccoons, mule deer, and possums. No special status species designated as threatened or endangered under the Federal or State Endangered Species Acts have been observed in the Project area; however, the oak titmouse and monarch butterfly, both species of special concern, were observed during focused surveys. Potentially suitable habitat for other protected reptiles, amphibians, birds, plants, and invertebrate was identified in coastal scrub/chaparral, oak woodland, and southern riparian forest in the Project vicinity. In particular, although the species is not known to occur at this location, lower Arroyo Burro Creek is designated as critical habitat for the federally threatened steelhead trout. The Project site also contains regulated wetlands, non-wetland waters, and riparian habitat. Protected trees are present in the Project site along both Modoc Road and Las Positas Road and include both native and non-native species such as coast live oak, eucalyptus, Monterey cypress, and Mexican fan palms. Refer to Section 3, *Biological Resources*, for a detailed description.

Cultural Resources

An Archaeological Survey Report (ASR) was prepared for the Project site to assess potential for presence of sensitive cultural resources and no previously recorded prehistoric or historical archaeological sites were identified within the Project site (Appendix E). Although the Project site does fall within a City mapped Prehistoric Sites and Water Courses cultural resource sensitivity zone, the Project site has been previously disturbed by past development activities associated with road and neighborhood construction. Additionally, the Project site contains no known above surface historical structures or other resources. No presence of Native American traditional sites/places in the immediate Project area were indicated in a cultural resources records search and Native American consultation. Refer to Section 4, *Cultural Resources*, for a detailed description.

Creeks and Drainage

The Project area is traversed by two creeks and associated tributaries, as well as roadside drainages along Las Positas Road and Modoc Road. The Project is located in the Lower Arroyo Burro Watershed, and also supports Las Positas Creek, a tributary to Arroyo Burro Creek (Figure 2). Las Positas Creek flows south adjacent and parallel to the proposed Project and the western edge of Las Positas Road before veering west at the Douglas Family Preserve and emptying into the Pacific Ocean. Las Positas Creek is an intermittent drainage that originates in the vicinity of the Santa Barbara Municipal Golf Course across U.S. 101 north of the Project site. It flows south under Calle Real, U.S. 101, the Union Pacific Railroad, and Modoc Road, at which point it is joined by an unnamed tributary carrying ephemeral flows from hillsides to the west. Within the Project vicinity, the unnamed tributary flows east, parallel to the southern edge of Modoc Road. After absorbing flow from the unnamed tributary, Las Positas Creek continues due south through the Project site, paralleling Las Positas Road, until it crosses under the intersection of Veronica Springs Road and empties into Arroyo Burro Creek. Arroyo Burro

Creek is a perennial stream that drains the foothills of Santa Ynez Mountains and traverses portions of the City before traveling under U.S. 101 northwest of the Project area. Arroyo Burro Creek runs southeast through Hidden Valley Park and turns east near Veronica Springs Road and into the Project area. Refer to Section 12, *Water Quality and Hydrology*, for a detailed description.

Flooding/Fire Hazard

The Project site includes areas of floodplain from both Arroyo Burro and Las Positas Creeks as mapped by the Federal Emergency Management Agency (FEMA) as being within Zone AE and Zone A. Zones AE and A are special flood hazard area subject to inundation by the 1 percent annual chance flood (100-year flood). Zone AE of Las Positas Creek is identified in the Project site along a portion of Segment 2 south of Las Positas Place. This reach is also designated as a floodway that includes areas within the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment. Zone A is mapped north of Jerry Harwin Parkway, within a small portion of the Project site. The site is within the identified tsunami run-up area. The proposed multi-use path would traverse the City's designated Coastal Interior High Fire Hazard Zone, which overlies dense vegetated area associated with steep coastal sage vegetated hillsides. Refer to Section 6, *Hazards and Hazardous Materials*, and Section 12, *Water Quality and Hydrology*, for a detailed description.

Geologic/Seismic Conditions

The Project site is located in a highly seismically active area. A site-specific seismic hazard evaluation was performed by Bengal Engineering Inc. at the northern and southern ends of the Project multi-use path alignment using Caltrans' ARS On-line tool (Version 2.3.06). The evaluation found that the Lavigia Fault crosses the multi-use path alignment at a location south of the intersection of Las Positas Road and Jerry Harwin Parkway, and that the Mesa-Rincon Creek Fault runs parallel and immediately adjacent to the Modoc Road segment of the proposed multi-use path. The Project site is not located within any State of California designated Alquist-Priolo Earthquake Fault Zone (EFZ) (Bengal Engineering Inc. 2016). Refer to Section 5, *Geology and Soils*, for a detailed description.

Hazardous Materials

The site is not listed on hazardous materials contamination lists and no known contamination exists. Refer to Section 6, *Hazards and Hazardous Materials*, for a detailed description.

Noise

The Project site is located adjacent to and within roadways which experience high volumes of traffic. As detailed in the Noise Technical Memo prepared for the Project (see Appendix G), the existing noise environment in the Project area is dominated by vehicle roadway noise from Modoc Road and Las Positas Road, and U.S. 101, which is located 250 feet north of the Modoc Road segment of the Project. Occasional train-generated noise also contributes to the noise environment, especially along Modoc Road, as well as occasional aircraft over-flights. Sensitive noise receptors are located along both Modoc Road and Las Positas Road, with the closest single-family residences to the Project site approximately 50 and 30 feet away. The Project is not located within the vicinity of a public or private airport land use plan or influence area. Refer to Section 7, *Noise*, for a detailed description.

Transportation

The Project site extends for approximately 2.6 miles along and parallel to Modoc Road and Las Positas Road. Modoc Road is a two-lane road of approximately 55 feet in width, with continuous striped Class II bike lanes and a continuous striped center median with left turn lanes at intersections with side streets. This road supports

intermittent pedestrian sidewalks, although with the exception of the Las Positas Road/Modoc Road intersection, side street intersections do not have crosswalks. Las Positas Road is a two-lane road that varies in width from approximately 38 feet wide north of Cliff Drive to approximately 80 feet wide near the Las Positas Road/Modoc Road intersection. Las Positas Road is striped with continuous Class II bike paths and supports left turn pockets at most major intersections, as well as a striped center median along its central reaches from south of Jerry Harwin Parkway to north of the Veronica Springs/Portesuello Avenue intersection.

Existing Facilities and Uses

The Project site is located alongside and within existing roadways and ROW of Modoc Road and Las Positas Road. There are not currently any pedestrian pathways adjacent to the roadway; however, a Class II bike lane is provided along both Project roadways. Storm water culverts and drainages carry runoff from area roads and developments and Las Positas and Arroyo Burro Creek extend through the area.

Access and Parking

Access to the Project site is primarily provided by regional and primary roads (e.g., U.S. 101, Cliff Drive, Las Positas Road, and Modoc Road) and local surface streets. Pedestrian access is limited to some existing informal natural surface pathways along shoulders, though a large portion of the Project site is not currently developed with accessible sidewalks. Access for cyclists is available along striped Class II bike lanes on Modoc Road and the required shoulders along Las Positas Road. The site has no existing formal developed parking, although parking is available at Elings Park and Arroyo Burro Beach County Park. No existing or proposed recreational trails are located onsite, though the Project would tie into nearby parks/open space areas, such as Veronica Meadows and Arroyo Burro Beach County Park.

Neighboring Land Uses and Characteristics

Development

Development within and adjacent to the Project site includes suburban low density residential, urban commercial/medium high density residential, and hillside low density residential.

Open Space

To the north of the Project site, parks/open space is designated and parks/open space are adjacent to a majority of the southern portion of the Project site.

PROPERTY CHARACTERISTICS

Assessor's Parcel Number: Refer to Appendix A	General Plan Designation: City ROW
Zoning: City ROW, Coastal Overlay Zone	Parcel Size: Approximately 164,736 sf (3.78 acre)
Existing Land Use: Roadway/Vacant	Proposed Land Use: Public Facility (Multi-use Path)
Slope: Average slope gradient of approximately 5.6 percent	
SURROUNDING ZONING:	
North: Parks/open space	East: Suburban low density residential, urban commercial/medium high density residential, County land, and suburban low density residential land uses
South: Parks/open space, Coastal Zone	West: Hillside low density residential, parks/open space

PLANS AND POLICY DISCUSSION

The following provides an initial discussion of potential Project consistency or inconsistency with applicable plans and policies, which is further discussed within Section 13, *Land Use and Planning*.

City of Santa Barbara General Plan

The City's General Plan contains statements, goals, and policies concerning land use and open space, parks and recreation which apply to the Project and include the following (City of Santa Barbara 2011):

Land Use Policies

LG4.2 Capital Improvement Program (CIP). Focus transportation CIP expenditures on all mobility options (e.g., quality transit facilities, bicycle infrastructure and secure parking, automobile motorists' needs, enhanced pedestrian facilities, and car and bike-share programs) that facilitate ease of movement from one form of travel to another.

LG15 Sustainable Neighborhood Planning. Neighborhoods shall be encouraged to preserve and enhance the sense of place, provide opportunities for healthy living and accessibility, while reducing the community's carbon footprint.

Open Space, Parks and Recreation Policies

OP1 Variety and Abundance. Provide ample open space through a variety of types, including nature reserves, parks, beaches, sports fields, trails, urban walkways, plazas, paseos, pocket parks, play areas, gardens, and viewpoints, consistent with standards established for this city.

OP2.3 Preservation of Regional Open Space. Coordinate with the County, School District, and recreational service providers of Goleta and Carpinteria on regional open space protection in the Las Positas Valley, foothills, and other areas determined to be appropriate by the City. In particular, work with the County to consider options for:

- Recreational facilities including ball fields, sport courts, trails and bike paths.
- Providing linked open space and trail corridors through incorporated and unincorporated areas of the Las Positas Valley and eastern Hope Ranch.

Circulation Policies

C1.1 Pedestrian and Bicycle Infrastructure. Emphasize high quality public right-of-way infrastructure to include enhanced pedestrian and bicycle facilities.

- Provide high quality pedestrian crossings as described in the Pedestrian Master Plan that result in a high rate of vehicle yielding at uncontrolled intersections.
- Continue with the installation of corner curb ramps in compliance with federal and state universal access requirements for public rights-of-way.

C9 Accessibility. Make universal accessibility for persons with disabilities, seniors, and other special needs populations a priority in the construction of all new development for both public and private projects.

Goal 5 INCREASE WALKING AND OTHER PATHS OF TRAVEL

5.1 The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest.

Goal 9 DEVELOP SPECIAL POLICIES RELATED TO TRANSPORTATION AND PARKING IN THE COASTAL ZONE

USE OF ALTERNATIVE TRANSPORTATION

9.1 The City shall encourage use of alternative modes of transportation, especially non-motorized options, in and around the Coastal Zone.

9.1.1 Improve pedestrian, bicycle, and transit access throughout the Coastal Zone. Improve access from the Wharf and Harbor areas to the La Playa (City College) lots, Waterfront, and State Street areas through such methods as:

- Providing additional bicycle and pedestrian paths.

9.1.5 Connect the Cabrillo Boulevard Bikeway to the Douglas Family Preserve, Arroyo Burro County Beach, and Las Positas Park with a link to the UCSB/Santa Barbara bikeway running parallel to Modoc Road.

Goal 11 MOBILITY SYSTEM

11.2 The City shall create an adequately funded mobility system consistent with the vision of this Circulation Element that will increase the access to and convenience of alternative forms of travel.

Biological Resources Policies

ER11 Native and Other Trees and Landscaping. Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.

ER12.4 Native Species Habitat Planning. Protect and restore habitat areas for native flora and fauna, and wildlife corridors within the City, including for chaparral, oak woodland, and riparian areas. In particular, provide land use/design guidelines to:

- Require buildings and other elements of the built environment, and landscaping to be designed to enhance the wildlife corridor network as habitat.

- Ensure that the City and new development preserve existing trees within identified wildlife corridors, and promote planting new trees, and installing and maintaining appropriate native landscaping in new developments within or adjacent to important upland wildlife corridors and all streams. Ensure that efforts are made to minimize disturbance to understory vegetation, soils, and any aquatic habitats that are present below the trees in order to provide movement of species that utilize the habitat.
- Ensure that new development and redevelopment projects will not result in a net reduction or loss in size and value of native riparian habitats.

Local Coastal Plan Policies

Policy 2.6 A bicycle and pedestrian way shall be provided between the western City Limit and Arroyo Burro County Beach Park.

Policy 6.8 The riparian resources, biological productivity, and water quality of the City's coastal zone creeks shall be maintained, preserved, enhanced, and, where feasible, restored.

Land Use and Zoning Designations:

The proposed Project for a multi-use path within existing City ROW would be consistent with existing land use designations along the Project's 2.6 mile-long reach, including residential, commercial, and open space uses. Recreational trails are allowable uses under all of these land use designations.

The Project is located within the appealable jurisdiction of the Coastal Zone and the City Coastal Overlay Zone (S-D-3). The Project requires City approval of a CDP which is appealable to the California Coastal Commission. A CDP approval requires findings that the Project would be consistent with policies of the California Coastal Act and City Local Coastal Plan (LCP) and implementing guidelines, and applicable provisions of the Municipal Code.

Coastal Policies:

Public Access and Recreation Resources: City LCP policies seek to retain, preserve, and improve public access along the shoreline and coastal recreation facilities. The Project would improve multi-modal public access along public roadways and to nearby parks and coastal areas, including Arroyo Burro Beach County Park, a major coastal access location. *Potentially consistent.*

Visual and Biological Resources: LCP visual resource policies require protection of scenic resources and character and restrict development on hillsides to avoid substantially modifying natural topography and vegetation. The proposed Project would be developed within existing roadway ROW and within and adjacent to existing paved roadways; no unavoidable inconsistency with visual resources policies is anticipated (refer to Section 1). Project design includes avoidance of sensitive biological resources (e.g., creek corridors) and includes mitigation to offset impacts (e.g., replanting of oak trees); no unavoidable inconsistency with biological resource policies is anticipated (refer to Section 3). *Potentially consistent.*

Coastal Hazards. The proposed Project would be designed consistent with LCP policies regarding avoidance of natural hazards from landslides, erosion, sea cliff retreat and flooding; no unavoidable inconsistency with coastal hazard policies is anticipated (refer to Section 12). The Project would not result in significant impacts associated with geologic hazards and coastal resources, with recognition of geologic conditions, proposed slope stability, drainage control, and vegetation components of the Project (refer to Section 5). The area has topography with variable slopes, though the Project site is located far set back from the coast, and would implement slope stability

devices, drainage controls, and vegetation which would provide for Project safety, would improve and not exacerbate hazards associated with slope instability, landslide, and erosion, and would not substantially affect coastal processes or landforms or require coastal armoring. *Potentially consistent.*

Ordinance Provisions:

As discussed in various sections of the analysis below, the Project could comply with applicable City Municipal Code provisions for development, including zoning requirements, development permitting procedures, grading, building, and landscape design, lighting, energy efficiency, provision of public improvements and utilities, construction provisions, storm water management, fire code provisions, noise ordinance, etc.

LAND USE COMPATIBILITY

Certain land uses have the potential to result in conflicts with existing surrounding land uses or activities. Typically, development applications for General Plan Amendments, Rezones, Conditional Use Permits, Performance Standard Permits, and certain Modifications have the greatest potential to result in land use compatibility issues. Conflicts can result from generation of noise, odor, safety hazards, traffic, visual effects, or other environmental impacts. This Initial Study provides analysis of land use compatibility issues within the primary environmental impact sections (i.e. noise, air quality, etc.). However, in instances where an impact does not rise to a level of significance, land use compatibility concerns may still exist due to adverse but less than significant impacts. These effects will be considered by decision-makers at the time that the proposed Project's merit and permit requests and conditions of approval are considered. Recommended measures may be considered for application to further reduce adverse but less than significant impacts where decision makers deem necessary to provide for policy consistency or to support required findings.

Environmental Checklist

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. The potential level of significance should be indicated as follows:

Class 1 Impacts - Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant Impacts: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Class 2 Impacts - Potentially Significant, Mitigated: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Class 3 Impacts - Less Than Significant: Impacts that are not substantial or significant.

Class 4 Impacts - Beneficial: Impacts would improve environmental conditions.

No Impact or Not Applicable (NA): Project would not cause any impact.

If analysis of an environmental impact is provided by an earlier CEQA environmental document (environmental impact report, negative declaration, etc.), this is indicated by a checkmark on the table.

A summary of environmental analysis guidelines used in evaluating project effects to determine impact significance levels is provided in Exhibit B.

Note: A recent CEQA case law ruling by the California Supreme Court (CA Building Industry Association v. Bay Area Air Quality Management District, Opinion S213478, December 17, 2015) held that CEQA analysis is

primarily for identifying project impacts on the environment and does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. The ruling held that CEQA does mandate, analysis of how a project might exacerbate existing environmental hazards, which could include consideration of risk impacts to project users or residents. CEQA also requires analysis of environment risks to residents or users where the project in question falls into certain specific statutory categories governing school, airport, and certain housing projects under CEQA sections 21151.8, 21096, 21159.21, 21159.22, 21159.23, 21159.24, and 21155.1. The State Resources Agency has not proposed or adopted revised CEQA Guidelines to implement this change. The following Initial Study analysis is based on the guidance and model checklist in the existing State CEQA Guidelines. It is permissible that CEQA documents contain more analysis than the minimum requirements under CEQA, however the analysis of impacts associated with effects on project residents or users from existing environmental conditions are generally not considered environmental impacts for purposes of CEQA review.

1. VISUAL RESOURCES Would the project:	Level of Impact Significance	Analyzed in Prior Document
a) Have a substantial adverse effect on a public scenic vista or a private scenic vista enjoyed by a large portion of the community?	Class 3- less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative visual impacts of new development to the year 2030.
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?	Class 3- less than significant impact	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Class 2- less than significant impact with mitigation	
d) Result in substantial grading on steep slopes or permanent substantial changes in topography involving substantial visual effects?	Class 2- less than significant impact with mitigation	
e) Create a new source of substantial light or glare which would adversely affect day and nighttime views in the area?	Class 3- less than significant impact	

1. Visual Resources

Issues: Issues associated with visual resources and aesthetics include the potential blockage of important public scenic views, effect on site visual aesthetics and compatibility with the surrounding area, and changes to exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality considers whether a project is visually pleasing or unpleasing, and may be perceived and valued differently from one person to the next. Aesthetics and visual resources depend in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused on views from public (as opposed to private) viewpoints and larger community wide views (those things visible by a larger community, as opposed to select individuals). The importance of existing views is assessed qualitatively based on whether important visual resources, such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, whether the views are experienced from public viewpoints, and how many people can see the views. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual resources impacts may potentially result from:

- Substantial obstruction of important public or community wide scenic views.
- Substantial degradation of important public or community wide scenic views or the visual quality of the site through extensive grading and changes in topography, removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.

- Substantial damage to scenic resources within a State scenic highway (Highway 154). Impacts to local scenic roads should also be considered. These include U.S. 101; Cabrillo Blvd between U.S. 101 and Castillo Street; Sycamore Canyon Road (144)/Stanwood Drive(192)/Mission Ridge Road (192)/Mountain Drive to the Old Mission on Los Olivos Street), or Shoreline Drive from Castillo Street to the end of Shoreline Park.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard, disrupts sensitive wildlife, or substantially affects day or nighttime views.

Visual Resources – Existing Conditions and Project Impacts

The Project site is located along two major roadway corridors in the southwestern urban area of the City, which is an area developed with a mix of suburban single family homes, condominiums, retirement complexes, a commercial center, and relatively expansive areas of undeveloped hillsides and canyons and natural open space. The area is crossed by streams with dense riparian vegetation, including mature tree canopy. The Project site is bordered in places by steep hillsides that create a diverse and varied topography with slopes vegetated with coastal sage scrub and oak woodlands. Segment 1 along Modoc Road traverses a relatively broad level area with the tree-lined corridor of the Union Pacific Railroad to the north, and a condominium development and commercial center near the east end of Modoc Road. The south side of Segment 1 is lined with a mix of single-family homes, retirement homes, and churches to the south, with more lightly developed hillsides and wooded areas near its intersection with Las Positas Road. Motorists and cyclists along this heavily used route experience views of a tree-lined road with intermittent one- to two-story primarily residential use buildings, and periodic views of the Santa Ynez Mountains to the north. Along Segment 2 and 3, the Project route follows a canyon between Elings Park and Veronica Meadows, gradually descending toward the intersection of Las Positas Road and Cliff Drive through a mix of suburban development with a backdrop of open hillsides. The immediate foreground landscape is characterized by 3 single-family residential neighborhoods and one 2-story condominium development interspersed within hilly open space areas. The Segment 2 and 3 corridor offers views of a backdrop of steep hillsides vegetated with coastal sage scrub and the scenic skyline of ridges in Hope Ranch, Elings Park, and the Douglas Family Preserve, as well as scenic views of the Santa Ynez Mountains while traveling north along Las Positas Road.

1.a) Scenic Views. As described in the Visual Impact Assessment (see Appendix B), the Project involves paving an at-grade 16-foot wide path that would run immediately adjacent to Modoc Road and Las Positas Road, and would require limited expansion and restriping of the roadways in key locations. As a result, the Project would not substantially alter the existing scenic views. A major scenic vista visible from the Project site and enjoyed by a large part of the community is the coastal range of the Santa Ynez Mountains. Adjacent to the Project site roadways, rolling topography with naturally vegetated land and open spaces such as Elings Park are also notable scenic vistas in the vicinity. The Project would not obstruct any of these scenic vistas from public or private views. Public views of the Project site are primarily from Las Positas Road and Modoc Road, which provide brief views for motorists and cyclists traveling the corridor. Other public views of the Project site include trail users in Elings Park and the Douglas Family Preserve.

While State CEQA Guidelines clarify that impacts are considered primarily for public views and resources, private views of the Project site are available from adjacent residential neighborhoods, senior residences, and

churches that border the site, with more distant views from surrounding hillside homes. Views from many of these residences are screened by fences and landscaping. A small number of the surrounding residences have direct foreground to mid-range views of the Project site; however, these views are often limited by distance, trees, and topography.

Construction of the Project would temporarily alter views along Modoc Road and Las Positas Road with construction equipment, signage, and materials on-site. However, construction phases would not have a significant or permanent adverse effect on the public or private scenic vistas of the Santa Ynez Mountains or surrounding open spaces, as construction effects would be short-term and would not substantially obstruct views. The Project would not have a substantial adverse effect on a public or private scenic vista enjoyed by a large part of the community.

Additionally, BMPs would be incorporated into the Project design and construction schedule to minimize the change in visual quality and character caused by potential soil erosion onto existing roadways, exposure of bare soil, and removal of vegetation resulting from short-term construction activities. Applicable BMPs include confining construction equipment storage to designated staging areas, preserving existing vegetation as feasible, and shielding proposed pedestrian safety lighting fixtures. At the conclusion of construction, areas of bare soil would be restored consistent with the Project's conceptual landscape plan to minimize erosion and restore natural landscape. The final selection of plantings would be directed by the City, and would be consistent with the existing landscape character of the community. Additionally, the Project is subject to Architectural Board of Review (ABR) approval per City design guidelines, which further address view impacts. Therefore, impacts to scenic views are less than significant with no mitigation required.

1.b) Scenic Highways. The Project site is not located within a designated scenic highway, nor is it adjacent to or visible from any designated scenic highway under the State Scenic Highway designation program. Therefore, project impact on scenic routes would be less than significant and no mitigation is required.

1.c) Visual Character and Quality. The visual character of the Project would be generally compatible with the existing visual character of the corridor, as the Project would consist of a paved path primarily constructed immediately adjacent or parallel to the existing roadway upon previously disturbed soil locations. The Project would widen the area of paved surface by 12 feet or less in most locations to accommodate the multi-use path, which would result in negligible alterations of the visual quality of the existing corridor by expanding existing roadway features. The addition of safety barriers between the path and areas along the south end of Las Positas Road necessary for public safety would include design elements that enhance the visual character of the barriers as much as possible, and the barriers are low enough in height to allow for continued view of the tree canopies, open space areas, and coastal foothills in the background. Thus, the overall visual character of this corridor would not be substantially altered by such improvements. Further, viewers from vehicles on Las Positas Road and Modoc Road travel at speeds that limit viewer exposure duration of the Project site's features. The Project would have limited encroachment into existing habitat and would result in limited disturbance of natural habitat in some areas, particularly through removal or significant impacts to approximately 109 mature native and non-native trees of approximately 25 to 50 feet in height along Modoc and Las Positas Roads and near the Modoc Road/Las Positas Road intersection. The Project would remove up to 24 nonnative Mexican fan palms out of a total of approximate 35 of these trees within and adjacent to the Project area in the coastal scrub area along approximately 900 feet of Las Positas Road south of Veronica Springs Place. In addition, approximately 26 coast live oak trees out of a total of approximately 56 mature oaks along the proposed path alignment would be removed, or about 46 percent of these native oak trees. Approximately 22 coast live oak trees along Las Positas Creek may also be subject to

potential substantial damage to root zones and trunks during construction, which may require root pruning where roots would be removed by excavation or crown pruning to compensate for loss of root zone or to ensure stability and balance for trees that have lost major branches or canopy. Therefore, a total of 48 coast live oak trees may experience significant affects due to Project implementation. Tree pruning may also be required for trees that overhang the proposed bike path to provide free unobstructed passage or to reduce risk to users. In addition, approximately 3 Monterey Cypress, 20 weeping red gum eucalyptus, 2 blue gum eucalyptus, 2 eucalyptus, 1 oleander, 1 silk oak, 2 ash, 1 rosewood, 5 Queen palms, and 24 Mexican fan palms would also be removed along the path. The removal and/or damage of these trees, especially the coast live oak trees, would constitute a potential significant impact to viewers along Las Positas Road and in the adjacent neighborhoods. Although the line of coast live oak trees are located slightly below the existing grade of the roadway, their canopy is an important visual feature of the corridor. The removal of trees and shrubs within the Project's alignment would result in visual gaps in the vegetation along Modoc Road and Las Positas Road, which would reduce visual screening between the roadways and adjacent neighborhoods. Although this change to vegetation would change the visual quality of the existing corridor, the overall change would be minor in context of the natural setting for the Project. Additionally, the Project is subject to ABR approval per City design guidelines, which further addresses project impacts to visual character and quality. Over the long-term, replanting of trees and vegetation through the Project's proposed landscape plans and/or the Las Positas Creek Restoration project, along with implementation of mitigation measures identified within Section 3, *Biological Resources*, which would retain the visual quality of the Project site and vicinity. In addition, implementation of recommended Avoidance and Minimization Measure VIS-2 would address visual gaps in vegetation. Therefore, Project impacts to visual character and quality of the site would be *less than significant with mitigation*.

1.d) Grading and Topography. The Project would not substantially alter the existing topography or character of the Project area. The Project would involve 6,936 cubic feet of cut and 2,120 cubic feet of fill, and grading would be subject to City building ordinance and permitting requirements. Construction and grading associated with installation of the 2 approximately 300-foot long retaining walls and one 120-foot long retaining wall of 3 to 5 feet in height along the east side of Las Positas Road adjacent to Elings Park and the Meadows Lane intersection would alter the existing topography and character along the south end of this roadway through removal of a mix of native and nonnative vegetation on this hillside. However, this hillside has been subject to significant previous disturbance during construction of Las Positas Road. Additionally, with the application of MM VIS-1 (Retaining Walls and Concrete Barriers), the retaining wall would be designed to include natural materials with muted earth tone colors to blend into the natural setting of the hillside. Further, required revegetation of the hillside following installation would further soften visual changes. Grading and topography changes due to the Project would not result in substantial visual changes or effects after mitigation, therefore impacts would be *less than significant with mitigation*.

1.e) Lighting and Glare. The Project would include the installation of a signalized intersection with pedestrian lighting at Jerry Harwin Parkway, which is adjacent to the Elings Park regional park facility. New stop signs and crosswalks would also be added where the Project crosses streets and driveways along Modoc and Las Positas roads. Street lighting would be incorporated into each of the mid-block crossings on Modoc Road. Although the Project includes lighting, signage, and crosswalks with the potential for light and glare, these impacts would not create a substantial increase in lighting and glare on Modoc Road and Las Positas Road, both of which already include glare-producing signs and lighting. Additionally, the proposed pedestrian safety lighting fixtures at the new stoplight at Jerry Harwin Parkway and at all mid-block crossings on Modoc Road would be subject to the City Lighting Ordinance design guidelines and ABR approval and would be shielded and directed downward to

limit lighting impacts to the immediate vicinity. Therefore, Project lighting and glare would constitute a less than significant impact and no mitigation is required.

Visual Resources - Mitigation

MM BIO-1 and MM BIO-11 would apply.

MM VIS-1 Retaining Walls and Concrete Barriers. Retaining walls and concrete barriers shall be designed to include coloring and texturing features with muted earth tone colors and natural texture to minimize long-term visual impacts and potential for graffiti. Project plans shall reflect these design features prior to Project approval.

Visual Resources – Recommended Avoidance and Minimization Measure

MM VIS-2 Vegetation Screening. Additional native shrubs or trees, including the oleanders along Modoc Road, should be replanted where they are impacted by path construction as needed for sufficient visual screening between the Modoc Road corridor and adjacent homes.

Visual Resources - Residual Impacts

Project visual impacts associated with scenic views and visual character and quality, grading and topography, and lighting and glare would be less than significant (Class 3).

2. AIR QUALITY Would the project:	Level of Impact Significance	Analyzed in Prior Document
a) Conflict with or obstruct implementation of the applicable air quality plan?	Class 3 Less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative air quality impacts of new development to the year 2030.
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Class 3 Less than significant impact	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Class 3 Less than significant impact	
d) Expose sensitive receptors to substantial pollutants?	Class 3 Less than significant impact	
e) Create objectionable odors affecting a substantial number of people?	Class 3 Less than significant impact	
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Class 3 Less than significant impact	
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Class 3 Less than significant impact	

2. Air Quality

Issues. Air quality issues involve pollutant emissions from vehicle exhaust, stationary sources (e.g., gas stations, diesel generators, dry cleaners, oil and gas processing facilities, etc.), and minor stationary sources called “area sources” (e.g., residential heating and cooling, fireplaces, etc.) that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors. Stationary sources of air emissions are of particular concern to sensitive receptors, as is construction dust and particulate matter. Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the Project area are vehicle emissions. Sources of particulate matter (PM₁₀ and PM_{2.5}) include demolition, grading, road dust, agricultural tilling, mineral quarries, and vehicle exhaust.

The City is part of the South Coast Air Basin. The City is subject to the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (APCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

The APCD has also issued several notifications and requirements regarding toxic air emissions generated from activities, such as gasoline dispensing, dry cleaning, freeways, manufacturing, etc., that may require projects with these components to mitigate or redesign features of the project to avoid excessive health risks. Additionally, APCD requires submittal of an asbestos notification form for each regulated structure that is proposed to be demolished or renovated. The California Air Resources Board (CARB) and APCD also recommend buffers between U.S. 101 and new residential developments or other sensitive receptors in order to reduce potential health risks associated with traffic-related air pollutant emissions, particularly diesel particulates. Based on analysis in the certified Final Program EIR (2010) for the Plan Santa Barbara General Plan Update, the City established an interim policy limiting the introduction of new residential construction or sensitive receptor uses within 250 feet of U.S 101 (excluding minor additions or remodels of existing homes or the construction of one new residential unit on vacant property), until CARB implements further statewide phased diesel reduction measures and/or the City otherwise determines a satisfactory reduction of diesel reduction risks citywide or on individual projects. Certain projects also have the potential to create objectionable odors that could create a substantial nuisance to neighboring residential areas or sensitive receptors and should be evaluated in CEQA documents.

Global climate change refers to accelerated changes occurring in average worldwide weather patterns, measurable by factors such as air and ocean temperatures, wind patterns, storms, and precipitation. Climate changes are forecasted to result in increasingly serious effects to human health and safety and the natural environment in coming decades, such as from more extreme weather, sea level rise effects on flooding and coastal erosion, and impacts on air and water quality, habitats and wildlife, and agriculture.

There is substantial evidence that accelerated climate change is due to emissions of carbon dioxide and other heat trapping “greenhouse gases”² (GHG) from human activities. Natural processes emit GHG to regulate the earth’s temperature; however, substantial increases in emissions, particularly from fossil fuel combustion for electricity production and vehicle use, have substantially elevated the concentration of these gases in the atmosphere well beyond naturally occurring concentrations.

Carbon dioxide accounts for 85 percent of GHG emissions within the U.S. California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest in the world), with transportation and electricity generation representing the largest sources (41 and 22 percent, respectively). In Santa Barbara, direct sources of GHG emissions are on-road vehicles, natural gas consumption, and off-road vehicles and equipment. Indirect sources (emissions removed in location or time) are electricity consumption (power generation), landfill decomposition (methane releases), and State Water Project transport (electricity use).

California Assembly Bill 32 (2006 Global Warming Solutions Act) required CARB to create a program to reduce statewide GHG emissions to 1990 levels by the year 2020. Senate Bill 375 (2008 Sustainable Communities and Climate Protection Act) required regional coordination of transportation and land use planning throughout the State to reduce vehicle GHG emissions. CARB established targets for Santa Barbara County to not exceed 2005 per capita vehicle emissions in the years 2020 and 2035. State Senate Bill 97 (enacted in 2007 and amended in 2010) required that project environmental reviews include analysis of GHG impacts and mitigation, and established that public agencies may provide for a communitywide GHG emissions mitigation program through an adopted climate action plan.

² Greenhouse gases include carbon dioxide, methane, and nitrous oxide, as well as smaller contributions from hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Greenhouse gas emissions are typically measured in metric tons (MT) of carbon dioxide equivalents (CO₂e) based on global warming potential, which allows for totaling the emissions.

The City's Climate Action Plan was adopted in September 2012. Past, present, and forecasted future citywide GHG emissions were analyzed in the Plan and associated Addendum to the 2011 Final Program EIR for the General Plan Update in comparison to the State and City GHG emissions targets (2020 total emissions at 1990 level; 2020 and 2035 per capita vehicle emissions at 2005 level). The analysis demonstrates that citywide emissions are decreasing. With continued implementation of existing State and City legislative measures, including measures implemented by new development projects, citywide emissions associated with growth under the General Plan would meet and surpass these State and City emissions targets. Additional Climate Action Plan measures would further reduce citywide emissions. The City Climate Action Plan constitutes a citywide mitigation program for GHG emissions in accordance with SB 97.

Impact Evaluation Guidelines: A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people, to substantial pollutant concentrations.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City uses the APCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO_x, and 80 pounds per day for PM₁₀;
- Emit less than 25 pounds per day of ROC or NO_x from motor vehicle trips only;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted Federal and State air quality plans for Santa Barbara.

Substantial long-term project emissions could potentially stem from stationary sources, which may require permits from the APCD and from motor vehicles associated with a project and from mobile sources. Examples of stationary emission sources that require permits from APCD include gas stations, auto body shops, diesel generators, boilers and large water heaters, dry cleaners, oil and gas production and processing facilities, and wastewater treatment facilities.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM₁₀). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions for non-stationary sources. However, APCD uses a guideline for stationary sources as a guideline for determining the impacts of construction emissions for non-

stationary sources. The stationary source threshold is a project's combined emissions from all construction equipment exceeding 25 tons of any pollutant except carbon monoxide within a 12-month period. Standard equipment exhaust mitigation measures are recommended by APCD for projects with either potentially significant or less than significant effects.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the ozone precursor significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The SBCAG and CARB on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted Clean Air Plan, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the Clean Air Plan and may have a significant impact on air quality.

Global Climate Change: In accordance with Appendix G of the CEQA Guidelines, a project may have a significant impact related to global climate change if it would generate substantial GHG emissions either directly or indirectly, or would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHG.

Based on the analysis within the City Climate Action Plan and the General Plan Program EIR Addendum, projects within the growth assumptions of the 2030 General Plan and that meet applicable City regulations for GHG emission reductions:

- (1) Would be consistent with the City Climate Action Plan and associated policies and regulations for reducing GHG emissions;
- (2) Would be within the citywide GHG impact assessment in the Climate Action Plan and associated General Plan Program EIR Addendum, which found that total citywide GHG emissions and per capita vehicle emissions would meet State and City reduction targets and would not constitute a significant environmental impact; and
- (3) Would be within the City Council Climate Action Plan adoption finding that no significant GHG impacts would result from General Plan build out of the City.

Air Quality – Existing Conditions and Project Impacts

Santa Barbara County is considered in attainment of the Federal eight-hour ozone standard, and in attainment of the State one-hour ozone standard. The County does not meet the State eight-hour ozone standard or the State standard for particulate matter less than ten microns in diameter (PM₁₀); but does meet the Federal PM₁₀ standard. The County is in attainment for the Federal PM_{2.5} standard and is unclassified for the State PM_{2.5} standard.

Segment 1 located within a wide valley just inland from a small coastal range along the southeastern region of the City, and Segments 2 and 3 extend south through a coastal valley towards the ocean. A majority of the emissions produced within the immediate Project vicinity are from vehicles travelling along Modoc Road and Las Positas Road, as well as U.S. 101 immediately north of the Project site. These local roads together carry approximately 6,000 to 18,000 average daily trips through the immediate Project vicinity with associated emissions. Aside from periods of congestion at the Modoc Road/Las Positas Road intersection, traffic is relatively free-flowing along these roads, which limits the potential for CO₂ hotspots within the vicinity of the Project site.

2.a) Clean Air Plan and General Plan Consistency. Direct and indirect emissions associated with the Project would not be substantial and would include short-term emissions from construction equipment and fugitive dust generated during limited grading, as well as very limited operational emissions associated with some users who may drive and park to utilize the multi-use path, as well as periodic maintenance. Such limited emissions are accounted for in the cumulative emissions assumptions of the regional Clean Air Plan for Santa Barbara County and the City Program EIR for the General Plan. Standard air quality conditions of permit approval for suppression of construction dust and equipment emissions would be applied to the Project, consistent with Clean Air Plan and City policies. The Project also provides improved safety for pedestrians and cyclists, which would improve access by multiple modes to local destinations (e.g., Arroyo Burro County Beach Park) which could reduce air pollution from emissions associated with automobile use. The Project would be consistent with the Clean Air Plan and City air quality policies and ordinance provisions, particularly those that encourage multi-modal transportation improvements; therefore, impacts associated with potential policy conflicts would be less than significant and no mitigation is required.

2.b) Air Pollutant Emissions. The Project would generate short-term construction related air pollutants in the form of vehicle emissions and construction activities. Construction activity would primarily occur upon previously disturbed and paved ROW areas, in addition to limited construction within areas adjacent to Modoc Road and Las Positas Road (e.g., retaining wall construction).

Demolition, site preparation, construction of the proposed multi-use path and associated streetscape improvements, and landscaping activities would result in emissions of pollutants due to limited grading, idling construction vehicles, and equipment exhaust. As described within the *Project Description*, each Segment of the Project could be constructed independently of one another, which could allow all three Segments to have overlapping construction timelines and potentially be completed in under one year. While construction could also occur within a maximum period of 27 months, with emissions from the Project spread out over a much longer time period and with a lower intensity of associated emissions over the time frame, the worst-case scenario assumes that all emissions over the lifetime of all three Segments are considered within one year. In this scenario, all potential construction emissions would be below APCD's adopted significance guideline of 25 tons/year.

The use of heavy-duty construction equipment and vehicle trips would generate emissions, such as NO_x and PM₁₀. The amount of air pollution generated from construction would vary substantially from day to day, depending on the level of construction activity. However, a number of State and local regulations would substantially limit the generation of construction emissions related to the proposed Project. As required by the U.S. EPA, CARB, and specified on the CCR Title Division 3, Chapter 9, Article 4, Sec. 2423(b)(1), all off-road diesel engines are required to meet at a minimum the Tier 3 Emission Standards for off-road compression-ignition engines (with proper diesel particulate control). By having all heavy-haul vehicles meet this requirement, the potential generation of NO_x and PM₁₀ emissions would be reduced and be in compliance with the CCR. Additionally, if the construction activity is in compliance with CARB Rule 345, by properly managing all fugitive dust (PM₁₀) through actions such as covering up haul trucks carrying dirt and properly cleaning streets in the vicinity, fugitive dust and NO_x emission would be minimized and would not exceed thresholds.

Utilizing the CalEEMod computer model (2013.2.2), examining years with an estimated worst case maximum estimated construction emissions, and applying standard measures to reduce dust and equipment emissions, it is estimated that the proposed Project would generate less than 25 tons/year of any criteria pollutant that would not exceed adopted guidelines (refer to Table 5-1; Appendix C): With application of standard City reduction measures consistent with APCD recommendations and City Building Code requirements as conditions of permit approval,

emissions of individual pollutants and combined pollutants would not exceed the APCD emission significance guideline of 25 tons/year.

Table 2-1. Estimated Construction Emissions for the Proposed Project Site (pounds/day)

Pollutant	Estimated Construction Emissions (tons/year)
Reactive Organic Gases (ROG)	1.0065
Nitrogen oxides (NO _x)	9.5284
Carbon monoxide (CO)	7.7677
Sulfur dioxide (SO ₂)	0.0101
Particulate matter 10 microns (PM ₁₀)	0.6437
Particulate matter 25 microns (PM ₂₅)	0.5250
APCD Emissions Significance Guideline: 25 tons/year	Emissions/Year: 19.5723 tons/year

¹ Refer to Appendix C for CAL3DMOD output sheets; overall emissions based on rounded totals.

As discussed within Section 11, *Transportation*, Project operations could result in an incremental reduction in emissions as some vehicle trips would be eliminated from local roadways due to improved multi-modal access to local destinations in the Project vicinity, such as Arroyo Burro Beach County Park, and improved safety for regional bike path linkages. Use of the multi-use path could also reduce the amount of neighborhood residents who drive to the local parks/open space areas, such as Elings Park or Douglas Family Preserve. Additionally, providing a safe pedestrian and bicycle connection between the parks/open space areas, neighborhoods, and commercial areas may reduce the number of people who decide to drive and produce associated vehicle emissions, thus potentially incrementally reducing vehicular pollutant emissions. Nevertheless, some additional idling of vehicles may occur at the proposed signalized intersection at Jerry Harwin Parkway, which may incrementally contribute to an emissions increase.

Operational emissions may incrementally decrease due to pedestrian and cyclist use of the multi-use path or incrementally increase due to some additional idling of vehicles at the proposed Jerry Harwin Parkway signalized intersection, no firm data is available on this change in traffic patterns. Changes are expected to be nominal. Therefore, emissions associated with the Project construction and operation would not exceed thresholds. As result, the Project would have less than significant impacts on air quality, and would be in compliance with the APCD's rules and thresholds.

2.c) Cumulatively Considerable Net Increase. While the Clean Air Plan does not identify the cumulative effect of forecasted temporary construction-related emissions within Santa Barbara County as a significant air quality impact, the Clean Air Plan provides a guideline of 25 tons/year for analyzing individual projects. Residential uses located in the surrounding neighborhood could potentially be marginally affected by dust, particulates, and vehicle/equipment exhaust emissions during the Project construction period.

The insignificant Project-specific impacts identified above for long-term and temporary construction emissions of criteria air pollutants would also constitute less than considerable contributions to cumulative emissions within the City and Santa Barbara County's air basin, as identified respectively in the City General Plan Program EIR and the APCD Clean Air Plan EIR, and no mitigation is required.

2.d) Sensitive Receptors. Though the Modoc Road segment of the Project is located within 250 feet of U.S. 101, potential effects of highway exhaust emissions on residents would not apply to the Project, as there is no proposed residential development associated with the Project. The APCD recommends dust control measures, which are also required for the Project under City building ordinance provisions and would be applied; therefore, dust-

related impacts to sensitive neighboring residential land uses would not be significant or require further mitigation. Additionally, construction vehicle exhaust would contribute to short-term emissions and odors within the Project vicinity that may affect adjacent residential land uses; however, such events would be temporary and due to their limited extent, intensity, and duration are not anticipated to impact sensitive receptors. APCD recommended measures to reduce construction vehicle and equipment emissions are also standard City ordinance provides conditions of project approval, and, therefore, Project impacts would be less than significant with no additional mitigation measures required.

2.e) Odors. Construction vehicle exhaust may contribute to odors within the Project vicinity that may affect adjacent residential land uses; however, such events would be temporary and are not identified as a significant effect or nuisance by APCD. The Project is limited to the creation of a pathway for recreational uses such as hiking and cycling, and would not include land uses or features involving substantial odor or smoke, such as from commercial cooking equipment, combustion or evaporation of fuels, sewer systems, solvents, etc. Some nuisance odors may arise from construction activities such as diesel emissions from heavy equipment, and release of odors from curing asphalt proximate to residential uses; however, paving would be separated from residential uses so any construction odors would be negligible. Due to the nature of the proposed land use, Project air quality impacts related to odors would be less than significant and no mitigation is required.

2.f-g) Greenhouse Gases. Sources of direct carbon dioxide and other GHG emissions that could result from the Project include heavy construction equipment and operational landscaping/maintenance equipment. Indirect emissions that may result from the Project in the form of Project-related traffic adjustments (incremental increases in automobile braking at installed crosswalks may occur, with associated automobile emissions); however, an overall increase of GHG emissions are not anticipated as a part of the Project, as the opportunity to utilize the newly-installed, pedestrian- and cyclist-friendly multi-use path could incrementally reduce the amount of automobiles used by nearby neighborhood residents, to access the commercial and open space areas proximate to the multi-use path.

The Project is limited in scope, despite the maximum construction timeline potential of 27 months. Using the CalEEMod model, the total Project-generated GHG emissions from construction are estimated at 904 MT CO_{2e} for the construction process (maximum 394 MT CO_{2e} in one year), which would be an incremental contribution to citywide emissions generation (calculations on file). Similar to the criteria air pollutant emissions, while operational emissions may incrementally decrease due to pedestrian and cyclist use of the multi-use path, no firm data is available on this change in traffic patterns and changes are expected to be nominal.

The proposed Project is consistent with the General Plan land use designation, and incorporates measures that could reduce GHG emissions (increased multi-modal transport opportunities and native vegetation restoration and maintenance). Project GHG emissions would be part of the citywide emissions identified in the 2012 City Climate Action Plan and General Plan Program EIR Addendum, which were determined to comply with State and City emission reduction targets and thereby would not substantially contribute to global climate change and no mitigation measures are required. The Project would be consistent with applicable plans, policies, and regulations for reducing GHG emissions, which constitutes a less than significant impact on the environment and no mitigation is required.

Air Quality – Mitigation

No mitigation is required.

Air Quality – Residual Impacts

Project impacts associated with Clean Air Plan consistency, project-specific long-term and short-term construction emissions of criteria air pollutants, highway exhaust emissions, project contribution to cumulative emissions, odors, and GHG emissions would be *less than significant* (Class 3).

3. BIOLOGICAL RESOURCES Would the project:	Level of Impact Significance	Analyzed in Prior Document
a) Have a substantial adverse effect on any riparian habitat or other sensitive natural community?	Class 2 Mitigated to a less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative biological resources impacts of new development to the year 2030.
b) Have a substantial adverse effect on protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Class 2 Mitigated to a less than significant impact	
c) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	Not applicable/ No impact	
d) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Class 2 Mitigated to a less than significant impact	
e) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species?	Class 2 Mitigated to a less than significant impact	
f) 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?	Class 2 Mitigated to a less than significant impact	

3. Biological Resources

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are considered rare, threatened, endangered, or candidates for these listings, by Federal or State wildlife agencies, and their habitats.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are assessed to identify whether they constitute important biological resources based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important or sensitive biological resources exist, project effects on the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination, substantial reduction or disruption of important natural vegetative communities, wildlife habitat, migration corridors, or habitats supporting sensitive species such as oak woodland, southern riparian woodland, wetlands, and creeks.
- Substantial effect on a protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to biologically important native trees or otherwise protected trees such as oak

or large eucalyptus trees (note that, if applicable, historic or landmark trees are discussed in Section 4. Cultural Resources, and other trees are discussed in Section 1, *Visual Resources*).

Biological Resources – Existing Conditions and Project Impacts

A Natural Environment Study (NES) report, a Jurisdictional Delineation Report, and a Tree Assessment and Mitigation Report were prepared for the Project, and provide supporting information and analysis on biological resources for this IS/MND (Appendix D). The Plan Santa Barbara Program EIR also contains applicable information on biological resources in the Project vicinity. The majority of the Project site consists of existing pavement, developed/landscaped areas, and ruderal weedy vegetation; however, sensitive native vegetation communities and associated wildlife are found in areas where the Project is close to Las Positas and Arroyo Burro Creeks, and along Las Positas Road where coastal sage scrub habitat and wetland habitat are found.

The Project site is dominated by non-native plant communities, including eucalyptus woodland; ruderal areas containing various non-native annual grasses, cheeseweed (*Malva parviflora*), castor bean (*Ricinus communis*), and Italian thistle (*Carduus pycnocephalus*); and developed/landscaped areas dominated by planted trees such as weeping red gum, *Myoporum* sp., and Mexican fan palm (*Washingtonia robusta*). The Project site also contains limited areas of native vegetation communities that represent the edges of larger expanses of native vegetation extending beyond the Project footprint into adjacent open space areas. Native communities include coastal sage scrub/chaparral dominated by coyote brush (*Baccharis pilularis* var. *consanguinea*); oak woodland dominated by coast live oak (*Quercus agrifolia*); southern riparian forest containing arroyo willow (*Salix lasiolepis*), California sycamores (*Platanus racemosa*), Oregon ash (*Fraxinus latifolia*), and patches of giant reed (*Arundo donax*) near the confluence with Arroyo Burro Creek; and wetlands dominated by rushes (*Juncus* sp.), willows (*Salix* sp.), cattail (*Typha latifolia*), horsetail (*Equisetum* sp.), dogwood (*Cornus* sp.), and umbrella sedge (*Cyperus eragrostis*). See the NES for further detail on vegetation community classifications (Appendix D).

The Project site loosely parallels Las Positas Creek, Arroyo Burro Creek, and two unnamed tributaries, each of which support wetlands and riparian habitats of varying quality. Arroyo Burro Creek serves as a wildlife corridor that links urban area open spaces, such as Elings Park and the Douglas Family Preserve, to foothill wildlands to the north of the Project site. Wetlands include in-stream wetlands and seep wetlands dominated by rushes, sedges, and willows on the east side of Las Positas Road; riparian areas are dominated by willows, sycamore, and coast live oak trees. The Project site contains a number of large trees, including a grove of eucalyptus at the Las Positas Road/Modoc Road intersection and a line of coast live oak trees adjacent to Las Positas Road, south of Las Positas Place. In addition, there are approximately 76 palms, various mature eucalyptus, individual pine, and cypress along both Las Positas and Modoc Roads that were planted as landscaping within City ROW and may be significantly affected or removed, as further detailed in Section 1, *Visual Resources*.

Field surveys within the Project site and vicinity conducted for the NES identified many common plant and animal species, including 2 reptiles, 24 bird species, and 87 plant species (41 non-native plant species and 46 native plants species). Only two special status species were encountered in the Project site during surveys: the monarch (butterfly) and the oak titmouse (bird). The California Natural Diversity Database (CNDDB) indicates up to 44 special status species have been historically identified in the vicinity of the Project site (Appendix D). These species include, but are not limited to, a variety of special status birds and small animals that have the potential to occupy southern riparian forest found adjacent to the proposed multi-use path. While only a few have been recorded as extant in the Project vicinity, all of these special status species have a low potential to occur within the Project site given existing habitat conditions. Special status species that have potential to occur, but are not extant in recent years along Arroyo Burro Creek, include the California red-legged frog (*Rana aurora draytonii*),

southwestern willow flycatcher (*Empidonax traillii extimus*), Least Bell's vireo (*Vireo bellii pusillus*), western pond turtle (*Emys marmorata*), bank swallow (*Riparia riparia*), various nesting raptors, yellow-breasted chat (*Icteria virens*), and yellow warbler (*Dendroica petechia brewsteri*). The western pond turtle is the most likely to occur given the creek riparian habitat within the Project vicinity. One amphibian, the silvery legless lizard (*Anniella pulchra pulchra*), has potential to occur.

The oak titmouse was observed foraging in oak woodland at the Project site during surveys in 2015 for the NES. Migratory birds, such as the bank swallow, as well as special status bats could use wetlands and creeks to forage. In addition, special status raptors, such as the white tailed kite and northern harrier, as well as the special status Bryant's woodrat, could occupy or forage within coastal sage scrub/chaparral and oak woodlands within the Project vicinity as these habitats are connected to adjacent undisturbed habitats. Woodrat nests were identified in coastal sage scrub/chaparral habitat adjacent to Las Positas Road, but it is suspected that the nests were occupied by Big-eared woodrats (*Neotoma macrotis*) which are common in Santa Barbara County and not listed as a special status species. While the possibility remains for the species to occur within or adjacent to the Project site, there are no recorded observations of the Bryant's woodrat species in the vicinity of the Project, so the potential for presence of the species is extremely low.

Special status aquatic species, such as the Southern California steelhead (*Oncorhynchus mykiss*) and two-striped garter snake (*Thamnophis hammondi*), could occupy wetlands and creek bottoms in the Project site. Segments of Arroyo Burro Creek support aquatic habitat with pools that could serve as potential spawning critical habitat for the federally threatened Southern California steelhead, particularly when stream flow is high enough to permit steelhead passage upstream over one barrier located downstream between the Project site and Arroyo Burro Lagoon. Although Arroyo Burro Creek is federally designated critical habitat, there is a very low probability of steelhead occurring in the Project vicinity due to the presence of the barrier downstream and relatively low quality spawning habitat.

Policies providing for the protection of Special-Status Habitats (vegetation communities) are included in the California Fish and Game Code (tracked in the CNNDDB), California Coastal Act, City LCP, and the City General Plan Conservation Element. Policies for the protection of trees are included in the City Municipal Code, Section 15.24, Preservation of Trees.

Policies and regulations protecting wetlands, non-wetland waters, and riparian areas in the Project site include Section 404 and 401 of the Clean Water Act and the Porter Cologne Water Quality Act, which are overseen by the U.S. Army Corps of Engineers and RWQCB, Section 1600 of the California Fish and Game Code overseen by the California Department of Fish and Wildlife (CDFW), the California Coastal Act overseen by the California Coastal Commission, and the City General Plan Conservation Element.

Policies providing for the protection of special status species, including species listed as threatened, endangered, designated, or candidate, and species otherwise designated by noteworthy, include the Federal Endangered Species Act, Bald Eagle Protection Act, the Migratory Bird Treaty Act, and the Fish and Wildlife Coordination Act, which are overseen by the U.S. Fish and Wildlife Service (USFWS); the State Endangered Species Act and the California Fish and Game Code which are overseen by the CDFW; the Native Plant Protection Act which is overseen by the CDFW and California Native Plant Society; and the City General Plan Conservation Element.

3.a) Natural Communities. Grading and construction of the Project (i.e., path surface, retaining walls, road widening) would occur primarily within existing paved or disturbed areas, but would also permanently remove some existing vegetation. As detailed above, vegetation within the footprint of the Project is comprised largely

of non-native grasses, ornamentals, and ruderal vegetation; however, some native plant communities are present, including oak woodland, southern riparian forest, ~~wetland vegetation~~, and coastal sage scrub/chaparral. In addition to removal, the Project would require pruning of overhanging vegetation for equipment access and equipment staging for construction phases, resulting in compaction and disturbance within vegetated areas during site grading, excavation, and construction staging. The Project is designed to restore all temporarily impacted areas with native vegetation suited to Project vicinity. The removal of coastal sage scrub would be compensated at a 3:1 replacement ratio. Despite design elements intended to avoid and minimize long-term impacts to native vegetation communities in the Project area, some native vegetation would be removed and covered by new impervious surfaces, and some pruning and compaction would be unavoidable.

It is anticipated that the Project would permanently remove approximately ~~0.03 acres of wetland vegetation~~, 0.05 acres of southern riparian forest, 0.29 acres of oak woodland, and 0.63 acres of coastal sage scrub/chaparral. The native plant communities in the Project site are considered biologically important; however, none of the mapped upland communities are considered protected Special-Status Habitats per the guiding regulations listed above. Aquatic habitats such as riparian and wetland vegetation are considered Special Status Habitats and are addressed fully in Section 3.b below and therefore are not addressed further here. Riparian canopy along Modoc Road and Veronica Springs Road would be permanently trimmed back where it overhangs the proposed path, including removal of some large limbs, and approximately 0.05 acres of riparian habitat would be permanently removed to accommodate the multi-use path alignment beside the existing Caltrans wall southeast of the Jerry Harwin Parkway intersection. Temporary impacts to riparian habitat, in the form of minor vegetation pruning and compaction, could disturb up to 0.02 acres, primarily at the intersections along Las Positas Road where the riparian canopy over Las Positas Creek is currently disrupted and overhangs paved roadway areas where equipment will need to be placed during construction. Compliance with construction BMPs, such as designated equipment staging and materials storage areas, included in the Project would reduce potential construction-related impacts and disturbance of riparian vegetation (Appendix D). Despite the implementation of BMPs, some permanent removal and temporary disturbance of riparian habitat during Project construction would be unavoidable and would constitute a potentially significant impact to protected natural communities (see Table 3-1).

Table 3-1. Estimated Acreage of Impacts to Aquatic Habitats

Waters Type	Jurisdiction	Acres of Permanent Impacts	Acres of Temporary Impacts
Waters (non-wetland)	USACE, CDFW, and RWQCB	0.01	<0.01
Riparian Habitat	CDFW	0.05	0.02
Wetlands (<u>Seep area</u>)	USACE, CDFW, and RWQCB (CCC) ¹	0.005 (0.01) ²	0.01 (0.01)
Grand Total		0.067	0.023
¹ Wetlands under the jurisdiction of the CCC are a subset of the wetlands category, and impact acreage for the portion of wetlands within the coastal zone under CCC jurisdiction are called out within parenthesis. ² Initial surveys of this seep area preliminarily identified the area as a wetland; however, this area was later determined to not be considered a wetland by the CDFW.			

Additionally, during operations after completion of the Project, an incremental increase in public access to adjacent habitat areas would be facilitated. Increased activity from pedestrians and cyclists could incrementally affect natural communities due to physical disturbance from users who potentially depart from the designated path, or noise from periodic user noise. However, this incremental increase in disturbance next to heavily traveled

roads in an area already used by pedestrians and cyclists would not be substantial and would not permanently affect surrounding natural communities, in part due to the inclusion of intermittent rest 'nooks' for users to rest alongside the multi-use path.

Adherence of the Project to policies included in the California Fish and Game Code, Coastal Act, City LCP, and the City General Plan Conservation Element, would provide for the protection of Special-Status Habitats within and adjacent to the Project site. With the implementation of MM BIO-1 through MM BIO-14, temporary impacts to riparian vegetation would be avoided and minimized through establishment of construction exclusion areas around riparian habitat, minimization of ground disturbance in riparian areas, controls on construction waste discharge near aquatic habitat, and seasonal work windows for pruning and construction. MM BIO-12 through MM BIO-14 would reduce permanent impacts to riparian vegetation by requiring preparation of a restoration plan that includes re-planting specifications and adequate compensation for all permanently impacted riparian vegetation. With the implementation of MM BIO-1 through MM BIO-14, the impact to riparian habitat and other sensitive vegetation communities would be mitigated to a less than significant level (Class 2).

3.b) Wetlands. The Project would cause limited impacts to protected wetlands within the channel of Las Positas Creek, Arroyo Burro Creek, and within a wet, hillside-seep area east of Las Positas Road, north and south of the Portesuello Avenue intersection. The Project avoids wetlands within Las Positas Creek and Arroyo Burro Creek, and as initially designed, the Project may place a retaining wall within approximately 0.005 acres of a hillside seep area wetlands abutting the east side of Las Positas Roadway north of Portesuello Avenue. Compaction and vegetation trimming to accommodate equipment are anticipated in the seep wetland area adjacent to the proposed retaining wall footprint. Initial surveys of this seep area preliminarily identified the area as a wetland; however, this area was later determined to not be considered a wetland by the CDFW (observed during site walk with Sarah Rains from CDFW on December 12, 2016), and therefore no wetland mitigation would be required for this area. ~~Recent design plan iterations have removed this retaining wall from the plans, however in order to provide a reasonable worst-case scenario associated with any road alignment alterations in this location, the potential loss of wetlands is retained in the analysis.~~ In addition, approximately 200 feet of an ephemeral earthen drainage channel at the northern end of the Project site would be filled to accommodate the multi-use path surface and improve drainage conditions. The channel would be re-routed and restored in a new location to avoid the path, including placement of two new 18-inch culverts directing flow under the path and into a preserved portion of the channel, west of the multi-use path, as indicated in Figure 3d.

The Project includes avoidance measures and BMPs to minimize avoidable impacts to protect wetlands and non-wetland waters, particularly from construction-related pollution, contamination, and human disturbance, as described and included within MM BIO-1 through MM BIO-14 and within the *Project Description*. Adherence of the Project to policies and regulations included within Section 404 and 401 of the Clean Water Act, the Porter Cologne Water Quality Act overseen by the U.S. Army Corps of Engineers and RWQCB, Section 1600 of the California Fish and Game Code overseen by the CDFW, the California Coastal Act overseen by the California Coastal Commission, and the City's General Plan Conservation Element would provide for the protection of wetlands, non-wetland waters, and riparian areas in the Project site.

Despite the implementation of BMPs to avoid and/or minimize impacts, ~~some loss of wetlands would be unavoidable.~~ The Project would result in the loss of approximately ~~0.01 acre of seep wetlands,~~ 0.01 acre of riparian habitat, and approximately 0.01 acres of an ephemeral storm water channel (see Figure 5, Appendix D). Project design also includes restoration and expansion of the drainage channel to compensate for the loss of 0.01 acre of the channel. Given the degraded quality of the drainage feature, restoration would benefit water quality

and habitat provided by the feature in this location. ~~Within the seep wetland area, approximately 0.01 acre of temporary disturbance to protected wetlands is anticipated from compaction and vegetation removal to accommodate construction equipment and personnel while constructing the proposed retaining wall in this location, north of the Jerry Harwin Parkway intersection on Las Positas Road.~~ As stated within the impact evaluation guidelines for this resource, wetlands are regulated for no-net loss. Therefore, despite the limited extent and removal of wetlands and other regulated water resources within the Project site, and the implementation of measures to avoid and minimize pollution in onsite aquatic resources are included within Project design, the potential permanent loss of these resources is considered a potentially significant impact, which would be mitigated through required replacement at a minimum 2:1 ratio for non-native trees and a 5:1 replacement ratio for all mature coast live oaks.³

With implementation of MM BIO-1 through MM BIO-14, unavoidable impacts to protected wetlands would be fully compensated at a minimum of a 2:1 to 10:1 ratio (acres of habitat restored to acres impacted), and compensation would occur onsite or as close to the impacted habitat as possible. Design for this mitigation would be provided in a Project site Habitat, Maintenance and Monitoring Plan (HMMP), completed by a qualified professional and approved by the City. With the implementation of MM BIO-1 (Inclusion of Local Policies and Measures), the impact to protected wetlands and other regulated waters would be mitigated to a less than significant level (Class 2).

3.c) Habitat Conservation Plans. The Project site is not located within an adopted habitat conservation area, and would have no impacts associated with adopted habitat conservation plans.

3.d) Local Biological Resource Policies. As described above, the City's General Plan, LCP, and Municipal Code contain policies for protection of important biological resources, including native habitats, wildlife, plant species, and specimen trees. Because the Project includes the potential removal of specimen trees, including approximately 26 coast live oaks, ~~approximately~~24 eucalyptus, and 29 palms that are considered protected trees under City Municipal Code, in addition to approximately 22 coast live oaks significantly impacted, the potential exists for conflicts with existing biological resource policies and ordinances protecting biological resources. These resources have been surveyed and documented by a licensed arborist and addressed within a tree assessment and mitigation report for the Project (Appendix D). With the implementation of MM BIO-1 (Inclusion of Local Policies and Measures), the Project would be consistent with applicable City biological resource policies, as it would be required to obtain a tree removal permit and compensate for permanently removed protected trees at appropriate ratios (a minimum 2:1 replacement ratio for non-native trees and a 5:1 replacement ratio for all mature coast live oaks). With the implementation of MM BIO-1 through MM BIO-14, the impact to local biological resource policies would be mitigated to a less than significant level (Class 2).

3.e) Endangered, Threatened, or Rare Species. The Project NES identified 7 special status plant species and 15 special status wildlife species (or classes) with low to moderate potential to occur within the Project vicinity, however most of these species have not been recently recorded in the Project site. The Project-specific surveys for sensitive species identified the presence of two special status species (the monarch butterfly and the oak titmouse) within the Project site, which are both considered species of conservation concern, but are not listed as State or Federal threatened or endangered species. Moderate to highly-suitable habitat for special status species within the Project site exists in riparian forest, oak woodlands, wetlands, coastal sage scrub, and creeks. Project

³ Nonnative trees may be replaced with native trees at the City's discretion.

development would require removal of small areas of native vegetation, which could alter and remove habitat occupied by special status species and potentially lead to species mortality. Occupation of the path could incrementally increase disturbance to special status wildlife species in habitat adjacent to the path through increased human noise and traffic. Disturbance, aggravation, nesting disruption, harassment, or mortality of a protected plant or animal species, including permanent removal of species habitat, is considered an adverse effect to the species.

Additionally, the Project proposes the multi-use path in close proximity to the existing roadways and adjacent disturbed areas, as opposed to further from the roadway through established vegetation with higher potential for special status species to occur. Though some special status species are not known to occur or have a low potential to occur within or adjacent to the Project site, such as the Bryant's woodrat or California red-legged frog, the potential remains for special status species to enter the area and be affected by construction or operational Project activities. With the implementation of the general and project-specific avoidance and minimization measures, particularly MM BIO-7 (Special Status Animal Species Avoidance and Minimization Measures), permanent impacts to the Bryant's woodrat and California red-legged frog would be avoided. The nearest known occurrences of the California red-legged frog include the upper reaches of Hot Springs Creek in the Montecito Foothills, located over 5 miles to the northeast, and water features on Glenn Annie Golf Course in Goleta, located over 8 miles to the west. In addition, no designated critical habitat for this species is present in the project vicinity, and bullfrogs (predators of the California red-legged frog) inhabit Las Positas and Arroyo Burro Creeks. In order to meet regulatory standards, measures provided in the 2011 California red-legged frog Programmatic Biological Opinion prepared for Caltrans by the USFWS are included in the NES as Avoidance and Minimization Measures BIO-1 through BIO-20 (see Appendix D). However, there would be no potential for significant effect to this species due to implementation of the proposed Project. As stated in MM BIO-7 (Special Status Animal Species Avoidance and Minimization Measures), if woodrat nests occupied by the species are identified during pre-construction surveys, individuals and their nests would be relocated in advance of construction; therefore, temporary impacts to the species through the temporary relocation of individuals and permanent relocation of their nests could occur.

The removal of riparian vegetation in the Project site during the nesting season could disturb or lead to mortality of nesting local and migratory birds, such as the federally and state-listed endangered Least Bell's vireo, the federally endangered southwestern willow flycatcher, and the California Species of Special Concern yellow-breasted chat. Although these species were not observed in the Project site during surveys and have not been recorded in this area for many years, suitable nesting habitat is present, and is assumed occupied in the absence of focused surveys. However, due to performance of pre-construction surveys, nesting bird surveys to determine when fledging is complete and/ or the scheduling of Project activities outside of the nesting period for these birds, the Project would have no impact on these nesting birds or their nestlings. Removal of oak woodland vegetation in the Project site, including large individual coast live oak trees, during the nesting season could lead to nest abandonment or mortality of oak titmouse, a Federal Bird of Conservation Concern that was encountered both in oak woodland habitat and suburban settings during site surveys. Special status reptiles and amphibians with potential to occur in the Project site could be adversely affected by the Project if they are migrating and dispersing during construction activities and fall into excavated trenches for retaining walls or crawl under the wheels of large equipment for cover. Contamination of streams and wetlands from construction activities could lead to degradation of habitat and mortality of the federally threatened California red-legged frog, state-listed threatened bank swallow, Southern California steelhead, and the two-striped garter snake, a California Species of Special Concern, through disruption of reproduction, poisoning, and/or habitat removal. None of these species were

observed on the Project site, have not been recorded recently, and have a low probability of occurring. In addition, Project construction would be conducted during the dry season or include measures to avoid water quality impacts, and with the implementation of construction BMPs and MM BIO-1 through MM BIO-14, water quality impacts to the creeks would be avoided. Therefore, the Project would not impact aquatic habitat in the area or species such as the California red-legged frog and Southern California steelhead, including steelhead designated critical habitat. Although no protected plant species were observed during surveys or reported in historic records for the Project site, native vegetation communities in the Project site that would be permanently altered by Project construction are known to support protected plants such as southern tarplant (*Centromadia parryi* ssp. *australis*), southern California black walnut (*Juglans californica*), Santa Barbara honeysuckle (*Lonicera subspicata* var. *subspicata*), Gambel's water cress (*Rorippa gambelii*), Nuttall's scrub oak (*Quercus dumosa*), southern maiden fern (*Thelypteris puberula*). Therefore, proposed Project construction and vegetation removal in southern riparian woodland, oak woodland, and seep wetland habitat could lead to removal and mortality of protected plants.

The Project has been designed to minimize removal of sensitive habitat, including complete avoidance of the creek channels and their banks during construction, in addition to design elements that encourage future users during use of the multi-use path to stay on the path and not wander into adjacent habitat (walls and fences). Additionally, the Project contains construction BMPs that would avoid and minimize disturbance, aggravation, and potential mortality of individuals and habitat by carefully managing construction waste and pollutant discharge. However, loss of individuals during construction activities or loss of occupied habitat through vegetation removal and conversion would constitute a potentially significant impact to special status species and their habitat.

With the implementation of MM BIO-1 through MM BIO-14, potential temporary impacts to suitable habitat for protected species, particularly riparian vegetation and creeks, would be avoided and minimized through establishment of exclusion areas around sensitive habitat where construction equipment and personnel would be prohibited from entering, minimization of ground disturbance in riparian areas, and seasonal work windows for pruning and construction activities. Temporary impacts would also be mitigated by the Re-vegetation and Planting components included in the Project Description. MM BIO-1 through MM BIO-14 would also help to reduce potential permanent impacts to special status species and their habitat, such as habitat loss or mortality, by conducting special status plant, wildlife, and nesting bird surveys in advance of construction to identify the extent of potentially occupied habitat, locate important habitat elements that would be monitored during construction, and establish exclusion areas (and install exclusion fencing) and appropriate construction work periods. In addition, MM BIO-6 (Endangered/Threatened Species Avoidance and Minimization) and MM BIO-7 (Special Status Animal Species Avoidance and Minimization) would reduce disturbance to individual special status species by providing for a qualified biological monitor to be present during construction in sensitive habitat and establishing clear guidelines for identification and handling of species should they enter the Project site. MM BIO-1 through MM BIO-14 would also reduce unavoidable permanent impacts to special status species to a less than significant level by requiring the Project to prepare and implement a restoration plan for lost riparian, wetland, and oak woodland habitat. With the implementation of MM BIO-1 through MM BIO-14, the impact to special status species and their habitats would be mitigated to a less than significant level (Class 2).

3.f) Wildlife Corridors and Nesting Sites. The Federal Migratory Bird Treaty Act provides for the protection of migrating birds. Riparian habitat and tall groves of trees, particularly eucalyptus, in the Project site contain adequate habitat for nesting migratory birds. The Project site runs adjacent to Las Positas Road that abuts open space, including parks and other undeveloped areas with native vegetation that provides a migratory corridor for

birds and other wildlife species. The Project site is not considered a migratory corridor itself due to the high level of existing disturbance from the roadways and residential homes. Therefore, the Project construction process would not occur within the migration corridor itself, and is intentionally designed to stay within City ROW and/or the Las Positas Roadway for much of its 2.6 mile extent.

Operation of the multi-use path would include some limited noise and lighting that is subject to City ordinance limitations, which would not substantially change the existing lighting and noise environment due to its proximity to an existing major roadway. The additional noise and street lights would not substantially increase disturbance in adjacent migratory areas. Construction of the Project segments would be temporary and have limited durations, which would not constitute a substantial disturbance to adjacent migratory corridors, as birds and animals can move away from noise temporarily, thus not substantially affecting wildlife corridors.

Installation of safety barriers along lower Las Positas Road could potentially interfere with wildlife movement between Arroyo Burro Creek and open lands within Elings Park. However, it should be noted that under existing conditions, wildlife movement is impeded by a 15-foot high concrete retaining wall along the western edge of Las Positas Road. Placing concrete safety barriers along this reach would not materially impede wildlife movement from Las Positas Creek to Elings Park, which is already governed by a retaining wall. In addition, it should be noted that Las Positas Road itself and associated high speed traffic already presents a substantial barrier and hazard to wildlife movement. Further, the proposed safety barriers would be discontinuous, with gaps allowing for continued wildlife passage between open space areas.

The Project would remove approximately 26 coast live oak trees along Las Positas Road and approximately 24 eucalyptus trees from along the extent of Las Positas Road and the grove at the intersection of Las Positas Road and Modoc Road as well as up to 29 planted non-native palms along Modoc and Las Positas Roads, in addition to significantly impacting 22 coast live oak trees. Native vegetation removal, particularly of mature eucalyptus trees and coast live oak trees, and related noise, could potentially affect bird nesting. MM BIO-8 (Preconstruction Surveys for Nesting Birds) includes measures that restrict construction, particularly vegetation removal, to outside of the bird nesting season (February 15 to September 15), and to conduct a nesting bird survey prior to any vegetation removal during that period, and to avoid removal of any vegetation with nesting birds until young have fledged. Therefore, with implementation of MM BIO-8 (Preconstruction Surveys for Nesting Birds), potential Project impacts to nesting birds would be mitigated to a less than significant level and impacts to wildlife corridors would be less than significant.

Biological Resources – Mitigation

All mitigation measures detailed below shall comply with the Project HMMP, which shall be completed by a qualified professional and approved by the City prior to approval of the Project.

MM BIO-1 Inclusion of Local Policies and Measures. The Project shall incorporate all General and Project-Specific Avoidance and Minimization Measures as well as all appropriate species-specific avoidance and minimization efforts as identified within the Santa Barbara County Association of Governments (SBCAG) 2040 Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS), in addition to City guidelines and ordinance procedures for implementing City policies. Implementation of MM BIO-2 through MM BIO-14 would be consistent with these local policies and measures to ensure avoidance and minimization of temporary impacts to biological resources, including protected trees, and compensation for unavoidable permanent impacts to biological resources in the Project site. In the event that regulatory permits are issued for Project

activities affecting biological resources, measures identified in these permits shall also be incorporated into the Project.

MM BIO-2 Special Status Plant Species Surveys. Surveys for special status plants shall be completed by a CDFW/USFWS-appointed biologist prior to any vegetation removal, grubbing, or other construction activity of each segment (including staging and mobilization).

- Surveys shall be conducted no more than two years before initial ground disturbance and seasonally timed to coincide with the target species identified in the Project vicinity.
- Surveys shall focus on the distribution and relationships of plant species over the Project area and be conducted in accordance with the most current protocols established by the California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and the local jurisdictions.
- All special status plant species identified onsite shall be mapped onto a site-specific aerial photograph and topographic map. A report of the survey results shall be submitted to the implementing agency, and the CDFW and/or USFWS, as appropriate, for review and approval.

MM BIO-3 Special Status Plant Species Avoidance and Minimization Measures. If state listed or California Rare Plant List 1B species are found during special status plant surveys, the Project shall be redesigned to avoid impacting these plant species, if feasible. Project redesign shall be completed prior to any vegetation removal, grubbing, or other construction activity of each segment (including staging and mobilization).

- Rare plant occurrences that are not within the immediate disturbance footprint of the Project, but are located within 50 feet of disturbance limits, shall have bright orange protective fencing installed at least 30 feet beyond their extent, or another distance as approved by a qualified biologist, in order to protect them from harm.

MM BIO-4 Special Status Plant Species Restoration and Monitoring. If special status plants species cannot be avoided and will be impacted by the Project, all impacts shall be mitigated at a minimum ratio of 2:1 (number of acres/individuals restored to number of acres/individuals impacted) for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to the City of Santa Barbara for approval. (Note: if a state listed plant species will be impacted, the

restoration plan shall be submitted to the CDFW for approval). The restoration plan shall include, at a minimum, the following components:

- Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type);
- Goal(s) of the compensatory mitigation project [type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved];
- Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values);
- Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan);
- Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule);
- Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports);
- Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 30 percent relative cover by vegetation type;
- An adaptive management program and remedial measures to address any shortcomings in meeting success criteria;
- Notification of completion of compensatory mitigation and agency confirmation; and
- Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism).

MM BIO-5 Endangered/Threatened Species Habitat Assessment and Survey Protocol. If the results of a biological resources analysis determine that suitable habitat may be present for any federal or state-listed Endangered or Threatened species, protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS protocols prior to issuance of any construction permits.

- If through consultation with the CDFW and/or USFWS it is determined that protocol habitat assessments/surveys are not required, said consultation shall be documented prior to issuance of any construction permits. Each protocol has different survey and timing

requirements. The Applicant shall be responsible for ensuring the completion of protocol requirements.

MM BIO-6 Endangered/Threatened Species Avoidance and Minimization. No Endangered/Threatened species shall be captured and relocated without expressed permission from the CDFW and/or USFWS.

- If at any time during construction of the Project an Endangered/Threatened species enters the construction site or otherwise may be impacted by the Project, all Project activities shall cease immediately. Caltrans shall be notified and any actions that may affect a federally listed species must cease until Caltrans has consulted with the USFWS and/or NMFS and has notified the County that construction may resume. A CDFW/USFWS-approved biologist shall document the occurrence and consult with the CDFW and/or USFWS as appropriate.
- For all Project components occurring in areas where Endangered/Threatened species may be present and are at risk of entering the Project site during construction, exclusion fencing shall be placed along the Project boundaries prior to start of construction (including staging and mobilization). The placement of the fence shall be at the discretion of the CDFW/USFWS-approved biologist. This fence shall consist of solid silt fencing placed at a minimum of 3 feet above grade and 2 feet below grade and shall be attached to wooden stakes placed at intervals of not more than 5 feet. The fence shall be inspected weekly and following rain events and high wind events by the appointed biologist and shall be maintained in good working condition until all construction activities are complete.
- All trenches, pipes, culverts or similar structures shall be inspected for occupancy by any animal prior to burying, capping, moving, or filling.
- If any federally and/or state-protected species are harmed during Project construction activities, the CDFW/USFWS-approved biologist shall document the circumstances that led to harm and shall determine if Project activities should cease or be altered in an effort to avoid additional harm to these species. Dead or injured special status species shall be disposed of at the discretion of the CDFW and USFWS. All incidences of harm shall be reported to the CDFW and USFWS within 48 hours.

MM BIO-7 Special Status Animal Species Avoidance and Minimization. For non-listed special-status terrestrial mammal, amphibians and reptiles, surveys shall be completed by a CDFW/USFWS-appointed biologist within three months of the start of construction.

- For amphibian and reptile species coverboard surveys, the coverboards shall be at least 4 feet by 4 feet and constructed of untreated plywood placed flat on the ground. The coverboards shall be checked by the appointed biologist once per week for each week after placement up until the start of vegetation removal. All non-listed special status and common animals found under the coverboards shall be captured and placed in 5-gallon buckets for transportation to relocation sites. All relocation sites shall be reviewed by the project sponsor and shall consist of suitable habitat. Relocation sites shall be as close to the capture site as possible but far enough away to ensure the animal(s) is not harmed by construction of the project. Relocation shall occur on the same day as capture. CNDDB

Field Survey Forms shall be submitted to the CDFW for all special status animal species observed.

- Pre-construction clearance mammal surveys shall be conducted within 14 days of the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 200 foot buffer if feasible and shall identify all special status animal species that may occur on-site. All non-listed special status mammal species shall be relocated from the Project site either through direct capture (e.g., Bryant's woodrat) or through passive exclusion (e.g., American badger). A report of the pre-construction survey shall be submitted to the SBCAG and the City for review and approval prior to the start of construction.
- Upon completion of the project, the appointed biologist shall prepare a Final Compliance Report documenting all compliance activities implemented for the project, including the preconstruction survey results. The report shall be submitted within 30 days of completion of the Project.

MM BIO-8 Preconstruction Surveys for Nesting Birds. For construction activities occurring during the nesting season (generally February 1 to September 15), preconstruction surveys for nesting birds shall be conducted by a CDFW/USFWS-appointed biologist no more than 14 days prior to vegetation removal. The surveys shall include the entire segment disturbance area plus a 200-foot buffer around the area.

- If active nests are located, all construction work shall be conducted outside a buffer zone from the nest to be determined by the biologist. The buffer shall be a minimum of 50 feet for non-raptor bird species and at least 150 feet for raptor species. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site.
- The biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer. A report of these preconstruction nesting bird surveys shall be submitted to the appropriate local jurisdiction.

MM BIO-9 Monarch Butterfly Avoidance and Minimization. Prior to completion of the final design, a qualified biologist shall review the Project for potential to impact monarch butterflies. If known or potential winter roost sites will be impacted, the biologist shall make recommendations to avoid impacts including, but not limited to, relocation/redesign of project features to avoid roost sites, guidance regarding tree removal and trimming at roost sites, and recommendations regarding planting additional roost trees.

Construction shall not occur within 100 feet of known or potential roost sites between October 1 and March 1, if feasible. If construction must occur during this period, the qualified biologist shall survey known and potential roost sites to confirm occupancy by monarch butterflies prior to start of construction within 100 feet. Multiple surveys may be necessary and the closest known roost sites shall be used as voucher sites to confirm the timing of butterfly arrival. If monarch butterflies are determined to be absent from a roost site, construction may commence. If monarch butterflies are found at a roost site, construction shall not occur within 100 feet of the roost site until the

biologist has determined that the butterflies have left the area. The biologist shall visit the voucher sites to confirm that butterflies have left the region.

MM BIO-10 Worker Environmental Awareness Program (WEAP). Prior to initiation of construction activities (including staging and mobilization), all personnel associated with Project construction shall attend WEAP training, conducted by a CDFW/USFWS-appointed biologist, to aid workers in recognizing special status resources that may occur in the Project area.

- The WEAP shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the Project.
- All employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them. The form shall be submitted to the appropriate local jurisdiction for document compliance.

MM BIO-11 Tree Protection and Replacement Plan. A tree protection and replacement plan shall be developed by a City-appointed, certified arborist and sent to the City for approval prior to any tree removal, grubbing, or other construction activity of each segment of the Project (including staging and mobilization).

- The plan shall include, but would not be limited to, an inventory of trees within the construction site, setbacks from trees and protective fencing, restrictions regarding grading and paving near trees, direction regarding pruning and digging within the root zone of trees, and requirements for replacement and maintenance of trees.
- For any protected tree proposed to be removed, replacement tree plantings of like species at a minimum ratio of 2:1 (trees planted to trees impacted) for non-native trees and a ratio of 5:1 for all mature coastal live oak trees, shall be established on-site or at an approved off-site location. All onsite mitigation plants shall have a diversity of tree sizes, up to 60 inches in planter box size.
 - Trees used within mitigation efforts shall be consistent with the City's Wildland Fire Plan.
 - To mitigate significant impacts due to removal of and/ or substantial damage to 48 coast live oak trees, a total of 240 ~~5-gallon~~ coast live oak trees shall be planted (City policy generated 5:1 ratio).
 - To mitigate the significant impact and/or removal of 61 non-native trees, a total of 122 ~~45-gallon~~ native trees, comprising of locally appropriate species such as coast live oaks, sycamores, alders, cottonwoods and/ or willows shall be planted (canopy area calculations 2:1 ratio).
 - A complete professional grade survey and construction details can provide an opportunity to adjust the construction zone and reduce the number of trees removed and significantly impacted.

- A Habitat Maintenance and Monitoring Plan (HMMP) shall also be developed and shall be implemented for a minimum of 7 years or until stasis has been determined by a certified arborist. The HMMP plan shall include adherence to City recommended species and locations. Potential areas for habitat mitigation are indicated on Figure 4. If a protected tree would be encroached upon but not removed, a certified arborist shall be present to oversee all trimming of roots and branches.

MM BIO-12 Wetland and Riparian Habitat Restored. A City-appointed, biologist/landscape architect shall prepare a landscape plan for the Project. This plan must be approved by the City prior to any construction activity (including staging and mobilization).

- Mitigation ratios for permanently impacted habitat areas shall consist of a 1:1 ratio for upland habitat, a 3:1 ratio for riparian habitat, and a 4:1 ratio for wetland habitat, provided in coordination with the City and preferably located near the Project site.
- The landscape plan shall indicate the locations and species of plants to be installed, and use drought tolerant, locally native plant species. Species selected for planting shall be similar to those species found in adjacent native habitats.
- Noxious, invasive, and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List, and/or California Invasive Plant Council Lists 1, 2, and 4 shall not be permitted.

MM BIO-13 Landscaping Plan. The Project's landscape plan shall indicate the locations and species of plants to be installed. Drought tolerant, locally native plant species shall be used. Noxious, invasive, and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List, and/or California Invasive Plant Council Lists 1, 2, and 4 shall not be permitted. Species selected for planting shall be similar to those species found in adjacent native habitats.

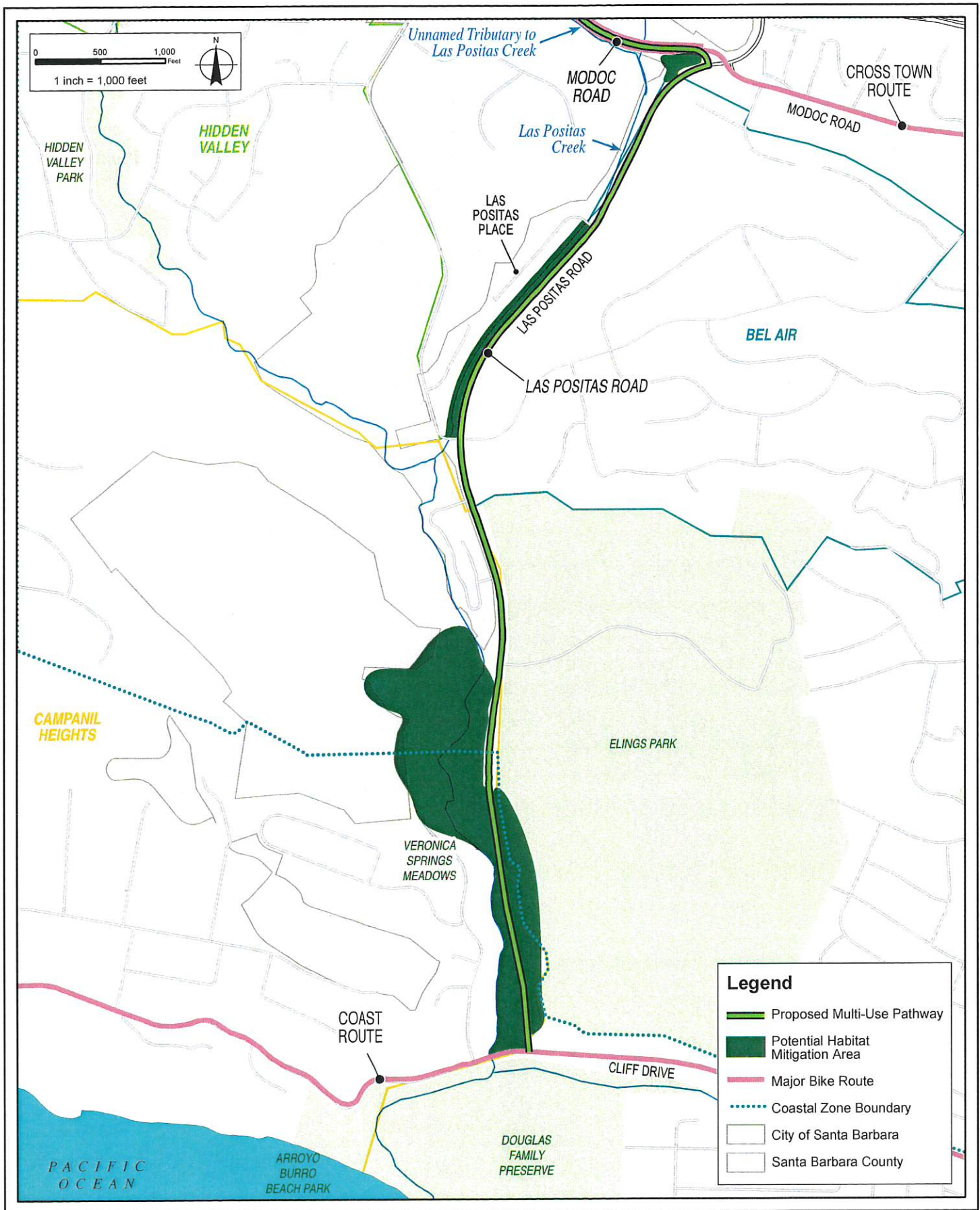
MM BIO-14 Invasive Weed Prevention and Management Program. An Invasive Weed Prevention and Management Program shall be developed by a City-appointed biologist and approved by the City prior to start of construction. This program shall prevent invasion of native habitat by non-native plant species. A list of target species shall be included, along with measures for early detection and eradication.

- As part of the program, all disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas. In areas where construction is ongoing, hydroseeding shall occur where no construction activities have occurred within six (6) weeks since ground disturbing activities ceased. If exotic species invade these areas prior to hydroseeding, weed removal shall occur in consultation with a qualified biologist and in accordance with the restoration plan. Removed weed material shall be collected, contained and transported out of the Project area to a permitted disposal site or greenwaste recycling

facility. Measures to ensure invasive species are not imported to the site from fill materials shall be included.

Biological Resources - Residual Impacts

Project impacts associated with biological resources, impacts to sensitive natural communities, coast live oak trees, protected wetlands, special status species, wildlife corridors, and nesting sites would be mitigated to a *less than significant level (Class 2)*.



FIGURE

4

4. CULTURAL RESOURCES Would the project:	Level of Impact Significance	<u>Analyzed in Prior Document</u>
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	Class 3 – Less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative cultural resources impacts of new development to the year 2030.
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	Class 3 – Less than significant impact	
c) Disturb any human remains, including those interred outside of formal cemeteries?)	Class 3 – Less than significant impact	
d) Directly or indirectly destroy a unique paleontological resource?	Class 3 – Less than significant impact.	
e) Cause a substantial effect on an important tribal cultural resource?	Class 3 – Less than significant impact	

4. Cultural Resources

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the Santa Barbara Channel coastline over 10,000 years ago, and numerous villages of the Barbareño Chumash flourished in coastal plains now encompassed by the City. Spanish exploration and eventual settlements in the Santa Barbara area occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from a Mexican village to an American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are aboveground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

An Archaeological Survey Report (ASR) prepared for the Project found that the entire Project area (referred to in the report as Area of Potential Effect, or APE) that could be disturbed by the Project has been impacted by past

development and related grading and excavation activities (approximately 6,936 cubic feet of cut) associated with construction of roads, utilities and residential neighborhoods (Appendix E). As a result, the construction area for the Project has been subject to substantial previous disturbance, reducing the potential for the existence of intact subsurface cultural remains. Additionally, the Project site contains no above surface historical structures or other historic resources.

A Phase I cultural resource records search and field survey published on September 29, 2015 found no previously recorded prehistoric or historical archaeological sites within the Project area. The closest potentially significant buried prehistoric archaeological resources were identified 82 feet from the edge of the Project area in the vicinity of the intersection of Las Positas Road and Cliff Drive. This resource is described as a “low density, Late Period prehistoric deposit comprised mainly of shellfish remains, along with sparse chipped stone” (Appendix E). The cultural resource records search identified 11 archaeological resources within a 0.5-mile radius of Project area, and five prehistoric sites and two historic-era resources were documented within 0.25 mile of the Project area. Despite reports of local residents that human remains have been found within the site adjacent to Veronica Springs Road, 100 meters from the western edge of the Project area, none were encountered during archaeological investigations of the site (see Appendix E).

Regionally, the Project site is located in an area historically occupied by the Chumash Indians during prehistoric and early historic times, and a coastal region that has experienced human activity for many centuries, including occupancy by both Chumash Indians and European settlers. No studies specific to the Project site were found within *The Chumash and Their Predecessors: An Annotated Bibliography*; however, the Project area lies within a Prehistoric Sites and Water Courses cultural resource sensitivity zone identified by the City. No presence of Native American traditional sites/places in the immediate Project area were indicated in a records search of the Sacred Lands File by the Native American Heritage Commission (NAHC), which additionally involved noticing and contact with local tribes, organizations, and individuals that may have knowledge of cultural resources in the project area (see Appendix E).

4.a) Historic Resources. No above surface or subsurface historical resources have been identified within the Project area and the majority of the Project site has been subject to substantial past disturbance. ~~However, a portion of land at the Modoc Road/Las Positas Road intersection that appears to be undisturbed and undeveloped may experience limited grading for construction of the multi-use path. As a result, the Project has limited potential to uncover or disturb previously undiscovered historic resources.~~ Additionally, ~~However,~~ secondary impacts to historic resources may occur during tree planting or habitat replacement mitigation activities. The standard City condition for procedures in the event of unanticipated discovery of important subsurface resources during construction would be applied as a condition of Project approval. Project impacts to historic resources would be less than significant and no mitigation is required.

4.b) Archaeological Resources. A Phase I cultural resource field survey of the Project area, analysis of historic-era maps and aerial photographs, and a review of the history of landform modification within the Project area, did not identify new or previously recorded archaeological sites. The potential for encountering buried, previously undetected prehistoric archaeological resources during construction is considered low over most of the Project site based on the results of background research, field survey, prior creek bank alterations, and construction and modification to the existing roadways. ~~However, a portion of land at the Modoc Road/Las Positas Road intersection that appears to be undisturbed and undeveloped may experience limited grading for construction of the multi-use path. As a result, the Project has limited potential to uncover or disturb previously undiscovered archaeological resources.~~ The standard City condition for procedures in the event of unanticipated discovery of

important subsurface resources during construction would be applied as a condition of project approval. Project impacts to archaeological resources would be less than significant and no mitigation is required.

4.c) Human Remains. No human remains were encountered during archaeological investigations of the Project vicinity. Given past disturbance of most of the Project site, the potential for encountering such remains is low. Standard City conditions of approval for the project would include required procedures per State regulations for the unanticipated discovery of human remains. Project impacts to human remains would be less than significant and no mitigation is required.

4.d) Paleontological Resources. Based on the cultural resource records search and survey of the Project area and prior Project site disturbance due to development and roadway construction activities, there is no evidence that the site contains unique paleontological resources. The standard City condition for procedures in the event of unanticipated discovery of important resources during Project earthwork would be applied as a condition of project approval. Project impacts to paleontological resources would be less than significant and no mitigation is required.

4.e) Tribal Cultural Resources. No tribal resources were identified within the Project site, though at least 11 archaeological resources were identified within 0.5 miles of the Project area. The Native American Heritage Commission (NAHC) stated that a records search of the Sacred Lands File failed to indicate the presence of Native American traditional sites and/or places in the immediate Project vicinity. Contact was made with at least three individuals identified by the NAHC as part of preparation of the ASR, and closer review of background research was conducted. Because no cultural resource deposits were identified within the APE, known deposits are located at least 80 feet from the edge of the APE and the APE has been subject to past heavy disturbance, the ASR did not recommend any field monitoring of construction activities. No additional information was obtained during the Section 106 tribal consultation process (see Appendix E). In addition, to meet the intent of AB 52 requirements, after the project application submittal was deemed complete by the Planning Division, but prior to release of the Draft MND for public and agency review, a letter was sent both by certified mail and by email to tribal representatives identified on the NAHC list for AB 52 consultation purposes, requesting comments or concerns regarding potential tribal cultural resources (see Appendix E). No responses were received from tribal representatives during the AB 52 letter 30-day comment period, nor during the 30-day draft MND comment period. No potentially significant buried prehistoric archaeological resources closer than 25 meters to the Project area have been identified, based on the results of background research, field survey, prior creek bank alterations, and construction and modifications to the existing roadways. If previously unidentified or unanticipated tribal cultural materials are unearthed during Project construction, City standard conditions require that work be halted in that area until a qualified archaeologist can assess the significance of the find and any necessary measures implemented to avoid significant impacts to any important resources. Project impacts to important tribal cultural resources would be less than significant and no mitigation is required.

Cultural Resources – Mitigation

No mitigation is required. Standard City conditions of approval applicable to the Project would be followed.

Cultural Resources – Residual Impacts

Project impacts associated with historic resources, archaeological resources, human remains, paleontological resources, and tribal cultural resources would be less than significant (Class 3).

5. GEOLOGY AND SOILS Would the project:	Level of Impact Significance	Analyzed in Prior Document
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault? ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Expansive soils?	Class 2 – Mitigated to a less than significant impact	The General Plan Program EIR (2011) analyzed citywide geology and soils impacts of new development to the year 2030.
Expose people or structure to potential adverse effects including the risk of loss, injury, or death involving: v. Landslides? vi. Sea cliff retreat?	Class 2 – Mitigated to a less than significant impact	
b) 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, collapse or sea cliff failure?	Class 2 – Mitigated to a less than significant impact	
c) Result in substantial soil erosion or the loss of topsoil?	Class 2 – Mitigated to a less than significant impact	
d) 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?	Not applicable/ No impact	

5. Geology and Soils - Discussion

Issues: Geophysical impacts involve geologic and soil conditions, and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, ground shaking, liquefaction (a condition in which saturated soil loses shear strength during earthquake shaking), or seismic waves; unstable soil or slope conditions, such as landslides, subsidence (the downward shifting of the Earth's surface; can result in sinkholes), expansive or compressible/collapsible soils, or erosion; and extensive grading or topographic changes.

The soils most susceptible to liquefaction are clean, loose, fine-grained, saturated, and uniformly graded and occur near the ground surface, usually at depths of less than 50 feet. Depending on the clay and silt content, some soils can expand or shrink with changes in the water content. In general, the effects of expansive soils can damage foundations, concrete slabs, and aboveground structures over long periods of time.

Landslides are generally any type of ground movement that occurs primarily due to gravity acting on relatively weak soils and bedrock on an over-steepened slope. Soil saturation and groundwater pressure often accelerate or initiate slope instability. Grading activity, such as removal of toe support by excavation or addition of new loads, such as fill placement also aggravate slope instability. Areas most prone to landslides include old landslides, the bases or tops of steep or filled slopes, and drainage hollows.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure of people or structures to risk of loss, injury, or death involving unstable earth conditions due to: seismic conditions (such as earthquake faulting, ground shaking, liquefaction, or seismic waves); landslides; sea cliff retreat; or expansive soils.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Substantial erosion of soils.
- Placement of a septic system in an area with soils not capable of adequately supporting disposal of wastewater or where waste water could potentially cause unstable conditions or water quality problems.

Geology and Soils – Existing Conditions and Project Impacts

The Project site is located within the Western Transverse Ranges physiographic province of Southern California. The east-west trending Santa Ynez foothills dominate the Western Transverse Ranges that extend from Ventura County, west to Point Arguello. The Project site is located in a seismically active area. The west-northwest-striking Mesa and Lavigia faults trend through the vicinity of the Project. The Mesa-Rincon Creek fault, which parallels the Modoc Road segment alignment of the Project, is a southwest-dipping reverse or oblique-reverse fault that was active in late Pleistocene time; there is no direct evidence suggesting it has been active within the Holocene (last 11,000 years). The Lavigia fault is a six kilometer-long, south-dipping thrust fault that suspected of activity as recent as the mid- to late-Pleistocene (see Appendix F). A site-specific seismic hazard evaluation was performed using Caltrans' ARS Online tool (Version 2.3.06). The evaluation found that the Lavigia Fault likely crosses the multi-use path alignment at a location south of the intersection of Las Positas Road and Jerry Harwin Parkway, and that the Mesa-Rincon Creek Fault likely runs parallel and immediately adjacent to the Modoc Road segment of the proposed multi-use path. The Project site is not located within any State-designated Alquist-Priolo Earthquake Fault Zone, with high potential for surface fault rupture (see Appendix F).

The Project site is underlain by a relatively thin mantle of alluvial soils over bedrock of the Santa Barbara, Rincon Shale, and Monterey Formations. Compacted fills soils associated with the existing roadway construction were also encountered in some of the exploratory borings carried out in the Preliminary Geotechnical Design Report (PGDR; Appendix F). Near-surface soils along the northern segment of the Project site, including Modoc Road and part of Las Positas Road, are underlain by mainly cohesive soils, which are soils that are hard to break up when dry, and exhibit significant cohesion when submerged. The southern part of the Project site along Las Positas Road is underlain by mainly cohesive soils with medium to high expansion potential.

The Project alignment along Segment 1 has gently sloping grades with an overall elevation change of approximately 20 feet over a distance of 1.0 mile. Segments 2 and 3 have grades decreasing gently to the south/southwest from the Modoc Road/Las Positas Road intersection, with an overall elevation change of approximately 110 feet from north to south over a distance of 1.6 miles. These Segments cut through the coastal hills, following Las Positas Creek and Arroyo Burro Creeks. The portion of Las Positas Creek immediately north of its confluence with Arroyo Burro Creek (between Veronica Springs Road and Las Positas Place) is channelized. Bank instability is an existing issue in middle and lower Arroyo Burro Creek, especially in the Hidden Valley area. Arroyo Burro Creek in the Project area is susceptible to bank failure and undercutting of steep banks (see Appendix F).

5.a i-iv) Seismic and Geologic Hazards. Both of the faults in the Project vicinity can generate a maximum

earthquake of moment magnitude of 6.4 (Lavigia) and 6.6 (Mesa-Rincon Creek Fault), with some potential for ground surface rupture during earthquakes of significant magnitude. The project would not exacerbate these existing seismic conditions, is not anticipated to cause public safety concerns, and the likelihood of surface fault rupture and related hazard to the Project facilities is considered low. Some cracking of Project pavement and movements of or damage to retaining walls may occur during major seismic events. These potential impacts would be reduced to a less than significant level by earthquake damage minimization measures set forth in MM G-1 (Short-term Stability and Erosion Control) and G-2 (Long-term Stability and Erosion Control).

Subgrade soils encountered along the Project site are considered adequate to support the proposed paved multi-use path and the retaining walls even given some potential for liquefaction, shrinkage, or expansion, given application of the measures set forth in MM G-1 and MM G-2. With implementation of MM G-1 and MM G-2, if potentially expansive subgrade soils are encountered, they would be lime-treated to a depth of at least 12 inches and allowed to cure sufficiently prior to pavement construction. Based on the groundwater depths, and the fine-grained nature or high density of subsurface soils the potential for soil liquefaction and related seismic hazards along the Project site is considered low (see Appendix F). With implementation of MM G-1 and MM G-2, Project impacts associated with seismic and geologic hazards would be mitigated to a less than significant level.

5. a.v; b; c) Site Stability, Landslides, Soil Erosion, Sea Cliff Retreat.

As noted above, the site is relatively level, does not traverse steep slopes, and is not proximate to sea cliffs. The proposed Project would not involve substantial grading or creation of steep cut and fill slopes, and, as such, would involve relatively minimal potential for geologic hazards. Although not encountered within the exploratory borings, areas of potential landslide debris were found in close proximity to the Project site, particularly within the middle to southern portions of the Segments 2 and 3. However, the site is generally level, and given standard construction practices of over-excavation and re-compaction of soils, the presence of landslide debris is not considered a substantial constraint with potential for impacts.

Most of Segments 2 and 3 of the Project would be constructed proximate to the east bank of both Las Positas Creek and Arroyo Burro Creek, which could expose segments of the path to creek bank failure. However, creek banks along the Las Positas Creek are relatively gradual slopes with the proposed path well removed from the creek bank. Additionally, the alignment is relatively level and would border an existing concrete lined drainage channel. Along Arroyo Burro Creek, the proposed alignment is well set back from the top of the creek bank or is located along the top of a Caltrans retaining wall that is planned to undergo extensive repair and reinforcement. Therefore, potential for creek bank failure damage to the proposed multi-use path is low.

Similarly, potential for slope failure associated with retaining walls is considered minimal as such walls are of relatively low height (e.g., 3-5 feet) and are underlain by compacted fill and/or unsaturated soils of substantial thickness. Additionally, the walls would be subject to engineering design review to ensure stability and would be reinforced with features such as deadmen or soil screws to anchor these structures into the slopes.

Final Project plans would be subject to City review and approval for consistency with City building code provisions for grading, foundation, and building design to assure no significant geologic or soils impacts would result. With implementation of MM G-1 (Short-term Stability and Erosion Control) and MM G-2 (Long-term Stability and Erosion Control), Project impacts associated with site stability, landslides, and soil erosion would be mitigated to a less than significant level.

5.avi) Sea Cliff Retreat. The Project site is located approximately 1,400 feet from the ocean, and does not propose any changes that may directly affect or degrade the stability of sea cliffs. Therefore, sea cliff retreat would

not result from Project implementation and there would be no impact associated with sea cliff retreat.

5.d) Septic Systems. The Project does not include a septic system and no wastewater collection/treatment/disposal system for Project-related waste is proposed or required to be provided by the City for the proposed land use. The Project would have no impact pertaining to septic tanks.

Geology and Soils – Mitigation

MM G-1 Short-term Stability and Erosion Control. Final Project plans shall incorporate the following measures recommended by the Preliminary Geotechnical Design Report (PGDR) prepared by Bengal Engineering Inc. to ensure short-term stability and erosion control during the site preparation and construction process. Final Project plans shall be approved by the City prior to issuances of grading and building permits.

- All construction activities shall be planned and performed in conformance with the applicable requirements of the U.S. and California Occupational Safety and Health Administration (OSHA/Cal-OSHA).
- All construction shall conform to the requirements of the Caltrans Standard Specifications, except as specified otherwise herein.
- All earthwork and foundation construction activities, including but not limited to soil excavation, slope grading, backfilling, subgrade preparation, and foundation installation, shall be performed under the observation of the Applicant's geotechnical representative.
- Prior to any earthwork or grading activities, the trail alignment shall be cleared of all trees, plants, vegetation, organics and other deleterious materials.
- Subgrade soils shall be sterilized to preclude possible weed growth through the pavement.
- All surfaces to receive fills, pavement or foundations shall be scarified, moisture conditioned if necessary, and re-compacted to at least 90 percent of the maximum density determined as per American Society of Testing and Material (ASTM) Test Method D1557.
- If subgrade or subsurface conditions different than those encountered during the field exploration and utilized in the design of the proposed improvements are encountered during construction, Bengal Engineering Inc. shall be contacted immediately so that actual ground conditions can be evaluated and, if necessary, revised or modified recommendations can be provided.
- Backfill behind fill type retaining walls shall comprise of predominantly granular soils and free of oversized (>1.5 inch) particles, organics, debris or other deleterious materials.
- Select excavated site soils consisting of silts (ML) with $PI < 4$, silty sand and sand (SM) may be used as wall backfill, provided these soils are processed by mixing well and moisture conditioning to within 2 to 3 percent of the optimum, as per ASTM Test Method D1557. Imported wall fills, if any, shall be well graded with <15 percent passing #200, $PI < 4$, and Sand Equivalent <20. Wet, soft/weak, pumping or yielding subgrade soils shall be stabilized prior to additional construction activities including placement of compacted soil backfill or wall foundations. Stabilization may include removal and replacement of wet or soft materials to depths determined based on field conditions, especially those below the wall foundation, gravel

and/or geotextile filters/reinforcement stabilizing layer to achieve non-yield subgrade or working surface.

- All compacted fill shall be placed in horizontal lifts 8 inches or less in un-compacted thickness and compacted to at least 90 percent of the maximum dry density at moisture contents within 2 to 3 percent of the optimum as per ASTM D1557 method.

MM G-2

Long-term Stability and Erosion Control. Final Project plans shall incorporate the following measures recommended by the PGDR to ensure long-term stability and erosion control throughout the operation of the Project. Final Project plans shall be approved by the City prior to issuances of grading and building permits.

- Recommended subgrade soil parameters for the preliminary design of trail pavement shall be based on an average R-value of 26. The final pavement design shall be based on R-value of the actual subgrade soils placed at the end of grading.
- To facilitate drainage and reduce the pumping or rutting potential, the pavement section shall consist of a base layer.
- At the end of grading, but before placing pavement, exposed subgrade soils, in particular those consisting of a significant amount of clay, along the trail shall be sampled and tested for Atterberg Limits and Expansion Index (EI). Subgrade soils with EI>50, if any, shall be lime-treated to a depth of at least 12 inches prior to pavement construction.
- The proposed earth retaining systems (ERS), with a maximum height of six feet, shall be constructed of conventional semi-gravity type reinforced concrete walls founded on spread footings.
- Backfill of the ERS should consist of predominantly cohesionless soils. The proposed ERS backfilled with such soils shall be designed to resist active earth pressures exerted by an equivalent fluid of density 36 pound-force per cubic foot (pcf).
- ERS retaining cuts or in-situ soils shall be designed to resist active earth pressures exerted by an equivalent fluid of density 55 pcf.
- All retaining footings shall be placed on at least 12 inches of compacted fill, consisting of coarse-grained soils.
- Excavated onsite soils consisting of silty sand (SM) or Sandy Silt (ML) with little or no clay and PI<4 shall be used as compacted backfill and/or subgrade soils.
- Bearing capacity of soils depends on the width and depth of foundations. Based on the site exploration, and the applied Strength and Service Limit State Stress for a six foot high retaining wall, Caltrans Type 1 or 5 Standard Plan walls are considered suitable at this site. That is, these walls would have adequate bearing and lateral sliding stability as well as acceptable settlement provided the wall backfill and subgrade soils are placed as recommended above. If walls of

height greater than six feet are needed, wall footing width and depth specific bearing, sliding and settlement recommendations shall be provided in the final geotechnical design report.

- All retaining walls shall be provided with adequate drainage to prevent build up water pressure behind wall and/or below the wall footing.
- Based on site exploration, the proposed retaining walls, with a maximum of height 6 feet, are considered adequately stable against global or overall stability type failure. If walls of height greater than 6 feet are required, wall and location specific global/overall stability evaluation shall be performed when exact locations and detailed cross section profiles are available. Results of such analysis, if needed, shall be included in the final geotechnical design report.

Geology and Soils – Residual Impacts

Project impacts associated with seismic, geologic, and soils impacts would be mitigated to a less than significant level (Class 2).

6. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Level of Impact Significance	<u>Analyzed in Prior Document</u>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Class 3 – Less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative hazards and hazardous materials impacts of new development to the year 2030.
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?	Class 3 – Less than significant impact	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Class 3 – Less than significant impact	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Class 3 – Less than significant impact	
e) For a project located within the SBCAG Airport Land Use Plan, Airport Influence Area, would the project result in a safety hazard for people residing or working in the project area?	Not applicable/ No impact	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Class 3 – Less than significant impact	
g) Involve public safety risks from accidents due to land uses in close proximity to sources of accident or upset risk, such as pipelines, power transmission lines, industrial processes, or railroads?	Class 3 – Less than significant impact	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Class 3 – Less than significant impact	

6. Hazards and Hazardous Materials

Issues: Hazards and hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Physical interference with an emergency evacuation or response plan.

- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard.

Emergency access is discussed in the Section 9, *Transportation*. Toxic air contaminants are discussed in Section 2, *Air Quality*.

Hazards and Hazardous Materials – Existing Conditions and Project Impacts

The Project site is not listed as a hazardous materials contaminated site pursuant to Government Code Section 65962.5 listings (California Department of Toxic Substances Control 2007). Project site access is provided by the existing adjacent public roads, Modoc Road, Las Positas Road, and Cliff Drive. The Project site does not contain and is not in close proximity to sources of potential substantial public safety risks such as oil wells, major oil pipelines, electrical transmission lines, or industrial processes. Four abandoned oil and gas production wells are located in the vicinity of the Project site; approximately 1,330 feet to the southwest, 1,240 feet to the southeast, 900 feet to the east, and 1,150 feet to the east (Department of Conservation 2014). The Project site is not located on a proposed tsunami evacuation route or traffic control point (City of Santa Barbara 2012).

U.S. 101 is the primary truck route from Los Angeles to San Francisco, and includes the transportation of rocket fuel, explosives, compressed and liquefied gasses, petroleum products, agricultural chemicals, industrial chemicals, and hazardous wastes (City of Santa Barbara 2013). Segment 1 of the Project is located approximately 190 feet to the south of U.S. 101 at its closest point. The coast route of the Southern Pacific Railroad passes through the City, and includes the shipping of explosives, compressed and liquefied gasses, petroleum products, agricultural chemicals, industrial chemicals, military ordinance, radioactive materials, and hazardous wastes (City of Santa Barbara 2013). Segment 1 of the Project site is located approximately 120 feet to the south of the railroad.

The Santa Barbara County Public Health Department's Environmental Health Services is responsible for emergency planning for hazardous materials incidents in the County and for coordination among hazardous materials emergency response agencies (City of Santa Barbara 2013). The Project site is not located in a State-designated high fire hazard area. According to the Santa Barbara Wildland Fire Plan, portions of the Project site falls within the Coastal Zone and Coastal Interior High Fire Hazard Zones, which utilize the City's High Fire Hazard Area landscaping requirements and a Desirable Plant List in order to maintain safety (City of Santa Barbara 2004a)(City of Santa Barbara 2004b). The closest schools to the Project site are Monroe Elementary School (approximately 2,200 feet to the east), La Cumbre Middle School (approximately 1,070 feet to the east), and Adams Elementary School (approximately 1,930 feet to the north). The Project is not located within the vicinity of a public or private airport land use plan or influence area.

6.a-c) Hazardous Materials Use. Project construction could extend up to 27 months and would involve short-term activities utilizing potentially hazardous materials, including transportation and use of fuel, oil, sealants, paints, and other common hazardous materials. Short-term uses of limited quantities of hazardous materials would be confined to construction areas and within existing roadways and right of ways. The Project would not emit or contain substantial quantities of known hazardous materials during construction, and the use of small quantities of oil, gasoline, and maintenance chemicals would be subject to standard City use and safety requirements and would therefore not result in a significant health hazard.

As part of ongoing, long-term Project activities including maintenance and public operational use, there would be limited onsite use of small domestic quantities of oil, gasoline, and other typical park maintenance chemicals that would be associated with the upkeep of the proposed multi-use path. The use of such small quantities would not result in health hazards. Modoc Road, Las Positas Road, and Cliff Drive are all heavy in traffic; however,

these roads are not major transportation facilities that accommodate the hauling of hazardous materials, reducing the risk of spill or release of hazardous materials in Project vicinity.

Long term use of the Project would not have the potential to result in substantial hazards to the public or environment from use of hazardous materials, accidental large quantity releases of hazardous materials, or release of such materials within 0.25 mile of an existing or proposed school. Additionally, local fire and emergency response services are equipped and trained to respond to hazardous materials accidents in the case of any unanticipated releases as a result of this Project. Because of existing preparations for response to hazardous spills and due to the low- to moderate-use recreational nature of the Project, the impact associated with hazardous material exposure is less than significant and no mitigation is required.

6.d) Site Contamination. The Project site is not listed as a hazardous materials contaminated site (California Department of Toxic Substances Control 2007). Standard building code provisions and construction contractor site practices provide for worker safety, and State regulations provide that any hazardous materials discovered in the course of project earthwork be addressed in accordance with State and County regulations to assure adequate site clean-up to residential standards and proper disposal of the materials. Therefore, the Project would not create a significant hazard to the public or the environment, and site contamination impacts would be less than significant with no mitigation required.

6.e) Aircraft Hazards. The closest airport to the Project site is the Santa Barbara City Airport (SBA), located approximately 5 miles west of the Project site. The Project is not located in the area covered by an airport land use plan or located within 2 miles of the Project site. As the Project is not within the Airport Land Use Plan or Airport Influence Area, the location of the Project site would not result in a safety hazard for persons residing or working in the Project area. Additionally, the Project construction and use would not have the potential to interfere with aviation. Therefore, the Project would have no impacts associated with aircraft hazards.

6.f) Emergency Evacuation and Response. As further described in Section 11, *Transportation*, the Project would provide adequate on-site access and circulation improvements to support emergency access and evacuation. During Project construction, safety and access on adjacent roadways could become impaired by a potential increase in traffic on adjacent roadways and U.S. 101, which is heavily traveled during peak morning and evening hours. Heavy traffic during peak hours during construction could impact travel speed of emergency vehicles in the Project vicinity (City of Santa Barbara 2013). However, this potential impact would be temporary. The Project would not alter or impede the City Tsunami Evacuation Plan, nor is it located on a proposed tsunami evacuation route or traffic control point. Therefore, Project impacts associated with emergency response and evacuation would be less than significant and no mitigation is required.

6.g) Safety Risks. As discussed in the existing setting, Segment 1 of the Project site lies in close proximity to the Southern Pacific Railroad corridor, which transports hazardous materials. There is a public safety risk associated with a railroad accident along Segment 1 of the Project; however, an accident event is highly unlikely. Additionally, the Project does not have the potential to exacerbate this existing public safety risk. Since the Project is not in close proximity to any active wells, pipelines, power transmission lines, or industrial processes, and railroad accident or upset risk is low, Project impacts associated with public safety risks would be less than significant and no mitigation is required.

6.h) Fire Hazard. The Project would not have the potential to substantially change or exacerbate existing fire risk to populations in the area. Potential fire behavior in the Coastal Zone is considered moderate to high, and potential fire behavior in the Coastal Interior Zone is considered moderate to low. However, road systems in these

zones are considered low risk, and the majority of road systems meet Fire Department access standards. Historic fire ignitions within these zones are low, and because of the coastal weather influence, the risk of a large fire becoming established is low and existing fire response procedures and resources are in place (City of Santa Barbara 2004a)(~~City of Santa Barbara 2004b~~). The Project would be required to meet all applicable City Fire Code provisions for building materials, emergency access, landscape, etc. The HMMP potential habitat mitigation areas, indicated in Figure 4, are partially located within High Fire Hazard areas, and would adhere to the landscaping requirements and Desirable Plant List to maintain fire safety within the Project area. The Project impact associated with exposure of persons and property to risk of wildfire would be less than significant and no mitigation is required.

Hazards and Hazardous Materials – Mitigation

No mitigation is required.

Hazards and Hazardous Materials – Residual Impacts

Project impacts associated with hazardous materials use, potential hazardous materials contamination, emergency evacuation and response, safety risks from major facilities, and wildfire hazards would be less than significant (Class 3). The project would have no impact on aircraft hazard.

7. NOISE Would the project result in:	Level of Impact Significance	Analyzed in Prior Document
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Class 2 – Mitigated to a less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative noise impacts of new development to the year 2030.
b) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Class 3 – Less than significant impact	
c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	(Construction Noise) Class 2 – Mitigated to a less than significant impact	
d) For a project located within the SBCAG Airport Land Use Plan, Airport Influence Area, would the project expose people residing or working in the project area to excessive noise levels?	Not applicable/No impact	
e) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	(Construction Noise) Class 2 – Mitigated to a less than significant impact	

7. Noise

Issues: Noise issues are associated with siting of a new noise-sensitive land uses in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise. Similarly, construction techniques, such as pile driving and blasting, and land uses, such as roadways and railroads, can present issues of ground borne vibration. If ground borne vibration is excessive, it can impact the integrity of structures and can adversely affect sensitive land uses.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10- decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A).

The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a

change in decibel level of six decibels.

High construction noise levels occur with the use of heavy equipment, such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading, and site preparation activities, tends to be quieter.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) Noise Contour Map identifies average ambient noise levels within the City. Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Aircraft traffic also creates intermittent higher noise levels and is a major source for noise in the communities surrounding the Santa Barbara Airport. The Airport is located outside of the continuous boundary of the City, and areas affected by aircraft noise include several neighborhoods within the City of Goleta, UCSB, and unincorporated areas of the County. The Santa Barbara Airport's Noise Compatibility Program and the Airport Land Use Plan provide noise abatement procedures and policies for the airport to minimize noise; guidelines for placement of noise sensitive land uses near the airport, and mitigation measures to prevent impacts to residential areas from airport noise.

Impact Evaluation Guidelines: A significant noise impact may result from:

1. Substantial noise and/or vibration from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration; or
2. Siting of a project such that persons would be subject to long-term ambient noise levels in excess of the Noise Element land use compatibility guidelines as follows. The guidelines include maximum interior and exterior noise levels.
 - a. Interior noise levels are of primary importance for residences due to the health concerns associated with continued exposure to high interior noises. Projects not meeting interior noise levels would have significant noise impacts.
 - b. For exterior noise levels, there are two levels of noise:
 - i. "Clearly unacceptable" exterior levels are those levels above which it would be prohibitive, even with mitigation, to achieve the maximum interior noise levels, and the outdoor environment would be intolerable for the assigned use. Projects exceeding the maximum "clearly unacceptable" noise levels would have significant noise impacts.
 - ii. "Normally unacceptable" noise levels are those levels which it is clear that with standard

construction techniques maximum interior noise levels will be met and there will be little interference with the land use. Projects below the maximum “normally unacceptable” noise levels would have less than significant noise impacts.

- Projects with exterior noise levels exceeding the “normally acceptable” level and below the maximum “clearly unacceptable” level are evaluated on a case-by-case basis to identify mitigation to achieve the “normally acceptable” exterior levels to the extent feasible, and to determine the level of significance of the noise exposure.
- Commercial (retail, restaurant, etc.) and Office (personal, business, professional): Normally acceptable maximum exterior ambient noise level of 75 dB(A) L_{dn} ; clearly unacceptable maximum exterior noise level of 80 dB(A) L_{dn} ; maximum interior noise level of 50 dB(A) L_{dn} .
- Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A) L_{dn} in single family neighborhoods and 65 dB(A) L_{dn} in non-residential or multi-family neighborhoods); clearly unacceptable maximum exterior noise level of 75 dB(A) L_{dn} ; maximum interior noise level of 45 dB(A) L_{dn}

Noise – Existing Conditions and Project Impacts

The Project site is located adjacent to and within Modoc Road and Las Positas Road. These roadways experience high volumes of traffic. As detailed in the Noise Technical Memo prepared for the Project (see Appendix G), the existing noise environment in the Project area is dominated by vehicle roadway noise from Modoc Road and Las Positas Road, and U.S. 101, which is located 250 feet north of the Segment 1 of the Project. Existing noise levels along Modoc Road and Las Positas Roads are approximately 65-70 and 60-65 CNEL at 50 feet from the roadway centerline, respectively. Sensitive noise receptors are located along both Modoc and Las Positas roads, the majority of which are residences in the Hidden Valley and Campanil Heights neighborhoods. The closest single-family residences to the Project site on Modoc Road and Las Positas Road are 50 and 30 feet, respectively. Occasional railroad-generated and aircraft-generated noise and vibration also contributes to the noise environment. However, the Project is not located within the vicinity of a public or private airport land use plan or influence area.

The City’s *Noise Ordinance for Construction* limits hours of construction from 7:00 a.m. to 8:00 p.m. Construction equipment is required to be maintained and fitted with muffler and silencing devices. Construction projects are also required to use sound control devices and techniques to reduce noise levels to surrounding residents (City of Santa Barbara 2010).

Construction-related noise and ground borne vibration would be generated by various types of equipment as a result of construction activities anticipated to occur in the Project site. Construction noise would primarily occur during grading and paving of the new multi-use path, and installation of the retaining walls. However, additional sources of noise may occur from general truck movement and unknown construction sources. The analysis of construction-related noise impacts is qualitative in nature, discussing the potential range of construction-related impacts that could potentially occur from the Project site. Construction noise levels for the Project are evaluated using data published by the U.S. Department of Transportation, as indicated in Table 7-1:

Table 7-1 Noise Ranges of Typical Construction Equipment

Construction Equipment	Noise Levels in dBA L_{eq} at 50 Feet
Trucks	82–95
Jackhammers	81–98

Construction Equipment	Noise Levels in dBA L_{eq} at 50 Feet
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Back Hoe	73–95

Note: Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Source: U.S. DOT. *Construction Noise Handbook* (2013)

These noise levels would diminish rapidly with distance from the construction areas, at a rate of approximately 6 dBA per doubling of distance as equipment is generally stationary or confined to specific areas during construction. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 74 dBA at 200 feet from the source to the receptor. The noise levels from construction at off-site sensitive uses can be determined with the following equation from the 2006 Harris Miller Miller & Hanson Inc. *Transit Noise and Vibration Impact Assessment, Final Report*:

$$L_{eq} = L_{eq} \text{ at 50 feet} - 20 \text{ Log}(D/50)$$

Where L_{eq} = noise level of noise source, D = distance from the noise source to the receptor, L_{eq} at 50 feet = noise level of source at 50 feet.

Typically, ground borne vibration is of concern in urban areas when heavy construction (e.g., pile driving, major excavation) immediately abuts sensitive uses, such as residences or schools. Ground borne vibration typically does not travel far and intensity of vibration is affected by soil type, ground profile, distance to the receptor and the construction characteristics of the receptor building. While ground borne vibration is of much less concern in open space areas, the 2013 Caltrans *Transportation and Construction Vibration Guidance Manual* provides a method to estimate potential effects from project activities based on common human response to conditions and construction equipment. Table 7-2 indicates vibration levels at which humans would be affected. Table 7-3 identifies the highest anticipated vibration velocity levels (in/sec) for standard types of construction equipment.

Table 7-2 Caltrans Vibration Annoyance Potential Criteria

Human Response Condition	Maximum Vibration Level (in/sec) for Transient Sources	Maximum Vibration Level (in/sec) for Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: Caltrans, 2013. *Transportation and Construction Vibration Guidance Manual* – Table 20.

Table 7-3 Vibration Source Levels for Construction Equipment

Construction Equipment	Vibration Level (in/sec) at 25 feet	Vibration Level (in/sec) at 50 feet	Vibration Level (in/sec) at 100 feet
Loaded Trucks	0.076	0.035	0.017
Jackhammer	0.035	0.016	0.008

Source: Caltrans, 2013. *Transportation and Construction Vibration Guidance Manual* – Table 18.

7.a; c) Exposure to High Noise Levels; Increased Noise Levels Temporary high construction noise of approximately 88 dBA at a distance of 50 feet would occur with the use of heavy equipment associated with grading and construction, such as graders and excavators operating simultaneously in the same area. Construction noise levels could reach up to 92 dBA at the closest sensitive receptors to the Project site. Additional maximum noise levels from the Project on nearby sensitive receptors is contained within Table 7-4.

Table 7-4: Sensitive Receptors and Construction Noise Levels.

Receiver	Roadway		Proposed L _{max} (dBA)
	Roadway	Distance to Multi-use Path Construction ¹ (feet)	
Casa La Cumbre townhome community	Modoc Road	50	88
Vista Del Monte ²	Modoc Road	80	84
Emanuel Lutheran Church	Modoc Road	80	84
Residence ³	Modoc Road	50	88
Residence ³	Las Positas Road	30	92

Notes:

¹ Distance from habitable or gathering space to center of closest lane

² Vista del Monte residential areas

³ Represents closest single family residence along specific roadway to closest edge of multi-use path

Refer to Technical Noise Memo (Appendix G)

Depending on Project phasing, construction could extend up to 27 months. However, construction of Segments 1, 2, and 3 could occur concurrently over one year. In this scenario, noise from demolition, site preparation, and construction of the proposed multi-use path and associated streetscape improvements and landscaping activities would result in temporary high construction noise levels. Noise during construction is generally intermittent and sporadic, and equipment noise levels vary substantially through a construction period with different types and numbers of equipment. After completion of the initial demolition, grading, and site preparation activities, construction activities tend to reduce in volume and intensity. Temporary noise increases along the roadways in the vicinity of the Project site would also occur due to construction personnel vehicle trips. However, these trips would occur during daytime hours and only last for the duration of construction; therefore, this noise increase would be negligible.

Construction processes are regulated through City ordinances and building permit provisions. Requirements of the City's Municipal Code Noise Ordinance provide limitations on noise-generating construction equipment, which lessens the potential for noise impacts to surrounding land uses.

The potential Project site preparation would entail some periodic higher noise levels, exposing sensitive receptors to short-term high noise levels. Even with the implementation of the BMPs outlined in the Noise Technical Memo, construction noise levels to sensitive noise receptors in the Project vicinity would be noticeable. However, these noise impacts would be temporary and occur within limited hours. With implementation of BMPs via MM N-2, construction activities would avoid or minimize noise impacts to sensitive receptors to the maximum extent feasible. Therefore, with additional implementation of MM N-1 (Construction Hours) and MM N-3 (Neighborhood Notification Prior to Construction), short-term construction impacts associated with the exposure of persons to or generation of excessive noise levels would be less than significant with mitigation.

7.b) Permanent Increase of Noise Levels. Proposed operation of the Project would consist primarily of bicycle and pedestrian traffic, along with associated noise levels from talking or occasional loud calling or yelling. While the occasional loud calling or yelling voice might be heard over vehicle traffic noise depending on the time of

day, sporadic, single-event noise events such as these would not result in a permanent increase in the ambient noise level of the area. Project impacts would be less than significant with no mitigation required.

7.d) Airport. Since the Project site is not located near an airport and would not affect an Airport Land Use Plan or Airport Influence Area, which are subject to greater aircraft noise effects, the Project would have no impact associated with excessive aircraft noise effects to residents.

7.e) Ground borne Vibration. As noted under 7.a, c above, the Project construction process could include use of jackhammers and other heavy equipment, which could involve temporary higher noise levels and well as ground borne vibration, a temporary nuisance impact to the surrounding area. As shown in Table 7-3, the maximum vibration of heavy loaded trucks would reach 0.076 in/sec at 25 feet, which would constitute a barely perceptible human response to the vibration, as the nearest sensitive receptors to the Project site on Modoc Road and Las Positas Road are approximately 50 and 30 feet away. Construction processes to prevent adverse impacts to these and other nearby sensitive receptors are regulated through City ordinance and building permit provisions, further carried out via MM N-1 through MM N-3. With application of the identified mitigation measures below for limiting construction hours, use of equipment sound controls, and neighborhood notification, potential Project impacts associated with temporary construction vibration would be less than significant with mitigation.

Noise - Mitigation

MM N-1 Construction Hours. Higher noise-generating construction equipment and activities (use of jackhammers, etc.) shall only be permitted Monday through Friday between the hours of 8:00 AM and 5:00 PM. Construction is prohibited on the following holidays: New Year's Day (January 1st); Martin Luther King Jr Day (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). **When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday*

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, the Project contractor(s) shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the Project site of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

MM N-2 Best Management Practices (BMPs). Project construction shall implement the BMPs listed below adapted from the Noise Technical Memorandum prepared for the Project located in Appendix G.

The Applicant shall provide and post signs stating these restrictions at construction site entries. Signs shall be posted prior to commencement of construction and maintained throughout construction. Construction plans shall note construction hours. At the pre-construction meeting all construction workers shall be briefed on restricted construction hour limitations. A workday schedule shall be adhered to for the duration of construction. The Applicant shall designate the equipment area with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities. Construction plans shall identify BMPs to be implemented during construction. All construction

workers shall be briefed at a pre-construction meeting on how, why, and where BMP measures are to be implemented. BMPs shall be identified and described for submittal to the City for review and approval prior Building and Public Works permit issuance. BMPs shall be adhered to for the duration of the Project. Construction plans shall include truck routes and shall be submitted to the City prior to Zoning Clearance issuance for each phase of development. Schedule and mailing list shall be submitted 10 days prior to initiation of any earth movement.

The Applicant shall demonstrate that required signs are posted prior to grading/building permit issuance and pre-construction meeting. Building inspectors and permit compliance staff shall spot check and respond to complaints. The Applicant shall demonstrate that the acoustic shielding is in place prior to commencement of construction activities. The Contractor, Project Environmental Coordinator, and Public Works Inspector shall ensure compliance throughout construction. Permit compliance monitoring staff shall perform periodic site inspections to verify compliance with activity schedules.

- As part of the City's standard regulatory process, construction equipment, including trucks, are required to be professionally maintained and fitted with standard manufacturer muffler and silencing devices. In addition, construction projects are required to employ sound control devices and techniques such as noise shields and blankets during the construction period to reduce the level of noise to surrounding residents.
- Except for emergency repair of public service utilities, or where an exception is issued by the Community Development Department, no operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work shall occur on Monday through Friday between the hours of 5:00 PM and 8:00 AM, or any time on Saturdays, Sundays, or holidays, such that the sound creates a noise disturbance across a residential or commercial property line.
- Where technically and economically feasible, construction activities shall be conducted so that the maximum noise levels at affected properties will not exceed 80 dBA for multi-family residential and 85 dBA for mixed residential/commercial land uses, restaurants, and meeting places, including schools.
- For all construction activity at the Project site, additional noise attenuation techniques shall be employed as needed to ensure that noise levels are maintained within levels allowed by the City's Noise Standards. Such techniques shall include, but are not limited to:
 - Sound blankets shall be used on noise-generating equipment where appropriate equipment is used in close proximity to existing homes.
 - Stationary construction equipment that generates noise levels above 65 dBA at the Project boundaries proximate to existing residences shall be shielded with a barrier that meets a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.
 - All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

MM N-3 Neighborhood Notification Prior to Construction. At least twenty (20) days prior to commencement of the Project construction process, the contractor(s) shall provide written notice to all property owners, businesses, and residents within 300 feet of the Project site. The notice shall contain a

description of the Project, the construction schedule, including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) and Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.

Noise – Residual Impact

Temporary construction noise and vibration impacts would be less than significant with mitigation (Class 2) with measures to limit construction hours for higher noise generating activities, use equipment sound controls, and notify neighbors. Long-term project operational noise impacts would be less than significant (Class 3).

8. POPULATION AND HOUSING Would the project:	Level of Impact Significance	Analyzed in Prior Document
a) Induce substantial population growth in an area, either directly or indirectly (e.g. through extension of roads or other infrastructure)?	Class 3 -- Less than significant	The General Plan Program EIR (2011) analyzed citywide cumulative growth inducing, population and jobs/housing impacts of new development to the year 2030.
b) Displace substantial numbers of existing housing, especially affordable housing, or people necessitating the construction of replacement housing elsewhere?	Not applicable/ No impact	

8. Population and Housing

Issues: Environmental effects associated with population and housing involve actions that would induce substantial population growth or displace substantial numbers of homes or persons. A project is generally considered growth-inducing if its implementation would result in substantial population increases and/or new development that would not occur if the project were not implemented.

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

The Project involves development of a transportation land use only and would not contribute to or affect residential development. There are no houses within the Project site itself, although the multi-use path passes near residences and neighborhoods on Modoc and Las Positas Roads, and crosses driveways on Modoc Road, as described in the *Project Description*.

8.a) Growth-Inducing Impacts. The Project does not directly involve the development of new housing and would not attract additional population, nor would it indirectly induce growth with substantial permanent employment opportunities that could stimulate population growth. The Project would not increase major public facilities, such as extension of water or sewer lines or roads that would facilitate other growth in the area. The Project is limited to the construction of a Class I multi-use path and appurtenant structures that would serve to support alternative transportation in the City. The Project would serve the existing population by providing a multi-modal facility for transportation and recreation, which could attract a greater number of bicycle and pedestrian commuters using the path, but would not stimulate population growth due to the Project. Growth-inducing impacts would therefore be less than significant and no mitigation is required.

8.b) Housing Displacement. The project would not involve any housing displacement, and would result in no impact to displacement of housing or persons.

Population and Housing - Mitigation

No mitigation is required.

Population and Housing – Residual Impact

Project growth-inducing impacts would be *less than significant* (Class 3). The project would have *no impact* associated with housing or population displacement.

9. PUBLIC SERVICES AND UTILITIES Would the project:	Level of Impact Significance	Analyzed in Prior Document
a) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Class 3 – Less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative public services and utility impacts of new development to the year 2030.
b) Require or result in the construction of new or expanded water treatment or distribution facilities, the construction of which could cause significant environmental effects?	Class 3 – Less than significant impact	
c) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Class 3 – Less than significant impact	
d) Require or result in the construction of new or expanded wastewater treatment or collection facilities, the construction of which could cause significant environmental effects?	Not Applicable/No Impact	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Not Applicable/No Impact	
f) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Class 3 – Less than significant impact	
g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Class 3 – Less than significant impact	
h) Comply with Federal, State, and local statutes and regulations related to solid waste?	Class 3 – Less than significant impact	
i) 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: i. Fire Protection? ii. Police Protection? iii. Schools? iv. Other Public Facilities?	Class 3 – Less than significant impact	

9. Public Services and Utilities - Discussion

Issues: This section evaluates Project effects on fire and police protection services, schools, public facility maintenance and other governmental services, as well as utilities, including electricity and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, public facility maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Sewer Service: The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day (MGD), with current average daily flows in 2011 of 8 MGD. In 2010, the City certified a citywide Program Final Environmental Impact Report (FEIR) for the Plan Santa Barbara General Plan Update. This FEIR concluded that the increased wastewater flows to El Estero Wastewater Treatment Plant are enough to accommodate the growth planned through 2030 for the City. The FEIR also concluded that the increased wastewater flows into the City's collection systems would not substantially contribute to current problems of offsite inflow and infiltration of wastewater flows from the City's system.

Water: The City's water supply comes primarily from the following sources, with the actual share of each determined by availability and level of customer demand: Lake Cachuma and Tecolote Tunnel; Gibraltar Reservoir, Devils Canyon and Mission Tunnel; groundwater; State Water Project Table A allotment; desalination; and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by offsetting demand that would otherwise have to be supplied by additional sources. On June 14, 2011, based on the comprehensive review of the City's water supply, the City Council approved the Long Term Water Supply Program (LTWSP) for the planning period 2011-2030. The LTWSP outlines a strategy to use the above sources to meet the City's estimated system demand (potable plus recycled water) of 14,000 AFY, plus a 10 percent safety margin equal to 1,400 AFY, for a total water supply target of 15,400 AFY. The LTWSP and the Program EIR for the 2011 General Plan concludes that the City's water supply is adequate to serve the anticipated demand plus safety margin during the planning period including for existing and planned incremental growth. However, California and Santa Barbara County have been undergoing a drought over the last 5 years, which has resulted in significant storage declines in water supply reservoirs throughout Santa Barbara County. The City is currently renovating their desalination plant, which would be completed in 2017. This would provide a new water supply and help to alleviate drought conditions. Purchase of supplemental supplies and increased conservation is also in place during drought conditions.

Solid Waste: Most of the solid waste generated in the City is transported on a daily basis to seven landfills or transfer stations located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. These thresholds are utilized by the City to analyze solid waste impacts. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2

percent annual increase (approximately 4,000 tons per year) in solid waste generation over the 15-year period. The County's threshold for project-specific impacts to the solid waste system is 196 tons per year (this figure represents 5 percent of the expected average annual increase in solid waste generation [4000 tons per year]) for project operations. Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50 percent. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable. Proposed projects with a project-specific impact as identified above (196 tons per year or more) would also be considered cumulatively significant, as the project-specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1 percent or more of the expected average annual increase in solid waste generation (4,000 tons per year), which equates to 40 tons per year, is considered adverse significant cumulative impact.

The County of Santa Barbara adopted revised solid waste generation thresholds and guidelines for construction and demolition waste in October 2008. According to the County's thresholds of significance, any construction, demolition or remodeling project of a commercial, industrial or residential development that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. The County's 350-ton threshold has not been formally adopted by the City; however, it provides a useful method for calculating and analyzing construction waste generated by a project. The City construction waste ordinance additionally requires at least 80 percent of project construction waste to be recycled.

Facilities and Services: In 2010, the City certified a citywide Program FEIR for the 2011 General Plan. The FEIR concluded that under existing conditions as well as the projected planned development and all studied alternatives, all public services (police, fire, library, public facilities, governmental facilities, electrical power, natural gas and communications) could accommodate the potential additional growth until 2030. The FEIR also determined that growth in the City under the General Plan would not result in a considerable contribution to cumulative impacts on public services on the South Coast.

Schools: None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. Per California Government Code Section 66000, the City collects development impact fees from new development to offset the cost of providing school services/additional infrastructure to accommodate new students generated by the development.

Public Services and Utilities – Existing Conditions and Project Impacts

Utility lines, boxes, water meters, fire hydrants, and backflow devices are located along and within Modoc Road and Las Positas Road. Existing storm water drainage facilities include 2 culverts at the intersection of Modoc Road and Las Positas Road that currently direct roadside storm water runoff to an open drainage channel that empties west of the Project site. South of Modoc Road, 2 downdrains carry runoff from the western edge of Las Positas Road down to Las Positas Creek. There is an existing culvert under Las Positas Place that empties into the creek flowing under the road. There are several downdrains and concrete ditches along the west side of Las Positas Road, between Las Positas Place and Veronica Springs Road. There are more culverts along Las Positas Road in Segment 3, some of which lack the capacity to hold floodwaters within the channel banks. The Project site currently generates no sewage or solid waste.

Fire protection and emergency medical services would be provided by the Santa Barbara Fire Department, which has 8 fire stations and an operations staff of approximately 90 (City of Santa Barbara 2016). The nearest fire station to the Project site, Santa Barbara Fire Station 5, is located approximately 900 feet east of the Modoc

Road/Las Positas Road intersection. The Santa Barbara Police Department, located at 215 East Figueroa Street, provides police protection in the Project vicinity.

9.a-b) Potable Water. The Project would not generate an increase in long-term demand for potable water and would not require construction of new potable water delivery or treatment facilities. Potable water demand would be for short-term construction uses only (e.g., site watering for dust control). Project construction would also require relocation of some water and other utility infrastructure, such as utility boxes, water meters, fire hydrants and backflow devices along both Modoc Road and Las Positas Road. For instance, a water distributor located south of the Las Positas Road/Veronica Springs Road intersection requires relocation closer to the established intersection in order to avoid potential vehicle-pedestrian conflicts from trucks driving across the multi-use path; this item is being coordinated between the Public Works Department and the Community Development Department. Additionally, access to irrigation water along the corridor is currently available. The potential exists for limited long-term landscaping water use associated with potential irrigation, though landscape irrigation would likely use recycled water. If in the future, up to 32,400 sf of parkways with native vegetation are installed, the water demand would be approximately 0.93 AFY delivered using existing irrigation lines. Proposed parkway landscaping and habitat mitigation plantings would consist of native or drought tolerant plantings, which would require minimal or no irrigation over the long-term. Though precise details are not available, approximately one acre of native vegetation would require not more than one AFY.⁴ The Project would also include replacement of native vegetation that would be removed by the Project, which would be less than 0.5 acre, which would require approximately 0.5 AFY during establishment. Although the City is currently experiencing drought conditions, long-term water supplies, including the pending reactivation of the City's desalination plant, would be adequate to serve the proposed Project, and no facility and substantial distribution system expansions would be required. The incremental increase in water use from the Project would not significantly impact the City's water supply nor require any water supply or facility expansions, and would constitute a *less than significant* impact to the City water supply, treatment, and distribution facilities, and no mitigation is required.

9.d-e) Wastewater. The Project contains no restrooms or plumbing and is not anticipated to create demand for sewer services; therefore, the Project would have *no impact* on wastewater.

9.f) Storm Water. The Project would not substantially alter existing drainage patterns and would include limited storm water drainage improvements involving the addition of 2 new 18-inch drainage culverts at the intersection of Modoc Road and Las Positas Road (see Figure 3d), and the rerouting of flow from two existing culverts to these new proposed culverts. The existing culvert beneath Las Positas Place may be widened as part of the Creeks Division project, but the small segment of sidewalk being added to connect the pathway to the existing sidewalk would not impact the culvert under the road. The proposed multi-use path would be graded to drain to the adjacent shoulder, which would consist of permeable aggregate in order to retain and infiltrate runoff. The downdrains and concrete ditches along Las Positas Road would be maintained and piped under the path within culverts. Some of these existing culverts may be relocated, but would not be resized. No significant environmental effects are anticipated from this limited expansion of existing facilities. The Project would utilize the existing public storm water collection systems in the adjacent public streets. Any new public storm drain facilities needed to support the Project or protect adjacent properties would be subject to City Building and Public Works permits in

⁴ Typical water demand for native or drought tolerant landscaping is approximately one acre foot per year, or 325,000 gallons.

accordance with City standards. Project impacts associated with environmental effects of storm drain facility expansions would be less than significant and no mitigation is required.

9.g-h) Solid Waste Generation/ Disposal. The Project is not anticipated to generate large volumes of solid waste either during construction or operation. Primary construction waste would include any vegetation removed; such vegetation would be chipped and composted. Other construction waste would include disposal or recycling of existing pavement on the Project site, following the City construction waste ordinance to require at least 80 percent of the Project's construction waste to be recycled.

Operation of the Project would incrementally add to the waste stream as several trash and recycling cans would be placed at key multi-use path access locations and serviced by contracted City waste haulers; however, given the moderate recreational use of this path, the amount of waste generated is anticipated to be nominal. Therefore, Project impacts associated with solid waste generation and disposal are considered less than significant and no mitigation is required.

9.i) Police, Fire, Schools, and Public Facilities. Due to the nature of the Project as a moderate use recreational facility, few public services would be required throughout the life of the Project. The Project would not create a substantial increase in demand on fire or police protection services, schools, library services, or City and County buildings and facilities. The Project site is located in an urban area where all public services are available and basic services, such as fire and police protection, in addition to maintenance services are currently provided by the City. The Project proposes no new housing and is not anticipated to result in any increase in demands for schools or other public services.

Use of the Project implemented facilities could lead to an incremental increase in necessity for emergency response services due to potential bike accidents or accidents between bicycles and pedestrians; nevertheless, the existing road already provides the opportunity for bicycle travel and use of the Project would be expected to improve overall safety for bicycle users.

Police response would typically be pulled from the patrol staff at existing levels throughout the City. The Project would closely parallel existing public roads, and future Project users would generally be visible to passing motorists and police patrols. As the route is easily visible to and adjacent to the existing roadway, the Project is not anticipated to affect the amount of required police presence in the area.

The small service demand increase associated with the Project would not require any public facility or staffing expansions in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services. Therefore, Project impacts to fire protection, police protection, schools, library services, facilities and services, electrical power, natural gas, and telecommunication utilities would be less than significant and no mitigation is required.

Public Services and Utilities – Mitigation

No mitigation is required.

Public Services and Utilities – Residual Impacts

Project impacts associated with water supply and capacity of treatment/distribution facilities, storm water facilities, solid waste collection and disposal, and other public facilities and services, including fire and police protection, schools, and other public facilities, services, and utilities would be less than significant (Class 3). Project impacts associated with wastewater collection and treatment facilities would have no impact.

10. RECREATION	Level of Impact Significance	Analyzed in Prior Document
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?	Class 3 – Less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative parks and recreation impacts of new development to the year 2030.
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?	Class 3 – Less than significant impact	
c) Would the project result in substantial loss or interference with existing park space or other public recreational facilities (such as hiking, cycling or horse trails)?	Class 4 – Beneficial impact	

10. Recreation

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss of or impacts to existing recreational facilities or parks.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

Segment 3 of the Project site is adjacent to park/open space land use areas as designated in the City General Plan (City of Santa Barbara, Planning Division 2013). The parks/open space designation extends from Las Positas Creek in the west to the eastern edge of Elings Park over the ridge, and from around Stonecreek Road in the north to beyond Cliff Drive, which extends south into the Douglas Family Preserve and southwest to Arroyo Burro Beach and Park.

However, since a majority of the Project site is located on roadways and heavily disturbed areas along Las Positas Road within the existing ROW, the Project site itself does not contain areas that are used for parks/open space land uses or public recreational facilities. Although passing near and providing improved pedestrian and bike access to Elings Park, Veronica Meadows, the Douglas Family Preserve, and Arroyo Burro Beach Park, the Project site does not contain existing neighborhood or regional parks, or recreational facilities that may be directly affected by the Project.

10.a) Recreational Demand. Due to the Project site's proximity to at least 4 large public open space areas, the installation of a safe multi-use pedestrian and bicycle route in the vicinity would likely facilitate access and use of these adjacent existing neighborhood and regional park facilities. Because the Project would provide improved pedestrian and bicycle access to Elings Park, Veronica Meadows, Arroyo Burro Beach and Park, and the Douglas Family Preserve, and any resultant increases in visitation to these parks and open spaces could incrementally increase use of trails and facilities, although such incremental increases would not cause substantial physical deterioration of recreational facilities. However, as such increased visitation would be incremental and would

likely offset visitation by automobile to these facilities, Project impacts associated with recreational demand or physical deterioration of recreational facilities would be less than significant.

10.b) Project Facilities. The Project would involve the construction of recreational facilities (a multi-use path) generally within existing developed ROW and disturbed areas. Some Project actions would require the removal of vegetation as discussed in Section 3, *Biological Resources*, and would affect the current aesthetics of the Modoc Road and Las Positas Road corridors as discussed in Section 1, *Visual Resources*. However, since these impacts would be less than significant with mitigation and the construction of recreational facilities is a primary component to the Project, associated actions would not have a substantial adverse effect on the environment and impacts would be less than significant.

10.c) Existing Recreational Facilities. Though the Project is adjacent to lands designated for parks/open space, a majority of the Project's implementation would occur on existing developed ROW and heavily disturbed areas. Nevertheless, some Project actions would require the removal of vegetation as discussed in Section 3, *Biological Resources*, and would affect the current aesthetics of the Modoc Road and Las Positas Road corridors as discussed in Section 1, *Visual Resources*. However, these actions impacts would be less than significant and not remove any established recreational open space facilities, and instead would implement publicly accessible facilities primarily within disturbed ROW proximate to nearby open space areas. Therefore, while there would be limited construction related loss and interference with existing open space areas in the Project vicinity, there would be a beneficial impact of enabling safe pedestrian and cyclist access to these areas.

Recreation - Mitigation

No mitigation is required.

Recreation – Residual Impacts

Project impacts on recreational demand and existing public recreational facilities would be less than significant (Class 3). The Project would also enable safe pedestrian and cyclist access to existing recreational facilities and open space areas, facilitating a beneficial impact (Class 4).

11. TRANSPORTATION/CIRCULATION Would the project:	Level of Impact Significance	Analyzed in Prior Document
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system and traffic management?	Class 3 – Less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative transportation impacts of new development to the year 2030. The City Council adopted findings of overriding consideration for significant citywide cumulative traffic effects associated with General Plan build-out to 2030, deeming the significant effects to be acceptable.
b) Conflict with an applicable vehicle congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Class 3 – Less than significant impact	
c) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Class 4 – Beneficial impact	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	Class 3 – Less than significant impact	
e) Result in inadequate emergency access?	Class 3 – Less than significant impact	
f) Result in a change in a substantial change in air traffic patterns, including either a substantial increase in traffic levels or a change in location that results in substantial safety risks or conflict with the Airport Land Use Plan?	Class 3 – Less than significant impact	

11. Transportation

Issues: Transportation issues include traffic congestion, access, circulation, and safety. Vehicle, bicycle, pedestrian, and mass transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation and traffic in the City. Projects near the City's airport may also be considered for effects to air traffic patterns and safety.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic and circulation if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in the transit system, taking into account all modes of transportation.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.

- Diminish or reduce effectiveness, adequacy, or safety of pedestrian, bicycle, or public transit circulation.
- Result in inadequate emergency access on-site or to nearby uses.
- Conflict with regional and local plans, policies, or ordinances regarding the circulation system, including all modes of transportation (vehicle, pedestrian, bicycle, and public transportation).

Air Traffic

- Substantially change air traffic patterns or pose safety risks associated with air traffic.

Vehicle Traffic Thresholds of Significance: The City uses Levels of Service (LOS) “A” through “F” to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered “impacted” if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A significant project-specific traffic impact would result if a project’s net peak-hour traffic generation would constitute 1 percent or more of the intersection capacity at one or more of the following intersections:

1. Olive Mill Road & Coast Village Road
2. Coast Village Road Roundabout
3. Milpas Street & Quinientos Street
4. Milpas Street & Haley Street
5. Garden Street & Gutierrez Street
6. Garden Street & U.S. 101 Northbound Ramps
7. Garden Street & U.S. 101 Southbound Ramps
8. Castillo Street & Haley Street
9. Carrillo Street & U.S. 101 Northbound Ramps
10. Carrillo Street & U.S. 101 Southbound Ramps
11. Carrillo Street & San Andres Street
12. Mission Street & State Street
13. Mission Street & Castillo Street
14. Mission Street and Bath Street
15. Mission Street & U.S. 101 Northbound Ramps
16. Mission Street & U.S. 101 Southbound Ramps
17. Mission Street & Modoc Road
18. Meigs Road and Cliff Drive
19. Las Positas Road & Cliff Drive
20. Las Positas Road & Modoc Road
21. Las Positas Road and U.S. 101 Southbound Ramps
22. Calle Real & U.S. 101 Northbound Ramps
23. Las Positas Road & State Street

24. Hitchcock Way & State Street
25. Hope Avenue & State Street
26. La Cumbre Road & State Street
27. Hope Avenue, Calle Real & U.S. 101 Northbound Ramps

Significant Cumulative Contribution: A considerable project contribution to significant cumulative traffic effects would result when a project's net peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending project would cause an intersection level of service to exceed 0.77 volume to capacity (V/C) ratio; or when the project would contribute peak-hour traffic to an intersection already exceeding a 0.77 V/C ratio level of service. The Program EIR for the 2011 General Plan provided a citywide cumulative traffic analysis to the year 2030 using this threshold.

Transportation – Existing Conditions and Project Impacts

The Project site extends for approximately 2.6 miles along and parallel to Modoc Road and Las Positas Road from the intersection of Modoc Road and Calle De Los Amigos, southeast along the south side of Modoc Road for approximately one mile to the intersection of Modoc Road and Las Positas Road, then south for approximately 1.6 miles along the west side of Las Positas Road to the intersection of Las Positas Road and Cliff Drive.

Modoc Road is a two-lane road of approximately 55 feet in width, with continuous striped Class II bike lanes and a continuous striped center median with left turn lanes at intersections with side streets. The one mile-long road segment includes five side street intersections and 12 residential driveways. This section of Modoc Road includes intermittent pedestrian sidewalks and pedestrian crossings at the Las Positas Road/Modoc Road intersection.

Las Positas Road is a two-lane road which varies in width from approximately 42~~38~~ feet wide north of Cliff Drive to wider than 80 feet near the Las Positas Road/Modoc Road intersection. Las Positas Road has an approximately five to eight 5-foot road shoulder that more experienced bicyclists may use, left turn pockets at most major intersections, and a striped center median along its central reaches from south of Jerry Harwin Parkway to north of the Veronica Springs/ Portesuello Avenue intersection.

There are six intersections, including public and private side roads, along Las Positas Road between Modoc Road and Cliff Drive, with traffic signals at the Modoc Road and Veronica Springs Road/Portesuello Avenue intersections; pedestrian crossing signals are present at both these intersections, although there are not crosswalks striped at the Veronica Springs Road/ Portesuello Avenue intersection. Sidewalks are absent along most of Las Positas Road; the other 5 side street intersections are not signalized and all are controlled via stop signs for side street access only. There is also one private driveway and two driveways for a public tennis court complex along Las Positas Road.

The Las Positas Road/Modoc Road intersection currently operates at relatively uncongested conditions rated as Level of Service (LOS) B during morning peak hour traffic, and LOS C during the evening peak hour. The Las Positas Road/Cliff Drive intersection experiences moderate congestion of LOS D during the morning peak hour, and LOS C during the evening peak hour. Available 2008 traffic counts from Caltrans indicate that Las Positas Road carries approximately 17,620 Average Daily Trips (ADT), and Modoc Road approximately 6,490 ADT (City of Santa Barbara 2008)

Existing public transportation in the Project vicinity comprises two bus lines (Route 5 and Route 2540) operated by Santa Barbara MTD with six bus stops located within the Project site. Route 5 has stops at Calle De Los Amigos & Modoc, Las Positas & Richelle, Las Positas & Jerry Harwin Parkway (Elings Park), and Las Positas & Cliff Drive. Route 2540 has stops at Calle De Los Amigos & Modoc, Modoc & Palermo, Las Positas & Modoc,

Las Positas & Richelle, Las Positas & Jerry Harwin Parkway (Elings Park), and Las Positas & Cliff. Each of these locations is marked by a small bus stop sign, but are not otherwise improved.

11.a) Conflicts with Applicable Plans, Ordinances, or Policies. Project effects on the roadway system circulation and safety, and vehicle, bicycle, pedestrian, and bus travel would be consistent with the City's General and LCP, Growth Management Ordinance and Traffic Management Strategy, Bicycle Master Plan, and Pedestrian Master Plan, and would not exceed County Congestion Management Plan standards as the Project would facilitate improved pedestrian and bicycle travel and not interfere with or impede vehicular travel or transit use. The proposed Project would result in the narrowing of Modoc Road and Las Positas Road to accommodate parts of the multi-use path which would be constructed partially within existing paved road widths. Nevertheless, resultant road widths would be designed to be consistent with Caltrans and City travel lane width requirements, and where required, limited roadway widening and more substantial restriping would occur to ensure provision of travel lane widths consistent with adopted standards. The Project would have a less than significant impact with regard to conflicts with transportation plans and policies.

11.b) Construction and Operational Vehicle Traffic. Project construction-related traffic would occur over an estimated 12 to 27-month construction period depending upon whether the entire Project is completed in one phase or if construction is performed by Segment, with higher levels of construction traffic anticipated to occur during a more compressed one-year construction window. The initial stages of demolition and grading would involve trips associated with the arrival and departure of workers and heavy equipment, and truck trips for removing debris, fill, and similar demolished materials. The remaining work to install/construct the multi-use path, crosswalks, and medians would typically involve worker and truck trips for delivery of materials. Construction equipment and materials staging and parking areas would be located on the Project site and by temporary easements/agreements on adjacent sites, which would reduce potential interference with traffic flows. Standard conditions of approval would restrict hours for construction truck trip operation to outside of peak traffic hours, identify acceptable heavy truck trip routes and designate construction staging and parking areas, which include the potential sites of south of Modoc Road on the west side of Las Positas Road in an existing unpaved pullout area, at the southwest corner of the intersection with Las Positas Place, at the southwest corner of the intersection with Veronica Springs, and in the Las Positas Tennis Courts Parking Lot. Temporary construction traffic would create adverse but not significant impacts due to its short-term duration and relatively low construction traffic volumes.

The Project is not expected to generate daily personal vehicle trips above existing levels. As such, there is no anticipated increase of trips to the adjacent roadway network and no impact to peak-hour traffic exceeding 0.01 percent of the capacity of an impacted intersection. Though there would be a minor alteration to the southbound Modoc Road to Las Positas Road turn lane width at the intersection and minimal changes to traffic flow with the installation of a signalized intersection at Jerry Harwin Parkway, there would be no substantial traffic flow alterations to any intersections operating at over 0.77 V/C that would require mitigation.

This Project would not contribute to citywide cumulative traffic effects, as there would not be any addition of commercial or residential buildings that may increase associated vehicle trips to City roadways. The City's 2011 General Plan FEIR, which included citywide analysis of traffic associated with existing and anticipated development to 2030 and identified 27 intersections with potential cumulative traffic effects. Nevertheless, implementation of the Project is not anticipated to alter the existing intersections in terms of provided lanes or

service capabilities. Project traffic would not exceed County Congestion Management Plan regional traffic standards. Therefore, less than significant vehicle traffic impacts are anticipated and no mitigation is required.

11.c) Bicycle/Pedestrian/Public Transit. The Project would enhance pedestrian and bicycle circulation in a manner consistent with adopted plans and policies. For instance, as indicated in Figure 2, the proposed path would act as a regional connector between two major bike routes, linking the Cross Town Route adjacent to U.S. 101 with the Coast Route along the Pacific Ocean. The Project would introduce a multi-use path in an area that often lacks continuous developed sidewalks to improve both bicycle and pedestrian circulation throughout the Project site. Creation of the multi-use path would provide safe pedestrian passage along these high speed roadways where pedestrian travel is currently accommodated via narrow informal dirt paths. Installation of new crosswalks and new pedestrian crossings at center medians would further enhance pedestrian travel. As most intersections along Modoc Road and Las Positas Road do not have existing crosswalks, pedestrian safety and connectivity would be improved throughout the Project site, adjacent neighborhoods, commercial areas, and open space areas.

The Project would maintain Caltrans-compliant widths for Class II bike lanes to continue to accommodate higher speed road bike traffic and further enhance use of these bike lanes through installation of green-hashed bike lane striping at at least 16 intersections and driveways in the Project area to support safety and awareness of road bike cyclists using the Class II bike lanes.

~~While only limited changes are proposed to existing bus or other transit systems in the Project vicinity (the installation of one new bus stop at the Las Positas Road/Jerry Harwin Parkway intersection),~~ The establishment of pedestrian walkways and safer street crossings may also improve the safety of the existing bus lines described in the existing setting, which run through the Project site.

The Project would include installation of warning and yield signs at the eastbound Modoc Road approaches to the Modoc Road/Las Positas Road intersection to notify approaching traffic of pedestrians and cyclists crossing of the free right turn lane from the multi-use path to the center-intersection pedestrian island. Additionally, the Modoc Road to Las Positas Road southbound vehicular right-turn lane would be separated from the existing Class II bike lane by a slim median and bright green roadway striping to provide awareness and a buffer between cyclists and vehicles making this turn. The slender median would additionally provide a safe space for pedestrians when crossing to and from the large, center-intersection pedestrian island. These installations would improve safety for pedestrians and cyclists above what is currently provided by the existing free right, unsigned turn.

The Project would improve pedestrians and cyclists safety and visibility through installation of physical barriers. Along Segment 2 and 3 that lack sufficient space, a concrete barrier would be installed between the road and path.

~~While most of the existing bus stops would remain largely unchanged, a new bus stop would be located on the west side of Las Positas Road across from the Jerry Harwin Parkway intersection, including a bus pull-out. This improvement would allow better public access to Elings Park and the pull-out would contribute to public transit user and vehicle safety as the drop-off point would be located further away from high-speed traffic on Las Positas Road.~~ Offering a designated route for pedestrians and cyclists along Modoc Road and Las Positas Road for recreation, transportation, and public transit would increase the safety of pedestrians, bicyclists, and public transit users in the area, resulting in a beneficial impact to public cyclist and pedestrian facilities.

11.d-e) Access, Circulation, and Safety. The Project would generally improve safety for bicycle and pedestrian travel, would generally not include or create hazardous design features, and would not impede emergency access. Vehicular access through the Project site would not be altered as through-travel lanes, turn-lanes, and Class II bicycle lanes would remain largely similar to existing conditions and would adhere to accepted design standards.

Project design features that have potential to pose potential hazards include multi-use path residential driveway crossings along Modoc Road, modification to the southbound turn from Modoc Road to Las Positas Road, collisions of pedestrians and bicyclists on the multi-use path, the narrowing of adjacent vehicle lanes, and installation of the Jerry Harwin Parkway signalized intersection, each of which are discussed in more detail below.

The proposed multi-use path would cross 12 residential driveways along Modoc Road. Vehicular access across the proposed multi-use path could create conflicts with pedestrians and cyclists, particularly where solid masonry walls that front several houses or other obstructions (e.g., hedges) limit line of sight. However, the proposed multi-use path would include installation of warning signs, and green striping on pavement within such crossings to call attention to the path, as well as installation of mirrors if needed to improve visibility. The addition of refuge islands and crossings on Modoc Road near the intersection of Calle de los Amigos would further allow cyclists to be able to safely cross the road and continue westbound to the terminus of the multi-use path. These measures would improve safety when compared to existing conditions for pedestrians and cyclists.

Modifications to the Modoc Road/Las Positas Road intersection would not alter lane configurations for vehicles or bicycles, the circulation pattern, or the daily volumes of vehicles traversing the intersection. However, the inclusion of a pedestrian crosswalk and access to the multi-use path across the free southbound right turn lane from Modoc Road to Las Positas Road would improve safety at this location. The installation of a median between the Class II bike lane and vehicular turn-lane would shorten pedestrian crossing distance and provide a pedestrian island to avoid oncoming traffic, in addition to slowing oncoming automobiles due to narrower lane width. Pedestrian crossing signage would further encourage safe pedestrian travel by informing drivers of pedestrian activity.

The multi-use path would attract both pedestrians and bicyclists to use the paved surface for travel in both directions. Though the path would be striped down the center to indicate separate traveling direction sides, introducing cross-directional traffic to the same surface inherently increases the potential for accidental, human-error collisions. Additionally, with bicyclists and pedestrians sharing the same surface, faster-moving bicyclists have the potential to travel quickly past slower-moving pedestrians, even when travelling the same direction. These situations increase the potential for relatively low speed interactions between pedestrians and bicyclists on the same travel route. By incorporating the AASHTO design and safety criteria for a Class I bicycle facility, the appropriate path width and shoulder area are provided, minimizing the potential for operational hazards and allowing pedestrians and bicyclists to pass one another in a safe manner.

Though lane widths along Las Positas and Modoc Roads would be narrowed to 11-12 feet in width in places to allow for the multi-use path and associated roadside barrier, the Project would adhere to Caltrans standards for safe and efficient lane widths throughout Segments 1, 2, and 3. Both Las Positas and Modoc Roads have minimal curves and generally good line of sight which would help reduce any potential safety effects of narrowing travel lanes. The roadside barrier between the roadways and multi-use path would further enhance safety for multi-use path users. Further, such roadside buffers tend to help slow or calm traffic speeds further reducing potential safety concerns. Therefore, when combined with the fact that these roads would continue to meet Caltrans standards for travel lane width, impacts associated with narrowing travel lanes would be less than significant.

Installation of the Jerry Harwin Parkway signalized intersection would meet signal warrants for the location, adding an additional intersection to Las Positas Road that would facilitate pedestrian and cyclist crossing, allowing a safe connection from the proposed multi-use path to the regional park.

Since modifications to the roadway would not alter the number of lanes for vehicles, the circulation pattern, or

the access from surrounding roadways, emergency access and associated response times would not be reduced or hindered to the Project site and vicinity. The Project is to be located in an existing disturbed ROW area and involves no incompatible land uses that would result in a vehicle mix that could increase traffic hazards. Project impacts pertaining to circulation and safety would be *less than significant* and no mitigation is required.

11.f) Air Traffic. The Project is not located near the Airport and would have no effect on aircraft traffic patterns or safety or result a conflict with Airport Land Use Plan policies. Additionally, the Project would not increase the air traffic demand in the area, and therefore would have *no impact* on aircraft traffic levels.

Transportation – Mitigation

No mitigation is needed.

Transportation – Residual Impact

Project impacts associated with transportation policy conflicts, vehicle traffic congestion, bicycle, pedestrian, and transit facilities and travel, circulation and safety of transportation networks, and aircraft traffic and safety would be *less than significant* (Class 3).

12. WATER QUALITY AND HYDROLOGY Would the project:	Level of Impact Significance	<u>Analyzed in Prior Document</u>
a. Impact groundwater by: i. Substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ii. Violating any groundwater quality standards/ requirements or otherwise substantially degrading groundwater quality?	Class 3 – Less than significant impact	The General Plan Program EIR (2011) analyzed citywide cumulative hydrology and water quality impacts of new development to the year 2030.
b) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Class 2 – Less than significant with mitigation	
c) Substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion, siltation, or flooding on- or off-site?	Class 2 – Less than significant with mitigation	
d) Violate any surface water quality standards/requirements or otherwise substantially degrade surface water quality?	Class 2 – Less than significant with mitigation	
e) Substantially alter a stream or river (either directly or indirectly through encroachment into buffer areas) in a manner which would result in substantial on- or off-site erosion, siltation, flooding, water quality degradation, or impacts to sensitive biological resources?	Class 2 – Less than significant with mitigation	
f) Expose people or structures to a significant risk of loss, injury or death involving flooding (including flooding as a result of the failure of a levee or dam), wave action, or surface water erosion?	Class 3 – Less than significant impact	
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Class 3 – Less than significant impact	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Class 3 – Less than significant impact	
i) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	Class 3 – Less than significant impact	

12. Water Quality and Hydrology

Issues: Water resources issues include changes in surface drainage, creeks, surface water quality, groundwater quantity and quality, flooding, and inundation.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.
- Altering drainage patterns or affecting creeks in a way that would cause substantial erosion, siltation, on- or off-site flooding, or impacts to sensitive biological resources (See Section 3 as well).

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

The City's Storm Water Management Program (SWMP) and City ordinance Chapter 22.87 detail how the City will protect water quality by listing a series of BMPs and Measurable Goals that the City must meet each year. The City began implementing the SWMP in January of 2009. The purpose of the SWMP is to implement and enforce a program designed to reduce the discharge of pollutants to the "maximum extent practicable" to protect water quality. The SWMP addresses discharge of pollutants both during construction and after construction. The water quality treatment requirement is to retain and treat the 1-inch, 24-hr. storm event. The peak runoff discharge rate requirement is that the peak runoff discharge rate shall not exceed the pre-development rate up to the 25 year storm. The volume reduction requirement is to retain on site the volume difference between pre and post conditions for the 25-yr, 24-hr storm or the 1-inch storm (whichever is larger).

Flooding and Inundation Hazards

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard.
- Exposing people or structures to substantial unmitigated risk involving inundation by seiche, tsunami, or mudflow.

Water Quality and Hydrology – Existing Conditions and Project Impacts

Water Quality

Statewide water quality standards are set by the Environmental Protection Agency (EPA) and the California State Water Resources Control Board (SWRCB), in accordance with the Federal Clean Water Act (CWA) and its amendments. The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCB conducts regional planning, permitting, and enforcement activities. The Project site lies within the jurisdiction of the Central Coast RWQCB. The *Water Quality Control Plan for the Central Coast Basin* (Basin Plan) includes water quality standards to protect beneficial uses, including maintaining aquatic ecosystems and the resources those systems provide.

The Federal Clean Water Act's National Pollutant Discharge Elimination System (NPDES) Phase II regulations govern storm water discharges from small municipalities that operate storm drain systems. The SWRCB and the RWQCB are responsible for implementation of NPDES regulations. In February 2013, the Water Board adopted a new NPDES General Permit for municipal storm water discharges.

The Project site is located within the Arroyo Burro Creek watershed, including its tributary Las Positas Creek, which discharge into the Pacific Ocean at Arroyo Burro Beach. The Project drains to Arroyo Burro Creek, which is listed under Section 303(d) of the Basin Plan for E. coli and Fecal Coliform (a Pollutant of Concern). No Total Maximum Daily Load (TMDL) of acceptable pollutant levels has been developed for this creek. The statewide NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities (Order No. 2009-0009-DWQ) (Construction General Permit or CGP) requires measures to protect water quality during construction activities for construction sites of an acre or more.

A Lake and Streambed Alteration (LSA) Agreement is required from the CDFW if the Project would do one or more of the following:

- Substantially divert or obstruct the natural flow of any river, stream, or lake;
- Substantially change or use any material from the bed, channel, or bank of any river, stream, or lake;
- Deposit debris, waste, or other materials that could pass into any river, stream, or lake.

A U.S. Army Corps of Engineers 404 Permit and a RWQCB 401 Permit (Water Quality Certification) are required if existing culverts are altered.

Hydrology

Hydraulic data for the Project was based on the Flood Insurance Study of Santa Barbara County dated December 4, 2012. The Flood Insurance Rate Map (FIRM) for the Project is Santa Barbara County and Incorporated Areas Panel No. 1386 of 1835, Map Number 06083C1386H, November 4, 2015. Most of the Project site is located outside of the 100-year floodplain with portions inundated at creek under-crossings of roads, primarily due to undersized culverts, as well as along low lying areas adjacent to Las Positas Creek.

The Las Positas Creek watershed extends north of U.S. 101 in the area of the City's Municipal Golf Course and encompasses approximately 490 acres. The Arroyo Burro Creek watershed encompasses approximately 6,217 acres extending from the Pacific Ocean to the ridge of the Santa Ynez Mountains. Arroyo Burro Creek is a perennial stream that drains from the foothills of the Santa Ynez Mountains and traverses portions of the City before running under U.S. 101, northwest of the Project. Arroyo Burro Creek meanders southeast through Hidden Valley Park towards the Project site, turns east near Veronica Springs Road, and then turns south again to parallel the western edge of Las Positas Road before veering west at the Douglas Family Preserve and emptying into the Pacific Ocean. Las Positas Creek is an intermittent drainage and tributary to Arroyo Burro Creek that originates in the vicinity of the Santa Barbara Municipal Golf Course located on the northern side of U.S. U.S. 101 north of the Project. Las Positas Creek flows south under Calle Real, U.S. 101, the Union Pacific Railroad, and Modoc Road, at which point it is joined by an unnamed tributary carrying ephemeral flow from hillsides to the west. Within the Project area, the unnamed tributary flows east, parallel to the southern edge of Modoc Road. After absorbing flow from the unnamed tributary, Las Positas Creek continues due south through the Project area, paralleling Las Positas Road, until it crosses under the intersection of Veronica Springs Road and empties into Arroyo Burro Creek. From Las Positas Place to Veronica Springs Road, the City's Creek Division has proposed a Las Positas Creek Restoration Project, described within the *Project Description*.

Las Positas Creek passes under Modoc road through a 66-inch wide culvert (Figure 2). During the 100-year storm event, insufficient capacity of this culvert along with obstruction by an asphalt dike on the road contribute to overtopping Modoc Road during high flows. In addition, the existing downstream 8-foot by 3.5-foot box culvert at Las Positas Place also backs up flows during 100-year storm events due to insufficient capacity, and floodwaters overtop Las Positas Place and Veronica Springs. At Veronica Springs Road, during the 100-year storm event, flows back up onto Veronica Springs Road due to low right bank elevations and insufficient capacity in the existing double 66-inch culvert that crosses under Veronica Springs Road, causing flows to overtop Veronica Springs Road and spill onto Las Positas Road. At the confluence with Arroyo Burro Creek, the 100-year flow rate of Las Positas Creek just south of Veronica Springs Road is approximately 1,580 cubic feet per second (cfs).

As detailed in the Preliminary Geotechnical Design Report, groundwater was encountered at approximately 26 to 39 feet below ground surface in 5 borings drilled along the Project site. The City typically pumps about 1,300 AFY of groundwater in non-drought years; no City water supply wells are located in the Las Positas Valley (City of Santa Barbara 2011).

12.a) Groundwater Quantity and Quality. The Project does not include installation of wells or direct pumping of groundwater. Water use for Project construction and operation would be minimal and groundwater provides less than 8 percent of the City's non drought year water supply. Due to the short-term nature of Project water demand and the limited amounts of construction water required, the Project would not have the potential to substantially deplete or lower groundwater supplies or interfere with groundwater recharge. The Project would have a less than significant impact on groundwater supply, recharge, and quality.

12.b-d) Drainage, Storm Water Runoff, and Water Quality. Project construction could incrementally alter or increase runoff through minor increases in paved surfaces, as well as potentially result in limited increases in erosion and sedimentation during grading operations. The Project is located in close proximity to Las Positas Creek and Arroyo Burro Creek, including several reaches that run along the top of the creek banks and several crossing of Las Positas Creek. Although Project construction would occur largely within existing paved areas or those subject to previous disturbance, grading and development, including areas of excavation, cut and fill for retaining wall construction, could increase erosion and potential for sedimentation. Operation of construction equipment proximate to these creeks could also result in accidental spills or releases of oil and other pollutants, with potential for water quality impacts.

Such potential impacts would be addressed by application of City General Plan and LCP policies, SWMP provisions and grading and building ordinances that require low impact development (LID) techniques and approval of a construction drainage and storm water management plan prior to grading and building permit issuance to minimize or avoid temporary drainage, storm water, erosion, or water quality impacts and that require implementation of best management practices. Soil stabilization, sediment control, waste management, and materials pollution control BMPs would be implemented during construction to ensure that sediment and other pollutants are contained on the Project site and to minimize the potential for releases or spills of pollutants during the operation of construction equipment. These construction BMPs are included in the *Project Description* and would serve to avoid potential drainage, storm water, erosion, and water quality impacts from temporary construction areas.

The Project would be integrated into existing grades and drainage patterns. The Project would include permeable aggregate shoulders to retain and infiltrate runoff. Two new 18-inch culverts planned at the intersection of Las Positas Road and Modoc Road would route storm water drainage under the Project, with drainage directed to the permeable shoulder aggregate to retain and infiltrate runoff. Where required, flows would be routed through new

culverts to Las Positas Creek to the west. Where Modoc Road crosses Las Positas Creek the Project would be constructed at or below the elevation of the existing AC dike to ensure that flood elevations would not be changed.

Pursuant to the City SWMP and associated ordinance and the City's NPDES General Permit for Storm Water Discharges, and BMP guidelines document, the City requires that any increase in storm water runoff (based on a 25-year storm event) be retained onsite and that projects be designed to capture and treat the calculated amount of runoff from the project site for a one-inch storm event, over a 24-hour period. BMPs are required to treat for water quality. The Project would add 4,000 sf of new impervious area, which puts it into the Tier 3 Classification according to the City's SWMP. Because the Project is Tier 3, Site Design and Storm Water Runoff BMPs are required. These BMPs are listed and described in the Water Quality Technical Memo (see Appendix H), and have been incorporated into the Project design. Project drainage facilities would be subject to City standard conditions of approval, City building codes and permit standards, and Federal and State regulatory programs established to minimize impacts associated with storm water volume and quality impacts. A final Project SWMP requires City approval prior to issuance of grading and building permits.

With the implementation of these BMPs and approval of drainage and storm water plans required by MM HYD-1 (Drainage and Storm Water Management Plan), the Project would not have a substantial impact on drainage, storm water runoff, or water quality and would be less than significant with mitigation.

12.e) Creeks. With the implementation of construction BMPs listed in the *Project Description*, potential construction impacts to the creeks would be mitigated. Retaining walls would be located well outside of the top of bank along sections where the Project runs adjacent to a creek, in order to protect the banks of the creek from erosion, siltation, and water quality degradation. Site Design and Storm Water Runoff BMPs mentioned in 12.b-d and listed in the Water Quality Technical Memo in Appendix H would also help to avoid these impacts. The Project would not have a substantial construction or operational impact on Las Positas Creek or Arroyo Burro Creek, and impacts would be less than significant with no mitigation required.

12.f-i) Flooding and Inundation. Portions of the Project site are currently located in relatively level areas that lie within 100-year flood zones as shown on FEMA FIRM maps. The Project area has experienced several limited flood events in the recent past (see Appendix H). Project development would encroach into the 100-year floodplain of Las Positas Creek on Modoc Road between Calle De Los Amigos and Ferrera Way, as well as between Veronica Springs Road and Las Positas Road. The Project would be graded to match existing topography, and designed to maintain predevelopment flow conditions so as not to substantially change flood flows in this area. Where the Project would closely parallel Las Positas Creek along Las Positas Road, the path is designed to stay out of the creek corridor and out of the floodplain as much as possible. However, encroachment into the floodplain is unavoidable at the crossings of Las Positas Place and Veronica Springs Road. From Las Positas Place to Veronica Springs Road, the City's Creek Division has proposed a Las Positas Creek Restoration Project. After completion of this restoration project, the multi-use path would be located approximately one foot above the 100-year flood level within this area, and would be graded to match existing topography. Therefore, the Project would not substantially alter the course or flow of flood waters, or substantially increase risk to life and property due to flooding or failure of flood control facilities.

Based on the 2009 "Tsunami Inundation Map for Emergency Planning" of the County, the Project site is not considered susceptible to tsunami-related hazards generated by nearby or distant off-shore faults and does not include any buildings. In the absence of an enclosed body of water such as lakes, reservoirs, or water tanks upstream or adjacent to the Project site, the potential hazard associated with seiches or flooding at the site during seismic events is considered low (Bengal Engineering Inc. 2016). Ocean wave action or tides would not affect

the Project area.

Since the Project would be graded to match existing topography and drainage patterns wherever it would encroach into the floodplain so as not to impede or redirect flood flows, would not include any housing, and would not expose people or structures to a significant risk involving flooding, wave action, surface water erosion, or inundation, these impacts would be less than significant with no mitigation required.

Water Quality and Hydrology – Mitigation

MM HYD-1 Drainage and Storm Water Management Plan. The applicant shall submit a construction drainage and storm water management plan to the City for approval prior to grading and building permit issuance.

Water Quality and Hydrology – Residual Impact

Impacts of the Project associated with groundwater and surface water volume and quality, drainage and storm water volume and quality, creeks, flooding and inundation would be less than significant.

13. LAND USE AND PLANNING Would the project:	Level of Impact Significance	Analyzed in Prior Document
a) Have significant impacts associated with physically dividing an established community?	Class 4 – Beneficial	The General Plan Program EIR (2011) analyzed land use policy impacts of new development citywide to the year 2030.
b) Result in a significant impacts due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Class 2 – Less than Significant with Mitigation	

13. Land Use and Planning

Issues: Local policies and regulations shape the types of land uses within the City.

City of Santa Barbara General Plan

The City's General Plan contains statements, goals, and policies concerning land use and open space, parks and recreation, which include those described within the *Plans and Policy Discussion* section above (City of Santa Barbara 2011).

California Coastal Act

Any development activity within the Coastal Zone requires a CDP from the California Coastal Commission. The CDP allows proposed development in the Coastal Zone only in compliance with the California Coastal Act, which is reviewed and acted-upon by the City (State of California 2016).

Impact Evaluation Guidelines: A significant impact would result from:

- Aspects of the proposed project physically or operationally dividing an existing community.
- Inconsistency of the proposed project with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project, such as from a general plan, specific plan, local coastal program, or zoning ordinance, which was adopted for the purpose of avoiding or mitigating an environmental effect.

Land Use and Planning – Existing Conditions and Project Impacts

The Project site is entirely contained within City ROW. City General Plan land use designations regulate and guide the type and forms of development that may occur according to planning within City boundaries and policies, design guidelines, and permitting procedures. Land uses overlapping and adjacent to the Project site include suburban low and medium density residential, hillside low density residential, parks/open space, and creeks.

Each of the Project Segments are located adjacent near to generally homogeneous types of land uses. Segment 1 is primarily bordered by residential uses, including suburban low density residential (max 5 du/acre) and urban commercial/medium high density residential (15-27 du/acre) uses as well as the Municipal Golf Course (parks/open space) to the north beyond the freeway, and residential uses in County land to the south. Segment 2 is bordered by hillside low density residential (max 3 du/acre) land use along the northern half, and is bordered in the northwest by County land, while the southern half of Segment 2 is overlapped by suburban low density residential (max 3 du/acre) land use. Segment 3 is overlapped primarily by parks/open space land use, with Elings Park located to the west and east, Douglas Family Preserve to the south, and residential uses beyond to the west.

A portion of Segment 3, located entirely within the City's parks/open space land use designation, is also located within the Coastal Zone. This portion of the Project site within the Coastal Zone, as with the City parks/land use designation, also allows and encourages public use (City of Santa Barbara, Planning Division 2013).

13.a) Physically Divide Community. The Project would not close any existing bridges or roadways, or create any physical barriers that would divide the community. While temporary construction easements or ROW agreements may be necessary from private properties for potential conform work, these actions would not establish permanent community fracturing. Upon completion, the Project would enhance access and mobility in the community. The Project would also serve as a resource to the community by providing recreation and connectivity to open space. Therefore, the Project's impact on physically dividing an established community would be *beneficial*.

13.b) Conflicts with Plans for Avoiding Environmental Effect. The Project would not conflict with the General Plan and Zoning Ordinance with respect to its surrounding residential, open space, and creeks land use designations, as it does not propose any new housing and is constructed within the existing ROW and is compatible with adjacent land uses. The Project would implement the City's goals outlined in the General Plan, by implementing policies such as LG4.2 and LG15, which encourage enhanced bicycle infrastructure and pedestrian facilities and improved accessibility within neighborhoods, as well as policies OP1 and OP2.3, which encourage providing of open space through trails, bike paths, and urban walkways, and linking open space in the Las Positas Valley (City of Santa Barbara 2011). The Project would also be consistent with Section 30252 of the LCP, which states that the location and amount of new development should maintain and enhance public access to the coast (~~City of Santa Barbara 2004b~~)(~~City of Santa Barbara 2004a~~). The Project would involve drafting and submittal of a CDP, which upon review and approval would ensure compliance of the Project with the California Coastal Act (State of California 2016).

Discussion of compliance with water quality standards and policies is contained within Section 12, *Water Quality and Hydrology*, and discussion of compliance with air quality, biological resources, cultural resources, hazards, and noise aspects are included in the above associated sections of this MND. Overall, the Project would provide improved bicycle and pedestrian connectivity and public recreation for neighborhoods in the Project vicinity, as well as connecting open spaces, such as Elings Park and Arroyo Burro Beach Park. Therefore, with integration of mitigation measures throughout this document as detailed below, Project impacts associated with conflicts with plans for avoiding environmental effects would be *less than significant with mitigation*.

Land Use and Planning – Required Mitigation

MM BIO-1 through MM BIO-14, MM G-1 and MM G-2, MM N-1 through MM N-3, and MM HYD-1 and ~~MM HYD-2~~ would apply. No further mitigation required.

Land Use and Planning – Residual Impacts

Project impacts associated with land use and planning policies would be *less than significant*.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
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, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?		✓
b)	Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?		✓
c)	Does the project have possible environmental effects that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.		✓
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓

MANDATORY FINDINGS OF SIGNIFICANCE

a) Biological and Cultural Resources

As discussed in Section 3, *Biological Resources*, the Project, with the implementation of any identified mitigation, would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section 4, *Cultural Resources*, the Project would not eliminate or impact important prehistoric or historic resources.

b) Short-term and Long-term Environmental Goals

The Project would achieve both short-term and long-term environmental goals, neither to the detriment of the other, by introducing a safe pedestrian/bicycle pathway for recreational and transportation purposes to a currently dangerous corridor for pedestrians and cyclists. As discussed in Section 10, *Recreation*, and Section 11, *Transportation*, the Project would have a beneficial impact on increasing pedestrian and cyclist public access to recreational and transportation facilities in the area. Therefore, the Project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals.

c) Cumulative Impacts

A number of projects are proposed within the immediate Project vicinity that could contribute to cumulative impacts, in combination with those associated with the proposed Project. These include a proposed roundabout at the intersection of Cliff Drive and Las Positas, the Las Positas Creek Restoration Project, and the Caltrans Las Positas Creek Retaining Wall Repair and Replacement Project. Additionally, several pending and approved development projects are located near the proposed Project, including the Las Positas Tennis Courts Project for demolition of the existing 872 square foot office/restroom building at the tennis facility and construction of a new 3,507 square foot multiple use building that includes a fitness room, cafe kitchen, pro shop, restrooms and office. Additionally, the approved Valle Verde project involves development of at least 40 two-bedroom units and a new access road. Additional projects include the Douglas Family Preserve Trail Project, past pending developments under a Master Plan for Elings Park (which are currently on hold), and incremental residential development in

the Hidden Valley neighborhood.

Taken together with Project impacts, such development could incrementally contribute to cumulative impacts to biological resources, visual resources, water quality, noise, air quality, and GHG emissions. For example, the Las Positas Creek Restoration Project would create construction impacts to biological resources as work is performed within the concrete and limited natural sections of this creek, as well as its indirect contribution to removal of 26 coast live oak trees and/or significantly impacting 22 more due to its encroachment into road right of way, which necessitates the proposed multi-use path being constructed immediately adjacent to these oak trees.

In addition, short-term construction noise from all of these projects, particularly the Las Positas Creek Restoration Project, could combine with Project construction noise to impact nearby neighborhoods for a longer period of time and/or at a combined intensity, such as towards homes along Las Positas Place.

A long-term, cumulatively beneficial impact of the Project could include contributing to increased pedestrian and bicyclist connectivity between all of these projects, notably providing connections to and between the Elings Park developments and Douglas Family Preserve Trail Project as an effort to expand the City's recreational trail network.

With the implementation of identified mitigation measures within Sections 1 through 13, the Project would not result in any significant, cumulative impacts on the environment because the Project contribution to cumulative impacts would not be considerable.

d) Other Environmental Effects

As discussed in Sections 1 through 13 of this Initial Study, no significant effects on humans (direct or indirect) would occur as a result of this Project.

As discussed in Section 1, *Visual Resources*, the Project would not obstruct public scenic views, except for minimal temporary obstruction due to construction equipment. The Project would not substantially alter the visual character and quality of the existing corridor, and any lighting and glare it would create would be minimal.

As discussed in Section 3, *Biological Resources*, the Project is designed to restore all areas that would temporarily have vegetation removed with native vegetation suited to the Project vicinity.

As discussed in Section 5, *Geology and Soils*, any potentially expansive subgrade soils would be lime-treated and allowed to cure prior to pavement construction, and the potential for soil liquefaction and related seismic hazards in the Project site is low.

As discussed in Section 7, *Noise*, operation of the Project would result in sporadic, single-event noise events such as people talking or yelling, but this would not result in a permanent increase in the ambient noise level of the area. Vibration noise resulting from construction would also not result in an adverse impact after mitigation is applied.

All potentially significant impacts related to visual resources, biological resources, geology and soils, and noise can be mitigated to a less than significant level; therefore, the Project does not have any environmental effects which could cause substantial adverse effects, either directly or indirectly.

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that with identified mitigation measures agreed-to by the applicant, potentially significant impacts would be avoided or reduced to less than significant levels. A Mitigated Negative Declaration will be prepared.

Prepared by: Daniel Ysua 1/26/17
Date

Approved by: Stef C 1/26/17
Date

APPENDICES

- A. Assessor's Parcels**
- B. Visual Impact Assessment (VIA)**
- C. CalEEMod Estimates**
- D. Biological Resource Reports**
 - **Jurisdictional Wetland Delineation (JD) Report**
 - **Natural Environment Study (NES) Report**
 - **Tree Assessment and Mitigation Report**
- E. Cultural Resource Reports**
 - **Historic Property Survey Report (HPSR)**
 - **Archaeological Survey Report (ASR)**
- F. Preliminary Geotechnical Design Report (PGDR)**
- G. Noise Technical Memorandum**
- H. Water Quality and Hydrology Reports**
 - **Water Quality Technical Memorandum**
 - **Location Hydraulic Study**
- I. Project Plans**

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

Project – Specific Information

Included within Appendices, indicated above.

General Sources

California Building Code as adopted by City

California Environmental Quality Act (CEQA) & CEQA Guidelines

Climate Action Plan (September 2012)

Santa Barbara General Plan (December 2011)

Land Use Element

Housing Element

Open Space, Parks and Recreation Element

Economy and Fiscal Health Element

Environmental Resources Element

Circulation Element

Safety and Public Services Element

General Plan Map

General Plan Update Final Environmental Impact Report (2011)

Geology Assessment for the City of Santa Barbara

Long Term Water Supply Plan (2011)

Local Coastal Plan (2004)

Master Environmental Assessment (1981), MEA Guidelines for Archaeological Site and Structures (2002); MEA Maps and Guidelines for Air Quality, Biological Resources, Geological Hazards, Noise (2008)

Santa Barbara County APCD Scope and Content of Air Quality Sections in Environmental Documents (2015)

Santa Barbara Municipal Code & City Charter

Special District Map

Storm Water Management Plan (2006), Ordinance provisions (SBMC 22.87), NPDES General Permit (2013), and Best Management Practices Guidance Manual (2013)

Zoning Ordinance & Zoning Map

ADDITIONAL REFERENCES

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- Department of Conservation. 2014. *Division of Oil, Gas & Geothermal Resources Well Finder*. Accessed: 10 May 2016. Retrieved from: <http://maps.conservation.ca.gov/doggr/#close>
- State of California. 2016. *Coastal Development Permit: Permit Applications & Appeal Forms | California Coastal Commission*. Accessed: 11 May 2016. Retrieved from: <http://www.coastal.ca.gov/cdp/cdp-forms.html>

